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23 – 33 Bridge Street
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Attention: Peter McManus
Email peter.mcmanus@planning.nsw.gov.au

Dear Peter,

RE: LEES 1 Science Research and Teaching Facility (SSD 7054) and F23 Administration Building (SSD 7055) – The University of Sydney

I refer to your letter dated 3 June 2016 and notification of the above mentioned State Significant Development applications. The City has reviewed the proposals and raise the following points for your consideration. Until such time as these matters have been resolved to the City's satisfaction, the City objects to SSD 7054 and SSD 7055.

Site

The University of Sydney, Camperdown Campus.

Proposal

There are two SSD applications relevant to site. The details of these are as follows:

LEES 1 Science Research and Teaching Facility (SSD 7054)

- Demolition of minor structures, excavation and remediation;
- Construction and operation of a new eight level science research and teaching facility;
- Internal building connections to the existing F07 Carslaw Building on Level 1 and 2;
- Civil and landscaping works, including minor regrading of Eastern Avenue;
- Building identification signage; and
- Utilities and service infrastructure upgrades and augmentation, including a new substation in the basement of the F07 Carslaw Building.

F23 Administration Building (SSD 7055)

- Demolition and removal of existing at-grade car park and associated trees and basement excavation;

- Decommissioning of City Road campus signalised intersection and reinstatement of kerb and gutter;
- Construction and operation of a new five storey building comprising administration, exhibition and symposium space uses and a two level basement car park;
- Construction of a new entry and widening of Fisher Road and associated public domain works to Eastern Avenue; and
- Utilities, services infrastructure and landscaping works.

Matters for Consideration

LEES 1 Science Research and Teaching Facility

Eastern Avenue Alignment

The proposed site is situated in the south east corner of Eastern Avenue. The Grounds Conservation Management Plan (CMP) identifies Eastern Avenue as a significant view corridor that, in accordance with Policy 18 of the CMP, "*should be retained and if possible enhanced*".

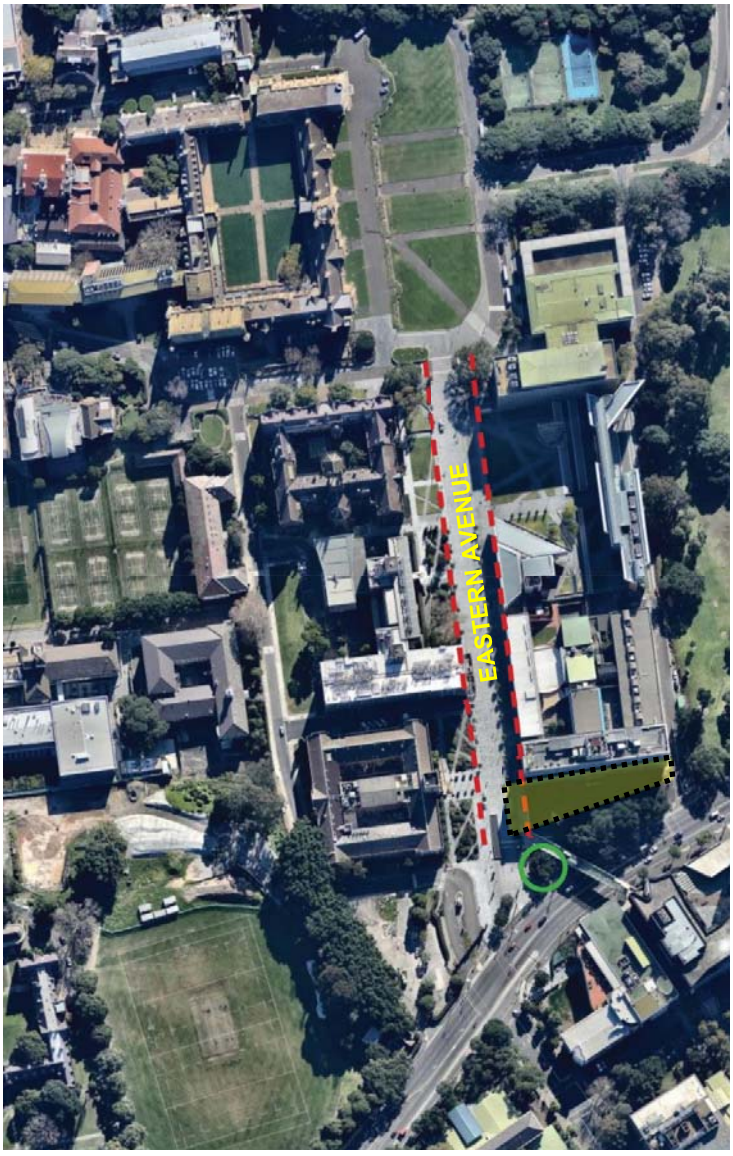

Figure 1: Aerial view of Eastern Avenue and proposed development (shaded yellow)

