

Department Response to Agency Submissions

Submissions	Issues	Response
City of Sydney	Buildings 1 and 2 should make a positive contribution to the street edge and architectural quality of Broadway.	The proponent has committed to the adoption of design excellence and incorporation of the design quality controls in the EA and PPR. The detailed design will be the subject of future applications.
	The 'front door' entry to the campus provided by Building 1 should be differentiated with a positive built element that responds positively to the street edge.	The proponent has committed to the adoption of design excellence and incorporation of the design quality controls in the EA and PPR including a new entrance to the campus through Building 1. The detailed design will be the subject of future applications.
	The façade of building 1 should respond to the height and scale of Building 8.	The building envelope proposed reflects the context of the existing podium and surrounding buildings. The detailed design will be the subject of future applications.
	Service plant zones should have a minimum setback of 6 metres.	The Department has recommended that the Concept Plan be amended so that plant zones are set back at least 6m from the edge of facades facing the street, or incorporated into the design of the building.
	The height of the Broadway building should reflect the established building height on Wattle St and scale of nearby heritage items.	The Broadway Building height reflects a transition from the Fraser's Block 1 (60m) to the lower buildings to the north of Thomas Street and west of Wattle Street, including 7+ storey buildings along Wattle Street.
	The spire on Building 10 should remain a dominant element and not significantly affect by the Broadway Building.	The Broadway Building is a similar height to Building 10. The spire will still be visible from a distance. As detailed in the Heritage Impact Statement, the main facades, and therefore views from this building are to the north and east.
	Comments regarding Building 6 addressed in the separate application for the detailed design of this building.	Noted. Issues addressed in the project application for this Building (the Peter Johnson Building).
	Council encourages the retention and adaptive reuse of heritage buildings rather than demolition. Section 72 of the Central Sydney LEP should be considered	Addressed in the PPR and assessment report. The proponent has advised it is unable to retain the Bradshaw Building due its size and floor plan, and due to its loss of context, the Department does not object to the demolition, subject to archival recording.
	Improved pedestrian connectivity should be proposed including improved clarify of network, improved connection from Harris Street to Bijou Lane, and removal of the elevated pedestrian bridge across the UPN.	Overall pedestrian strategy conveyed in Concept Plan. Connections to Bijou Lane, off the UPN are outside the scope of application. The detailed design will provided in future applications.

	Improvements to the public domain are supported, although bicycle parking within these areas should be provided.	Details of bicycle parking will be addressed in future applications for the detailed design of development within the site.
	Raise some concerns about overshadowing on the public domain of Broadway and surrounding streets.	There will be additional overshadowing in Broadway. However the level of solar access is not considered unreasonable, and other improvements will be made to the public domain that will offset this impact. This issue will be addressed in future applications.
	Development at project application stage should incorporate ESD initiatives to achieve world's best practice. Could also investigate potential partnerships with sustainability projects on neighbouring sites, including tri-generation technology.	The Statement of Commitments detail overall strategies for the site which are considered satisfactory.
	Safer by Design principles should be considered at Concept Plan stage, including formal commitments to details assessments at each project stage.	PPR states CPTED principles will be adopted. Details of the pedestrian connections will be detailed in future applications on the site.
RTA	Additional intersection modelling data to be provided.	As no additional parking spaces are to be provided, it is considered that this information does not need to be provided for the Concept Plan.
	Bicycle parking facilities should include end trip facilities for users.	The proponent has committed to providing bicycle parking details in future applications, which is considered satisfactory.
	Any car parking provided should be to the satisfaction of the City of Sydney.	This issue will be addressed in future applications for the detailed design of development within the site.
	Several technical standards required including sight paths, sight lines, car parking layouts, road pavement etc.	These details relate to the detailed design of each component of the Concept Plan, and will be addressed in future applications on the site.
	Traffic Management Plan for demolition/construction to be prepared.	This issue will be addressed in future applications for the detailed design of development within the site.
	Detailed design drawings for any excavation.	This issue will be addressed in future applications for the detailed design of development within the site.
Ministry of Transport	Should include methods to facilitate a mode shift to public transport including paid parking arrangements, use of car share schemes, another incentive schemes.	The proponent has prepared a TMAP to promote non car travel and have committed to preparing a Transport Access Guide to promote the use of public transport for staff and students.
	Detail location and number of bicycle spaces.	This issue will be addressed in future applications for the detailed design of development within the site.
	Provide a wide pedestrian crossing of Jones St.	This issue is a matter for the future applications for the detailed design of buildings on the site, and the public domain.
	Investigate opportunities to improve footpaths and bus shelters on Broadway.	This issue is a matter for the future applications for the detailed design of buildings on the site, and the public domain.

