

UTS Broadway - Thomas Street Building  
Transport & Parking Report

16th December 2011

Prepared for  
**University of Technology, Sydney**

# UTS Broadway - Thomas Street Building Transport & Parking Report

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University of Technology, Sydney

This report has been issued and amended as follows:

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1	Final Draft	07/12/2011	KY	KJH
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## Executive Summary

The Directors General's Requirements (DGRs) for the University of Technology, Sydney (UTS) Broadway Thomas Street Building were issued on 19<sup>th</sup> January 2010 reference MP 09\_0213. At Section 2, Transport and Parking, it requests details on the following items:

- *Proposed traffic and parking arrangements,*
- *Loading / delivery arrangements including waste collection vehicles*
- *Bicycle parking and facilities*
- *Impacts of proposed vehicle access design on the adjacent road network and pedestrian paths*
- *Any local road upgrades.*

This report confirms that the traffic impacts would be negligible as no car parking facilities will be provided as part of the Thomas Street Building. However, demand car parking would be catered for in the adjacent buildings, Building 1 and 2.

It confirms that the servicing of the building will be provided at the Automatic Storage Retrieval System (ASRS loading area) via the basement levels of Building 1 and 2. The ramp providing access to this area has been approved in a previous Development Application.

The report confirms that although bicycle parking spaces are not proposed as part of the Thomas Street Building, demand bicycle parking and facilities would be catered for in the adjacent buildings.

In addition, at Section 11 of the DGRs (Excavation and Construction Management), it confirms that the Construction Management Plan is to include a Construction traffic management report. This has been addressed in a separate report.

A Construction Traffic Management Plan for the main construction works has been therefore been prepared but has been issued as a separate document which describes

how the various pedestrian / bus movements etc will be managed during the construction process.

A description of local road upgrades is also included which concludes that the construction of the Thomas Street Building will not affect this to any great extent.

In summary, although the impacts of the proposed scheme are very minor, mitigation measures have been introduced where appropriate.

# 1 Introduction

Halcrow has been commissioned by the University of Technology Sydney to prepare a Traffic Assessment Report. This report considers the proposed traffic impacts associated with the Thomas Street Building on Thomas Street, east of Jones Street.

The Directors General Requirements (DGRs) for the University of Technology, Sydney (UTS) Broadway Building were issued on 19<sup>th</sup> January 2010 reference MP 09\_0213. At Section 2, Transport and Parking, it requests details on the items listed in Table 1.1.

The DGRs have been addressed in the following sections of the report as shown in the table below.

**Table 1.1 – Director-Generals Requirements**

<b>DGR Issue</b>	<b>Section</b>
Proposed traffic and parking arrangements	Sections 5.2 & 5.3
Loading / delivery arrangements including waste collection vehicles	Section 5.4
Bicycle parking and facilities	Section 5.5
Impacts of proposed vehicle access design on the adjacent road network and pedestrian paths	Section 5.6
Any local road upgrades.	Section 5.7

This report has been prepared to address the DGRs and as such will report on the traffic, access, servicing, parking, bicycle and pedestrian impacts.

## **2 Background and Context**

### ***2.1 Background***

The proposed 'Thomas Street Building' is a part of the approved UTS Concept Plan. The UTS Concept Plan guides planning for the land holdings within the 'Broadway Precinct' of the UTS City Campus including the Thomas Street Building.

UTS lodged an Environmental Assessment Report for the Concept Plan for the development of the Broadway Precinct of the City Campus (MP08\_0116) with the Department of Planning (DoP) which received approval in December 2009.

The Concept Plan also stated that UTS would not be increasing the overall quantum of car parking across the Broadway Precinct (i.e. they would be maintaining the current level of parking).

The proposed building envelope, gross floor area and height for the Thomas Street Building comply with the Approved Concept Plan.

The approvals for demolition and bulk excavation works for the Thomas Street Building have already been granted.

### ***2.2 Context to Concept Plan***

The UTS Concept Plan comprises the demolition, construction and extension of certain buildings on the Broadway Precinct to enable UTS to provide an additional 84,750 m<sup>2</sup> of gross floor area of education, social and sporting facilities, and student housing. Of the 84,750 m<sup>2</sup> of gross floor area in the Concept Plan, the Thomas Street Building represents 11,295 m<sup>2</sup> of gross floor area.

The Concept Plan proposes improvements to pedestrian, bicycle and vehicular access into the campus. The pedestrian, bicycle and vehicular connections/access planned for the Concept Plan include those connections and access proposed in the Thomas Street Building proposal.

The Concept Plan proposes new pedestrian routes through the campus and plans to keep the number of car parking spaces unchanged. Existing loading facilities would be rationalised and concentrated on Thomas Street.

### ***2.3 Previous reporting***

Previous reporting and documentation has been reviewed during the preparation of this report including the following documents.

- ‘Environmental Assessment Report UTS City Campus, Broadway Precinct Concept Plan’ by JBA Urban Planning Consultants dated May 2009.
- ‘Preliminary Environmental Assessment – Broadway Building, UTS Broadway’ by JBA Urban Planning Consultants dated November 2009.
- ‘Proposed Jones Street Closure’ by Halcrow dated August 2009.
- ‘Concept Plan University of Technology, Sydney Transport Management and Accessibility Plan (TMAP)’ report by Halcrow dated August 2009.
- ‘Concept Plan University of Technology, Sydney Traffic Report’ by Halcrow dated August 2009.
- ‘Jones Street, Ultimo – Traffic Restrictions’ by Halcrow dated August 2011.
- Notice of Determination – Approval (D/2010/2203) Thomas Street ramps dated 7 March 2011.
- Concept Plan for UTS Broadway MP 08-0116 Mod 3 dated 29 July 2011.

### ***2.4 Planned Local Traffic Changes***

As part of the planning for the ‘Frasers’ Broadway site, it is planned to relocate the traffic signals at Broadway and Jones Street to Broadway and Balfour Street (east of Jones Street). The traffic signals would form the main access to the ‘Frasers’ site.

A right turn bay would be provided eastbound in Broadway at Balfour Street. The right turn bay for buses would be relocated from Jones Street to Wattle Street heading west on Broadway.