Additionally, the CMP notes that *"blocking or alteration of a view may be justifiable if it is to continue the historical use of the place as a whole, although there are some views that are so significant that they should only be disrupted in* ***extraordinary circumstances or as a result of a major 'historic' event****".*

The Eastern Avenue view corridor is currently unimpeded by development and generally maintains a consistent eastern alignment (Refer **Figure 1** & **Figure 2**). Whilst the proposal respects the alignment at its lower levels, Levels 5 – 8 will protrude two metres beyond the alignment of the adjoining Carslaw Building and the established axial arrangement along Eastern Avenue (**Figure 3**). This is the University's principal north-south axis.

Figure 2: Existing view looking south along Eastern Avenue

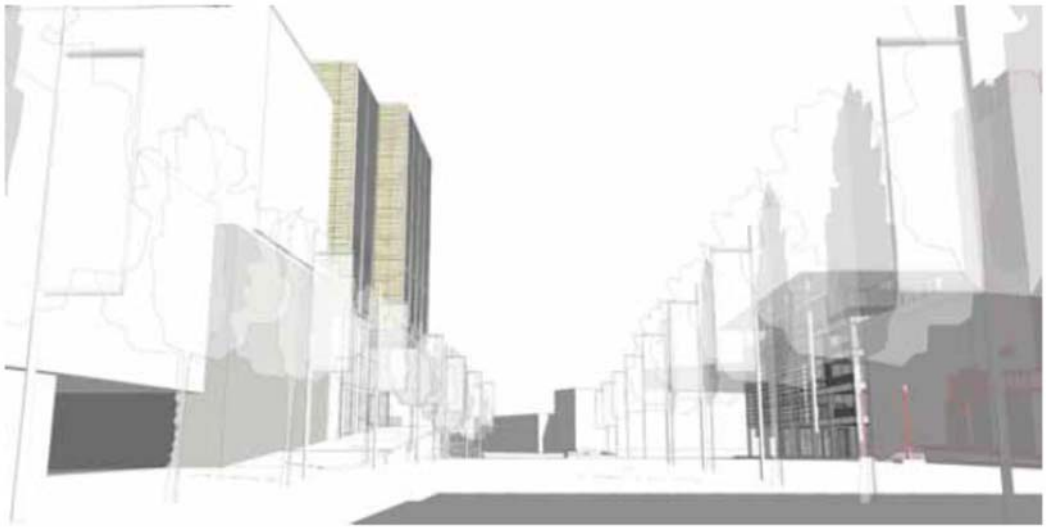

Figure 3: View looking south along Eastern Avenue demonstrating proposed encroachment into eastern alignment

As illustrated in **Figure 2**, the existing condition and straight vertical silhouette against the sky will be lost through encroachment of the upper levels of LEES 1. Despite previous concerns raised by Council and the NSW Heritage Division regarding this encroachment, the development has only partially addressed the issue. It is however noted that the applicant provides justification for the encroachment, having the requirement for "larger upper level floor plates" to accommodate future research uses.

Contrary to the views of the proponent, the eastern side of Eastern Avenue maintains a strong vertical alignment. This is an important device in maintaining the spatial qualities and gravitas of Eastern Avenue, contributing to the identity of the place. Any erosions in the alignment will weaken the strength of the grand vista which connects the campuses. The vista should not be terminated by the proposed building encroaching into the alignment; in the future, the Fig tree planted at the southern end of Eastern Avenue (**Figure 1** - circled in green) will suitably terminate the vista.

The City does not agree the proposed justification satisfies the threshold established by the CMP for breaking the alignment, that is, "extraordinary circumstances". It is therefore recommended that the upper levels of the Eastern Avenue elevation are redesigned such that the building, in its entirety, does not protrude beyond the alignment of the adjoining Carslaw Building.

