

ETHOS URBAN

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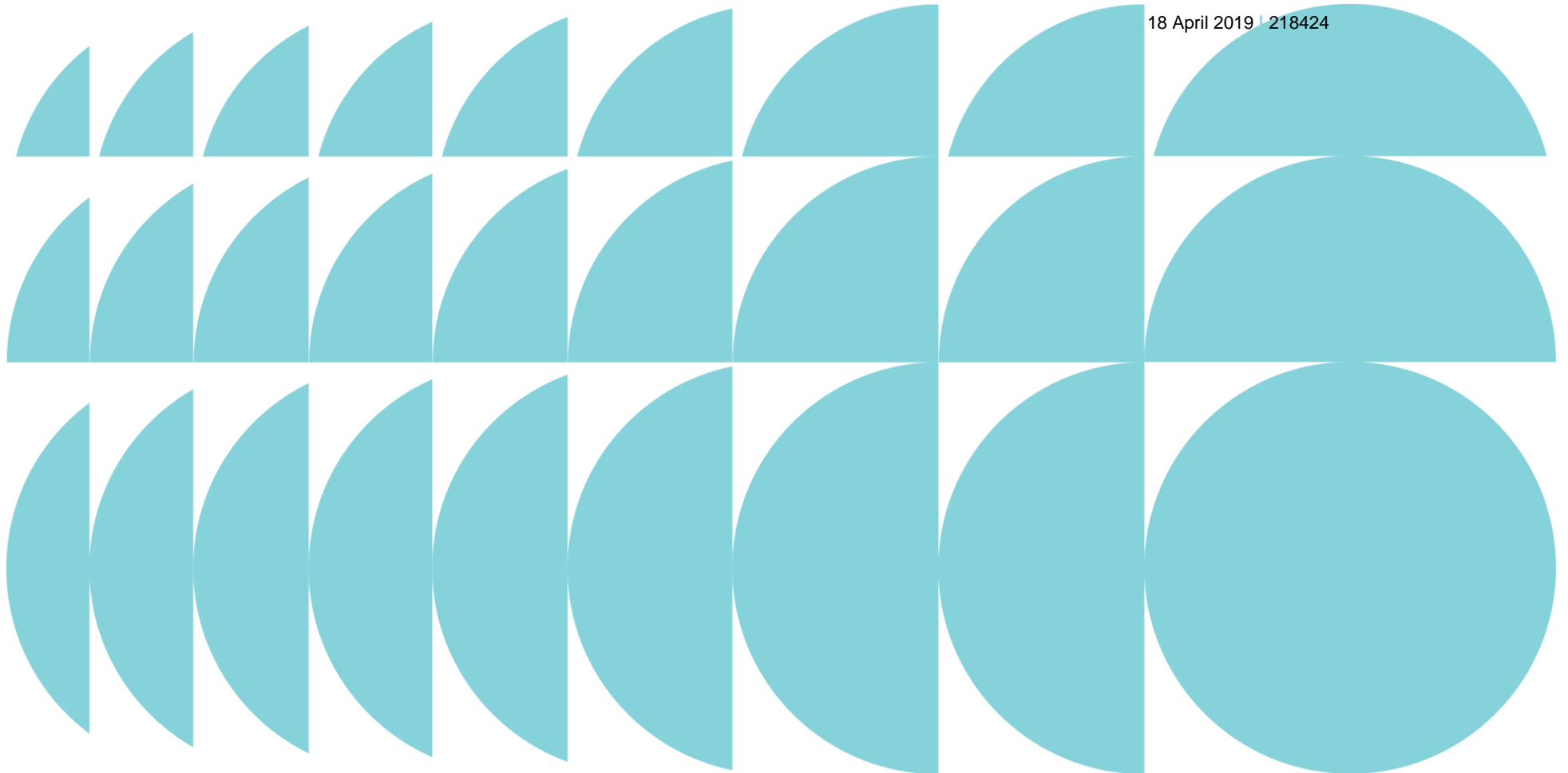
Detailed Response to Submissions Table

Bon Marche and Science Precinct Redevelopment
UTS City Campus, Broadway Precinct

Submitted to Department of Planning and
Environment

On behalf of the University of Technology Sydney

18 April 2019 | 218424



1.0 Introduction

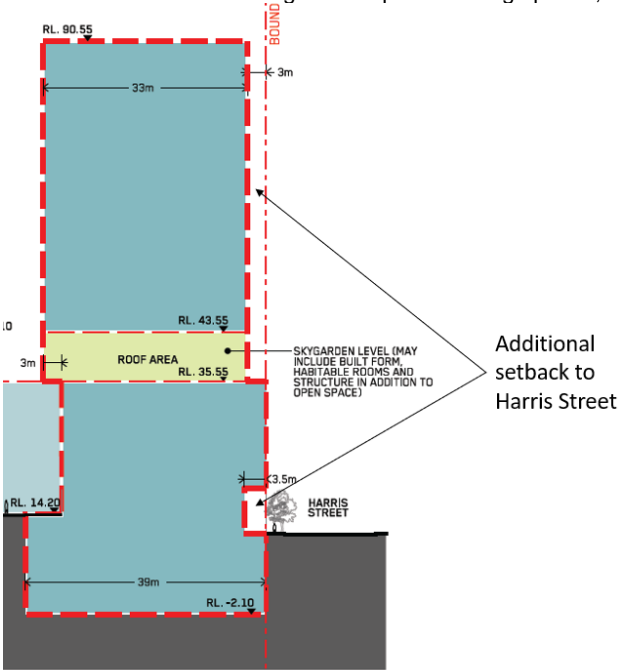
The purpose of this document is to detail the recommendation/issue and response of the project team to each of the submissions received relating to the Bon Marche and Science Precinct Redevelopment at the University of Technology Sydney (UTS) City Campus, Broadway Precinct. The project was on public exhibition between 8 November 2018 and 10 December 2018. One public submission was received in addition to formal submissions from the following agencies:

- Department of Planning and Environment (DPE);
- Government Architect NSW;
- City of Sydney;
- Environmental Protection Authority (EPA);
- Office of environment and Heritage (OEH);
- Heritage Division;
- Sydney Water (two submissions); and
- Transport for NSW.

A response to each of the agency submissions is provided below.

2.0 Agency Submissions

Department of Planning and Environment

Recommendation/Issue	Response
Harris Street Setback	
<p>The Department is concerned the bulk and scale of the envelope is inconsistent with the existing character of buildings in the area, resulting in an overly dominant building form at the upper levels when viewed from the street and surrounding areas.</p> <p>Requests the preparation of options exploring alternative setbacks along Harris Street, above the parapet of the Bon Marche building. Each option should be accompanied by appropriate visual analysis to determine the extent of any impact when viewed from the surrounding public domain.</p>	<p>Options for alternative setbacks along Harris Street have been undertaken by BVN, which include 0m, 3m, and 6m setbacks. As shown in the updated Design Report at Appendix B to the Response to Submissions Report, an above parapet setback of 3m is proposed to be adopted along the length of Harris Street. This is shown in the figure below, which also shows an additional setback at ground level (refer to further discussion on the ground level setback in the response to DPE’s recommendation/issue regarding public domain). This distance aligns with the recommendation from City of Sydney Council. An exploration/articulation zone is also identified within this setback to enable flexibility for innovation/creation during the competitive design phase, subject to meeting key design principles.</p>  <p>The diagram illustrates the proposed setbacks for a building along Harris Street. It shows a building footprint with a 3m setback from the street line and a 3.5m setback at the ground level. A 'SKYGARDEN LEVEL' is indicated, which may include built form, habitable rooms, and structure in addition to open space. A 'ROOF AREA' is also shown. A callout points to an 'Additional setback to Harris Street'.</p>