City of Sydney Council has approved the 'road closure' of Jones Street at Broadway. Jones Street would end in a cul de sac at Broadway and traffic would be able to enter / exit Jones Street at Thomas Street. The precise details of the closure and timeframe for construction have not yet been finalised.

As the closure has not yet been finalised, UTS is currently in the process of seeking approval from City of Sydney Council's traffic committee to restrict traffic entering and exiting Jones Street from Broadway to bus and taxis only. This application will be addressed at the City of Sydney Council's December Traffic Committee Meeting.

## 3 Site Location and Existing Conditions

### 3.1 *Site Location*

The site is rectangular in shape and has street frontages to Thomas Street to the north and Jones Street to the west. Alumni Green is to the south and existing Building 4 is to the east of the site. Across the Alumni Green to the south is the site of the proposed extension to UTS Building 2.

The subject site is currently vacant following the demolition of the former TAFE NSW Building T. The surrounding land use is predominately educational facilities.

The site is less than 500 metres from Central Railway Station and has direct access to multiple car, bus, rail and bicycle routes.

The site location is shown in **Figure 1** and photographs of the surrounding road network are included in **Appendix B**.

### 3.2 *Existing Conditions*

#### 3.2.1 *Road Network*

Roads in the vicinity of the site and their connections are described below.

**Broadway** is a State road which runs generally east to west. Broadway is an arterial road with four lanes in both directions. Broadway is suitable for heavy vehicle use.

Broadway is speed limited to 50 km/h. There are dedicated bus lanes on Broadway in both directions.

**Wattle Street / Abercrombie Street** is a four lane arterial road. Wattle Street runs one way to the north. Wattle Street has morning and afternoon clearways on its western side with 1 hour restricted parking at other times. The eastern side of Wattle Street has sections of No Parking on weekdays in between sections of No Stopping near intersections. Wattle Street is signposted for 60km/h and is suitable for heavy vehicle use. Wattle Street intersects Broadway at a signalised intersection.

**Harris Street** carries two-way traffic between Pymont and Broadway (except between Thomas Street and Broadway where it is one way southbound); Harris Street forms a one way pair with Wattle Street and is a major southern route in the area.

**Jones Street** is a local road running north to south. Jones Street has one travel lane in each direction and parking on both sides. The intersection of Jones Street and Broadway is signalised. A 40km/h speed limit applies in Jones Street.

Jones Street is pedestrianised further north between Thomas Street and Mary Ann Street. Vehicular access to the Broadway car park is via Jones Street. Jones Street carries some bus traffic.

**Thomas Street** is a local road running east to west which carries two-way local traffic. The intersection of Jones Street and Thomas Street is priority controlled. There is an existing car park/loading area access ramp, located east of the proposed Thomas Street Building.

### **3.3 Pedestrian and Cyclist Facilities**

A footpath is located on all of the roads surrounding the site. Paths in the area provide continuous access between the subject site and the nearby transport facilities and Ultimo Pedestrian Network.

Signalised crossings are available at Wattle Street and Broadway as well as Harris Street and Broadway. The Ultimo pedestrian network connects Central Station to the UTS Campus through an extended tunnel from the Devonshire Street tunnel. The connection allows pedestrians to enter the UTS Campus without crossing Broadway or Harris Street.

Jones Street and Broadway are identified bicycle routes through the area.

### **3.4 *Public Transport***

The site is less than 500 metres from Central Railway Station. Central Railway Station serves the Sydney suburban and Country Link train networks. In addition, the Metro Light Rail and Monorail routes are in the vicinity of the campus.

STA buses operate numerous bus services near the site along Broadway, George Street, Jones Street, Thomas Street and Harris Street. Bus services connect the site to the CBD, Eastern and Western Suburbs, City Light Rail and Railway Stations.

There are bus stops located on the main Broadway frontages to the site, and pedestrian signals provide access to bus stops on the opposite side of Broadway. There is also a bus stop on Jones Street.

It is considered that the site has a very good level of public transport accessibility and the modal split towards public transport is high.

### **3.5 *Site Inspection***

An inspection of the site and the surrounding road network was undertaken during both the morning and afternoon peak periods on a typical weekday.

The inspection indicated that:

- traffic flows along Wattle Street and Broadway are heavy;
- the intersection of Broadway and Wattle Street creates heavy bunches of traffic separated by long gaps in traffic flow along Wattle Street;
- the intersection of Thomas Street and Jones Street operates at good levels of service;
- there is a reasonable number of pedestrians walking along Broadway and Jones Street to / from local residential and educational facilities;
- the existing on-street parking is typically generated by the surrounding land uses with some spare restricted parking available in the vicinity of the subject site.

## 4 Overview of the Proposal

### 4.1 *Thomas Street Building Proposal*

The proposal comprises of the following:

- Construction of a new 11,295m<sup>2</sup> building over four storeys to accommodate research offices, laboratories, teaching space, faculty space and lecture theatre;
- A connection through Alumni Green;
- Three basement levels, which will incorporate the existing service entry off Thomas Street to neighbouring Buildings 1 and 2; and
- Two passenger lifts and goods lift located on the eastern end of the Thomas Street Building which constitute the primary vertical access core. New openings are provided between Thomas Street Building and existing Building 4.

Car/ bicycle parking facilities will not be provided in the Thomas Street Building.

The servicing to the building will be provided via the main service vehicle car park beneath Building 1 which is accessed from Thomas Street.

Plans of the proposed building are shown in **Appendix A**.

### 4.2 *Parking arrangements*

No car parking spaces are proposed as part of the Thomas Street Building. However, car parking demand for the proposed Thomas Street Building will be catered for in the adjacent buildings, Building 1 and 2.

Also, in recognition of the sustainable transport options and current mode share at UTS, the transport objective of the Concept Plan intended to maintain the same number of car parking spaces in the UTS Campus in an effort to maintain traffic at its current levels. The parking and transport objective is also intended to further encourage public transport, walking and cycling.

### ***4.3 Loading / delivery arrangements including waste collection vehicles***

Deliveries to the proposed Thomas Street Building would occur at Basement 1 level via the secure goods lift located at the north east corner of the building. A service corridor will be provided through a proposed Automatic Storage Retrieval System (ASRS) (below ground book vault) beneath Alumni Green providing a connection between ASRS loading area and the Thomas Street Building.