Furthermore, if the site cannot support the intended uses in terms of a large enough upper level footprint, an alternative use for this space should be considered.

Landscaping and Trees

An examination of the submitted plans, documentation and subsequent site inspection confirm that 13 trees are affected by the proposed development. The trees are in good to fair health and condition. They cover the majority of the open space area where the LEES 1 building is proposed.

Of the 13 trees affected by the proposed development, 9 trees are nominated for removal. A '*Prune/Remove Tree on Private Land Application'* was recently lodged with Council by the University of Sydney for removal of these trees. However, Council's Tree Management Unit refused the application as the trees are considered an important landscape feature and contribute to the canopy cover and amenity of the area.

4 Moreton Bay Fig trees are located along the City Road frontage of the site and are nominated for retention. These trees, along with the Moreton Bay Figs which line the City Road frontage of Victoria Park, are described as being one of the longest contiguous examples of this planting style in the City of Sydney. The 1943 aerial photos for the site show these trees as being of a fairly large size, with broad canopies that suggest they were planted around the late 1800s. The Fig trees are ranked as having high significance in the Grounds CMP and are also listed in the City of Sydney Register of Significant Trees.

The proposed development is located within 6 to 9 metres of the Fig tree trunks at Level 2 – 4. This is reduced to between 4 to 5 metres at Level 5 – 8. However, the Arborist Report has estimated the canopy spread of the trees as between 10 to 12 metres in radius. The report states…

"*based on the form and branch structure of the trees, it was determined that the maximum amount of pruning possible would reduce the radial crown spread of the trees to approximately 10 metres (measured from the centre of the trunk at ground level).*

Further…"*the assessment of the pruning requirements detailed in this report were estimated by assessment of the trees from ground level. No additional pruning for scaffolding/hoarding, building clearance or construction access should be undertaken. An accurate measurement of the trees height, spread and crown shape should be undertaken by a surveyor to ensure sufficient building clearance is allowed for within the design".*

The amount of pruning anticipated in the report does not reflect the distance of the proposed building or allow for scaffolding/hoarding, building clearance and potential construction access associated with construction. Further, the report does not consider any future allowance for tree canopy growth which will inevitably occur each year.

Following a recent site inspection, it is considered that major pruning of T971, T972 and T973 will be required to facilitate construction. It is expected that the current design and scaffolding will require the removal of large primary branches (200 – 400mm diameter).

To minimise the impacts of the new building on the significant fig trees, it is recommended that the building is setback further from the trees to allow a minimum distance of 2 metres from the edge of the existing canopy. This allows for scaffolding to be located within a 1 metre zone from the final edge of the building façade. Further, once the construction is complete it allows the tree 1 metre for growth, and 1 metre for clearance of the building facade. An accurate survey of the tree height, spread and crown shape should be undertaken and overlayed onto the proposed plans to ensure the setback is sufficient from the existing significant trees.

Concern is also raised with regard to works within the Tree Protection Zone (TPZ) of the Moreton Bay Fig trees. In accordance with the Australian Standard 'Protection of trees on development sites' AS4970 this is a major encroachment which requires a detailed investigation to establish the level of impact the works will have on the trees.

The Arborist Report outlines that exploratory root investigation was undertaken along the 'approximate' footprint of the proposed building where it falls within the TPZ. According to the report the trench was excavated to a depth of 500-600mm below the existing grade. This revealed an old roadway and tree stump at 300mm below the grade. Only small diameter roots where exposed during the investigation. The report concluded that the proposed works should not significantly impact on the health or Useful Life Expectancy (ULE) of the trees. However, the report does mention a possibility that roots may be present at greater depths. The fact that a road and old tree stump was found at 300mm would suggest that the levels have been built up over the years. The lack of roots found during the root investigation is unusual, as it is expected that for this particular species large structural roots would occupy the area of excavation. It is therefore considered that this root investigation does not provide a true representation of possible root impact on these significant trees, as roots are more likely at a greater depth. In this regard, it is recommended that any proposed incursion into the TPZ, which is defined as a major encroachment, should be further investigated to establish the exact extent of impact the proposal will have on the trees. This is to occur another 300-600mm below the area of excavation previously undertaken.

Subsequent to the resolution of the above, and due to the sensitivity of the existing Figs, the existing understorey planting should also be retained and protected.

