pjep.

27 April 2010

Daniel Keary
Director, Government Land and Social Projects Assessments
Department of Planning
23-33 Bridge Street
SYDNEY NSW 2000

Attn: David Gibson

Dear Daniel,

UNIVERSITY OF SYDNEY CENTRE FOR OBESITY, DIABETES AND CARDIOVASCULAR DISEASE PROJECT (MP 09_0051) – RESPONSE TO SUBMISSIONS

The University of Sydney (the University) is proposing to develop a world class Centre for Obesity, Diabetes and Cardiovascular Disease (CODCD) in the north western area of the University's Camperdown Campus.

The Environmental Assessment (EA) for the CODCD project was publicly exhibited by the Department of Planning from 13 January to 26 February 2010.

The Department received 6 submissions in response to the exhibition, all from government authorities, namely:

- NSW Office of Water (NOW);
- Roads and Traffic Authority (RTA) / Sydney Regional Development Advisory Committee (SRDAC);
- NSW Transport and Infrastructure (NSWTI);
- Sydney Water;
- Sydney South West Area Health Service (SSWAHS); and
- Sydney City Council (Council).

None of the government authorities objected to the project, although all raised various issues for consideration and/or recommended conditions of approval. The key issues raised related to:

- traffic and parking – including car parking provision, sustainable transport (particularly bicycle facilities and travel demand), traffic congestion (particularly on John Hopkins Drive), roadwork standards and construction traffic management;
- consistency with (and finalisation of) the University's draft *Campus 2020 Masterplan*;
- heritage impacts – particularly in relation to St John's College and John Hopkins Drive; and
- stormwater, flooding and groundwater management.

The University has prepared a response to all of the issues raised in submissions, as detailed in the attached tables. The response is supported by additional specialist information, including:

- additional consideration of traffic impacts on John Hopkins Drive, prepared by Halcrow MWT;

- additional consideration of heritage impacts, prepared by Graham Brooks and Associates;
- an additional drawing showing heritage setbacks and bicycle routes, prepared by the Hassell; and
- a revised Landscape Plan showing a bike path around the northern side of the CODCD building.

It is considered that the additional information, together with the information provided in the EA (including the Statement of Commitments), adequately addresses the issues raised in submissions. Accordingly, the University does not believe that a revised Statement of Commitments, or Preferred Project Report, is required for the CODCD project.

Should you have any enquiries in relation to this matter, please do not hesitate to contact me on 0400 392 861.

Yours faithfully,
PJEP – Environmental Planning

Phil Jones
Principal Environmental Planner

Cc: John Sung, University of Sydney
Attachments:
1 Response to Submissions Table
2 Additonal traffic impact consideration, prepared by Halcrow MWT
3 Additonal heritage impacts consideration, prepared by Graham Brooks and Associates
4 Additonal site plan showing heritage setbacks and bicycle routes, prepared by Hassell
5 Revised Landscape Masterplan

University of Sydney Centre for Obesity, Diabetes and Cardiovascular Disease Project (MP 09_0051)
Response to Submissions Table

