

**From:** Cameron Sargent  
**To:** Michael Buckley  
**Date:** 21/09/2010 9:26 am  
**Subject:** Fwd: MP09\_0200 vehicle & pedestrian safety project Sydney Opera house  
**Attachments:** planning submission170910.pdf

FYI - print and file

>>> John Grierson 17/09/2010 1:39 pm >>>

Hi,

On behalf of the State Property Authority i have today (17 September 2010) lodged a "public submission" via the Planning web site for the above exhibition, unfortunately the web process would not accept/allow the attachment to be sent via that means and is therefore attached to this email

In addition to this attachment there are supporting comments and additional issues contained in the comments section of the web based submission.

Please acknowledge receipt of the email

regards

John Grierson  
Senior Property Portfolio Officer  
Portfolio Management Division  
State Property Authority  
Land and Property Management Authority  
Level 1 Bligh House  
4-6 Bligh Street  
SYDNEY NSW 2000

Ph: 9338 7154  
Mob :0406922925  
Fax: 9338 7055  
e: [john.grierson@spa.nsw.gov.au](mailto:john.grierson@spa.nsw.gov.au)

**From:** Cameron Sargent  
**To:** Michael Buckley  
**Date:** 21/09/2010 9:25 am  
**Subject:** Fwd: Online Submission from John Grierson of State Property Authority (SPA) (other)

FYI - print and file

>>> John Grierson <[john.grierson@spa.nsw.gov.au](mailto:john.grierson@spa.nsw.gov.au)> 17/09/2010 1:27 pm >>>  
( <http://majorprojects.onhiive.com/> )

Please disclose Organisation name only

SPA is the owner of Lots 101 and 102 DP828946 which contains the Sydney Opera House Car Park

The proposed works impact on or around the SPA owned land

The concerns raised in the following attachment (note the attachment even though PDF format was unable to be attached and will be forwarded under separate email to [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)) have been discussed with representatives of the Sydney Opera House and are lodged on the bases of record purposes, consideration and formal response.

In addition to the concerns/issues raised in the attachment SPA has received limited information on the methods of construction and the impact the proposed works would have on the structural integrity and continued operation of the Sydney Opera House Car Park during and after construction. Concerns are also held for the safety of contractors working in or around the car park air intake shaft.

Name: John Grierson  
Organisation: State Property Authority (SPA)

Address:  
4-6 Bligh St Sydney NSW 2000

IP Address: proxyb.ccsu.nsw.gov.au - 203.15.73.30

Submission for Job: #3623 MP 09\_0200 - Vehicle & Pedestrian Safety Project  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3623](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3623)

Site: #153 Sydney Opera House  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=153](https://majorprojects.onhiive.com/index.pl?action=view_site&id=153)

-----  
**Cameron Sargent**

E: [cameron.sargent@planning.nsw.gov.au](mailto:cameron.sargent@planning.nsw.gov.au)

-----  
Powered by Internetix Affinity ( <http://www.internetix.net/page/products/affinity/> )

The table below has been presented in alphabetical order and not the order of importance.

Item	Issue	Concern	Comments
001	Acid sulphate	Is there a possibility acid sulphate levels adjacent to the car park or within the car park site will increase due to ground water flows changing?	If so how will this impact on the car park structure?
002	Consultation	How is consultation with SPA anticipated to be undertaken and at what durations?	Allows SPA to be informed of any advancements or updates.
003	Design	What is the detail associated with the modifications to the roof of the pedestrian tunnel?	Exact detail of the modification required. If modification is undertaken does this reduce the flexibility to refurbish the pedestrian tunnel at a later date? Possible waterproofing issues?
004	Design	It appears the entry into the loading dock could be relocated and as a result not impact on the pedestrian tunnel.	If the entry was moved forward the pedestrian tunnel may not be as affected as it currently will be.
005	Design	Quality of works being undertaken?	Is the quality of works going to meet SPA's expectations?
006	Flooding	If the proposed project flooded, how would this impact upon the car park structural stability?	
007	Ground Water	Where is ground water going to be diverted to?	Will this increase the ground water required to be pumped out of the car park site? Will this affect the structural stability of the car park?
008	Ground Water	Is it possible that contamination within the Sydney Opera House site could transfer to the car park site?	