It is noted that the Arborist Report also recommends the removal of a semi-mature Moreton Bay Fig (T435), located close to the footbridge, on the opposite side of where

the new building will be constructed. As it is outside of the works area, the removal of this tree is not warranted nor should it form part of any SSD approval.

Ground Plane Resolution

The insertion of the pedestrian footbridge across City Road has resulted in extensive grade changes to the public domain at the entry point to the proposed LEES 1 Building. Two entrances are proposed to this building, one at Level 2 (under the footbridge) and one at Level 3 (at the upper level of the footbridge). Neither of the entrances are clear and legible for visitors. The upper level entry is narrow in terms of opening size, and visibility is reduced by a large structural column (circled yellow in **Figure 4**). Alternative structural solutions may allow the column to be relocated or reorientated to allow for a more generous and visible opening.

In addition to the above, the accessible route from City Road to the closest entrance to the proposed building appears to be lengthy in comparison to the primary path. In the diagrams below, the accessible route is shown in blue, and the primary path is shown in red.

Figure 4: Lower Entry Level to LEES 1 (L) and Upper Entry Level to LEES 1 (R)

As an Accessibility Report was not submitted with the application, there is insufficient information available to determine whether alternative accessible routes are available. However, the opportunity for an accessible at grade route should be explored further to comply with DDA requirements.

Materials and Finishes

The proposed materials (as described in the Architectural Design Statement) are not clearly defined. The main solid cladding to the City Road frontage is described as “terracotta panels or *similar*”. This does not provide certainty of the final result and should be conditioned so as to require details of the final material.

In addition, the vast areas of glazing are notated as ‘clear glazing’. It is very unlikely that clear glazing will deliver the required U values required to prevent heat gain. The result will be tinted or coloured glass. Clear glazing is preferred for visibility in both

directions and for sustainability. It is not acceptable to rely on tinted glazing and additional mechanical cooling when more passive alternatives are available.

Overshadowing

Detailed diagrams are required to differentiate the existing shadow from that of the shadows cast by the proposal. The diagrams illustrate significant overshadowing of the existing (retained) Fig trees along City Road between midday and 3pm. This is likely to result in adverse impacts upon tree health and longevity.

Shadow impacts upon the Sydney University Building on the southern side of City Road are also indicated in the drawings. The extent of this overshadowing is unclear.

Public Domain

The development has two street frontages, being City Road and the internal Barff Road. The existing footpath is asphalt with concrete kerb and gutter on City Road. It is in reasonable condition. The proposal for the LEES 1 building does not include works to the public domain. However, a Footpath Damage Bank Guarantee will be required.

The site is subject to flooding. The recommended finished floor levels specified in the Flood Report must be applied to the proposed development and thus comply with the City of Sydney Interim Floodplain Management Policy.

As there are a number of stormwater upgrades proposed, a stormwater quality assessment should be provided in accordance with the Sydney DCP 2012 requirements.

F23 Administration Building

Bulk, Form and Scale

The application includes information on the work of Gehl Architects who developed a set of principles around place-making for the campus. The principles include respecting heritage buildings; and increasing the priority of pedestrians and bicycles. The Gehl site plan depicts the F23 site as an irregular shaped envelope, responding to the unique physical constraints of this site. The conceptual diagram shows an alignment with the eastern façade of the Madsen Building and a southern alignment which responds to the diagonal created by the alignment of City Road.

The analysis in the Urban Design report suggests an alternative methodology for the eastern alignment of the proposed F23 building, one which aligns the majority of the new building with the small protruding portico of the Madsen Building. A secondary alignment is made with the main façade alignment of the Madsen building which has very little significance in the resulting built form. The yellow line below indicates the preferred primary building alignment line.

Figure 5: F23 site plan and preferred primary building alignment

The render over page illustrates the proposed secondary alignments with the Madsen Building. The areas shaded in yellow are aligned vertically. As can be seen from the view below, the alignment of a setback façade on the proposed building with the primary alignment of the Madsen Building is irrelevant as the primary bulk of the proposed building is established by the strong horizontal projecting slab edges, the vertical portico columns and the overhanging roof.

Figure 6: Lower Entry Level to LEES 1 (L) and Upper Entry Level to LEES 1 (R)

It is recommended the preferred eastern alignment for the F23 building respects the primary façade alignment of the Madsen Building. In addition, given the close proximity of the proposed building to the Madsen Building (approximately 10m), it would be preferable for the northern elevation to acknowledge the bulk and form of the Madsen Building architecturally, perhaps by referencing a similarly solid form to the same height as the main parapet line. This is indicated above by the red shaded section of the northern façade on the above render.

