

Matthew Rosel

From: Ron Meyer <Ron.Meyer@lendlease.com>
Sent: Friday, 4 July 2014 5:06 PM
To: Matthew Rosel
Subject: RE: SSD 5752 MOD2 - S96(1a) application, further information request
Attachments: Actions_-_DRP_Meeting_190214[1].pdf

Matthew,

I confirm the following in order:

- 1) Find attached meeting minutes from INSW dated 19 February 2014 – refer Item 20 confirming Design Review Panel support for screen.
- 2) The location of the security hut is important as it must be located before the rejection lane which is shown on the plan. So if security team reject the truck from entering the Exhibition loading dock it can go back out onto Darling Drive before driving up the ramp into the loading dock. So it will cater for one truck but we will do an overlay to demonstrate this
- 3) I will get a drawing issued to bring all the elements requested together.

I note this is urgent and will get this information to you on Monday

Regards

Ron

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Construction & Infrastructure
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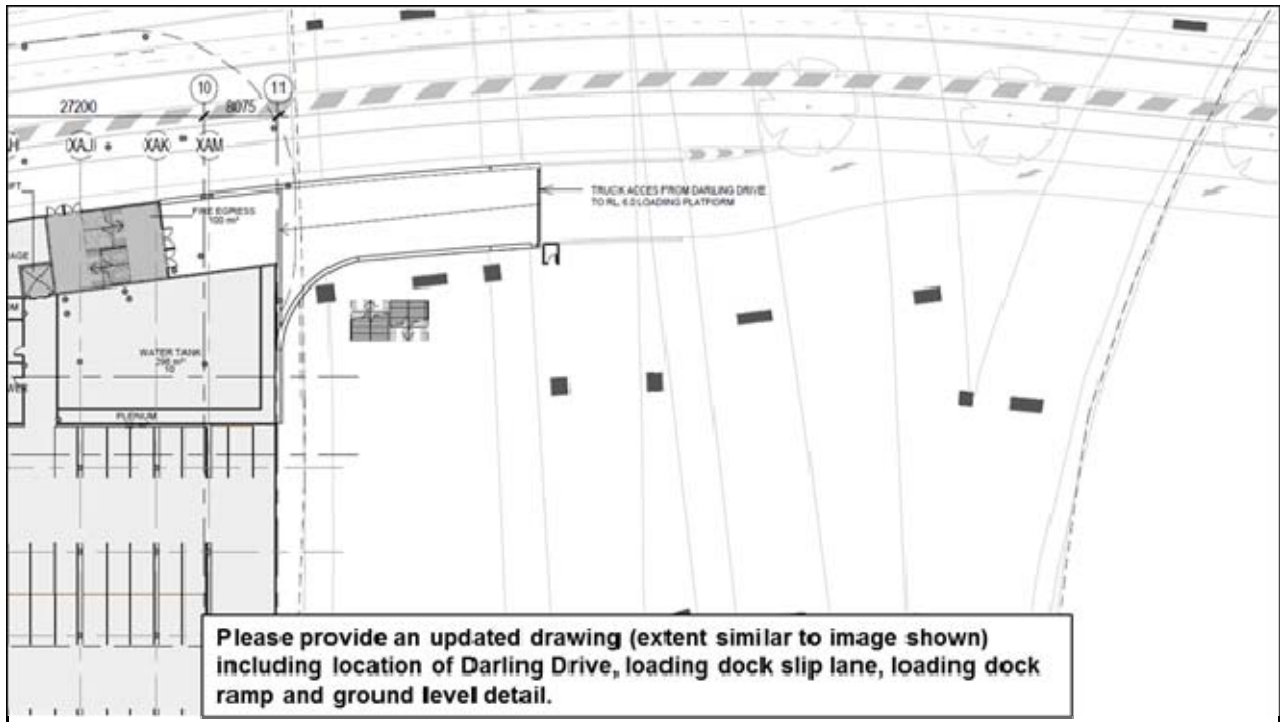
ron.meyer@lendlease.com | www.lendlease.com

From: Matthew Rosel [<mailto:Matthew.Rosel@planning.nsw.gov.au>]
Sent: Friday, 4 July 2014 3:20 PM
To: Meyer, Ron
Subject: SSD 5752 MOD2 - S96(1a) application, further information request

