

Sydney Office

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Our Ref: JC070092 Date: 26 March 2010

Attn:Daniel Keary Director, Government Lands and Social Projects

Department of Planning 23-33 Bridge Street Sydney NSW 2000

Via: email: Daniel.Keary@planning.nsw.gov.au

Dear Mr Keary

RE: Tyree Energy Technologies Building (MP 09_0163) UNSW Kensington Campus

We write in response to your letter dated 8 February 2010 advising of the submissions received from the exhibition of Major Project application MP 09_0163 for the Tyree Energy Technologies Building at UNSW Kensington Campus.

We have reviewed the submissions and respond as set out in the table at **Attachment A**. As none of the submissions raise matters that require changes to the design of the proposal, a Preferred Project Report has not been prepared.

In response to your request for further information regarding construction traffic impacts and matters raised by both the Sydney Regional Development Advisory Committee (SRDAC) and Randwick City Council, the Traffic and Parking Report has been revised (refer attached report dated March 2010). The report provides further information about how UNSW's transport strategy will continue to be implemented and points out that the new development will generate relatively few additional vehicles.

While access to the site for service and delivery vehicles and UNSW's electric cars will be from Gate 14 in Barker Street upon completion of the project, it has become apparent that this route may not be a viable option for construction traffic, as identified in the original traffic report. Southern Drive is a minor internal road that passes a number of residential colleges and a child care centre. Discussions with potential construction managers have indicated that the preferred access point for construction may be Anzac Parade.

Although SRDAC have indicated that a construction zone should not be permitted in Anzac Parade, UNSW had previously received confirmation from both the RTA and STA that the existing bus stop adjacent to the site can be temporarily relocated north of the signalised crossing adjacent to University Mall (refer **Attachment B**). This was negotiated in part to facilitate the construction of the Tyree Building. Furthermore, the area to the south of the existing bus stop is currently used for parking outside of peak hours. This demonstrates that a construction zone could be considered in this location without adversely affecting traffic. An additional benefit would be retaining the largest vehicle on the major road, rather than requiring them to negotiate the many bends of Southern Drive.



Consequently, we request that any prohibition on a construction zone adjacent to the site on Anzac Parade be avoided to allow flexibility for construction managers to determine the most appropriate and quickest method, in consultation with the RTA, STA and Council, to erect the building with the least impact on the local community. We believe such an option should include access from Anzac Parade for construction purposes only.

The proposed construction management plan will detail the construction period, the number of trucks, construction routes to and from the site, anticipated to be mainly the Eastern Distributor and the M5, and construction noise impacts. The need for mitigation measures are minimised if construction traffic can access the site from Anzac Parade.

In view of the amendments to the Traffic and Parking Report, and the proposal to allow the possibility of a construction zone in Anzac Parade, the Statement of Commitments is revised as follows.

- 3. Car parking will be limited in accordance with the Traffic Report by URaP/TTW (March 2010).
- 4. All deliveries and service vehicles to the site during the operational stage of the development will enter and exit via Gate 14. A manoeuvring area for medium rigid vehicles and loading dock will be provided to the south-east of the building.

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer by telephone.

Yours sincerely **RPS**

Silvija Smits Technical Director – Planning (NSW)