The northern façade should be modified to reflect the bulk and form of the adjacent Madsen building. The modification should reference the more solid and vertical proportions of the Madsen Building.

The landscape finishes plan prepared by Occulus make clear that the form of the building, when imposed on the available development site, leaves very little space for the envisaged pedestrian priority plaza, particularly at the pinch point at the SE corner of the building at City Road. At this point, the emergency vehicle access lane intrudes on the pedestrian flow line from the City Road crossing at the western side of Butlin Avenue.

Figure 7: Landscape plan illustrating reduced impacts on pinch points when aligned with Madsen

Landscaping and Trees

An examination of the submitted plans, documentation and subsequent site inspection confirm that 27 trees are affected by the proposed development. 7 trees are within the proposed building footprint, 10 adjacent the Madsen Building and 10 Hills Weeping Figs on the western side of Fisher Road. The trees are in good to fair health and condition. The proposal seeks to remove 17 of these trees. The remaining 10 Hills Weeping Figs are proposed for retention. These Figs are listed on the City of Sydney Register of Significant Trees and must be retained.

The Arborist Report prepared for the development recommends the removal of 10 trees only. Council supports this recommendation.

The Landscape Report indicates that planting will be limited within the site, as much of the area around the building will be paved to provide access and useable space. However, the plans show two feature trees within the design. This includes an advanced Port Jackson Fig to the City Road elevation and a Weeping Lilly Pilly near the north western corner of the building. Given that the Morton Bay Fig line City Road, and are recognised as a significant avenue for this reason, the proposed Port Jackson Fig should be replaced by a Morton Bay Fig.

Despite the findings of the Landscape Report, there is ample opportunity for more tree planting to be incorporated into the design. This will soften excessively paved areas and allow for an accessible and usable area.

Due to its footprint and position, the F23 building has a significant impact on the form and pedestrian desire lines of the 'gateway plaza' within which it sits. The gateway plaza is a node that connects the Darlington and main campuses, and is an important pedestrian space. The form of the building creates pinch points along pedestrian routes, and results in some leftover landscape space.

Figure 8 below illustrates the key pedestrian routes (shown in red) through the gateway plaza. There are three routes for pedestrians to cross City Road between these campuses- two on grade at the traffic lights, and one footbridge connecting the Carslaw and Wentworth buildings.