Hi Ron,

I have almost completed my draft report and instrument for the S96(1a) application. After analysing the information in detail I have three questions that I would appreciate a response to:

1. The JBA report notes at page 11 that the western façade has undergone review and input with the DRP, although it does not confirm the DRP's view on the proposal. Can you please confirm whether the DRP was supportive or objected to the proposed modification to provide metal screening;
2. It is not clear from the plan whether the location of the security boom gate would result in a waiting service vehicle obstructing traffic on the Darling Drive south bound lane. Can you please confirm whether there is at sufficient space to allow for at least one service vehicle to dwell (while waiting for security clearance) without obstructing south bound traffic; *and*
3. Due to the location of the security booth and the extent of drawing CO_AR_200000H, it is difficult to interpret the relationship of the booth with the vehicle entry, Darling Drive and the loading dock. Can you please provide an additional clarifying plan (refer to image below);



If you have any questions relating to the above points, please do not hesitate to email me or call on the number below.

Kind regards

Matthew Rosel

Senior Planner, Industry, Key Sites & Social Projects

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ACTIONS

Date: 19 February 2014

Time: 9am-12pm

Location: Hassell

Attendees:

Peter Poulet (DRP)	David Lovell (DHL)
Yvonne von Hartel (DRP)	Toni Blume (Lend Lease)
Kim Crestani (DRP)	Ron Meyer (Lend Lease)
Phil Coxall (McGregor Coxall)	Pos Simson (Lend Lease)
David Riches (INSW)	Ken Maher (Hassell)
Tom Kennedy (INSW)	Glen Scott (Hassell)
Di Talty (INSW)	Angus Bruce (HAssell)
Ross Horlyck (INSW)	Paul Fosket (Hassell)
	Harvey Lister (AEG Ogden)
	John Kleindienst (AEG Ogden)

No.	Action	By
1	KC and PP noted their positions on the North West Rail tender assessment panel of which Hassell is a member of one bidding consortium.	Note
Darling Drive		
2	DHL no longer require monorail traverser and would like Transport for NSW to remove it.	Note
3	Loading dock structure is not fully lined on the underside or sides due to budget limitations.	Note
4	YVH questioned the extent and location of directional signage on loading dock structural elements.	DHL
5	The Panel accepted that continual pedestrian access along Darling Drive is not provided, however the Panel require more information regarding how pedestrian access is inhibited, specifically in relation to safety concerns for pedestrians in this area.	DHL
6	DHL to investigate potential for emergency services to utilise cycle lanes in terms of ability to mount kerb.	DHL
Public Realm		
7	The Panel noted the need to design the stage and screen for Tumbalong Park with acoustic input.	Note
8	DHL noted that service points within the public realm will be built into structures.	Note
9	HL noted need to mark-out services within public realm to avoid destruction during operation.	DHL
10	DHL clarified grade of Tumbalong Park will be gently sloping towards the Boulevard.	Note
11	The ability for public art to tell the narrative of the site is recommended for inclusion in the commissioning process.	DHL
12	The Panel noted the public art budget of \$2.6 million and consider this limited for a site of this size and significance.	Note
13	DHL to investigate options for inclusion of artwork imagery (copyright/moral rights) within promotional material during the commissioning process.	DHL
14	Meeting to be arranged with City of Sydney regarding ability to source street furniture within timeframes.	DHL/TK

ACTIONS

15	The Panel stated a preference for street furniture that utilised real timber as opposed to a composite material.	DHL
16	The Panel support the 'clustering' of flagpoles as opposed to lining of the Boulevard.	Note
Interiors		
17	The Panel noted the need to ensure wayfinding signage e.g. door numbers are visible within a large crowd environment.	DHL
18	The ceiling heights within pre-function spaces of the exhibition centre were considered too low. The Panel are concerned with the ability for 'progressive disclosure' to be present within the current design. Further exploration of the 'dressing' of the spaces is required to demonstrate the ability for multiple events to be undertaken.	DHL
19	The Panel support and recommend retention of timber stairs within ICC pre-function spaces.	Note
Façade Update		
20	The Panel supported the updated façade on the northern face of the ICC as well as the screen along Darling Drive.	Note
Next meeting		
21	The following items are to be addressed at the March meeting: • Amenities building design • Theatre seating • Pedestrian modelling	DHL