

Response to Submissions

ISSUES	RESPONSE
City of Sydney	
<i>Built Form</i>	
<ul style="list-style-type: none"> In relation to Building 1, a holistic approach should be taken to the redevelopment of Building 1 to ensure that the integrity and architectural language of this landmark are maintained. Changes should either be made to the entire building, including a new podium and facade changes to the tower, or, the existing built form should be retained. 	<p>The proposed design competition brief will require that the integrity of the existing building (public spaces, structure and materials) is to be retained. There are numerous examples of successful podium extensions to tower buildings in the Sydney CBD.</p>
<ul style="list-style-type: none"> The main campus entry at Building 1 should be differentiated from the rest of the facade and defined as a positive built element that contributes to the Broadway street edge rather than be a negative void in the Broadway elevation. 	<p>Noted. This will be a comment in the design competition brief.</p>
<ul style="list-style-type: none"> The detailed facade design of Building 1 should respond to height datum lines established by the adjacent lower scale heritage item (Building 8). The interface between the two buildings should be designed in detail. 	<p>Noted. This will be a comment in the design competition brief.</p>
<ul style="list-style-type: none"> The service plant zone shown above Building 2 should be set back at least 6m from all street facades, so as to retain clarity of the parapet level and ensure that the service floor does not add additional bulk to the building. 	<p>The proposed envelope for the service plant zone is within the permissible building height limit. It is not intended that plant becomes a dominant feature of any future building.</p>

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<ul style="list-style-type: none"> The proposed height of the Broadway Building needs to consider its relationship with the established building height along Wattle Street and the scale of surrounding heritage items on the three corners of Wattle Street / Broadway intersection. 	<p>The proposed height of the Broadway Building on Wattle Street mediates between the lower buildings on Wattle Street to the north and the Fraser's Broadway Building (Block 1 and 4) has a cantilevered roof feature at around RL 69.50 built over the heritage hotel on the corner of Broadway and Wattle Street. In comparison, the maximum height of the Broadway Building will be RL 61.84 (on Wattle Street) with a sloping architectural feature that projects a further 4.9 metres to 10.7 metres on the Broadway frontage.</p> <p>The design of the building was the subject of a Design Excellence competition as discussed in the PPR.</p>
<ul style="list-style-type: none"> Building 10 should remain a landmark building; the height of the new building should respond to this and should not overhang the adjoining building as indicated in the Concept Plan. The new building could be reduced in height. 	<p>Building 10, with its distinctive roof tower, is to remain a landmark building seen in the round within the campus and the Precinct. The existing Building 10 roof radio tower stretches some 40 metres above the dominant Building 10 roof line at RL 70.340 ensuring its visibility above the roofs of proposed new developments. The Broadway Building has a comparable parapet height where it adjoins Building 10 and screens the south elevation of Building 10, a facade that was never designed to be revealed as a prime face in terms of its finishes and details.</p>
<ul style="list-style-type: none"> The service plant zone of the Thomas Street building should be set back and designed into the building. 	<p>Noted</p>
<ul style="list-style-type: none"> A design competition should be carried out for the design of Building 6. 	<p>As this proposal was not subject to Part 4 of the EP&A Act, the requirements of Sydney LEP 2005 were not mandatory. Nevertheless, as described in Section 3.9 of the EAR, the design process undertaken by the proponent to arrive at the proposal was extensive and rigorous.</p>