Access to the ASRS loading area will be provided via the proposed widened ramp located east of the Thomas Street Building. The development application for changes to the eastern vehicle ramp, which provides car and loading vehicle access between Thomas Street and the basement car park of Building 1 and 2 has been approved.

It is proposed that the access to the waste removal vehicles would also be provided at the ASRS loading area via the basement levels of Building 1 and 2.

### ***4.4 Pedestrian facilities***

Thomas Street Building seeks to provide convenient pedestrian links to the Campus Facilities and local public transport, footpaths and cycling facilities.

New pedestrian facilities as part of this application include the following:

- Pedestrian accesses to the Thomas Street Building will be provided along Thomas Street and Jones Street as well as pedestrian access through Alumni Green;
- Pedestrian north-south access link will provided from Thomas Street through the building and connecting up with Alumni Green;
- A pedestrian colonnade or awning to Alumni Green along the southern edge of the building will be provided.

There are existing signalised crossings provided across Broadway at Wattle Street and Harris Street. Due to the low speed and volume environment on Jones Street, pedestrians are also able to cross mid block in Jones Street.

As noted in **Section 2.4**, the future closure of Jones Street between Broadway and Thomas Street, whilst not proposed as part of this application or the UTS Concept Plan would improve accessibility across Jones Street to the Thomas Street Building.

The relocation of the signals from Jones Street to Balfour Street (after the road closure) would also provide a major pedestrian route through Chippendale and Ultimo (on Jones Street) between Cleveland Street and Fig Street.

No additional pedestrian crossing facilities are proposed as part of this development.

#### **4.5 *Bicycle parking and facilities***

No bicycle parking facilities are proposed as part of the Thomas Street Building. However, demand for bicycle parking and facilities would be catered for in the adjacent buildings. The multipurpose sports hall in Building 4 has 30 bicycle storage spaces. The adjacent Library Retrieval System (LRS) building to be installed under Alumni Green also has two basement levels which may be utilised to accommodate additional bicycle parking if required.

Halcrow has, under a separate commission, been asked by the University of Technology Sydney (UTS) to develop a cyclist facility strategy for students and staff as part of the City Campus Master Plan implementation. The purpose of the strategy is to provide information and advice to UTS regarding:

- the influence of City and State plans and the City of Sydney Council expectations;
- a review of best practice provision of cycling facilities and programs by comparable organisations;
- strategies for encouraging and increasing uptake in cycling by staff and students;
- an estimate of potential cyclist numbers and facilities required at City Campus in 2016 and 2020;

This draft report provides guidance on:

- Facility placement and security measures;
- Appropriate distribution and locations for facilities on the city campus;
- The identification of and suggested locations for additional secured and unsecured bicycle spaces; and
- Consideration of a 2020 time horizon for the study.

This study is currently being reviewed by the University.

Connections to local bicycle routes will be available from the parking facilities to Jones Street. Jones Street forms part of the Parkway<sup>1</sup> cycle path through Chippendale and Ultimo (on Jones Street) between Cleveland Street and Fig Street. The cycle path will cross Broadway on the alignment of Balfour Street across from Jones Street.

The closure of Jones Street between Broadway and Thomas Street, whilst not proposed as part of the Concept Plan but supported by the University in principle, would fill the 'missing link' to join these two sections of the Chippendale bike route. The closure would also improve connections for pedestrians across the campus.

## ***4.6 Proposed Vehicle Access / Local Road Upgrades***

There are a number of documents which report on the proposed road access issues and local road upgrades

### ***4.6.1 Concept Plan Reporting***

A detailed assessment of the impacts of the Concept Plan on the existing road and public transport network was undertaken by Halcrow MWT in May 2009. The assessment considered the cumulative impacts of the proposal and the Frasers development.

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<sup>1</sup> The Parkway is a Concept Plan for a green off-road pedestrian-cycle route through Chippendale. It has a primary north - south axis linking the City & East Darling Harbour to Alexandria, Newtown and the Australian Technology Park through Chippendale and an east-west axis linking Glebe to the University of NSW. The Parkway Concept evolved from community suggestions as part of the City of Sydney Council Chippendale Improvement Plan.

The reporting included traffic surveys and forecasts for the nearby intersections. The assessment found that the performance of nearby intersections will be only marginally impacted by the proposal.

Based on current travel patterns and the mix of full and part time students, the assessment concluded that the local road and public transport network will be able to accommodate the additional demand generated by both the proposal and the Frasers development.

#### *4.6.2 Jones Street Closure Report*

Since the report for the UTS Concept Plan was prepared, the closure of Jones Street was approved. Halcrow prepared a report which detailed the traffic impacts of the Jones Street road closure based on estimated traffic projections for the UTS Concept Plan as well as the 'Frasers' site.

The traffic analysis found that the closure of Jones Street only affects the results of modelling marginally and that the road network is able to accommodate the Concept Plan development.

#### *4.7 Thomas Street Building Traffic Impacts*

The Thomas Street Building will not provide car parking as part of its proposal hence the traffic generation of this development would be negligible. Therefore it is envisaged that there are no traffic and access issues are expected to arise from the development.

#### *4.8 Transport Management and Accessibility Plan*

The approved Concept Plan included a Halcrow MWT Transport Management and Accessibility Plan (TMAP) which sought to encourage non car borne travel, improve access to public transport and provide safe walking and cycling conditions.

The TMAP identifies the key elements of minimising car use. Of these elements, the Thomas Street Building proposal will provide direct and convenient access to public transport, connects to the Ultimo Pedestrian Network and Parkway pedestrian and cycleway and provides new pedestrian and cycle improvements on site.

Some of the wider initiatives involved in the TMAP include:

- Rationalisation of Bus Stops;
- Preparation of a Transport & Access Guide (TAG);
- Preparation of a Travel Plan; and
- Measures to improve the use of the Devonshire Street tunnel which allows pedestrians to enter the UTS campus without crossing Broadway or Harris Street.

These wider initiatives are current projects which are in the process of being completed.