cc: UNSW – Joseph Santangelo Capital Insight – Gregory Hanna

MP 09_0163 – Tyree Energy Technology Building at UNSW

Response to Submissions

26 March 2010

Submission/Issue	Response
NSW Transport & Infrastructure	
Supports increasing share of trips from site by public transport.	Noted.
Explore opportunities for provision of cycle facilities.	Cyclist facilities are included on the ground floor of the proposed building (refer Ground Floor Plan PA05).
Prepare construction management plan to mitigate impacts on Anzac Pde public transport, cyclists pedestrians.	A detailed Construction Traffic Management Plan (CTMP) will be prepared by the managing contractor prior to the issue of the Construction Certificate (CC), in consultation with Council, the RTA and STA.
Prepare Work Place Travel Plan & Travel Access Guide.	UNSW has a number of strategies in place to encourage sustainable transport to the campus, eg Transportation Strategy in the DCP, staff Travel Pass and My UNSW Carpools. It also has a transport website that provides advice on buses, trains and disabled access to the campus. (Refer traffic and parking report at Appendix B to the EA and revised report dated March 2010.)
Sydney Water	
Sydney Water will assess when Section 73 (s73) Certificate requested.	It is acknowledged that a s73 certificate will be required.
Proponent to fund any adjustments to Sydney Water infrastructure.	Noted.
Use of e-planning system for advice.	Noted. The relevant email address will be utilised as required.
SRDAC Roads & Traffic Authority	
 Ensure post-development stormwater discharge to RTA drainage system not exceed pre-development discharge. Details of stormwater design and calculations to be submitted to RTA for approval prior to commencement of works. 	Refer to Randwick Council requirements regarding stormwater drainage. As post-development stormwater will not discharge to RTA drainage system, question need for this referral.
2. Design drawings and geotechnical report relating to excavation and support structures for impact on Anzac Pde and "any other issues that may need to be addressed", to be assessed by RTA at developer's cost.	The purpose of this comment is unclear. The nearest support/basement structures for the new building will be some 4.5 metres from the Anzac Parade alignment and will not be continuous.
3. RTA to be notified 7 days prior to excavation below level of base of footings of adjoining roadways.	Noted. No excavation below level of base of footings of adjoining roadways proposed.

Submission/Issue	Response
 Construction Traffic Management Plan to PCA prior to CC. 	A detailed Construction Traffic Management Plan (CTMP) will be prepared by the managing contractor prior to the issue of the Construction Certificate (CC), in consultation with Council, the RTA and STA.
5. All demolition and construction vehicles to enter and leave by Barker St. No construction zone on Anzac Pde.	Contrary to statements in EA, construction traffic may need to use Anzac Parade as explained in the covering letter to this table. A detailed Construction Traffic Management Plan (CTMP) will be prepared by the managing contractor prior to the issue of the Construction Certificate (CC), in consultation with Council, the RTA and STA.
 Road Occupancy Licence to be obtained from RTA prior to any works which may impact on Anzac Pde during construction activities. 	Noted.
 Swept paths of longest vehicle to comply with AUSTROADS. To be submitted to Department for approval. 	Noted. SKC02 in the traffic report demonstrates access for a medium rigid vehicle which is anticipated to be the largest vehicle required.
8. Off street parking to comply with AS 2890.1 – 2004 and AS 2890.2 – 2002 for loading.	Noted.
 Loading bays to be signposted to discourage parking within and blocking heavy vehicle manoeuvring. 	Noted.
10.All vehicles to enter & leave in forward direction.	Noted.
11.All works and signposting at no cost to RTA.	Noted.
Randwick Council	
Campus Design Principles and Provisions Detailed design studies (as indicated in UNSW Master Plan) not provided. Required to optimise design quality of buildings; would allow for coordinated approach to development of key areas of campus and provide detailed guidelines particular to specific characteristic of site and its context.	The adopted campus DCP requires detailed design studies where alignments ARE NOT DEFINED. The design provisions in the DCP are explicit and clear for this site and its context. In any case, the site analysis plan and architectural and landscape design statements in the EA document the logic and fulfil the role envisaged by such studies. The design quality was tested and is assured by the architectural design competition undertaken by UNSW for this project. The proposal complies with the majority of design provisions in the DCP, as set out in the EA. There is no need for additional studies.

Submission/Issue	Response
Design issues to be addressed:	
 hedge planting and fencing to be revised to ensure views of campus optimised 	 noted; landscape drawings to be revised at CC stage
 building and service court in Day Ave view corridor obstructs views 	 marginal intrusion of 2.6m beyond kerb line alignment at ground level; only viable place for loading area; partial views to Village Green maintained
 entry point on southern side (Fig 5.6b of DCP) 	 entry to campus proposed as per Fig 5.6b of DCP; landscape drawings to be revised at CC stage to better emphasise this side entry to University Mall
service court interface with residential college	 proposed service court extends existing service area at rear of college; and is only viable place for loading area
 incorporate existing bus shelter within development 	• UNSW prefers to have free-standing bus shelters as this allows their locations to be altered or expanded to meet changing requirements over time.
S 94A Contributions Council not support waiver / exemption.	Noted.
Open Space Deletion of sports facilities will put pressure on local. Also supports need for s94.	UNSW has lodged a DA with the City of Botany Bay for a multi-million redevelopment of its recreational facilities at nearby David Phillips Field. This includes the provision of tennis courts that will offset the loss from the Kensington Campus. Cricket nets to be replaced on campus.
Building Use Council supports proposal and notes non- compliance with DCP.	Noted.
Energy Efficiency Requests condition to require certification that building achieves 6 star as proposed.	The DCP requires that all new buildings on the campus <u>target</u> a 5 Green Star rating. However, as stated in the EA the Tyree Building aspires to a 6 Green Star rating.
Groundwater Lower ground floor to be suitably waterproofed.	Noted.
Site Drainage Stormwater to conform to adopted Strategy. If alternative approach is proposed it must not increase flows from site and be supported by sufficient documentation. New floor areas/openings to be 300mm above 1/100 year flood.	Noted. Proposal complies with the adopted Strategy. Further details to be provided at CC stage. Noted.