Recommendation/Issue	Response
Apothecary Cantilever	
The Department raises concerns over the proposed cantilever over the existing two storey Apothecary building.	Following a review of comments by DPE and the City of Sydney, the cantilever over the Apothecary building has been removed from the proposed design.
Requests the proposed cantilever over the Apothecary building be removed.	
Overshadowing	
Requests further solar access analysis or building envelope amendments to ensure adequate levels of solar access is achieved for adjoining residential development, most notably 16-18 Broadway.	<p>Amendments have been made to the building envelope accordingly, including removal of the cantilever to the Apothecary. The amendments result in improved solar access to 16 – 18 Broadway compared with the original proposal.</p> <p>Furthermore and in relation to 16 – 18 Broadway, Development Consent (D/2018/1184) has been granted by City of Sydney on 11 April 2019 for alterations and additions to an existing shop top housing development and change of use of the residential component to hotel or motel accommodation.</p> <p>The proposal to remove the residential use will alter the solar access requirements for 16-18 Broadway. Hotel or motel accommodation is not subject to SEPP 65 or the provisions of the Apartment Design Guide, including the 2 hours solar access control.</p>
Wind	
Requests further consideration and details to be able to assess wind impacts of the proposed envelopes, including wind tunnel testing and using more localised wind data.	An updated Environmental Wind Assessment has been prepared by Arup and is available at Appendix H of the Response to Submissions Report. This update has included wind tunnel testing and discussion on the impact of the proposed amended building envelope on pedestrian wind comfort and safety in and around the proposed development. The wind tunnel testing has shown that the majority of locations around the site would be expected to be classified as suitable for pedestrian and walking type activities. With the inclusion of the development, certain areas become windier, and others calmer depending on the wind direction. These conditions would be considered suitable for the intended use of the space. All locations on the ground plane around the proposed development for all designs pass the safety criterion. Arup recommend further wind tunnel testing of the final architectural scheme, which may include detailed amelioration measures.
Public domain	
Provide further justification or refine the proposed Harris Street concept works, having regard to Transport for NSW, Roads and Maritime and City of Sydney Council's comments. This should include alternative options to improve pedestrian movement and amenity if changes to traffic conditions on Harris Street are not supported.	<p>The further possibility to dedicate a traffic lane on Harris Street to pedestrians has been explored by RMS. RMS in their response note that <i>'any capacity reduction along Harris Street would have an impact on the operation of the wider road network within and surrounding the CBD and is not supported'</i>.</p> <p>It is proposed therefore that the reduction in the number of traffic lanes on Harris Street will no longer be pursued at this time. It is also noted that the Proposal is independent of removing the traffic lane on Harris Street and that UTS's intention was to bring all the key authorities together and contribute to the long term amenity of the Precinct.</p> <p>In order to improve pedestrian movement and amenity in lieu of the lack of support for the exhibited Harris Street concept works, an expanded 3.5m setback at ground level is proposed along the length of the Building 4 frontage on Harris Street, as shown in the response to DPE's recommendation/issue regarding the Harris Street setback above.</p>

Recommendation/Issue	Response
	Refer to updated Design Report at Appendix B to the Response to Submissions Report for details of the revised building envelope.
Public consultation	
Provide details of the outcome of the public consultation referenced in the Communication and Consultation Report prepared by KJA, dated 31 August 2018.	<p>A Communication and Engagement Report has been prepared by KJA and is provided at Appendix F of the Response to Submissions Report.</p> <p>The community engagement process included:</p> <ul style="list-style-type: none"> community notification including distribution of a community notification/letter to 4,500 neighbouring business and residents via letter box drop; communication with neighbouring stakeholders including Frasers Property (Central Park), TAFE NSW and the ABC; two community information sessions held in November 2018 featuring project display boards and project staff; an existing email address was used to provide a central contact points for enquiries; and information about the proposed modification was provided on the existing UTS Masterplan website. <p>Feedback from the community and adjacent stakeholders has been limited. There were no calls or emails received in response to the notification distributed via letterbox drop and only three people attended the two community drop-in sessions.</p>

Government Architect NSW

Recommendation/Issue	Comment/Action
General Comment	
The proponent has generally responded to the comments made through the SDRP process. The proposal has addressed issues and is significantly developed. In particular we note that clarification around GFA and setbacks; inclusion of a heritage impact statement; inclusion of shadow and wind analysis; and design principles addressing aboriginal heritage, connection to the Alumni Green, entry points and landscape have successfully addressed matters previously raised.	Noted.

City of Sydney

Recommendation/Issue	Response
Application made out of time	
Clarification that the application has been made out of time and in its current form is not supported by sufficient information in a number of aspects and is not in a form that could be approved as of today's date.	<p>Clause 3BA of the <i>Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017</i> states that:</p> <p><i>'An approved project or a concept plan cannot be modified under section 75W on or after the cut off date' (i.e. 1 March 2018) unless 'the request to modify the approved project or concept plan under section 75W was lodged before the cut off date'.</i></p> <p>The request to modify the concept approval was made on 20 December 2017 in compliance with this clause. Clause 4 continues to state that:</p> <p><i>A request to modify an approved project or concept plan under section 75W that may be dealt with because of subclause (3) cannot be dealt with under section 75W if:</i></p> <ul style="list-style-type: none"> <i>a) the request has not been determined by 1 September 2018, and</i> <i>b) the Secretary is of the opinion that insufficient information has been provided to deal with the request and notifies the person who made the request that it will not be dealt with under Section 75W'</i> <p>Whilst the application has not been determined by 1 September 2018, the proponent has not been notified by the Secretary that there is insufficient information available to deal with the request. In the opinion of the proponent, the request has been supported by significant consultant inputs and analysis. In the absence of any notification by the Secretary to the contrary, section 75W of the EP&A Act continues to be a valid planning approval pathway for the subject application.</p>
Design Excellence	
<p>Supports the competitive design process being undertaken in accordance with the City's policy.</p> <p>A competitive design process is to be undertaken in accordance with a Design Excellence Strategy approved by the consent authority as part of an associated concept DA. It would be premature and inconsistent with the policy to endorse/approve a design excellence strategy prior to granting consent to the proposed modification of the concept plan approval.</p>	<p>The Concept Plan is generally equivalent to a concept proposal. It would serve little benefit and purpose to secure approval for the proposed modification application to the Concept Plan and then be required to submit a Concept Proposal DA. The requirement for a concept proposal DA as per Clause 7.20 is effectively turned off by the Concept Plan, subject to formal approval of a waiver (consistent with the UTS Central project SSD 7382).</p> <p>Further and in any event, should there be any inconsistency with the proposed Design Excellence Strategy (updated at Appendix J of the Response to Submissions Report) and the Policy, the proposed Strategy will take precedence, noting that the Strategy will form part of the approved Concept Plan for the Broadway Precinct and will prevail despite anything to the contrary in an environmental planning instrument (i.e. Sydney LEP 2012 which at clause 6.21 calls up Council's policy) or development control plan.</p> <p>Approval of the Strategy as part of the modification application is considered to be the appropriate time, enabling UTS to move forward as typical in City of Sydney with a competitive design process and subsequent detailed DA.</p>
Type and number of Competitive Design Process and Location and extent of the competitive design process(es)	
Recommends that at least two competitions be held for the project/site.	As noted within the Strategy UTS have identified that more than one competitive design process may take place, with the final number depending on the final configuration and delivery program of the project.