The Thomas Street Building proposal will be incorporated into the production of the TAG and Travel Plan for the site. The Institute of Sustainable Futures at UTS has produced a Sustainable Transport Strategy for the University's transport committee and this will form the basis of the Travel Plan.

Connections to the new bus stops and Devonshire Street tunnel will occur throughout the UTS Campus and will align with the nominated pedestrian routes from this proposal.

#### **4.9 *Construction Implications***

A separate Construction Traffic Management Plan document relating to the main construction works has been prepared to examine the impacts during construction of the building.

## **5 Impact Assessment / Proposed Mitigation**

### **5.1 *Introduction***

The DGRs (ref MP 09\_0213) require an assessment of the impacts of key issues. This section addresses Section 2 of the DGRs. For ease of reference the issues have been itemised individually. The impacts and any proposed mitigation measures are described below.

### **5.2 *Proposed Traffic Arrangements***

#### **5.2.1 *Impacts***

Thomas Street Building will not provide car parking as part of its proposal hence the traffic generation of this development would be negligible. Consequently, no mitigation measures are considered necessary.

### **5.3 *Proposed Parking Arrangements***

#### **5.3.1 *Impacts***

No car parking spaces are proposed as part of the Thomas Street Building. However, some minor car parking demand could be catered for in the adjacent buildings, Building 1 and 2.

In addition, the transport objective of the Concept Plan intended to maintain the same number of car parking spaces in an effort to maintain traffic at its current levels. The parking and transport objective is also intended to further encourage public transport, walking and cycling. As such, the proposed car parking for the Campus as a whole is considered appropriate to meet the objective of no increase in car trips to the new building.

No measures are considered necessary.

## **5.4 *Loading/Delivery arrangements including waste collection vehicles***

### **5.4.1 *Impacts***

There will be a minor increase in the number of service vehicles / refuse trucks that visit the site. Service vehicles will use the proposed Automatic Storage Retrieval System (ASRS) loading area, which will be accessed through the basement levels of Building 1 and 2 via the proposed widened ramp located east of the Thomas Street Building. Thomas Street has adequate capacity to serve the site.

It is proposed that the access to the waste removal vehicles would also be provided at the ASRS loading area via the basement levels of Building 1 and 2. The size of the service area is considered adequate to handle the increase in vehicles.

### **5.4.2 *Mitigation***

Due to the increase in waste, it may be necessary to increase the number of waste collections during the week.

## **5.5 *Bicycle & Parking Facilities***

### **5.5.1 *Impacts***

The sustainable travel initiatives being promoted by UTS are likely to result in an increase in the number of cyclists visiting the site through the promotion and improvement to facilities.

### **5.5.2 *Mitigation***

Although bicycle parking spaces are not proposed as part of the Thomas Street Building, demand for bicycle parking and facilities would be catered for in the adjacent buildings.

The multipurpose sports hall in Building 4 has 30 bicycle storage spaces. The adjacent Library Retrieval System (LRS) building to be installed under Alumni Green also has two basement levels which may be utilised to accommodate additional bicycle parking if required.

## ***5.6 Proposed Vehicle Access Arrangements & Impact on the Adjacent Road network and pedestrian paths***

### ***5.6.1 Impacts***

No new vehicle access to the Thomas Street Building is proposed. No mitigation is therefore necessary.

### ***5.6.2 Mitigation***

A Construction Traffic Management Plan has been prepared which proposes measures to mitigate impacts of construction traffic on vehicles and pedestrians.

## ***5.7 Local Road Upgrades***

### ***5.7.1 Impacts***

No local road upgrades are proposed as part of this upgrade. Local intersections amendments by others are proposed in the vicinity but they do not affect the site directly.

## 6 Conclusion

This report has been prepared to document the proposed development at the Thomas Street Building and its implications to traffic, parking, pedestrians and cyclists.

Based on the finding of this report, it is concluded that:

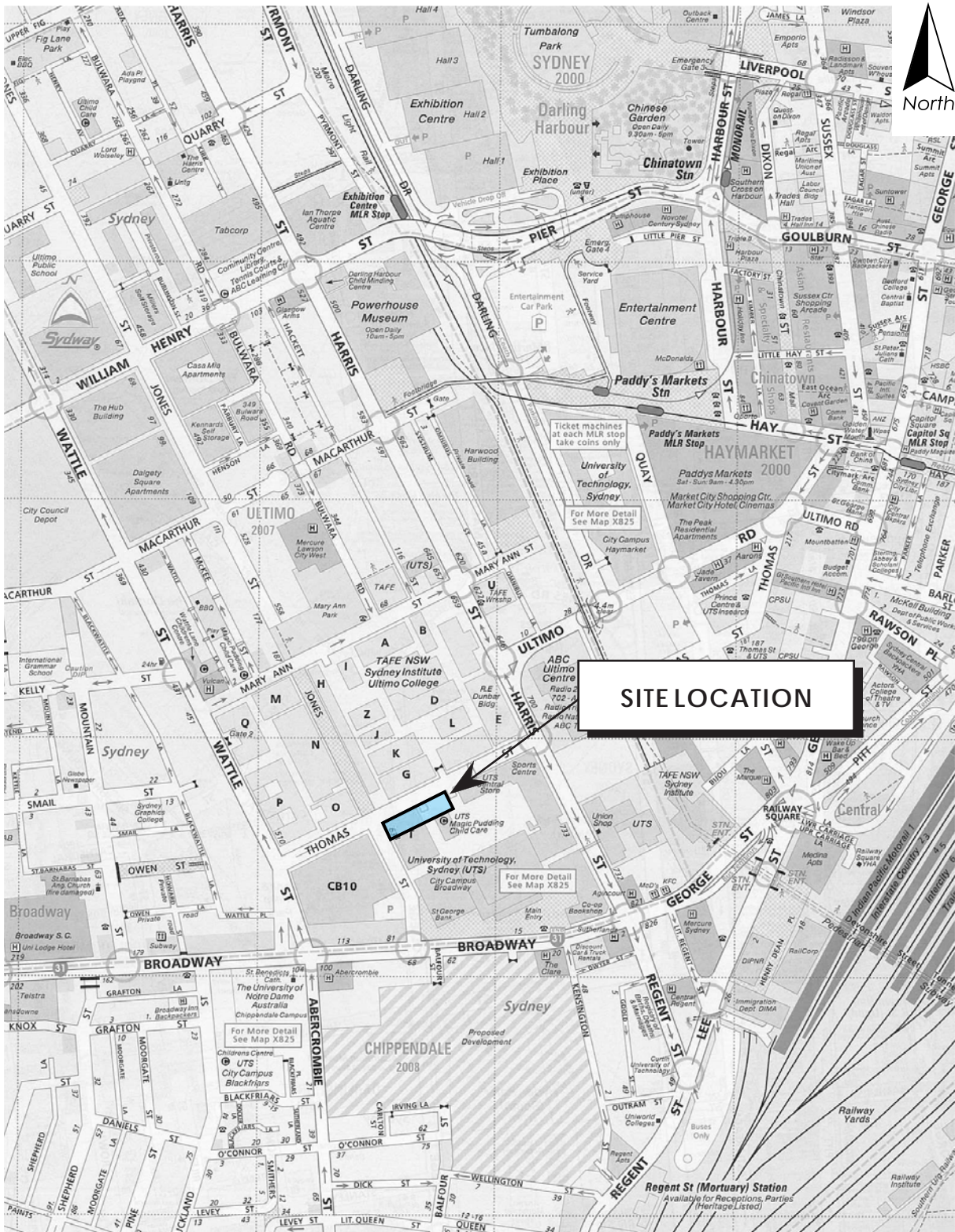
- As the Thomas Street Building will not provide car parking as part of its proposal, the traffic generation of this development would be negligible.
- However, car parking demand for Thomas Street Building will be catered for in the adjacent buildings, Building 1 and 2.
- Servicing of the building will be provided at the ASRS loading area via the basement levels of Building 1 and 2. Thomas Street has adequate capacity to serve a minor increase in the number of service vehicles / refuse trucks would visit the site.
- Although bicycle parking spaces are not proposed as part of the Thomas Street Building, demand for bicycle parking and facilities would be catered for in the adjacent buildings.