ATTACHMENT A

Submission/Issue	Response
Traffic & Parking Council supports principle of reducing private vehicle trips but proposal does not include measures to encourage alternatives to provision of 24 spaces generated by project. Traffic and Parking study does not demonstrate how transport strategy will be achieved. Report does not fully address DCP Section 5.10(e) provisions.	See attached revised Traffic and Parking Report dated March 2010.
Civil Works Applicant to meet all costs for civil works in Anzac Pde fronting site including kerb and gutter, footpath and drainage. Works to comply with Council's Design Guidelines and Policy.	The requirement to meet the full cost of civil works in Anzac Parade contradicts the RTA requirement that there be no construction zone fronting the development site. However, if it is agreed that Gate 14 and Barker Street are unsuitable for the entry and exit of construction vehicles and a construction zone is permitted in Anzac Parade, then meeting the cost of civil works is reasonable.
Service Authority Applicant to meet all costs to underground overhead wires in vicinity of site.	There are no powerlines in the vicinity of this site.
Landscape Applicant must comply with arboriculture report to protect trees.	Noted.
Acoustic Notes that acoustic study recommends further assessment reports. Normally done prior to CC and prior to occupation.	Noted.
Physical Model Recommends physical model at 1:200 or larger be prepared to assist assessment and understanding of built form and architectural details.	Residential properties close to the proposed building are two small apartment blocks opposite and one small apartment block and one house in Day Avenue, but there were no submissions from the public during the EA exhibition period. Therefore the construction of a physical model at the suggested scale is unwarranted. UNSW will provide a model of the building at a 1:500 scale to be fitted onto its existing model of the Kensington Campus. Provision of this campus model showing all buildings was an outcome of the master planning and DCP process with Randwick Council.

TTACHMENT B

Subject: FW: UNSW Bus shelter relocation Date: Friday, 19 March 2010 13:41 From: Joseph Santangelo <j.santangelo@unsw.edu.au> To: Gregory Hanna <Gregory.Hanna@capitalinsight.com.au>, Silvija Smits <silvija.smits@rpsgroup.com.au> Conversation: UNSW Bus shelter relocation

-----Original Message-----From: Weng Y Wong [mailto:weng_w@bnmh.com.au] Sent: Tuesday, 11 August 2009 3:57 PM To: LaRUE Francois E Cc: Joseph Santangelo Subject: Re: UNSW Bus shelter relocation

Thank You for your approval, with regards to the street signage, I will reconfirm with Eric on the signage, if required UNSW can relocate these signage under RTA and STA direction.

On 11/08/2009, at 3:33 PM, LaRUE Francois E wrote:

> Hi Weng, >

> Sorry about the delay in responding to your e-mail. After reviewing

> the plans presented we would raise no objections to the temporary

> relocation of the bus shelter and associated stop to the location

> shown on the plan 721-WD01(A). From memory the STA had indicated

> that they will relocate the signs?

> In any case we would raise no objections.

> Regards

> François LaRue

> Road Network Officer, South

> Traffic Management

> Ph: 8849 2329

- > Fx: 8849 2776
- > -----Original Message-----

> From: Weng [mailto:weng_w@bnmh.com.au]

> Sent: Thursday, 30 July 2009 11:58 AM

> To: LaRUE Francois E

> Subject: UNSW Bus shelter relocation

>

>

>

> Hi Francious, As previously discussed, drawing showing proposed bus
 > shelter relocation for your approval.

>

- >
- > >
- Ś
- > Regards

> Weng

> Budden Nangle Michael & Hudson Architects

> Tel : 02 9906 5599 Fax 02 9906 8220

> weng_w@bnmh.com.au

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Regards Weng Budden Nangle Michael & Hudson Architects Tel : 02 9906 5599 Fax 02 9906 8220 weng_w@bnmh.com.au ۰.