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<i>Heritage</i>	
<ul style="list-style-type: none"> Section 72 of the Central Sydney LEP must be addressed in justifying the demolition of heritage items. Justification provided for the demolition of the heritage item is considered unfounded. 	<p>Section 72 of the SLEP 2005 does not apply to the land, but Clause 104 does. The EAR (see Section 6.7) provided a detailed assessment for the demolition of Building 11, the only local heritage item proposed to be demolished. This justification is considered to be adequate.</p> <p>In addition, the proposed development of the land containing Building 11 (that is the Broadway Building) has been the subject of design excellence, and, in accordance with Clause 104, will result in a building of a higher architectural and urban design quality than was exhibited by the heritage item and will make a positive contribution to the streetscape.</p>
<i>Pedestrian Connectivity</i>	
<ul style="list-style-type: none"> The east west link proposed in the Concept Plan should be delivered through later detailed applications for the buildings. 	Noted
<ul style="list-style-type: none"> An east-west connection from Harris Street to Bijou Lane could be incorporated to improve pedestrian connectivity with Railway Square. 	<p>Bijou Lane is not located on UTS land. Despite this, a goal of the Concept Plan is to create a more connected campus and improve links to the locality and beyond. In addition, the most direct connection from the UPN to Railway Square is via the Devonshire Street Pedestrian Tunnel.</p>
<i>Public Domain</i>	
<ul style="list-style-type: none"> Bicycle parking facilities in areas of public open space should be provided. 	<p>The Concept Plan provides extensive bicycle parking facilities for students across the campus. It is not appropriate for UTS to provide additional bicycle parking in areas of public open space.</p>
<p>Further investigation is required on the impacts of overshadowing. A solar access analysis should be conducted to evaluate how the proposed building envelopes may affect the public domain on Broadway and surrounding streets.</p>	<p>Plans that illustrated the impacts of overshadowing on Broadway and Alumni Green were provided at Section 3.6 and Appendix D of the Concept Plan.</p>
<i>Environmentally Sustainable Development</i>	
<ul style="list-style-type: none"> An investigation should be included into potential partnerships with neighbouring sites, to incorporate complementary sustainability projects including tri-generation technology. 	<p>UTS will work with Frasers Broadway to investigate opportunities to incorporate complementary sustainability projects on both sites.</p>

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<i>Crime Prevention through Environmental Design</i>	
<ul style="list-style-type: none"> UTS should commit to formal crime risk assessment, preferably in conjunction with NSW Police, Safer By Design Service. 	<p>Noted. UTS adopts CPTED principles in its design guidelines for new buildings. In addition, UTS has established the “Designing out Crime Research Centre” that explores how both the reduction of risk and improved urban design can make a place less appealing for criminals. UTS will apply principles developed in the Centre across the Campus.</p>
Roads and Traffic Authority (Sydney Regional Development Advisory Committee)	
<ul style="list-style-type: none"> The RTA requires that surrounding intersections be modelled with a traffic simulation model that can model signal sites within a coordinated system eg. SCATES. The modelling data files are to be submitted to the RTA for review. 	<p>The traffic assessment at Appendix N of the EAR includes modelling of the effects of the additional traffic on the operation of surrounding intersections using the SIDRA Intersection analysis program.</p>
<ul style="list-style-type: none"> It is noted that bicycle parking facilities are provided within the development. In addition, end of trip facilities such as showers and changing rooms should be provided to encourage bicycle use by students and staff. 	<p>The UTS Concept Plan ensures that ample bicycle parking and end of trip facilities for the UTS community are provided across the campus.</p>
<ul style="list-style-type: none"> Car parking provisions are to be provided in accordance with the City of Sydney Council’s requirements. 	<p>Noted.</p>
<ul style="list-style-type: none"> The swept path of the longest vehicle should be in accordance with AUSTROADS. 	<p>Noted.</p>
<ul style="list-style-type: none"> Vegetation and proposed landscaping / fencing must not hinder sight lines to and from the proposed access driveway to motorists, pedestrians and cyclists. 	<p>Noted.</p>
<ul style="list-style-type: none"> All vehicles are to enter and leave the site in a forward direction. 	<p>All vehicles will enter leave the car parks and loading docks in a forward direction.</p>
<ul style="list-style-type: none"> The layout of the car park areas associates with the subject development...should be in accordance with AS2890.1-2004 and AS2890.2-2002 for heavy vehicles. 	<p>Noted.</p>
<ul style="list-style-type: none"> A Traffic Management Plan should be prepared for demolition and construction phases and submitted to the RTA and City of Sydney Council for approval for each project application. The operation of heavy construction / demolition vehicles in the AM and PM peak periods should be avoided. 	<p>Noted. Construction Traffic Management Plans will be submitted for future Project and Development Applications.</p>