In summary, it is concluded that the proposed development complies with the proposals put forward in the approved Concept Plan, that the impacts are equivalent or less than those identified in the approved Concept Plan and that there will be no adverse effect on road users or active transport resulting from the proposed scheme.

# Figures

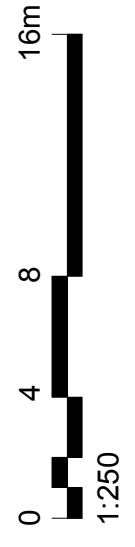
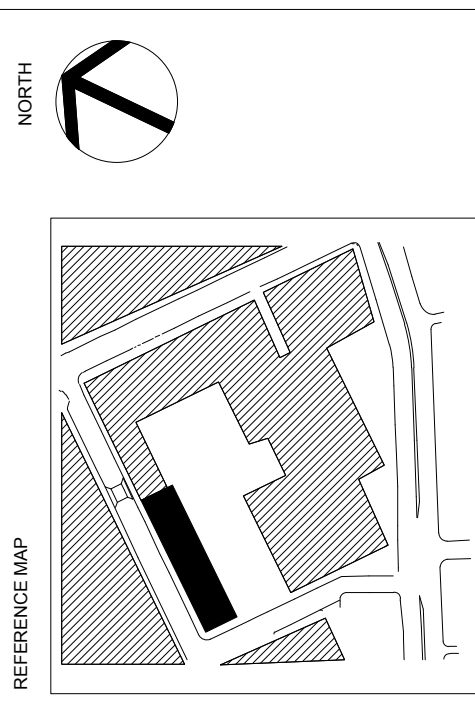
# SITE LOCATION

## UTS THOMAS STREET BUILDING



# Appendix A Plans of Proposal





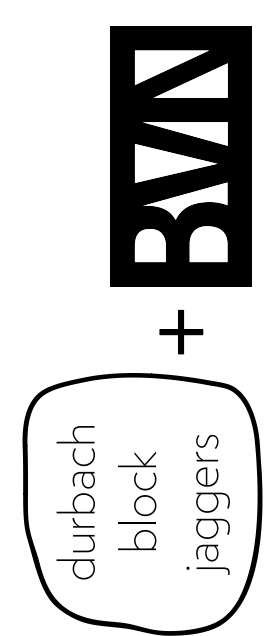
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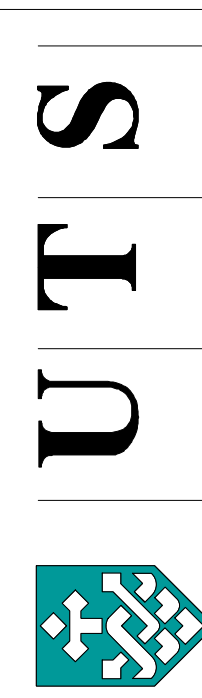
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A	Revision A	01/06/11
B	Revision B	03/06/11
C	Revision C	27/07/11
D	Revision D	01/08/11
E	Revision E	01/11/11
F	Revision F	14/11/11
G	Drain ECR Application	05/12/11
H	Project Application	19/12/11