From: Weng Y Wong [mailto:weng_w@bnmh.com.au] Sent: Wednesday, 12 August 2009 11:35 AM To: Joseph Santangelo Cc: Helen Moustacas Subject: Fwd: UNSW Bus shelter relocation

Joe FYI

Begin forwarded message:

From: Eric. Graham@sia.nsw.gov.au Date: 12 August 2009 7:53:36 AM To: Weng-weng.u@bjmmh.com.au> Subject: Rei: Ewd: UNSW Bus shelter relocation X-Spam-Checker-Version: SpamAssassin 3.1.9 (2007-02-13) on svr1.li3host0004.com X-Spam-Status: No. score=-0.9 required=7.0 tests=AWL.BAYES_00.HTML_40_50, HTML_MESSAGE.NO_REAL_NAME autolearn=no version=3.1.9 Received: (mail 24779 invoked from network): 12 Aug 2009.06:43:43 + 1000 Received: from sile.corp-avp03.inlernalnc.sta.nsw.gov.au (202.59.29.176) by svr1.li3host0004.com with SMTP: 12 Aug 2009.06:43:43 + 1000 Received: from sile.corp-avp03.inlernalnc.sta.nsw.gov.au (202.59.29.176) by svr1.li3host0004.com with SMTP: 12 Aug 2009.06:43:43 + 1000 Received: from sile.corp-avp03.inlernalnc.sta.nsw.gov.au (202.59.29.176) by svr1.li3host0004.com with SMTP: 12 Aug 2009.06:43:43 + 1000 Received: from sile.corp-avp03.inlernalnc.sta.nsw.gov.au (202.59.29.176) by svr1.li3host0004.com with SMTP: 12 Aug 2009.06:43:43 + 1000 Received: from sile.corp-avp03.inlernalnc.sta.nsw.gov.au (172.9.200.1]) by localhost (Email Security Appliance) with SMTP id 289A84CSCF7_A81E846B for weng.w@bnmh.com.au //weng.w@bnmh.com.au: Tue, 11 Aug 2009 21:53:10 +0000 (GMT) // reseived: from sto:Internal.sta.sw.gov.au (Isto:Internal.sta.nsw.gov.au (172.9.200.41]) by sta-corp-avp03.internalnc.sta.nsw.gov.au (Sophos Email Appliance) with ESMTP id // reseived: from sto:Internal.sta.sta.sw.gov.au (172.9.200.41]) by sta-corp-avp03.internalnc.sta.nsw.gov.au (Sophos Email Appliance) with ESMTP id // reseived: toric x30147942-9451-451545145457607607602848ECA257607.007843EF@sta.nsw.gov.au> // Mime-Version: 1.0 // x-Mailer: Lotus Notes Release 7.0.1.January 17, 2006 // staage-Id: https://weitws.com // Source weitws.com // Source internal stat.sw.gov.au (2006/2009 07:53:36, Serialize complete at 12/08/2009 07:53:36 // Source internal stat.sw.gov.au (2006/2009 07:53:36

Weng, STA also raises no objections to the relocation of the bus shelter and signs. The costs for the signs relocation are to be made good by the developer. STA can arrange a contractor to carry out the works. Regards

Fric Graham Regional Service Planning Manager-Eastern Region Sydney Buses Ph: 9582 7666 0403073658 Fax: 9582 7659

Weng <weng_w@bnmh.com.au>

11/08/2009 04:21 PM

To Eric Graham <eqraham@sta.nsw.qov.au>

Subject Fwd: UNSW Bus sheller relocation

Hi Eric, approval from Francois, Can you please confirm if STA approve the Bus Shelter relocation.

Begin forwarded message:

From: LaRUE Francois E < Francois LaRUE@rta.nsw.gov.au>

Date: 11 August 2009 3:33:56 PM

To: Weng <<u>weng_w@bnmh.com.au</u>> Subject: RE: UNSW Bus shelter relocation

X-Spam-Checker-Version: SpamAssassin 3.1.9 (2007-02-13) on svr1.it3host0004.com

X-Spam-Status: No. score=-2,4 required=7.0 tests=AWL, BAYES_00 autolearn=ham version=3.1.9