Recommendation/Issue	Response
<p>The scope (extent and location of the Competitive Design Process(es)) should be clarified and extended to include all buildings that are the subject of the proposed modification application to enable an integrated architectural design solution for the whole of site.</p>	<p>The Competition/s will only apply to that part of the Bon Marche and Science Precinct subject to significant redevelopment (i.e. as part of the demolition of Building 4/Building 3).</p>
<p>Competition jury composition</p>	
<p>The Jury composition should be clarified to adhere to the draft GA's Design Excellence Strategy Guidelines which require the following Jury composition for an Architectural Design Competition:</p> <ul style="list-style-type: none"> • 2 Proponent nominees; • 2 (Local Authority) City of Sydney nominees, including at least one a member of the State Design Review Panel; • 1 GANSW representative or their nominee. 	<p>Jury composition remains consistent with City of Sydney's policy.</p>
<p>In addition to the above, it is recommended the following is included where a nominee has to withdraw prior to the completion of the Competition:</p> <ul style="list-style-type: none"> • If any of the above nominees has to withdraw prior to the completion of the competition, another nominee of equivalent credentials will be appointed by whoever originally nominated that juror. 	<p>Suggested wording added to updated Design Excellence Strategy (refer to Appendix J of the Response to Submissions Report).</p>
<p>Competitive process brief</p>	
<p>Page 8, Section 3.5 of the Design Excellence Strategy refers to the Competitive Process Brief.</p> <p>The Consent Authority for the subject modification application is the Minister. In accordance with the Policy, the Consent Authority endorses the Competitive Process Brief prior to the commencement of the Competitive Design Process.</p> <p>The Local Authority for the site (City of Sydney), must be invited to comment on the Brief and may exercise its discretion in accepting any invitation.</p> <p>It is recommended that this section of the Design Excellence Strategy is amended as shown in strike through and <i>bold-italics</i> below:</p> <p><i>The competition brief (the brief) will be prepared by the proponent who will liaise with the Consent Authority for endorsement the City of Sydney prior to commencement of the competitive process, as per clause 2.3 of the Policy.</i></p>	<p>Suggested wording added to updated Design Excellence Strategy (refer to Appendix J of the Response to Submissions Report).</p>

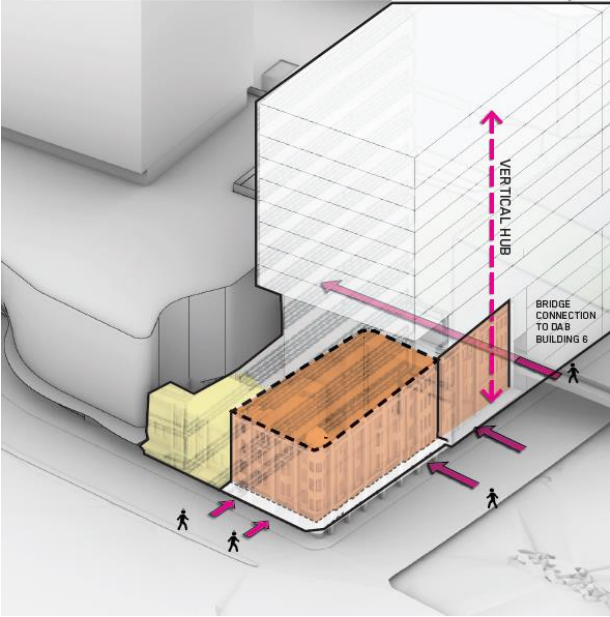
Recommendation/Issue	Response
<p><i>The City of Sydney is to be invited to review the Brief prior to its endorsement by the Consent Authority.</i></p> <p><i>The competition brief will balance the consent authority's design excellence requirements with the proponent's objectives, set out a process to promote design excellence and architectural diversity and to provide procedural fairness for all competitors.</i></p>	
Selection of competitors	
<p>Section 3.3 (p.g 8) of the Strategy states the invited Competitors will be determined by the Proponent in consultation with the City of Sydney.</p> <p>It is recommended that this section of the Design Excellence Strategy is amended as shown in strike through and bold-italics below:</p> <p><i>The Selection of invited competitors for the competition(s) will be determined by the proponent, undertaken in consultation with the Consent Authority, as follows:</i></p> <ul style="list-style-type: none"> <i>A Competitor may be a single person or firm, or a number of firms working in partnership, constituted of a principal/lead architect supported by an executive architect(s).</i> Competitors may be a range of emerging, emerged and established local, interstate or international architects or firms. Where a Competitor includes an international firm, this must be in partnership with a local form. No more than 50% of Competitors can include international firms as the principal/lead. A Competitor will either be a person, corporation or firm registered as an architect in accordance with the NSW Architects Act 2003, or, in the case of interstate or overseas competitors, eligible for registration with their equivalent association. 	<p>Suggested wording added to updated Design Excellence Strategy (refer to Appendix J of the Response to Submissions Report).</p>
ESD target benchmarks should be included as part of the Strategy	
<p>The Design Excellence Strategy does not specify ESD benchmark targets for the project.</p> <p>The Design Excellence Strategy team supports ESD targets being incorporated into the concept DA approval as conditions of consent or by being stated explicitly in the endorsed/approved Strategy. The targets are to inform the competitive design process.</p>	<p>ESD benchmarks have been added to the updated Design Excellence Strategy (refer to Appendix J of the Response to Submissions Report).</p>
The Strategy does not specify whether the competitive design process is pursuing additional height or floor space	

Recommendation/Issue	Response
<p>The FSR for the UTS Broadway Precinct (excluding Building 6) including reconciliation of Building 4 noted under the Environmental Assessment Report exceeds the base FSR and up to 10% additional floor space available under SLEP 2012.</p> <p>The approved FSR under the Concept Application and additional FSR being sought under the modification to the Concept DA is above the available floor space (inclusive of up to 10% additional floor space available under Clause 6.21 of SLEP 2012).</p> <p>The City's Competitive Design Policy and the draft GA's Design Excellence Strategy Guidelines state that the objectives of a Competitive Process include whether additional height and/or FSR is to be provided.</p> <p>The Strategy does not state whether any additional height or floor space is being sought through the Architectural Design Competition.</p> <p>It is recommended that a statement be included in the Strategy specifying that no additional height or FSR be available.</p>	<p>Suggested wording added to updated Design Excellence Strategy (refer to Appendix J of the Response to Submissions Report).</p> <p>Strategy now includes identification of an exploration zone that competitors can investigate during the competitive design process.</p>
Design integrity	
<p>The Strategy should confirm and clarify the proposed Design Integrity Process is in accordance with the design integrity provisions at provision 5.1 of the Policy.</p> <p>It is recommended that this section of the Design Excellence Strategy is amended as shown in strike through and bold below:</p> <ul style="list-style-type: none"> <i>The architectural firm(s) of the winning scheme, (as chosen via the 'competitive design process'), is to be appointed as the Design Architect for the project and will prepare a Development Application for the preferred design. Following securing any DA approval, the Design Architect may work in association with or support other architectural practices but is to retain a leadership role over design decisions. The Design Architect is to have a lead role until the completion of the project.</i> 	<p>Suggested wording added to updated Design Excellence Strategy (refer to Appendix J of the Response to Submissions Report).</p>
Development Contributions	
<p>The City of Sydney Development Contributions Plan 2015 ('the 2015 plan') applies to the site, and the site is located within the western precinct. The 2015 plan requires development which results in a net population increase (and which is not listed as an exclusion) to pay a</p>	<p>Development contributions are not a relevant matter for consideration for a concept plan modification application that does not provide for any physical works, as noted in the City's submission. A future detailed application will further consider the applicability and appropriateness of development contributions.</p>