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<ul style="list-style-type: none"> Post-development storm water discharge from the subject site into the RTA's drainage system should not exceed the pre-development discharge. 	<p>Post development discharge will not exceed the pre-development discharge.</p>
<ul style="list-style-type: none"> Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RTA for approval prior to the commencement of any works. 	<p>Noted</p>
<ul style="list-style-type: none"> Road traffic noise from Harris Street and Broadway should be mitigated by durable materials in order to satisfy the requirements for habitable rooms under Clause 102 Subdivision 2 of State Environmental Planning Policy (Infrastructure) 2007. 	<p>Noted</p>
<ul style="list-style-type: none"> Detailed design drawings and geotechnical reports relating to the excavation of the site and support structures are to be submitted to the RTA for assessment. 	<p>Noted.</p>
<ul style="list-style-type: none"> The developer shall be responsible for all public utility adjustment / relocation works, necessitated by the above work and as required by the various public utility authorities and / or their agents. 	<p>Noted</p>
<ul style="list-style-type: none"> All work / regulatory signposting associated with the proposed development shall be at no cost to the RTA. 	<p>Noted</p>
Ministry of Transport	
<ul style="list-style-type: none"> Travel design strategies should be implemented to facilitate mode shift to non-car transport modes which may include; parking prices that discourage all day usage, the use of 'car share' schemes for employees and students and potential assistance for employees to access work by public transport through salary packaging options and other incentives. 	<p>Noted. The University currently promotes/has in place many initiatives to promote transit use. The TMAP at Attachment 2 to this PPR provides recommendations to promote use by non private car modes.</p> <p>In addition, UTS will prepare a Transport Access Guide to promote the use of public transport.</p>
<ul style="list-style-type: none"> The nature, location and minimum number of cycling facilities should be the subject of further detail and analysis, having regard to the NSW Guidelines for Walking and Cycling. 	<p>Noted.</p>

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<ul style="list-style-type: none"> A wide pedestrian crossing should be provided on Jones Street, adjacent to Alumni Green to facilitate movement across the campus. 	<p>Noted.</p> <p>It is understood that Jones Street is to be closed to vehicular traffic at the intersection with Broadway as part of the works to be undertaken to Broadway by Frasers and that buses are to be redirected to Wattle Street. As a result traffic on Jones Street will be reduced.</p>
<ul style="list-style-type: none"> Improve the capacity and amenity of the footpaths and bus shelter areas on Broadway and other frontages. 	<p>As discussed in section 6.5.4 of the Concept Plan, UTS will investigate opportunities for the consolidation of bus shelters along Broadway with the State Transit Authority and the City of Sydney.</p>
Department of Water and Energy	
<ul style="list-style-type: none"> A water licence may be required from DWE, under Part 5 of the Water Act 1912, for works that are likely to intercept, or use groundwater, particular if contamination is found to be significant. 	<p>Noted.</p>
<ul style="list-style-type: none"> All proposed groundwater works must be identified in the proposal and an approval must be obtained from DWE prior to their installation. 	<p>Noted.</p>
TransGrid	
<ul style="list-style-type: none"> UTS is to consult with TransGrid during the preliminary design stages for works that could affect the cable tunnel under Wattle and Thomas Streets to ensure that it is not adversely impacted by the works. 	<p>Noted.</p>
Sydney Metro	
<ul style="list-style-type: none"> Update the TMAP to consider both the CBD Metro and West Metro to address issues such as student access to the CBD Metro and the cumulative impacts of the construction of UTS Broadway Precinct, the CBD Metro and CBD West Metro. 	<p>The TMAP has been updated. It replaces Appendix O of the EAR and is attached as Attachment 2 to this PPR.</p>
<ul style="list-style-type: none"> The basement of the Broadway Building lies 8m within the "Second Reserve" zone of the West Metro tunnel alignment. Consideration must be given to the potential impacts of the Metro tunnel. Consultation is to be undertaken with Sydney Metro prior to approval of the Broadway Building. 	<p>Noted. Consultation will be undertaken with Sydney Metro during detailed design of the Broadway Building and prior to lodgement of the Part 3A application. The Statement of Commitments has been updated accordingly – see Section 6.0 of the PPR.</p>

