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UNIVERSITY OF
TECHNOLOGY SYDNEY

Program Management Office
Senior Architect (MasterPlan)

Greg Moore
P.O. Box 123
Broadway NSW 2007
Australia

Tel +61 2 9514 3145
Fax +61 2 9514 7490
Email Greg.Moore@uts.edu.au

UTS:CRICOS PROVIDER CODE 00099F

23rd December, 2010

Mr Michael File
Manager Strategic Assessments
NSW Department of Planning
GPO Box 39
Sydney NSW 2001

cc Mr Simon Bennett

Dear Michael,

**UTS City Campus Broadway Precinct, Approved Concept Plan 08_0116
Condition B2 Pedestrian Connectivity**

We refer to the meeting held between representatives of the University of Technology Sydney (Nigel Oliver and Greg Moore) and the Department of Planning (Michael File and Simon Bennett) on 23rd December, 2010 and Condition B2 of the Approved Concept Plan 08_0116 as noted in the following.

"Condition B2 Pedestrian Connectivity"

The Concept Plan shall be modified to include a strategy to increase activation of the UPN and improve the legibility of pedestrian access for the public between the Devonshire Street Tunnel, the UPN and Building 6. The strategy should investigate the removal of the existing pedestrian bridge and associated stairs/escalators over the UPN and consider options to replace it with a public entrance at grade from the UPN into Building 6 extending through to Harris Street.

The strategy shall be prepared in consultation with City of Sydney, Sydney Harbour Foreshore Authority and other stakeholders in the UPN. The strategy shall be submitted to the Department of Planning for approval within 12 months of the date of the Concept Plan approval, and the necessary works completed prior to the occupation of the student housing development (Project Application MP 09-0021), or as otherwise approved by the Director General."

As discussed during our meeting, over the past 12 months there has been increased interest in upgrading the UPN. This has become evident from our discussions with stakeholder groups pursuant to Approval Condition B2 "Pedestrian Connectivity" that commenced with a focus on the existing pedestrian bridge and associated stairs/escalators linking UTS Building 6 with the UPN and Harris Street.

Our discussions with stakeholder groups extended beyond the stairs and escalators to the significant potential to activate both the north/south and the east/west links between the UPN and the surrounding areas including Haymarket, Darling Harbour, the Powerhouse Museum and Broadway. Initiatives such as green walls, landscaping along the UPN and increased visitor amenity through potentially extensive new pedestrian thoroughfares have been discussed. Significant steps in recent months include:

- The Sydney Harbour Foreshore Authority (the owners of the UPN) have indicated they will establish a Project Control Group to further consider the potential of the UPN upgrade with other stakeholders
- Mirvac (owners of the Citigate Central Sydney Hotel, 169-179 Thomas Street) and the owner of 841 George Street (the building over the existing railway line at the southern end of the UPN) have been consulted and are supportive of enhancing the frontages of their buildings on the UPN and investigating concepts such as "green walls"
- Concept Plans have been prepared for further development at Darling Harbour
- UTS has announced plans for the new Dr Chau Chak Wing Building for the Faculty of Business (located to the immediate north of the Railway Bridge over Ultimo Road) designed by the renowned Architect Frank Gehry. The completed building will be an important local and international tourist attraction and is anticipated to stimulate development of the UPN and its enhancement and create further demand for north/ south and east/ west links with the local community and surrounding area

Based on these new planning initiatives UTS believe it is essential that extensive consultation is undertaken and a holistic design approach is developed for the full extent of the UPN. To enable this to occur UTS seek the following amendments to Condition B2 Pedestrian Strategy:

- the date for the submission of the required "*strategy*" is extended to December 16, 2011
- deletion of the requirement that "*the necessary works* (ie to existing pedestrian bridge and escalators) *completed prior to the occupation of the student housing development (Project Application MP 09-0021)*".

The University is committed to maximising the potential of the UPN and would greatly appreciate the Department's favourable response in regard to these amendments.

Yours sincerely,



Greg Moore

Attachments

Attachment 1: Extract from Approved Concept Plan 08_0116 containing Condition B2

ATTACHMENT 1

decision. Full details of the discussions and the dispute are to be provided in order for the Director General to make a decision.

A6 Lapsing of Approval

Approval of the Concept Plan shall lapse 5 years after the determination date in Part A of Schedule 1, unless an application is submitted to carry out a development for which concept approval has been given.

PART B MODIFICATIONS TO THE CONCEPT PLAN

B1 Building Plant Setbacks

The plant on each building is to be set back at least 6m from any façade of the building facing a public street, or incorporated into the design of the building, to minimise the visual impact of the plant from street.

B2 Pedestrian Connectivity

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The strategy shall be prepared in consultation with City of Sydney, Sydney Harbour Foreshore Authority and any other stakeholders in the UPN. The strategy shall be submitted to the Department of Planning for approval within 12 months of the date of the Concept Plan approval, and the necessary works completed prior to the occupation of the student housing development (Project Application MP 09-0021), or as otherwise approved by the Director General.

PART C – FURTHER ENVIRONMENTAL ASSESSMENT REQUIREMENTS

C1 Sydney Metro – "Broadway Building"

- (a) Prior to the lodgement of a project application (or any other application for approval under the Act), for, or which incorporates the "Broadway Building", the proponent must consult with Sydney Metro and take into account any comments made by Sydney Metro in relation to the potential impact of the "Broadway Building" on the proposed West Metro corridor, including taking into account the following issues:
 - (i) The design, construction and maintenance of the approved development;
 - (ii) Structures which are proposed for construction or installation, or which are constructed or installed, in connection with the approved development which have a potential impact on the CBD Metro must be designed, constructed and maintained in accordance with design criteria specified by Sydney Metro;
 - (iii) Allowances in the design, construction and maintenance of the approved development for the future operation of Metro railway tunnels in the vicinity of the approved development, especially in relation to noise, vibration, stray currents, electromagnetic fields and fire safety;
 - (iv) Consultation with Sydney Metro;
 - (v) Access by representatives of Sydney Metro to the site of the approved development and all structures on that site;
 - (vi) Provision to Sydney Metro of drawings, reports and other information related to the design, construction and maintenance of the approved development;
 - (vii) Any agreements necessary to manage any potential impacts.
- (b) Any project application (or other application for approval under the Act) lodged in respect of the Broadway Building must have regard to the comments of Sydney Metro.