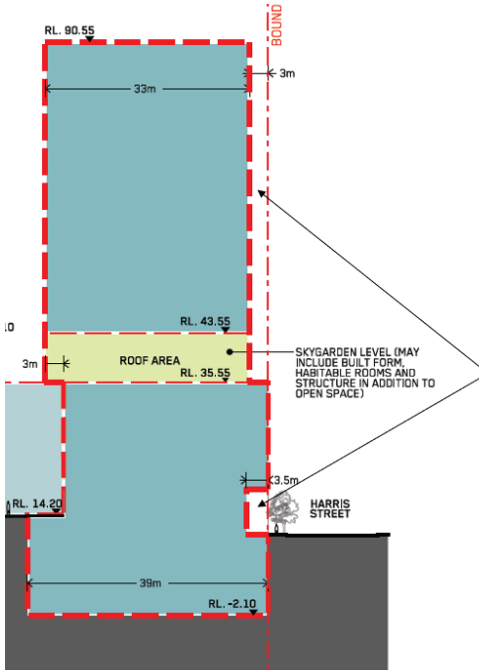
Recommendation/Issue	Response
<p>development contribution towards the provision, extension or augmentation of local infrastructure.</p> <p>The Environmental Assessment Report (EAR) prepared by Ethos Urban on behalf of UTS discusses development contributions at Part 6.8. It argues that the redevelopment of the Bon Marche and Science Precinct should be exempt from development contributions, and notes that a detailed justification for an exemption will accompany a future development application for works.</p> <p>As the proposal is for a concept and not for physical works, development contributions are not directly applicable. They will become applicable at the detailed design stage. However, the request for an exemption from development contributions is not supported.</p>	
Height and Floor Space	
<p>The proposed height of Building 4 above Bon Marche is approximately RL 86.55. The height of the building is almost 2 times higher than the maximum 45m height limit standard in the Sydney LEP 2012.</p> <p>The proposed modification results in an increase in gross floor area of approximately 65,000sqm resulting in a total precinct floor space ratio (FSR) of 7.31:1 which exceeds the permissible FSR of 5:1. The FSR also exceeds the FSR of 5.5:1 permissible under the bonus provisions where buildings demonstrate design excellence.</p> <p>Whilst the City does not oppose an increase in height and GFA for the site, it is considered that the additional height and bulk of the development must respond appropriately to the built form of the adjoining heritage items and will not have any adverse environmental impacts on surrounding properties or the public domain in regard to overshadowing, wind, reflectivity, traffic, noise, flooding or stormwater.</p>	<p>It is noted that the City of Sydney have considered that the proposed modification results in an increase in gross floor area of approximately 65,000sqm. This is not correct. The proposal as exhibited sought approval for an additional maximum 36,500sqm of gross floor area. When considering the existing floorspace in the Science Precinct (i.e. Buildings 3, 4, 9 and 18), the additional floorspace proposed under this application will result in a total gross floor area of approximately 67,000sqm for the Precinct.</p> <p>The terms of the approval of the Concept Plan prevail despite anything to the contrary in an environmental planning instrument or development control plan. This includes the height and floor space requirements of the Sydney LEP 2012.</p> <p>The planning pathway under section 75W of the EP&A Act is a valid pathway for amending the planning controls as they relate to the site under the concept plan.</p> <p>The section 75W application supporting the change in controls has appropriately justified the proposal in terms of addressing any adverse environmental impacts on the surrounding properties or the public domain. This has included responding to submissions raised during the exhibition period, which has resulted in further modifications to the proposal – most significantly addressing heritage related concerns through removal of the cantilever to the Apothecary building together with provision of a setback above podium level along Harris Street.</p>
Pedestrian Amenity (crowding and connectivity)	
<p>The report notes that the existing pedestrian load of Harris Street and Broadway is up to 2,600 pedestrians per hour whom walk to and from the east via the Harris St intersection.</p>	<p>The further possibility to dedicate a traffic lane on Harris Street to pedestrians has been assessed by RMS. RMS in their response note that <i>'any capacity reduction along Harris Street would have an impact on the operation of the wider road network within and surrounding the CBD and is not supported'</i>.</p>

Recommendation/Issue	Response
<p>Harris Street and Broadway footpaths are currently operating at a Level of Service (LOS) B and C respectively. The report notes that this indicates that the footpaths have available capacity extending within the increasingly uncomfortable level, though pedestrians would experience some conflict from opposing movements.</p> <p>The report states that, 'Further possibilities to dedicate a traffic lane on Harris Street to pedestrians will be explored'</p> <p>The proposal should seek to improve the level of service for the footpaths - this part of the City has the highest levels of pedestrian activities. The proposal should also consider projected additional pedestrian numbers generated by the redevelopment, growth in the southern end of the City and Sydney Metro.</p> <p>Dedication of a traffic lane on Harris Street should be a key consideration to improving pedestrian amenity on Harris Street. The future of Harris Street should be considered with TfNSW's 'Movement and Place' framework. Harris Street's 'place function' and potential to be a vibrant street for people is currently undermined by its function as a 'movement corridor'.</p> <p>As per the objectives of the 'Movement and Place Framework' there needs to be a balance of:</p> <ul style="list-style-type: none"> • "Safe and efficient movement of people and goods along key movement corridors. • Enabling vibrant and successful places for local communities and the State's economy. • Safe road environments with high amenity that improves the liveability of our cities" 	<p>It is proposed therefore that the reduction in the number of traffic lanes on Harris Street will no longer be pursued at this time. It is also noted that the Proposal is independent of removing the traffic lane on Harris Street and that UTS's intention was to bring all the key authorities together and contribute to the long term amenity of the Precinct.</p> <p>In order to improve pedestrian movement and amenity in lieu of the lack of support for the exhibited Harris Street concept works, an expanded 3.5m setback at ground level is proposed along the length of the Building 4 frontage on Harris Street, as shown in the response to DPE's recommendation/issue regarding the Harris Street setback above.</p>
Heritage	
Conservation Management Plan and Heritage Impact Statement	
<p>A survey and assessment of remaining internal structure has not been carried out.</p> <p>A comparison with the original plans and 1990s plans suggests the original hardwood columns, beams and floors of the 1909 building remain in place. As annotated on the original plans, the timber posts and beams are dimensioned of 300mm by 300mm, and the joists of 300mm by 75mm, which are all substantial in size. Those structural elements are</p>	<p>An updated Heritage Design Statement has been prepared by Paul Davies Pty Ltd and is available at Appendix C to the Response to Submissions Report. This updated Statement includes further detail and assessment of the internal structures in the Bon Marche Building. The assessment states that while some original structural elements (such as columns) remain, progressive fitouts of the interior from the mid-20th century (1965) onwards have obscured or covered any remnant original structural elements. Any remaining original structural elements to the interior have been assessed in the Conservation Management Plan as being of moderate significance. The key issues associated with a future detailed development application would be to retain original floor levels and floors where they exist and retaining the remaining timber structure. Recovery of the main floor level could be achieved as part of a future detailed</p>