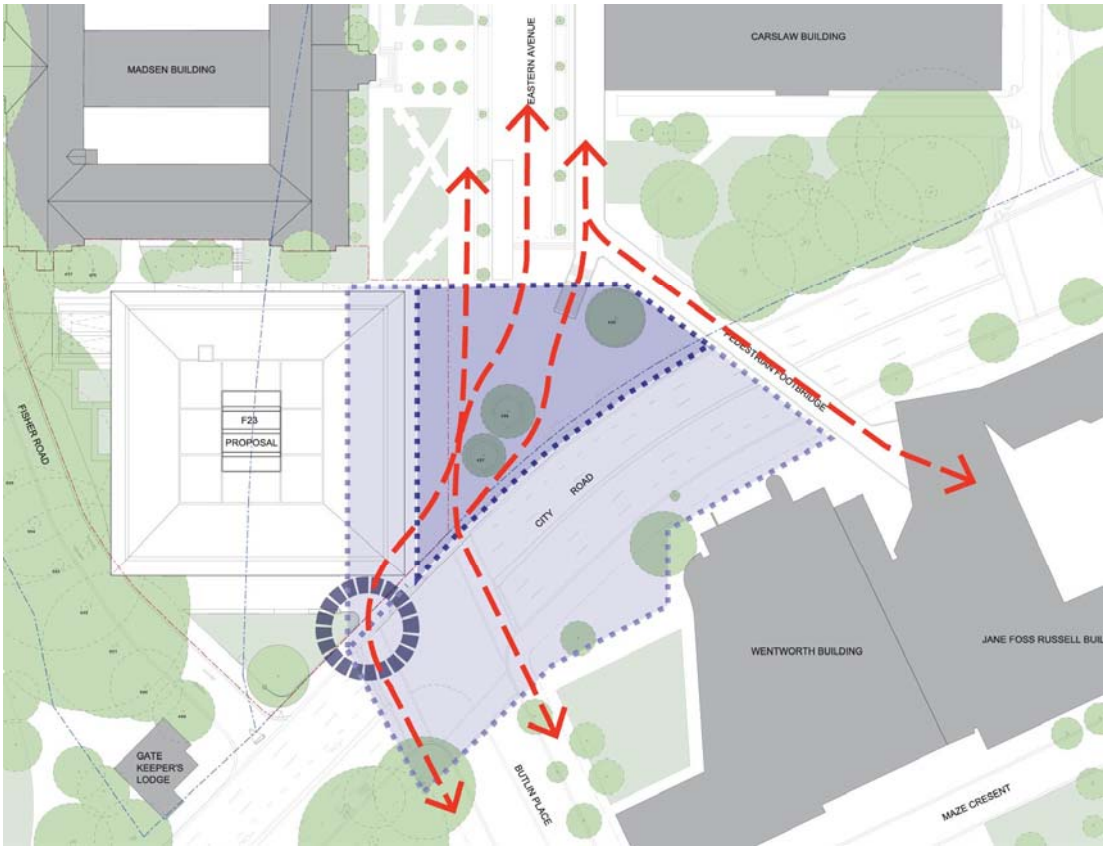

Figure 8: 'Gateway Plaza' illustrating desired lines and pinch points

For this space to form a successful gateway plaza, a clear network of pedestrian routes must be formed that reflects the inherent desire lines. The darker blue shape indicates the physical plaza that exists, and the lighter blue area beyond indicates the wider space and connections that this gateway must encompass. The diagram illustrates the impacts of the building on this plaza, which are as follows:

(a) A pinch point is created between the south-east corner of the building and City Road. The alignment/projection of the building constricts the pedestrian route leading from Eastern Ave to the westernmost pedestrian crossing, and across to the western section of the Darlington campus.

(b) The triangle of land to the south of the building has limited function, and is only formed as the result of the footprint- not as a logical landscape space.

(c) The function of the western-most pedestrian crossing is reduced, as the drop-off lane reduces the space for a group to wait without blocking the footpath (blue circle).This crossing may currently be secondary to the one to the east, but will increase in use when the campus improvement program is implemented for the western portion of the Darlington campus.

The hard landscape at ground level is very much in response to the building footprint, rather than the wider urban connections. The flag paving to the base of the building follows the alignment of the roof above, instead of creating a continuous pedestrian network. This results in awkward material junctions, leftover landscape spaces, and a disconnected pedestrian route. It is noted however, that the Arboricultural Impact Assessment (AIA) includes a landscape plan that differs from the plan in the landscape set (**Figure 9**). The plan in the AIA shows a much more continuous public domain, and is preferable.

Figure 8: Comparison between landscape plans contained within the Arboricultural Impact Assessed (L) and Landscape Design Report (R). With exception of the stepped entry to F23 and the break in the bitumen footpath to City Road, the public domain paving in the left figure is generally continuous and preferred. The right figure displays disjointed landscape materials and a public domain that does not express a pedestrian priority.

Subsequently, the following revisions are recommended:

A. Realign the building footprint to align with the Madsen building façade, thereby encompassing the western pedestrian crossing within the gateway plaza and removing the pinch point at the south-eastern corner of the building;
B. Continue the asphalt paving of the City Road footpath across the vehicle threshold;
C. Reconfigure or remove the steps to the base of the F23 building to remove this projecting corner from the public domain. The alignment and connection to City Road should read more strongly than the building footprint in this are;
D. Ensure pedestrian priority is maintained regardless of the traffic requirements for the drop-off/emergency lane:

- Ensure the traffic control measures e.g. boom gates do not interrupt the pedestrian routes.

- Ensure that both the levels and paving material form a continuous public domain leading from Eastern Avenue to both sides of the City Road pedestrian crossing.

E. Retain the current alignment of the heritage wall to slightly reduce the size of the triangular planted space. Ensure the design incorporates this space as a logical landscape element, not just leftover space.