ISSUES	RESPONSE
Coalition Chippendale Community Groups	
<i>Location of the Site in Context of its Surrounds</i>	
<ul style="list-style-type: none"> Concern over the scale of changes to the site and the proposed density and intensification of uses. 	<p>The proposal provides for the expansion of a regionally significant urban university adjacent to a major transport hub. The expansion enables UTS students to have access to additional and better quality education, social and sporting facilities without expanding the site area of the campus.</p> <p>The proposal is consistent with the NSW Government's vision for a health and education precinct in this locality.</p>
<ul style="list-style-type: none"> Impact of the proposal on long term social demographics of the area. 	<p>The proposal does not change the education function of the site and will therefore not impact on the existing demographic profile of the area, only on the number of students and staff. A small proportion of students will be resident on campus – this is likely to have positive benefits for local businesses and the safety of the locality.</p>
<ul style="list-style-type: none"> Impact of increased road use from increased student numbers. 	<p>As indicated in the EAR the vast majority of students use public transport to get to the University and no additional parking is proposed. Accordingly, there will be no increase in road use as a result of the Concept Plan.</p>
<i>Massing, Height and Setback on Broadway</i>	
<ul style="list-style-type: none"> Impact of the increased bulk and scale on the Broadway frontage and the worsening of local wind conditions. 	<p>The EAR at Section 6.10 and Appendix Q provides a detailed assessment of the wind impacts of the proposal and proposes a number of measures to be incorporated into detailed design. Any difference in wind conditions as a result of the changes proposed in the PPR to the Broadway Building will be negligible.</p>
<ul style="list-style-type: none"> The height of the Broadway Building and Buildings 1 and 2 should be reduced and setbacks to Broadway increased. 	<p>Broadway has traditionally been characterised as an urban street with a hard edge zero setback to the footpath, notwithstanding, Building 1. It is proposed to reinforce and reinstate this dominant and appropriate pattern to the street edges around the campus. This consistency in an urban design approach will help to integrate the campus into the city.</p>

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<i>Proposed student numbers and its impact on the local infrastructure</i>	
<ul style="list-style-type: none"> Noted that student numbers will increase significantly, it is recommended that this be calculated based on EFTSU (Equivalent Full Time Student Units) rather than FTE rates to ensure compliance with the appropriate standards. 	<p>The increase in student numbers has been calculated based on EFTSU. It is noted that EFTSU (Equivalent Full Time Student Unit (or EFTSL where L is Load) and FTE (Full Time Equivalent) are similar methods of calculating student numbers.</p>
<ul style="list-style-type: none"> Impact of increased student numbers on the surrounding road network and the availability of open space and recreational facilities. 	<p>The vast majority of students use public transport to get the University and no additional parking is proposed. Accordingly, there will be no increase in road use as a result of the Concept Plan.</p> <p>As demonstrated in Section 6.12 of the EAR the additional social infrastructure provided in the Concept Plan is expected to be sufficient to cater for the increased student demand for open space and recreation facilities. In addition, there are numerous sport and recreation facilities in close proximity to the University.</p>
<i>Height and FSR Controls</i>	
<ul style="list-style-type: none"> Elements of the development substantially breach the LEP height and FSR controls. 	<p>Detailed justifications are provided for the proposed heights and FSR are at Section 6.3 of the EAR.</p> <p>As discussed in the EAR and Section 3 of this PPR, the Broadway Building marginally breaches the building height control at its western end. The minor variation to the height limit is justified given that the final form of the building has been subject to a design excellence competition.</p> <p>In relation to Building 6 (see Section 6.3.3 of the EAR), the proposal will deliver significant social and environmental benefits associated with providing accommodation for up to 720 students at a major Sydney University.</p>
<ul style="list-style-type: none"> Noted that conditions relevant to SEPP 65 (Building 6) are not met. 	<p>The proposed student accommodation in Building 6 is not a residential flat building – but akin to a boarding house or a university college. Despite this, the design guidelines for Building 6 require the proposal to address the principles of SEPP 65 in the detailed design.</p>
<i>Contaminated Land and Underground Storage Tanks</i>	
<ul style="list-style-type: none"> Lack of detailed contamination investigations. 	<p>Stage 2 investigations will be carried out in accordance with statutory regulations.</p>