Recommendation/Issue	Response
considered to have high significance. They should be retained and exposed in any redevelopment.	development application in a way that could reactivate the ground floor area (which has been fragmented and disjointed with the changes to floors and structure that have taken place).
Modifications to heritage buildings	
<p>Demolition of the 1930 component of Bon Marche building, except its front facade has adverse heritage impact but is considered acceptable under the proposed scheme.</p> <p>The scope of changes to the retained heritage buildings are not clearly specified in the proposal but shown in the indicative design. The notable alterations include:</p> <ul style="list-style-type: none"> demolition of part of the rear wings of No 11 Broadway to facilitate a major pedestrian link from Harris St to Building 1; opening up the ground level shopfronts to create a major entry to from Harris St to the campus; colonnade will replace shopfronts along Harris St; levelling and stairs within the 1909 building. <p>The works mentioned above are considered to have adverse heritage impacts and cannot be supported. The small courtyard formed by the former Apothecary building and rear wings of the terraces are of high heritage significance as evidence of the late 19th commercial establishment pattern in the city edge. It provides a complementary setting to the surrounding heritage buildings. This space should remain as a garden and be retained as a precious historic oasis in a contemporary campus. The space also relates well with and provides people with a unique experience of the proposed western lane.</p> <p>Creating large openings for a major entry to the campus on the facade of the 1909 Bon Marche building and the proposed colonnade along Harris Street will jeopardise the commercial character of the building. Given the scale of the building and its fine-grain nature, any new entry should be confined within one shopfront bay. A major entry point should be avoided. It is considered that a secondary entry and through-building link would be more acceptable.</p> <p>Reinstatement of the ground level shopfronts and the original high floor-ceiling spaces of the shops should form part of the Stage 2 application. The timber columns and internal timber structure should be exposed in the 1909 building. Reinstatement of the missing parapet details and reinstating the face brick facade are recommended.</p>	<p>The revised Heritage Design and Impact Statement prepared by Paul Davies Pty Ltd, which is available at Appendix C to the Response to Submissions Report, has taken Council's comments into consideration with regard to modifications to heritage buildings.</p> <p>The scope of changes to the retained heritage buildings are not extensively defined, due to the status of the application being to provide an amendment to the approved Concept Plan applying to UTS. No physical works are proposed. This level of detail will be provided as part of a future detailed development application. Notwithstanding, changes to the fabric are anticipated as part of a future development, which have been assessed regarding their potential heritage impact in the revised Heritage Design and Impact Statement in Section 8. This assessment includes potential changes to the built fabric as raised in the City of Sydney's submission. The approach to entry points and opening up of the ground plane of Bon Marche has been refined in order to address Council's concerns.</p> <p>The Design Principles have been adjusted accordingly, emphasising:</p> <ul style="list-style-type: none"> New entrances into Bon Marche through the reinstatement of the original entry positions will enable pedestrians to move through and off the footpath easily and would provide a more pleasant environment and improve safety. A significant new entrance through the Bon Marche addition (northern part of BM) is proposed to create another entry to the campus, but importantly a major front door to the building, proximate to the likely position of a new lift core. Bon Marche and the Terraces should be considered as a connected series of spaces that provide entry into the new development as well as providing a finer grained connection into the campus proper.

Recommendation/Issue	Response
	 <p>A 3D architectural rendering of a building complex. The main building is a multi-story structure with a grid-like facade, colored in a light tan or beige. To its left is a smaller, yellow-colored building. A dashed orange box highlights a section of the main building's facade. A vertical pink double-headed arrow is positioned next to the main building, labeled 'VERTICAL HUB'. A horizontal pink arrow points from the main building towards the right, labeled 'BRIDGE CONNECTION TO GAB BUILDING 6'. Several small black human figures are placed on the ground level to provide scale. The scene is set on a grey ground plane with some architectural details like steps and a small ramp.</p>

Recommendation/Issue	Response
Proposed new building envelope	
<p>The proposed basement under the 1930s building may have to be setback from the street to allow the retention of the building's facade.</p> <p>The proposed upper levels of the new building envelope do not have a setback from Harris Street though the indicative plan propose varied setbacks. A setback from Harris Street for the cantilevered levels (above Level 9) is required to mitigate their impact on Harris Street and on the retained heritage buildings and facade. Only relying on the gap between levels 8 and 9 is insufficient. A minimum 3m setback should be provided for the levels above level 9.</p>	<p>The Response to Submissions has considered the following matters with regard to the Harris Street setback:</p> <ul style="list-style-type: none">• existing street wall height and built form patterns along Harris Street;• heritage significance of the original Bon Marche building and 1930s addition; and• pedestrian circulation at ground level following lack of support for removal of traffic lane on Harris Street. <p>Due to these matters, it is proposed to increase setbacks to Harris Street including:</p> <ul style="list-style-type: none">• 3.5m at ground level; and• 3m above parapet.

Recommendation/Issue	Response
<p>Given the large bulk of the new building, in order to distinguish the concept of “two forms” of the new building, the upper levels should be read as towers sitting on a podium whose datum line is defined by Bon Marche’s parapet.</p> <p>A setback from Harris Street, along with breaking up the horizontal scale by deep recesses will better define the upper form. A larger setback from Broadway will reduce the new buildings’ impact on the surrounding heritage buildings and protect the intact corner building at the intersection of Harris Street and Broadway. It also would maintain visual prominence of the iconic Building.</p> <p>It is recommended that:</p> <ul style="list-style-type: none"> • Reinstatement of all shopfronts of the Bon Marche building and retention of the 1909 timber structure must be incorporated in the Stage 2 design; • A major entry point and through-building link in Bon Marche building and changes to the terraces’ back courtyard are not supported. A secondary entry point may be considered; • A visual analysis may be carried out to test the impact of the cantilever above the Apothecary building on the retained courtyard and retained terraces. It should include the views from the courtyard and from the proposed western lane. Further visual analysis is advised to test the effects and benefits of increases of the new building’s setback from Broadway; • A 3m setback from Harris Street is to be made to the upper levels of the new building. 	<p>These setbacks are shown in the image below.</p>  <p>Additional setback to Harris Street</p> <p>Furthermore and in response to Council comments, the envelope has been adjusted removing the cantilever over the Apothecary building.</p> <p>A finer grain approach to entry points into the original Bon Marche building and connection beyond to the courtyard and terraces has now also been adopted.</p>
<p>Wind impacts</p> <p>The Wind Report is based on predicted wind conditions rather than actual Wind Tunnel testing results. The report predicts some impacts from various wind directions, mainly at the corner of Harris Street and Broadway, and at the eastern side of Harris Street.</p> <p>The report concludes that the majority of locations would be classified as suitable for pedestrian standing activities, with the exception of the corner</p>	<p>An updated Environmental Wind Assessment has been prepared by Arup and is available at Appendix H of the Response to Submissions Report. This update has included wind tunnel testing and discussion on the impact of the proposed amended building envelope on pedestrian wind comfort and safety in and around the proposed development. The wind tunnel testing has shown that the majority of locations around the site would be expected to be classified as suitable for pedestrian and walking type activities. With the inclusion of the development, certain areas become windier, and other calmer depending on the wind direction. These conditions would be considered suitable for the intended use of the space. All locations on the ground plane around the proposed development for all designs</p>

Recommendation/Issue	Response
<p>of Broadway and Harris Streets, where wind conditions 'may exceed the standing level'.</p> <p>At page 13 of the Environmental Wind Assessment Report, concerns are raised about 'relatively windy conditions for winds from all directions' at the open podium roof level. Architectural strategies are recommended to protect the area which appear to indicate a higher amount of enclosure than that anticipated in the envelope drawings.</p> <p>Concerns are also raised in the report about the wind impacts at the through links between Alumni Green and Harris Street.</p> <p>Without wind tunnel testing, the impacts of the proposed envelope cannot be determined with enough accuracy to ascertain whether the envelope is supportable. It would be unacceptable for the Department to determine this application without consideration of the significant impacts to the public domain by the proposed 70m high form along Harris Street.</p> <p>Wind Tunnel testing must be requested prior to determination. The methodology must appropriate target comfort levels for both locations within the site, and within the public domain. It is not acceptable to assume 'standing' criterion for the majority of spaces. Recreational spaces such as the whole of Alumni Green, landscaped areas at the upper level podium, and the courtyard outside The Loft must assume 'sitting' criteria. All entries to buildings must assume no greater than 'standing' criteria.</p> <p>Mitigation measures / design strategies should be considered to improve the overall pedestrian amenity.</p>	<p>pass the safety criterion. Arup recommend further wind tunnel testing of the final architectural scheme, which may include detailed amelioration measures.</p>
Overshadowing	
Impact on 16-18 Broadway (RFB)	
<p>The shadow analysis shows that the north-west corner of this building loses compliant 2 hour solar access (refer page 62 of Appendix A – Concept Plan and Design Report and Drawings). This building has 6 levels of residential apartments of which the upper 4 levels have a living space at the north-west corner of the building.</p> <p>The proposal removes compliant solar access to 4 apartments in the building. Currently, 6 out of 14 apartments (i.e. 42%) receive a minimum 2 hours of sunlight. The proposed modification will decrease the amount of apartments receiving a minimum 2 hours of sunlight to 2 out of 14 (i.e. 14%). Therefore the statement at page 62 in Appendix A is incorrect</p>	<p>Amendments have been made to the building envelope accordingly, including removal of the cantilever to the Apothecary. The amendments result in improved solar access to 16 – 18 Broadway compared with the original proposal.</p> <p>In relation to 16 – 18 Broadway, Development Consent (D/2018/1184) has been granted by City of Sydney on 11 April 2019 for alterations and additions to an existing shop top housing development and change of use of the residential component to hotel or motel accommodation.</p> <p>The proposal to remove the residential use will alter the solar access requirements for 16-18 Broadway. Hotel or motel accommodation is not subject to SEPP 65 or the provisions of the Apartment Design Guide, including the 2 hours solar access control.</p>