***Figure 3 (recommendations)**: Drawing F23-L-DA-100, extract from Arboricultural Impact Assessment (PREFERRED).*

Heritage

The proposal is supported, in principle, from a heritage perspective. The vehicular entrance gate posts to be removed were constructed in 1974 and incorporated gatepost salvaged elsewhere from the campus. The role of the gates in designating the southern entrance to the university is more symbolic than historic. It is proposed that the two outer gateposts, which have Victoria Park incised on one face, will be relocated to the new entry to Victoria Park from Banff Road. The main gate posts will be dismantled and stored until a location for their reuse has been determined. As

stated in the HIS, consideration should be given to a new entry statement at the southern end of Eastern Avenue as part of the broader urban design resolution of Eastern Avenue / City Road / Butlin Avenue intersection.

Public Domain

As the existing carpark entry is to be removed and the Fisher Road alignment altered new public domain works are required. Accordingly, a Public Domain Plan will be required documenting all items in the vicinity of these works. The plan should detail all existing and proposed works including but not limited to driveways, footpaths, kerb and gutter, street trees, traffic/parking signage, lighting and utility pit lids.

The removed vehicle entries will require new asphalt footway, concrete kerb and gutter to be provided, designed and constructed to Council's standard details and requirements.

The area of public domain for the Footpath Damage Bank Guarantee calculation includes 40 linear metres (which covers the City Road frontage between the F23 and LEES1 site). A Footpath Damage Bank Guarantee will be required.

The site is subject to flooding. The recommended finished floor levels specified in the Flood Report must be applied to the proposed development and thus comply with the City of Sydney Interim Floodplain Management Policy.

As there are a number of stormwater upgrades proposed, a stormwater quality assessment should be provided in accordance with the Sydney DCP 2012 requirements.

Matters relevant to LEES 1 and F23 Administration Building

Transport

In general it is recommended that parking supply be constrained to encouraging Sustainable Transport such as Public Transport and Active Transport (cycling and walking) and where vehicles are in use, encouraging energy efficient vehicles (ie. provision of electric car charging) and car share. More specifically, the development should seek to encourage Sustainable Transport (and Active Transport) in a manner which aligns with the targets and objectives set out in Sustainable Sydney 2030 and the Green Square TMAP.

Other strategies for which the project should align includes:

- City's Cycling Strategy and Action Plan 2007-2017
- Draft Walking Strategy and Action Plan 2014-2030
- Connecting Our City Transport Strategies and Actions (2012)

A Green Travel Plan is required to demonstrate that the site will encourage modal shift away from car use and to the use of Sustainable Transport options (for staff, customers and residents) such as walking cycling and public transport. A Travel Plan is a 'live' document that needs to be closely monitored and reviewed throughout the first few years of implementation. A Green Travel Plan for the site should include a Transport Access Guide.

The provision of no additional parking in the Lees 1 Building is supported. It is noted that the 96 car parking spaces to be provided in the F23 Administration Building exceeds the Council LEP which would allow a maximum of 43 parking spaces for this

development. However, is proposed to incorporate the 63 spaces currently at grade on the development site (which are public pay and display) and accommodate up to 38 spaces that are scattered across the site into one consolidated area. Presumably these are staff parking spaces but it is not entirely clear nor is there any plan which shows where the 38 spaces across the site are to be removed. It is therefore reasonable that 96 space car park is provided which would accommodate 43 spaces per the site allowance (under the LEP) and the remainder 53 spaces would replace the pay and display visitor spaces being removed as part of the development.

Council does not support the provision of additional motorcycle parking above the maximum permitted in the Sydney LEP 2012.

Car share spaces must be provided on site as per DCP12 Section 3.11.2. It is recommended that the applicant discuss the proposed location of car share parking spaces with car share operators during the detailed design process to ensure that the needs of both the developer and the car share operator can be met. The car share spaces are to be provided to meet the following conditions:

- The spaces must be retained as common property of the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time.
- The spaces must be made available to car share operators without a fee or charge.
- The spaces must be sign posted for use only by car share vehicles and well lit.
- The spaces must be accessible to members of the car share scheme at all times. This should be incorporated into the building design. It is noted that the provision of car share on street would not be supported in this situation.
- The car share spaces are to be available at the same time that the car park commences operation

A revised loading management plan should be provided to demonstrate how the docks of both buildings will be managed. The on-site loading area is to be available to all tenancies/uses of the particular building. This shall be managed either by a schedule showing all tenants when they can use the area, or by a register managed on site to allow tenants and residents to reserve a time period for their deliveries. This information is to be made available to all tenants/occupants of the building.

The location of the loading area for the Administration Building is not supported. The location is adjacent to the street and will lead to poor pedestrian amenity. Loading must be undertaken from within the building envelope. It is noted that this position is supported by the DCP including Section 3.11.6 (1) of the DCP 2012.