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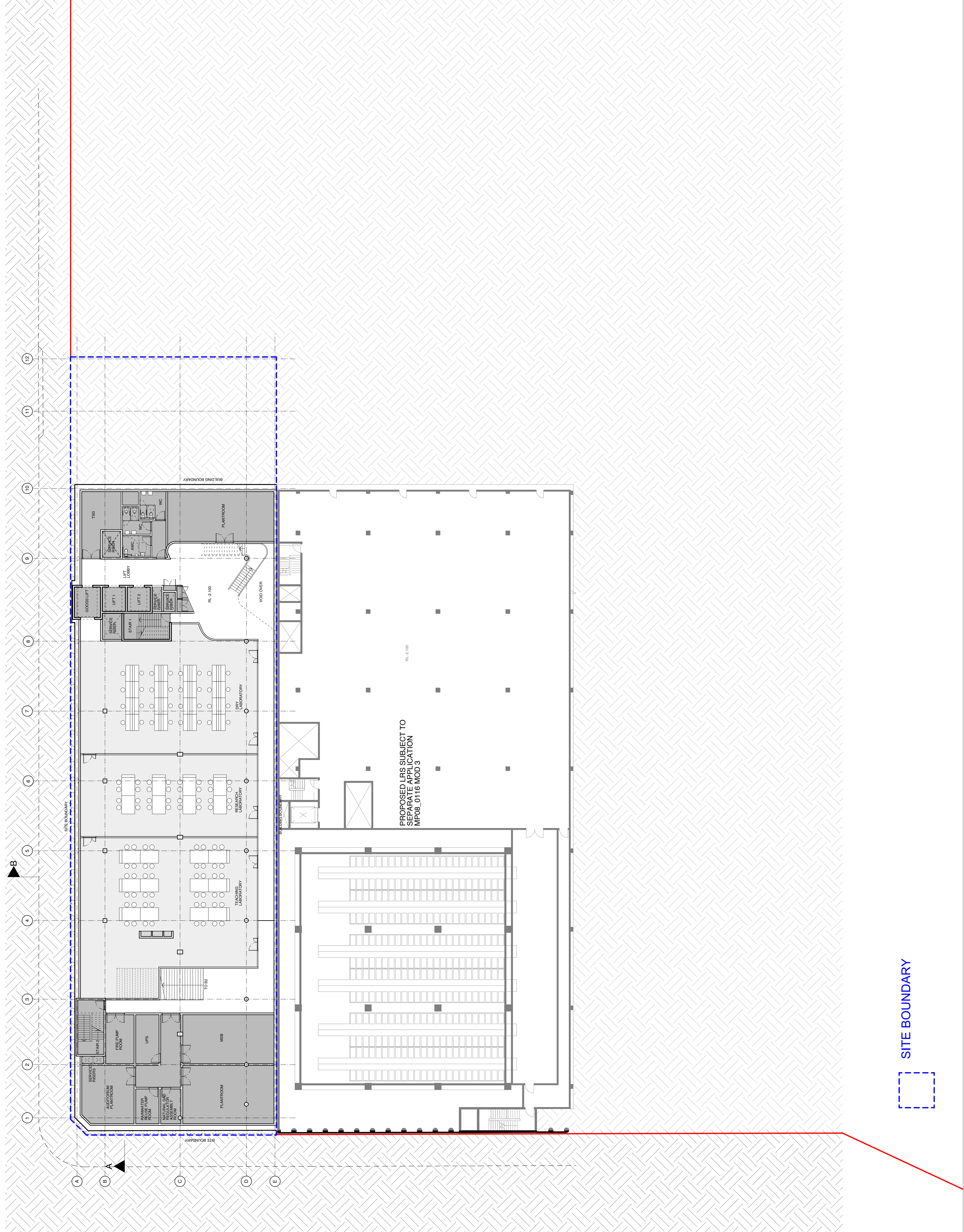
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**THOMAS ST BUILDING**  
 PROJECT APPLICATION  
 MP09\_0213



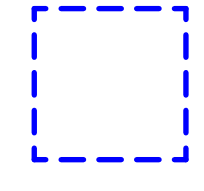
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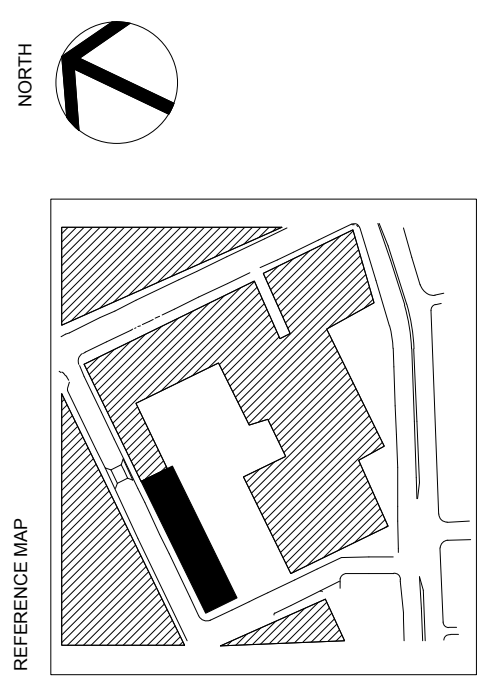
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SITE BOUNDARY

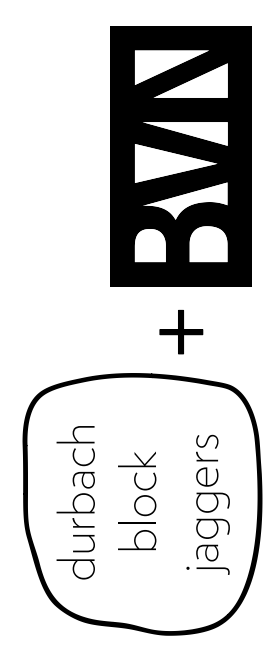




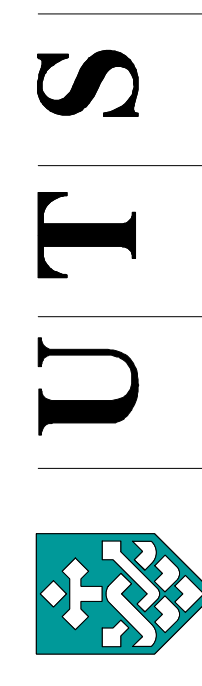
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REV	DESCRIPTION	DATE
A	Revision A	01/06/11
B	Revision B	03/06/11
C	Revision C	27/07/11
D	Revision D	01/08/11
E	Revision E	01/11/11
F	Revision F	14/11/11
G	Draw E&R Application	05/12/11
H	Project Application	19/12/11

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PROJECT  
**THOMAS ST BUILDING**  
 PROJECT APPLICATION  
 MP09\_0213