Recommendation/Issue	Response
<p>which states: <i>'the proposal has little effect on the ability of neighbouring buildings to achieve 2 hours of direct solar access during mid-winter'</i>.</p> <p>16-18 Broadway current does not achieve compliant solar access for a residential apartment building (70% with a minimum of 2 hours). The proposal further reduces solar access compliance and negatively impacts amenity for residents. It is recommended that the envelope is revised to maintain the current level of sun access to this building. The views from the sun appear to indicate that it is the southern alignment of the envelope which impacts 16-18 Broadway. A small modification may retain existing solar access.</p>	
Cantilever over Bon Marche and the Loft Courtyard	
<p>The relationship of the southern alignment, being equivalent to the form of the residential building to the east (Taragon Central) is acceptable.</p> <p>The proposed cantilevered form over the loft courtyard is not acceptable. The scale of the overhang and the soffit is uncharacteristic within the fine grain context of the heritage buildings and the impact is one of overwhelming bulk. This part of the campus is unique, in that it serves as the only reminder of early development of the site.</p> <p>The overhang will be detrimental to the health of the large tree in the courtyard.</p> <p>The 8m cantilever is not supported on the basis of physical impacts to the interior courtyard space and existing large canopy tree. The courtyard must be open to the sky. A greater setback is required to the southern alignment of the envelope to avoid a shear wall above The Loft building and the creation of additional wind impacts to the courtyard. The dimension of the setback should be tested through wind tunnel testing.</p>	<p>Upon consideration of the concerns of the City of Sydney and DPE, UTS agrees to remove the cantilevered element from the proposal.</p>
Landscaping	
Indicative concept	
<p>Appendix A and D describe an indicative landscape and public domain concept and character in words and supporting images. The concepts are coloured illustrative plans with diagrammatic design principles for the precinct. Further the architect's plans relate to basement levels and plans Level 1-6 only.</p> <p>There is little design detail to clarify the proposed layout. The concept design does not demonstrate landscape areas on grade and podium,</p>	<p>The landscape ad public information provided is considered to be sufficient for this stage of the planning process and is considered to address the requirements of the SEARs issued for the modification application.</p> <p>Detailed landscape plans, including addressing Council's relevant codes and standards) will be provided to support a future detailed development application on the site.</p>

Recommendation/Issue	Response
<p>levels, deep soil (if any), depth of raised planters, surface materials, planting design, green walls and roofs.</p> <p>A more detailed landscape package should provide sufficient level of information, levels, and details and in accordance with relevant Codes and Standards to demonstrate the provision of landscaping is achievable.</p>	
Level changes and equitable access	
<p>The proposal will increase pedestrian permeability into the UTS campus from Harris Street and Broadway with the creation of several new laneways and plaza. However, there are significant level changes - across the site from north to south is almost 2 levels. Sections indicate all new entries from Broadway (RL 17.0) and Harris Street (RL11.0) into the plaza level (RL14.20) and Alumni Green will result in 3.2m level changes and reliance on stairs. Stage 2 applications must demonstrate that an equitable universal path of travel can be provided.</p>	<p>Noted. The future detailed development application will demonstrate compliance with all relevant standards of the BCA and DDA ensuring an equitable universal path of travel is accommodated.</p>
Change to Harris Street (subject to RMS approval)	
<p>All footpaths surrounding the site are narrow and congested. Rather than provide a street setback within the site boundary, the proposal is to remove 1 lane of traffic southbound for footpath widening and street tree planting. Further to this, two new signalised mid-block crossings are proposed for students to move between UTS facilities and student accommodation on both sides of Harris Street.</p> <p>Harris Street is a major arterial road in the city conveying traffic from the north to the west. The removal of a traffic lane is unlikely to be supported by RMS.</p>	<p>The further possibility to dedicate a traffic lane on Harris Street to pedestrians has been assessed by RMS. RMS in their response note that <i>'any capacity reduction along Harris Street would have an impact on the operation of the wider road network within and surrounding the CBD and is not supported'</i>.</p> <p>It is proposed therefore that the reduction in the number of traffic lanes on Harris Street will no longer be pursued at this time.</p>
Microclimate – shade and wind effects	
<p>The majority of landscape at ground and elevated levels will be in shade and subject to significant wind effects.</p> <p>The Landscape report acknowledges that the design will need to work with the microclimate to accommodate shade loving plants that not only soften the hardscape of the design but enclose spaces.</p>	<p>A future detailed development application will demonstrate that the landscaping strategy and more specifically the choice of flora species is appropriate to the microclimate of respective ground and elevated levels.</p>
Level 5 Elevated Sky garden (RL 35.55)	
<p>The elevated Skygarden is located on Level 5 podium, all landscaping will be on slab. The podium design includes structure with 3 x cores, internal pavilions, wellness centre and café and plant rooms and pathways that occupy over ½ of the podiums space (refer below, structure blue and essential access paths red). The landscape softscape is located at the</p>	<p>The future detailed development application will provide clarification on the elements raised by the City of Sydney in relation to the Level 5 Elevated Sky garden. There is a clear expression and commitment by UTS to deliver a significant new green space at this level. The final design of this space will be the subject of a competitive design process, where it is noted that designers will need to place particular attention to wind, noise, soil depth, and microclimate considerations.</p>

Recommendation/Issue	Response
<p>edges of the facade and is minimal compared to the increased bulk and density on the site.</p> <p>A large portion of the podium landscape will be overshadowed by the 17 storey tower structure (see below). Further, the podium landscape will be subject to wind impacts resulting in noise and wind mitigation balustrade to full length of Harris Street edge. No design has been submitted for the balustrade.</p> <p>Clarification should be provided on the following:</p> <ul style="list-style-type: none"> • The design needs to demonstrate the landscape proposal is suited to the modified microclimate, viability of the design including levels, soil depth, soil volume and plant species, and to demonstrate compliance with the Sydney Landscape Code and Australian Standards. • Provide information on design of the noise and wind balustrade, type, height and detail. • Safety edges and access and maintenance. • Confirm if rainwater be harvested for irrigation reuse. 	
Rooftop landscape	
<p>Consider accessible landscaped green rooftops, where the roof is not occupied by plant or solar panels. Rooftop design is not included in the landscape package but discussed in the architect's concept report only. No roof plans were submitted for the tower Level 9-17 + plant level + roof level.</p> <p>The applicant should provide detail on locations and design of all green roofs, whether intensive or extensive, depth, species, information for access and maintenance.</p>	<p>The focus of rooftop landscape will be the podium/elevated sky garden. Any additional green roof opportunities will be considered during the detailed design phase.</p>
Indigenous heritage and culture	
<p>Public artwork and landscape elements that celebrate Indigenous identity and culture should also be integrated into future schemes.</p> <p>No information has been submitted to support the interpretative strategy and design of these elements.</p>	<p>A future detailed development application will be required to provide further detail on public artwork and landscape elements that celebrate indigenous identity and culture. There is a Design Precinct that specifically requires consideration of indigenous heritage and culture that the future design will need to address and respond to.</p>
Public Domain	
<p>Although not part of this application and not directly affected by the proposal it contains, the precinct also proposes to pedestrianize Jones Street and develop as a mixed use plaza in the future. It is noted this</p>	<p>The proposal to pedestrianise Jones Street is continuing separately to this application. UTS are committed to the ongoing plan to pedestrianise Jones Street. The drawing has been amended accordingly.</p>