The provision of an additional 77 staff bicycle parking spaces is an absolute minimum. However, does not take into account any student provision for the teaching floors on the Lees 1 Building or the Function / Symposium area of the Administration Building. As the provision of cycling is an important part of encouraging Active and Sustainable Transport, additional parking facilities are required. In this regard, 304 visitor bicycle parking spaces (40 for the Administration Building and 264 for the Lees 1 Building) are required.

Improved bicycle parking and end of trip facilities (such as lockers and showers) are required. The staff parking should be class 2 facilities (known as Class ‘B’ in the latest Australian Standards) and provided as per AS2890.3:2015, and be located on ground floor or basement level 1 area in a separate location to the visitor parking area.

Student parking are likely to be classified as class 3 facilities (known as Class 'C' in the latest Australian Standards) and provided as per AS2890.3:2015.and be provided at an accessible at-grade location. However, given the ability to provide student with swipe card access, a mix of class 2 and class 3 facilities is encouraged. Staff and visitor parking would best be provided in a separate location.

It is recommended that numbers similar to what is required per Councils DCP12 be applied. This would require:

(a) The minimum number of bicycle parking spaces and end of trip facilities to be provided for the development must comply with the table below.

Bicycle Parking Type	Admin Building	Lees 1 Building	Total	Requirements
Staff	62	15	77	Spaces must be Class 2 bicycle facilities
Non-residential Visitor / Student	40	264	304 (or 1 per 10 students)	Spaces must be Class 2 or Class 3 bicycle facilities
End of Trip Facility Type				
Staff Showers with change area	11	2	13	
Staff Personal lockers	62	15	77	

A reduction in the quantity of visitor bicycle parking might be preferable if there is an increase in the overall quality of parking facilities to be provided. Council supports the provision of innovative bicycle parking solutions in new development. The proponent may consider investigating the opportunity to provide a breakthrough in first class staff and visitor bicycle facilities. These facilities may include:

- a range of class 2 and 3 visitor parking facilities
- consider within the building face rather than on the public domain (but which is publically accessible)
- Provision of a bicycle share, hire and bicycle shop area

The proposal is to remove the access to the site from the traffic signals at City Road/ Fisher Road/Butlin Ave and provide a separate access approximately 30m to the south. This intersection would be left in/out only. This is an unusual step which has both costs and benefits;

- it may reduce pedestrian amenity at the new left in/out intersection;
- it will reduce vehicle efficiency in exiting onto City Road (becomes Level of Service 'E') and may increase vehicle queuing back into the car park;

- Entering and exiting the site is restricted to left in / out which may inconvenience some;
- it may improve pedestrian amenity at the traffic signals; and
- it may reduce rat-running through the Sydney University campus. However, this may reduce pedestrian amenity at the new left in/out intersection.

In any case, the operations of the proposed shared zone which would connect into the existing traffic signals would need approval from the RMS. It is proposed this would only be used for emergency vehicles and not remain open during normal operations. This road will need to be closed by some form of bollards to ensure that we are not permitting two full-time vehicle exits onto City Road. However, it is preferred that this access is removed all together with only one access onto City Road maintained.

Site Contamination

A Geotechnical Report was prepared for the two sites. It provides a preliminary contamination assessment and relevant recommendations.

Council Officers reviewed the Report and are dissatisfied with its findings. The Report has failed to adequately describe potential contaminants and has not properly investigated the suitability of the site for the intended uses.

In light of this, it is recommended that a Detailed Site Assessment and Remediation Action Plan are undertaken for the sites.

Ecologically Sustainable Development (ESD)

The numeric environmental performance measures proposed will contribute to the City's 2030 objectives. However, it is recommended that the Department apply a condition requiring compliance with the ESD reports for LEES 1 and the F23 Administration Building.

Public Art

A Public Art Strategy is required for the two sites. The Strategy must be consistent with the *City of Sydney Guidelines for Public Art in Private Development* and the *Public Art Policy* (available at cityofsydney.nsw.gov.au).

Should you wish to speak with a Council officer about the above, please contact Michaela Briggs, Planner, on 9265 9333 or at mbriggs1@cityofsydney.nsw.gov.au.

Yours sincerely,

Graham Jahn AM
Director
City Planning I Development I Transport