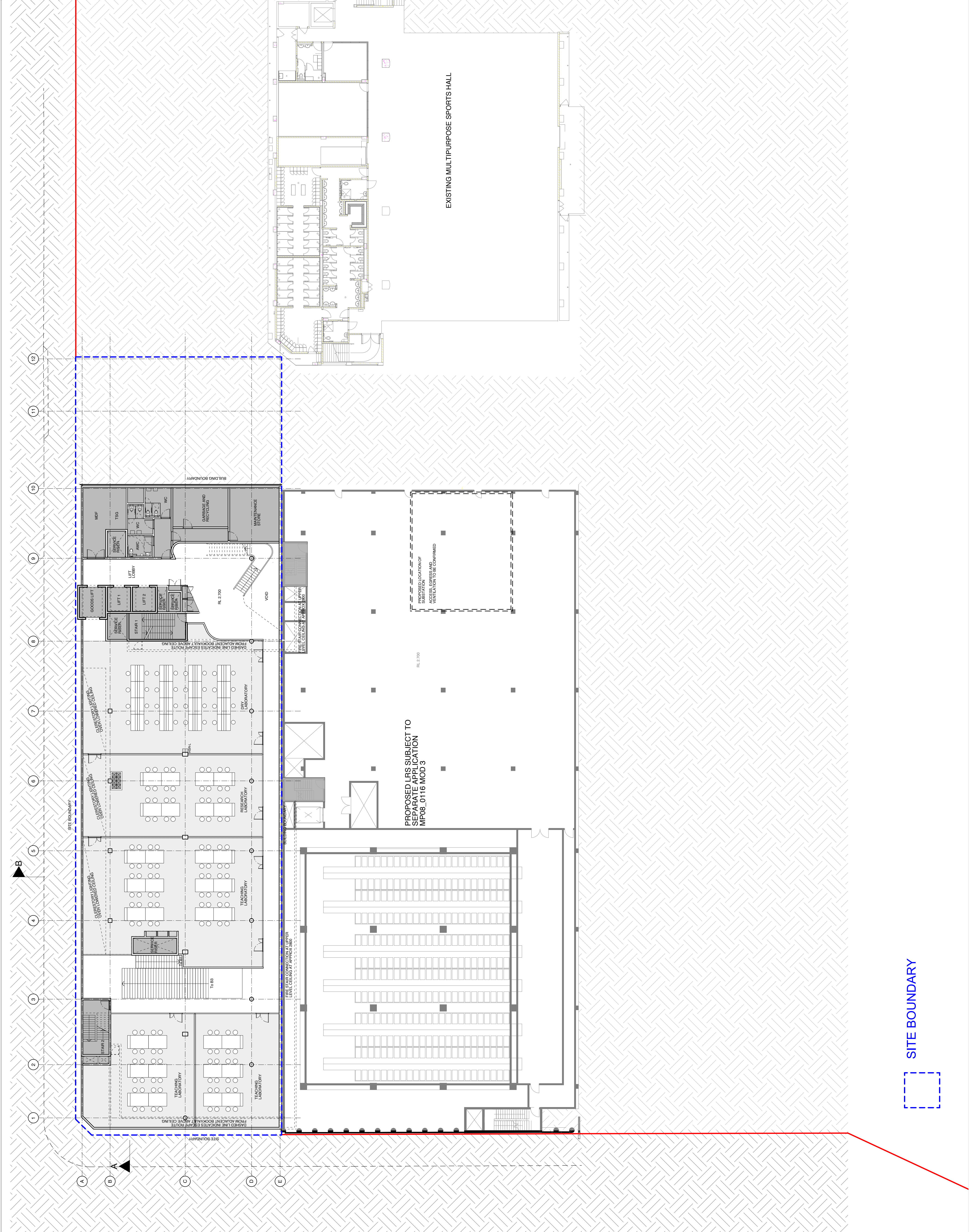
University of Technology, Sydney  
 FACILITIES MANAGEMENT UNIT  
 Building 10, Level 6, 235 Jones St  
 Broadway NSW 2007  
 Ph: 9514-2830 Fax: 9514-4690

Drawing Title

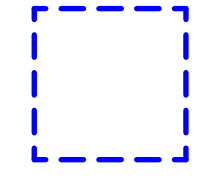
**Basement 2**  
**CL B2 (RL 2.7)**

FIMU Project Number

Drawn By CB	Checked	Approved By	Date App.
Drawing Scale @ A1 1:200	Drawing Status Project Application		
UTS Drg File Name	UTS Drg File No	Rev No	H
Consultant File Number			1650•102