Received: (gmail 17319 invoked from network); 11 Aug 2009 14:24:39 +1000

Received: from mx22.rta.nsw.gov.au (163.189.207.5) by svr1.it3host0004.com with SMTP; 11 Aug 2009 14:24:39 +1000 Received: from corex701.corp.rta.nsw.gov.au (Unknown_Domain [192.168.25.41]) (using TLS with cipher RC4-MD5 (RC4-MD5/128 bits)) (Client did not present a certificate) by mx22.rta.nsw.gov.au (Symantec Mail Security) with SMTP id 7D.E9.31845.DD2018A4; Tue, 11 Aug 2009 15:34:21 +1000 (FST

Received: from COREXC02.corp.rta.nsw.gov.au ([163.189.3.53]) by corex701.corp.rta.nsw.gov.au ([163.189.3.55]) with mapi; Tue, 11 Aug 2009 15:33:57 +1000

X-Auditid: a3bdcf06-b7b0cae000007c65-29-4a8102dd7730

Thread-Topic: UNSW Bus shelter relocation

Thread-Index: AcoQuSgEb6aXpoLNTGCswLT71BvIZAJi4XnQ

Message-Id: <098B3814669A684C92F6D61D074ACDC8A84687C886@COREXC02.corp.rta.nsw.gov.au> In-Reply-To: <<u>66BEECAB-F8EB-4593-9613-0C2B6CC58DA5@bnmh.com.au</u>>

Accept-Language: en-US, en-AU

Content-Language: en-US

Acceptlanguage: en-US, en-AU Content-Type: text/plain; charset="iso-8859-1"

Content-Transfer-Encoding: quoted-printable

Mime-Version: 1.0

X-Brightmail-Tracker: AAAAAQAAAZE=

Hi Weng,

Sorry about the delay in responding to your e-mail. After reviewing the plans presented we would raise no objections to the temporary relocation of the bus shelter and associated stop to the location shown on the plan 721-WD01(A). From memory the STA had indicated that they will relocate the signs?

In any case we would raise no objections.

Regards

François LaRue Road Network Officer, South Traffic Management Ph: 8849 2329 Fx: 8849 2776

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Regards Weng Budden Nangle Michael & Hudson Architects Tel : 02 9906 5599 Fax 02 9906 8220 weng_w@bnmh.com.au

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Regards Weng Budden Nangle Michael & Hudson Architects Tol: 02 9906 5599 Fax 02 9906 8220 weng, w@bmth.com.ay

Regards Weng Budden Nangle Michael & Hudson Architects Tel : 02 9906 5599 Fax 02 9906 8220 weng w@bnmb.com.au BUDDEN NANGLE MICHAEL HUDSON ARCHITECTS ABN 35 674 230 056

28th July 2009

Mr. Francois LaRue Road Network Officer RTA SYDNEY NSW

Dear Francois,

Re: Application to RTA Relocation of existing STA Bus Stop and Shelter on Anzac Parade Kensington.

The University of New South Wales will be constructing a new building on lower campus along Anzac Parade where the existing tennis courts are located. Construction of this new Energy and Technologies Building is schedule to commence in December this year.

There is an existing bus shelter located within UNSW ground, east side of Anzac Parade and south of the pedestrian crossing. UNSW requires the relocation of this bus shelter to north of the pedestrian crossing to facilitate the construction of the new building and because the current bus shelter clashes with the proposed fabric of the new building.

Following our meeting on site with UNSW, RTA and STA representatives, we submit the attached drawing locating the propose relocation and confirm previous positive feedbacks from RTA and STA on this proposal.

We seek RTA formal and favorable approval for the relocation of the bus shelter to allow the fruition of this important and exciting building for UNSW.

We confirm that the relocation of the bus shelter and associated works will be contracted out to a contractor engaged by UNSW, but confirm your previous advise that RTA will change existing and provide additional road signage where required to suit the relocated bus shelter.

Regards BUDDEN NANGLE MICHAEL & HUDSON

Weng Yin Wong Associate

SUITE 17. GREENWICH SQUARE, 130 PACIFIC HWY GREENWICH NSW 2065 FAX: (02) 9906 8220 PH: (02) 9906 5599

BUDDEN NANGLE MICHAEL HUDSON ARCHITECTS ABN 35 674 230 056

28th July 2009

Mr. Eric Graham Regional Services Planning Manager STA SYDNEY NSW

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allow the fruition of this important and exciting building for UNSW.

We confirm that the relocation of the bus shelter and associated works will be contracted out to a contractor engaged by UNSW, but confirm your previous advise that STA will relocate the STA bus stop/timetable signage.

Regards BUDDEN NANGLE MICHAEL & HUDSON

Weng Yin Wong Associate