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<ul style="list-style-type: none"> Investigations were not carried out in relation to the underground storage tanks located on the site. Noted that the tanks have not been properly decommissioned in accordance with Workcover procedures and are likely to be contaminated. 	Underground storage tanks will be decommissioned in accordance with statutory regulations.
<ul style="list-style-type: none"> Potential for asbestos contamination when demolishing pre-1970s buildings. 	Noted
<ul style="list-style-type: none"> Detailed investigations into land contamination should be carried out now so as to avoid the need to make changes to the Concept Plan at a later stage. 	Noted
<i>The Parkway Proposal</i>	
<ul style="list-style-type: none"> Incorporate the Parkway linking ATP with Broadway and Jones Street 	The Concept Plan facilitates improvements to improve pedestrian, bicycle and vehicular access into the campus – see Section 3.7 of the EAR.
<i>The Alumni Green</i>	
<ul style="list-style-type: none"> The open space provided is considered too small and must be expanded to address the shortfall in the supply of open space requirements. 	As demonstrated in Section 6.12 of the EAR the quantum of open space provided at UTS is considered adequate for a city edge campus. In addition, there are considerable areas of quality passive and active open space in the locality as well as proposed new public open space in the new Frasers development.
<ul style="list-style-type: none"> The landscape plan should be amended to provide more green and deep soil planting opportunities. 	The Landscape Plan and planting scheme are considered appropriate for the site and the location of Alumni Green above basement development.
<i>Land Use – Retail Strip on Broadway</i>	
<ul style="list-style-type: none"> Concern that the proposed retail strip on Broadway will place increased demand on local infrastructure. 	As the proposal involves a minimal increase in retail there will be no impact on local infrastructure.
<i>Building 6</i>	
<ul style="list-style-type: none"> Massing will impact on views from the neighbouring suburbs against the city skyline 	Section 6.6 and Appendix P of the EAR provide a detailed assessment of the visual impact of the proposal. The assessment shows that there will be no impact on neighbouring suburbs from Building 6.

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<ul style="list-style-type: none"> Massing will restrict sunlight onto public domain areas including Broadway. 	<p>Although there will be some over shadowing of Broadway at 9 am on 21st June, the shadow diagrams indicate the overshadowing will be temporary in nature. Further, the area overshadowed on Broadway is a pedestrian footpath that will not be occupied permanently. Footpaths along Broadway are typically overshadowed for part of the day by adjoining buildings.</p>
<i>Demolition of the Bradshaw Building</i>	
<ul style="list-style-type: none"> Request further consultation with the community regarding the demolition of the Bradfield Building (<i>sic</i>). 	<p>It is assumed that the submission refers to the <i>Bradshaw</i> Building.</p> <p>Section 5.2 of the EAR details the consultation undertaken by UTS in relation to the Concept Plan. The proposed demolition of the Bradshaw Building was presented in the material and illustrations provided as part of the consultation process. Despite extensive advertising, interest from the community was very low.</p> <p>Other than this submission, no other submissions were received from the community in relation to the Bradshaw Building. The university will not be consulting further on this matter.</p>
<ul style="list-style-type: none"> Other options should be explored to consider the building's adaptive reuse as part of a lower massing option for Broadway. 	<p>As part of the development of the Concept Plan, options for the configuration and massing of the Broadway site were explored. None were strategically feasible or practical. The retention of the Bradshaw Building runs counter to the need to provide contemporary education facilities for future generations. The university's achievement of design excellence is a precondition for the demolition of the building.</p>
<i>Car Parking</i>	
<ul style="list-style-type: none"> Noted that transport mode figures are based on FTE student numbers rather than EFTSU numbers. Transport infrastructure is considered insufficient for the projected student increase. 	<p>It is noted that EFTSU and FTE are similar methods of calculating student numbers. An assessment of the impacts on the existing road and public transport network was undertaken. The assessment concludes that the local road and public transport network will be able to accommodate the additional demand generated by the proposal.</p>