SITE BOUNDARY





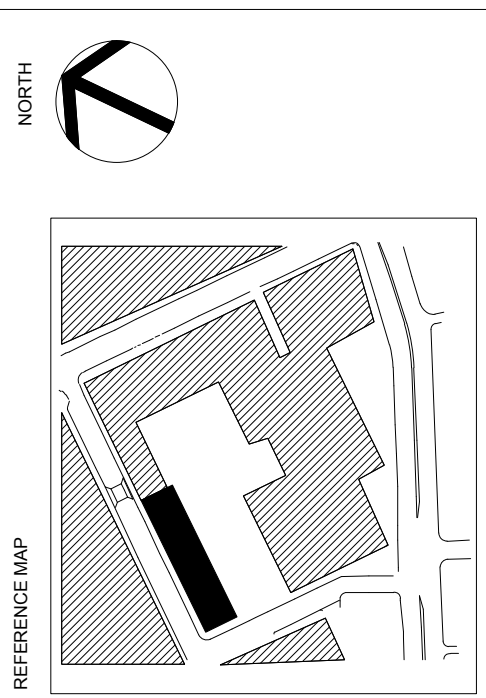








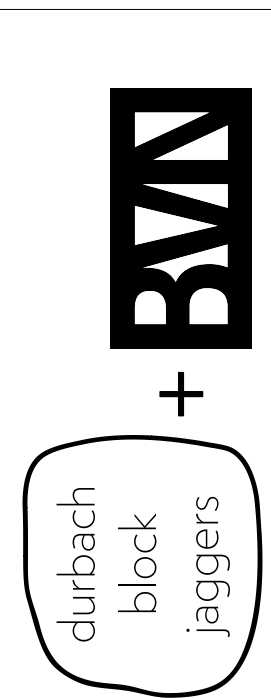




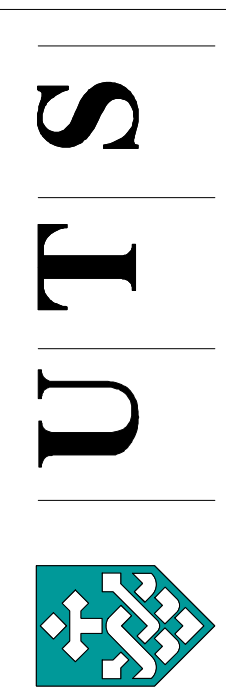
- NOTES**
1. BUILDING CONTRACTOR SHALL VERIFY JOB DIMENSIONS BEFORE ANY JOB COMMENCES.
  2. FIGURED DIMENSIONS TAKE PRECEDENCE OVER DRAWINGS AND JOB.
  3. ALL SHOP DRAWINGS SHALL BE SUBMITTED TO THE ARCHITECT/CONSULTANT AND MANUFACTURE SHALL NOT BE PERMITTED UNTIL APPROVED AND INSPECTED SHOP DRAWINGS BY THE ARCHITECT/CONSULTANT.
  4. DO NOT SCALE ASK.
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REV	DESCRIPTION	DATE
A	Revision A	01/08/11
B	Revision B	03/06/11
C	Revision C	27/07/11
D	Revision D	01/08/11
E	Revision E	01/11/11
F	Revision F	04/11/11
G	Draft ECR Application	05/12/11
H	Project Application	19/12/11

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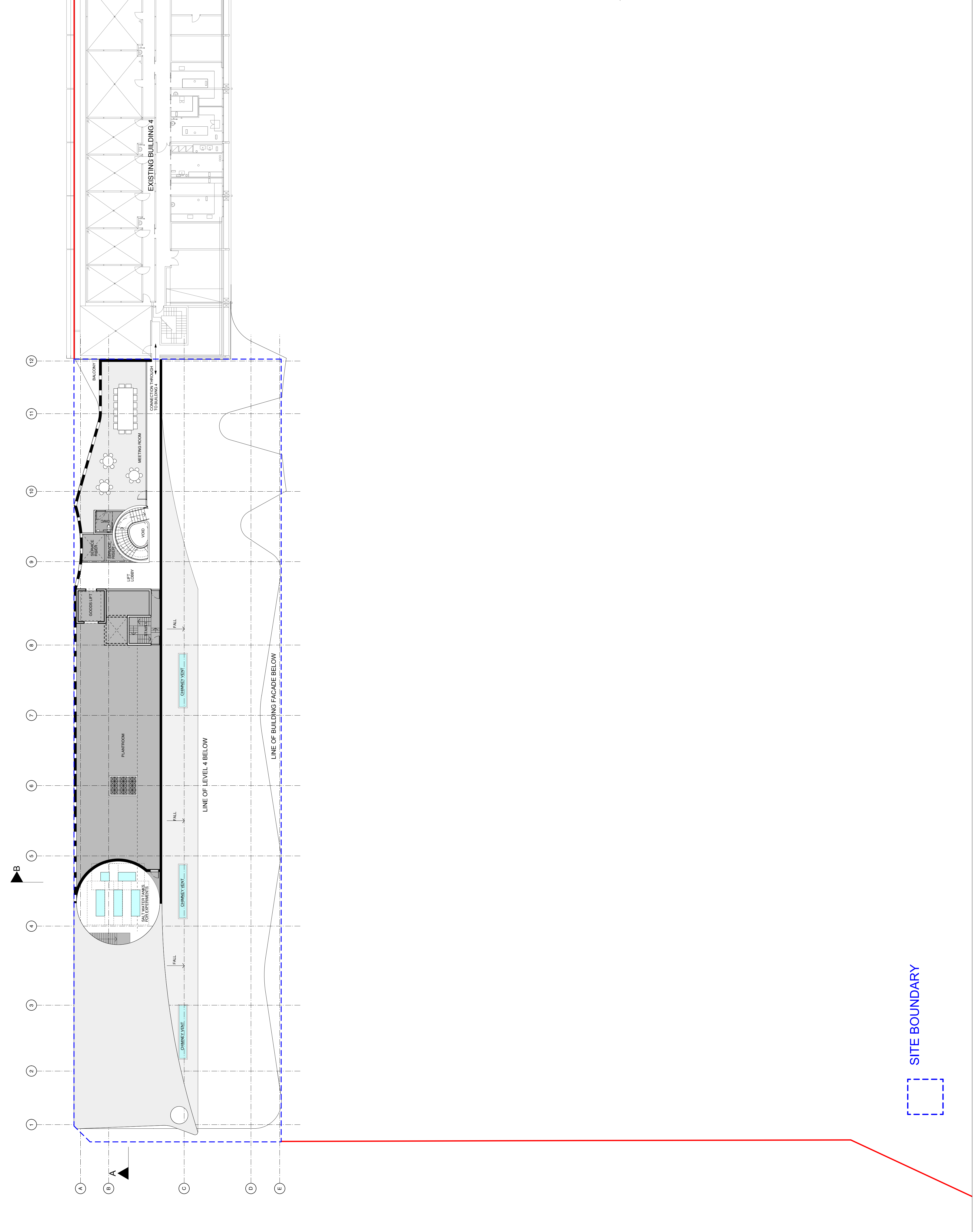
PROJECT  
**THOMAS ST BUILDING**  
 PROJECT APPLICATION  
 MP09\_0213



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Drawing Title  
**FIFTH FLOOR PLANT**  
**CL 05 (RL 35.55)**

FIMU Project Number	
Drawn By CB	Checked
Approved By	Date App.
Drawing Scale @ A1 1:200	Drawing Status Project Application
UTS Drg File Name	UTS Drg File No
Rev No	H
Consultant File Number	1650•110



SITE BOUNDARY

## Appendix B Photographs



Jones Street north of Building 2 looking east



Jones Street north of Broadway looking north



**Jones Street looking south towards Broadway**



**Car Park/Service Vehicle Access Ramp south of Thomas Street looking north**



**Thomas Street east of Jones Street looking east**



**Wattle Street looking south from Broadway**



Broadway looking east



Broadway and Jones Street looking east