Department of Water and Energy	If groundwater is to be intercepted or used, a water license is required.	This issue will be addressed in future applications for the detailed design of development within the site.
	All proposed groundwater works must be identified and approved by DWE prior to installation.	This issue will be addressed in future applications for the detailed design of development within the site.
	Conditions recommended for groundwater extraction	This issue will be addressed in future applications for the detailed design of development within the site.
Sydney Metro	Supports proposal that UTS actively promote the use of non-car transport, and that the CBD Metro will provide additional public transport capacity to help accommodate growth in student and staff numbers.	Noted
	Supports the proposed pedestrian routes, which will facilitate connectivity to the metro.	Noted.
	Concern the TMAP has not included the CBD Metro in the assessment of future transport in the area, in particular construction management planning.	Addressed in the PPR. Proponent has amended the TMAP accordingly.
	The Broadway building basement falls within the Zone of Influence of the West Metro tunnels. Appropriate design and construction measures should be provided to ensure integrity of these tunnels. Conditions have been provided to be included.	Conditions recommended by Sydney Metro have been included in the terms of approval for the Concept Plan.
TransGrid	A cable tunnel in Wattle Street and Harris Street for Energy Australia. Request that the TransGrid (and Energy Australia) be consulted during preliminary design stages for works that could affect the tunnel.	This issue will be addressed at the detailed design stage for each building on the site.
	Reasonable costs in evaluating and commenting on the proposal should be met by the proponent.	Noted.

Department's Response to Public Submissions

Submissions	Issues	Response
Submission	Impact of the scope of the development on surrounding villages of Ultimo and Chippendale	Size of development considered appropriate given its CBD location, existing built form on the site and on surrounding sites, adjoining an arterial road. Impact on Chippendale considered minimal due to the Fraser's Broadway development in between.
	Increased bulk and scale, especially on Broadway frontage resultant in 'canyoning' impact.	The Concept Plan provides for building envelopes only. Detailed designs will be subject to future applications. Height and setbacks of the envelopes are considered appropriate for the CBD location, and lower than the Fraser's site opposite.
	Concerns about the massing, bulk and scale of Building 6	This issues has been addressed in the project application for Building 6 (the Peter Johnson Building – MP 09-0021)
	Concept Plan substantially breaches the City's current LEP height and FSR controls objectives and controls.	Height and FSR have been considered on merits. FSR across the site is consistent with the SLEP controls. Height is comparable to Fraser's site.
	SEPP 65 (for student housing) should be complied with	These issues have been addressed in a separate project application for the student housing in Building 6.
	Design excellence should apply to all buildings on the site.	The proponent has committed to design excellence for the new buildings on the site, and extensions to Buildings 1 and 2.
	Impact on pedestrians on Broadway	The will be some adverse effects from overshadowing and wind. However other improvements to the public domain, including active building frontages, improved design etc are considered to result in a net positive gain.
	Increased overshadowing in streets.	There will be an increase in overshadowing of Broadway, due to existing underdevelopment and deep setbacks. Pedestrian amenity is will be offset by improved activation of buildings to the street, and improved public domain treatments. These will be addressed in more details in future applications on the site.
	Wind assessment indicates increased massing from the plans as well as the former CUB site has potential to make much of Broadway, parts of Thomas Street and pedestrian access points off Wattle Street a hostile 'canyon-like' pedestrian environment. Will also impact on Alumni Green	Wind levels are also predicted to increase in Broadway but decrease in Alumni Green. Measures can be implemented to minimise impacts including street planting and awning design. These will be addressed in more details in future applications for the site.
	Significant visual impacts, especially on Broadway and Harris street and remove City skyline views from some streets.	The UTS site is some distance from Chippendale and does not impact on views due to surrounding development. The design quality controls committed to by the proponent will assist in achieving high quality design on the site.

	Impact of additional student numbers on existing wider community, including housing demand.	No evidence has been provided to support these claims. It is considered the increased size of the university will add to the social and economic life of this part of the CBD.
	Impacts of proposed retailing locations	It is considered that the increased student numbers and retailing activity will add to the vibrancy of this part of the CBD.
	Lack of sufficient open space and recreational facilities to support increased student numbers.	Open space and student services considered to be appropriate, especially given wider context. No concerns raised by the Council.
	There should be more green planting and deep soil opportunities	The quantity of open space is already constrained, however the quality of open space on the campus will be improved.
	Developer contributions should be made due to the shortage of open space in the area for additional open space	Developer contributions have not been sought by the Council.
	Concerns about increased traffic and parking impacts	No net increased parking, and the proponent has committed to a Transport Access Guide to promote public transport.
	Provision of infrastructure is insufficient	Transport and utility providers did not raise significant concerns with the proposed development.
	Impacts made worse as actual student numbers is higher than EFT numbers	The proponent advised actual numbers will be higher than EFT numbers due to part time students. No concerns raised by agencies regarding the student numbers and impacts on infrastructure.
	Adaptive reuse of the Bradshaw Building should be further explored	The building is a heritage item but has lost its street context and is not rare. The proponent has advised it is unable to retain the Bradshaw Building due its size and floor plan. Archival recording will be required to be undertaken prior to demolition.
	Community consultation not adequate.	Community consultation was undertaken in accordance with the EP&A Act and DGRs. Application placed on public exhibition for over 30 days. PPR also placed on the website.
	Concept Plan should be determined prior to the determination of the application for Building 6	Building 6 is a stand-alone building on the Concept Plan site. As full development details are known for the site, it does not rely on the Concept Plan for its determination.
	Concern about potential contamination on the site from previous uses including underground storage tanks	Potential contamination addressed in the PPR for the Multi Purpose Sports Hall. The proponent has committed to undertaking further studies for the future developments on the site.
	A minimum 5 star rating should be achieved	A minimum 5 star will be achieved for the 2 new buildings. Buildings 1 and 2 are extensions to existing buildings, restricting option, but still to achieve 4 stars. Other ESD measures are proposed as well
Submission	Submission raised concern about the development of the Blackfriars site	The content of the submission is not relevant as the Blackfriars site is outside the scope of this application.