*Vehicle and Pedestrian Safety Project at Sydney Opera House*

Item	Issue	Concern	Comments
009	Insurance	What are the insurance implication associated with the works being undertaken upon SPA owned land?	
010	Insurance	Will the works affect site insurances premiums during or upon completion of the works?	
011	Mechanical Ventilation	As additional dust will be present during the works, will this result in the existing mechanical ventilation system for the car park blowing the dust through the car park?	Will this affect the breathable air quality being provided? Will it result in the car park & cars being covered in dust? How will this impact on the mechanical equipments life expectations?
012	Mechanical Ventilation	Will trucks/traffic entering the proposed tunnel affect the quality of air being taken in by the car park's existing mechanical ventilation system?	What is the proximity of the car park's air grille to trucks potentially stopping adjacent?
013	Mechanical Ventilation	Given the proximity of the proposed ramp to the existing air intake shaft, will work be required to support the air intake temporarily?	
014	Mechanical Ventilation	Will the volume of air be reduced/restricted as it appears that the size of the air intake shaft & air grilles is being reduced?	Will this limit any future potential to increase air volumes into the car park?
015	Noise	Noise impact during construction and post construction on the car park operations?	Pedestrian tunnel particularly.
016	Odour	How will odour/smells that may be present during the works be addressed?	

*Vehicle and Pedestrian Safety Project at Sydney Opera House*

Item	Issue	Concern	Comments
017	Operational	How is pedestrian access anticipated to be provided to the car park when the works are being undertaken on the pedestrian tunnel itself?	This will impact on the operation of the car park during these works.
018	Operational	Does the relocation of the various below ground services affect the operation of the car park?	How? How is this to be managed?
019	Operational	Confusion of car park customers as to whether the car park is still open during the works or which entrance to enter.	How is this to be managed?
020	Safety	SPA should insist that no works are to occur above the pedestrian access tunnel whilst the public from the car park have access to the area.	
021	Proposed Stormwater/culvert diversion	Extent not identified.	Detail required to assess if any impacts may result.
022	Structural stability	Collapse of Tarpeian wall?	What is the thickness of the wall between the entry ramp and the car park? Is the car park at the same level as the entry ramp?
023	Structural stability	Structural stability of the pedestrian access tunnel prior to the works being undertaken?	Will construction vehicles cause an issue?
024	Structural stability	How will the work affect the shoring/anchoring of the car park structure?	
025	Timing	What is the anticipated timing & duration of the project?	Anticipated start early 2011 and the project is targeted for completion in mid 2013; Are these dates still accurate; Project programme required.

*Vehicle and Pedestrian Safety Project at Sydney Opera House*

Item	Issue	Concern	Comments
026	Traffic	Additional risk associated with accidents adjacent to the car park entry due to increased traffic during construction.	To be address within a Traffic Mgt Plan; may lead to car park clients having to wait to enter the car park or access to car park being blocked; a deterrent to car park clients.
027	Traffic	How is dirt on roads going to be managed?	To be address within a Traffic Mgt Plan; may be a deterrent to car park clients.
028	Traffic	Location of any Construction Zones to be advised.	To be address within a Traffic Mgt Plan; may be a deterrent to car park clients.
029	Traffic	How will damage to roadways from construction traffic be managed?	May be a deterrent to car park clients.
030	Traffic	Increased traffic congestion during construction particularly at the roundabout.	May lead to car park clients having to wait to enter the car park.
031	Traffic	During construction access into the car park may be delayed/restricted	May be a deterrent to car park clients.
032	Traffic	Given the proximity of the security gate to the Macquarie Street roundabout it would appear that an articulated vehicle would not fit onto the site prior to being stopped and as a result may block the entrance into the car park whilst waiting for access	It appears the entry into the loading dock could be relocated further into the site.

*Vehicle and Pedestrian Safety Project at Sydney Opera House*

Item	Issue	Concern	Comments
033	Vibrations	Vibration impact during construction and post construction on the car park structure & operations?	Pedestrian tunnel particularly; EA report indicates vibration levels & impacts cannot accurately be provided at this stage pg.72
034	Visual & access	What is the visual and access impacts of the fencing, hoarding, etc required?	Hoarding details & locations to be provided.