Recommendation/Issue	Response
<p>does not appear on the proposal drawings despite showing adjacent facilities.</p> <p>This latest modifications arise from the University of Technology seeking additional floor space arising from demand and increased student numbers. This translates to increased pedestrian traffic at street level. For this reason the proposal is supported conditionally.</p> <p>The proposal for Harris Street requires additional information to be provided. The current proposal would seem to constrict the private footway with the addition of planters and seating, pushing pedestrians into the private land. Two main issues result that require further consultation prior to any development of drawings towards construction approval:</p> <ul style="list-style-type: none"> • The maintenance and ownership of the planters and seating and any other proposals for this area in public land would fall to the City unless the University enters into a maintenance agreement. • The diversion of pedestrians into private land leans that the City cannot protect pedestrian amenity along Harris Street. Placement of café seating or other obstructions would be difficult to control unless the University enters into an agreement or easement. • The University of Technology proposes to consult with RMS, Transport for NSW and City of Sydney Council in relation to the potential closure of a lane on Harris Street to improve pedestrian amenity in the precinct including safety at the corner of Broadway and Harris Street. In addition to raised internal circulation that links various podium spaces the following has been proposed at ground level including: <ul style="list-style-type: none"> – the introduction of new street trees and respite areas along Harris Street; – possible seating and planting arrangements in internal courtyards; – green wall opportunities in internal courtyards and fronting Alumni Green; and – new access points between Harris Street and Alumni Green. 	<p>The removal of a traffic lane on Harris Street is UTS' preferred response to issues regarding pedestrian movement and amenity on Harris Street. Notwithstanding, this would require support from RMS as a key stakeholder.</p> <p>In their submission, RMS have noted that <i>'any capacity reduction along Harris Street would have an impact on the operation of the wider road network within and surrounding the CBD and is not supported'</i>.</p> <p>It is proposed therefore that the reduction in the number of traffic lanes on Harris Street will no longer be pursued at this time. It is also noted that the modification application is independent of removing the traffic lane on Harris Street and that UTS's intention was to bring all the key authorities together and contribute to the long term amenity of the Precinct.</p> <p>In order to improve pedestrian movement and amenity in lieu of the lack of support for the exhibited Harris Street concept works, an expanded 3.5m setback at ground level is proposed along the length of Harris Street.</p> <p>The ongoing management of Harris Street post-construction will be a relevant matter for consideration in a future detailed development application.</p>
Traffic and Transport	
Loading dock	
<p>The traffic report has stated that the current loading dock is underutilised and there is scope to share the capacity with the proposed development. The proposed GFA increase is mainly for educational facilities and will require less delivery and servicing requirements. Furthermore, the traffic</p>	<p>Noted. A Loading Dock Management Plan will be submitted with any future detailed application.</p>

Recommendation/Issue	Response
<p>report suggests that the existing loading dock will gain a higher efficiency with the application of an appropriate loading dock management plan.</p> <p>The City's Transport Unit recommends that it can be acceptable, however the success will depend on the prompt coordination and better management among the different users of UTS precinct. A Loading Dock Management Plan should be submitted with any future detailed application.</p>	
Increase in car parking	
<p>There are inconsistencies between the Environmental Assessment Report (EA report) and Traffic and Transport Assessment submitted. The EA report states that the existing quantum of on-site car parking will be maintained and the Traffic and Transport Assessment states that 150 car parking spaces are proposed within a new basement level.</p> <p>It is acknowledged that the car parking numbers proposed will remain below the Sydney LEP rate, however, it is recommended that the proposal align with the original approved concept design with no additional increase in on-site car parking spaces to be proposed in this highly accessible CBD location. Restricting car parking spaces at origin and destination are seen the most effective way to shift people from car driving to sustainable travel modes like walking, cycling and using public transport. Soft measures, such as a green travel plan, will not be effective once availability of parking spaces will be available on-site. The on-street parking survey shows that there were unutilised parking spaces even during the peak traffic hours. Proposed parking spaces will generate additional car traffic to the adjacent road network and the impact is discussed below.</p>	<p>It is clarified that provision is being made as part of the modification application to accommodate a maximum of 150 car parking spaces within the new basement levels.</p> <p>UTS maintain their view that they want the ability to provide 150 parking spaces in the building. Whilst the highly accessible CBD location is acknowledged, the Traffic and Transport Statement prepared by TTPP at Appendix E to the Response to Submissions report confirms that the suggested increase in parking will have minimal traffic impact on the efficiency of the road network. Considering that the car parking numbers remain below the relevant rates, the increase in car parking associated with the proposal is considered reasonable.</p>
Intersection performance and SIDRA modelling	
<p>SIDRA modelling results as presented in the traffic report has stated that the adjacent intersection will be performing acceptable level of service (LoS) with the proposed development. However, looking at the 95% vehicle queue, it can be seen that the peak hour vehicle queue length propagate beyond the respective road link sections. Worse cases are given below:</p> <ul style="list-style-type: none"> • PM peak of Harris St-Ultimo Road – North Approach is 158 metre (22.2 vehicles) • AM peak of Broadway-George St-Harris St-Regent St – North Approach is 183 metre (22.2 vehicles) • PM peak of Broadway-George St-Harris St-Regent St – North Approach is 212 metre (29.8 vehicles) 	<p>The Traffic and Transport Statement prepared by TTPP at Appendix E to the Response to Submissions report states that the proposed modest increase of around 40 vehicles per hour (arrivals and departures) as a result of the proposed development in the peak periods would add only one/two vehicles to each traffic signal cycle. The suggested increase in parking will have minimal traffic impact on the efficiency of the road network.</p>

Recommendation/Issue	Response
<ul style="list-style-type: none"> AM peak of Broadway-Wattle St-Abercrombie St – West Approach is 424 metre (59.9 vehicles) PM peak of Broadway-Wattle St-Abercrombie St – West Approach is 222 metre (31.2 vehicles) <p>As discussed, additional car parking spaces will add to the existing vehicle queue to the surrounding intersections and negatively impact on the traffic network. In the above cases, the queue spilling beyond the upstream road is blocked from the intersection.</p>	
Bicycle parking and associated facilities	
<p>The EA report states that UTS has been gradually increasing the bicycle parking supply on campus based on regular monitoring of bike demand. This is not considered acceptable because it is the provision of attractive and appropriate bicycle parking facilities that will encourage students and employees to ride.</p> <p>Bicycle parking should be conveniently located and have a high level of security in visible and accessible locations. The location of the bicycle parking facilities should be well thought out at the detailed design stage. The bicycle parking and associated facilities should be designed to comply with the minimum requirements as set out in Sydney Development Control Plan 2012 Part 3.11.3 – Bike parking and associated facilities.</p>	<p>UTS is agreeable to include a commitment to provide end of trip facilities, including for walkers and runners in the Bon Marche and Science Precinct. The Statement of Commitments have been amended accordingly.</p>
Ecological Sustainable Development	
<p>The stated sustainability targets in the EA report are out-dated. The EA report refers to Green Star tools that no longer exist and to high level strategies (tri-generation, sewer mining and bio-digester innovations) that UTS has either moved away from or significantly varied since concepts were developed. It is recommended that the Department request the proponent to update the sustainability targets to be corrected to reflect genuine ambition. It should refer to the organisations <u>current targets and the headline technological inclusions that will be embedded in the built form</u>, rather than ambiguous “we will investigate” type statements.</p>	<p>A revised Sustainability Brief has been prepared by UTS and is available at Appendix G to the Response to Submissions Report. The sustainability targets for the site and precinct have also been updated to ensure they reflect current Green Star tools and reflective of UTS’s current aspirations and commitments (refer to revised Statement of Commitments and Urban Design Principles included within the Response to Submissions).</p>
Contamination	
<p>A Preliminary Site Assessment has been carried out and recommendations for the Detailed Site Investigation (DSI) been provided. At this stage due to the difficult assess for DSI investigation the consultant recommended to do it after/during demolition stage. Under the WorkCover records there were few UTS, within the subject site, but they already had been removed. If any other abandoned UTS will be found they will be dealt under “Unexpected Finds Protocol”. After DSI the</p>	<p>The comments are noted and are a relevant matter for consideration as part of a future detailed application.</p>