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<ul style="list-style-type: none"> The proposed increase in student numbers and a decrease in available parking spaces will put pressure on existing infrastructure. 	<p>As the vast majority of students use public transport to get to the University and as no additional parking is proposed in the Concept Plan, there will be no additional pressure as a result of the Concept Plan.</p> <p>In addition, UTS will prepare a Transport Access Guide to promote the use of public transport, and additional facilities for cyclists are proposed.</p>
<ul style="list-style-type: none"> Request a reduction in student numbers to reduce the impact of the proposal on local neighbourhoods. 	<p>The findings of the Social Impact Assessment (see section 6.12 of the EAR) are that the increase in student numbers will not have an adverse effect on the social infrastructure of local neighbourhoods.</p> <p>Student numbers at UTS, and any reduction, are not relevant to this proposal.</p>
<i>Community Consultation</i>	
<ul style="list-style-type: none"> Additional community consultation to be carried out to enable the community to have a greater understanding of the proposal 	<p>Exhibition of the Concept Plan is considered to have been adequate.</p> <p>As noted in the Coalition's submission, a public exhibition of the UTS Concept Plan was held in February 2009. Community "drop in" sessions were notified in local newspapers, and nearby residents were advised by letterbox drop. Despite this, attendance by the community was low.</p> <p>In addition, information on this proposal and the Concept Plan was available on the UTS website.</p> <p>As the UTS Concept Plan is progressed, the community will have further opportunities to learn more of UTS's plans for the future.</p>
<i>Wind Impact</i>	
<ul style="list-style-type: none"> Development will result in increased prevailing wind conditions, making an unpleasant pedestrian environmental along Broadway. 	<p>The EAR at Section 6.10 and Appendix Q provides a detailed assessment of the wind impacts of the proposal and proposes a number of measures to be incorporated into detailed design to ameliorate potential impacts of changed wind conditions on pedestrians along Broadway.</p>
<ul style="list-style-type: none"> Concerns about the potential for downwash winds on Broadway, in and around the UTS Tower and Harris Street. 	<p>See above</p>

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<ul style="list-style-type: none"> Concerns that wind will make Alumni Green inhospitable. Ensure that open space is appropriate and enjoyable to use. 	<p>As discussed in the Section 6.10 and at Appendix Q of the EAR, the buildings proposed to be located around Alumni Green and the planting of trees will ensure that Alumni Green can be used throughout the year.</p>
<i>Design Excellence</i>	
<ul style="list-style-type: none"> Design excellence should apply to all buildings. 	<p>UTS is committed to design excellence for all new development proposed by the Concept Plan. This will be achieved through design competitions for the Broadway Building, Thomas Street Building and the podium extensions to Buildings 1 and 2.</p>
<ul style="list-style-type: none"> The process used to consider Building 6 is considered inappropriate 	<p>Noted</p>
<i>Developers Contribution</i>	
<ul style="list-style-type: none"> Sufficient communal and open space should be incorporated into the proposal. 	<p>Significant private open space has been provided with 7,000 m² of open space provided at Alumni Green as part of the UTS Concept Plan.</p>
<i>Environmental Initiatives</i>	
<ul style="list-style-type: none"> Building 6 does not achieve the 5-star Green Star rating. 	<p>As discussed in section 6.13 of the EAR, new development on the campus will achieve sustainability targets of between 4 and 6 Green Stars. Due to its end use as student accommodation, Building 6 is seeking to achieve the equivalent of a 5 Green Star rating. In addition, Building 6 will meet the energy and potable water targets for residential flat buildings.</p>