Recommendation/Issue	Response
Remediation Action Plan (RAP) is required. At this stage no comments from Site Auditor had been provided, but the DSI and RAP will need to be peer review by an accredited NSW Site Auditor.	
It is recommended that a Hazardous Building Material Survey be provided as part of future detailed application/s.	

NSW EPA

Recommendation/Issue	Response
The need for a detailed assessment of potential site contamination, including information about groundwater and a detailed assessment of the footprint and surrounds of existing buildings following their demolition	A further assessment of potential site contamination will be undertaken as part of a future detailed application.
Construction phase noise and vibration impacts (including recommended standard construction hours and intra-day respite periods for highly intrusive noise generating work) on noise sensitive receivers such as surrounding residences	Construction phase noise and vibration impacts are a relevant matter for consideration under a future detailed application. No physical works are proposed under this application.
Construction phase dust control and management	Construction phase dust control and management are a relevant matter for consideration under a future detailed application. No physical works are proposed under this application.
Construction phase erosion and sediment control and management	Construction phase erosion and sediment control are a relevant matter for consideration under a future detailed application. No physical works are proposed under this application.
Operational noise impacts on surrounding residences) arising from operational activities such as mechanical services (especially air conditioning plant)	Operational impacts are a relevant matter for consideration under a future detailed application. No physical works are proposed under this application.
Practical opportunities to implement water sensitive urban design principles, including stormwater re-use	Refer to the revised Sustainability Brief at Appendix G of the Response to Submissions Report for proposed opportunities relating to water sensitive urban design principles.
Practical opportunities to minimise consumption of energy generated from non-renewable sources and to implement effective energy efficiency measures	Refer to the revised Sustainability Brief at Appendix G of the Response to Submissions Report for proposed opportunities relating to energy consumption.

Transport for NSW

Recommendation/Issue	Response
Future Rail Corridor	
<p>It is requested that the applicant be conditioned to ensure the proposed development does not encroach or impact on the CBD metro corridor during all stages of the project as follows:</p> <ul style="list-style-type: none"> • The design and construction of the basement levels, foundations and ground anchors for the approved development are to be completed to the satisfaction of TfNSW; • No modifications should be made to that approved design without the consent of TfNSW; and • TfNSW and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions of consent, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought. 	<p>Noted.</p> <p>Such a condition is able to be imposed on the future detailed development application, as was imposed on the UTS Central project (7382).</p>
Proposed Widening of Harris Street Footpath	
<p>It is requested that the applicant undertake the following:</p> <ul style="list-style-type: none"> • Carry out wider network microscopic multi-modal traffic flow simulation in consultation with Roads and Maritime Services and the Sydney Coordination Office within TfNSW. The purpose of the revised assessment would be to illustrate that the reduction in the number of traffic lanes along Harris Street would not have an impact on the operation of the wider road network area and to test the other road network changes proposed. The scope and methodology of the revised transport network assessment needs to be agreed by Roads & Maritime Services and the Sydney Coordination Office within TfNSW; • Provide the results of the modelling for the review and endorsement of Roads and Maritime Services and the Sydney Coordination Office within TfNSW; and • Further justification on the need for wider footpath width on Harris Street is required. Based on the results of the transport assessment, the case for the need for widening needs further evidence. On this note, if further width is required, investigate the options to accommodate pedestrians without solely relying on the public road network including the provision of a building setback along the Harris Street frontage and modifying heritage items or providing additional overpass connections to the western side of Harris Street to help 	<p>The reduction in the number of traffic lanes on Harris Street will no longer be pursued at this time. It is also noted that the subject modification application is independent of removing the traffic land on Harris Street and that UTS's intention was to bring all the key authorities together and contribute to the long-term amenity of the Precinct.</p> <p>In order to improve pedestrian movement and amenity in lieu of the lack of support for the exhibited Harris Street concept works, an expanded 3.5m setback at ground level is proposed along the length of the Building 4 frontage to Harris Street.</p>

Recommendation/Issue	Response
<p>distribute the forecast pedestrian demand along Harris Street without reducing the number of traffic lanes.</p>	
Midblock Crossing between Thomas Street and Broadway on Harris Street	
<p>It is requested that the applicant investigates the options to provide additional overpass connections over Harris Street between buildings and direct and adequate pedestrian paths to signalised crossing facilities through the proposed buildings and heritage items to address the existing safety issues and to reduce the demand for the at-grade crossing at midblock locations along Harris Street.</p> <p>Any further proposals for at grade mid-block crossings would in any case need to be included in the broader road network simulation modelling outlined above.</p>	<p>The midblock crossing is no longer being pursued at this time.</p>
Widening of the Pedestrian Crossing on the Harris Street approach at the Broadway Intersection	
<p>This proposal needs to be included in the broader road network simulation modelling mentioned above.</p> <p>If it is found acceptable, then the applicant would need to undertake detailed design and associated costing for the works involved in consultation with Roads and Maritime Services. Roads and Maritime Services would need to provide approval for the final plans.</p>	<p>The widening of the pedestrian crossing is no longer being pursued at this time.</p>
Construction Pedestrian and Traffic Management	
<p>It is requested that the applicant be conditioned to prepare a draft Construction Pedestrian and Traffic Management Plan in consultation with the Sydney Coordination Office within TfNSW and Roads and Maritime Services. The draft plan shall form part of the submission of the related Stage 2 State Significant Development application.</p>	<p>Noted, a draft Construction Pedestrian and Traffic Management Plan will form part of a future detailed (Stage 2) development application.</p>

Heritage Division, Parramatta NSW

The Heritage Division did not raise any issues.

Office of Environment and Heritage

It is recommended that all previous conditions still apply to the proposal.

Sydney Water

Sydney Water made two submissions. One submission raised no comments. The second submission made one recommendation outlined in the table below.

Recommendation/Issue	Response
Recommends that the proponent engage a Water Servicing Coordinator (WSC) and lodge a feasibility application to Sydney Water prior to a Section 73 application.	A feasibility application will be submitted to Sydney Water prior to the construction of works associated with a future detailed application.

Public Submission

Recommendation/Issue	Response
Far too much pedestrian traffic along Broadway and Harris Street. UTS needs to fund a pedestrian tunnel through to Central Station.	Pedestrian congestion has been a relevant matter for consideration under this application. It is noted that a pedestrian tunnel is provided to connect through to Central Station from the northern side of George Street between Harris Street and Quay Street (the 'Devonshire Street Tunnel'). A pedestrian overpass is currently in operation over Harris Street connecting Building 4 and Building 6. Alleviation of pedestrian congestion was considered at the corner of Harris Street and Broadway, with consultation proposed with RMS to remove a lane of vehicular traffic to provide for pedestrian use. RMS advised that this could not be accommodated due to the impact on the wider road network within and surrounding the CBD and is not supported. An additional 3.5m setback is proposed along the length of Harris Street to improve pedestrian circulation on the subject site.