Issue Title	*Issue/Recommendation*	*Response*	*Action / Amendment*
Government Agency Submissions			
NSW Office of Water (NOW)			
Groundwater Licensing	NOW notes that approval is required under the *Water Act 1912* for all groundwater works, and recommends a number of conditions in relation to temporary dewatering.	Noted.	-
Permanent Dewatering	NOW notes that it would not allow permanent or semi-permanent groundwater extraction to protect the building	Noted. The CODCD would be constructed as a fully tanked structure.	-
RTA / Sydney Regional Development Advisory Committee (SRDAC)			
Parramatta Road Gutter Crossing	The RTA/SRDAC notes that the gutter crossing on Parramatta Road shall be in accordance with its requirements	Noted. Any works that affect the Parramatta Road entrance would be undertaken to the satisfaction of the RTA (it is noted that traffic assessment in the EA indicates that the existing Parramatta Road entrance would satisfy the needs of the project).	-
Parramatta Road Occupancy Licence and WAD	The RTA/SRDAC notes that any construction works affecting traffic flows on Parramatta Road would require a Road Occupancy Licence works and Works Authorisation Deed (WAD)	Noted.	-
Construction Traffic Management	The RTA/SRDAC recommends that a Construction Traffic Management Plan be prepared prior to construction, and recommends a number of standard conditions in relation to stormwater management, compliance with relevant design guidelines, and construction management	Noted. The EA includes a commitment to preparing a Construction Traffic Management Plan, as part of the Environmental Management Strategy for the project (Commitment 1.3.22). The EA also includes a commitment to constructing all internal roads and parking in accordance with relevant standards (Commitment 1.3.16).	-
NSW Transport and Infrastructure (NSWTI)			
Workplace Travel Plan and Travel Demand Strategy	NSWTI recommends a travel demand strategy for the project to facilitate mode shift to non-car transport modes, including provisions for: discouraging parking through pricing mechanisms; use of car share schemes; and incentivising public transport by employees	Given the context of the CODCD within a much larger campus setting, the University does not believe that a specific workplace travel plan and/or travel demand strategy is warranted or appropriate for the CODCD. Rather, travel demand is addressed at the whole-of-campus level, to ensure that there is a consistent approach to travel demand across the University. In this regard, the University's draft *Campus 2020 Masterplan* includes a number of traffic management principles, which include: • reduce total vehicle movements in campus;	-

Issue Title	Issue/Recommendation	Response	Action / Amendment
		• promote perimeter parking and remove on grade parking; • limit cross campus traffic; • control traffic flow to reduce congestion; and • promote primary pedestrian zones. The masterplan also includes a structure plan for vehicle, bicycle and pedestrian movements, as well as a traffic management strategy. (The masterplan can be viewed at www.facilities.usyd.edu.au/c2020/index.shtml). Further, the University is currently finalising a University-wide *Sustainability Framework*, which includes provisions for reducing vehicle movements and promoting sustainable transport modes. The CODCD project has been designed in accordance with these broader strategies, including provisions for: • reduced car parking spaces to discourage vehicular traffic; • increased (above DCP requirements) bicycle parking spaces and facilities to encourage bicycle use; and • integration with pedestrian and bicycle networks within the masterplan.	
Bicycle Facilities	NSWTI recommends that provision be made for amenities for cyclists including secure parking, showers and lockers consistent with the *NSW Guidelines for Walking and Cycling*.	The project includes provision of approximately 125 secure bicycle parking spaces in the CODCD basement, along with a large, centrally located amenities facility (inc. showers, toilets and locker room) on Basement Level B1. The project includes a commitment in this regard (Commitment 1.3.17).	-
Sydney Water			
Potable Water Servicing	Sydney Water notes that a Section 73 Certificate will be required for the project.	Noted.	-
Stormwater	Sydney Water recommends that additional flood investigation be prepared to assess the 'true' 1 in 100 year flood level for the site and resultant floor levels for the building. Sydney Water also recommends additional demonstration of the ability to meet applicable stormwater quality criteria, and additional detail to determine the most appropriate rainwater tank size for the facility, and also notes the potential for stormwater capture and re-use on site.	The Infrastructure Assessment in the EA includes a broad stormwater management strategy and a flood review, which indicates that the project can be managed in accordance with applicable stormwater quantity and quality standards, and that the proposed floor level of the building is comfortably above the flood planning level. The EA includes a commitment to preparing a detailed Stormwater Management Plan for the CODCD project in consultation with Sydney Water and Council (Commitment 1.3.3). The SMP would be prepared in accordance with applicable Sydney Water and Council requirements, and include:	-

Issue Title	Issue/Recommendation	Response	Action / Amendment
		• demonstration that the stormwater design will meet relevant stormwater quality and quantity criteria; • measures to ensure appropriate management of overland flows and flooding; and • a detailed description of any required relocation of the Sydney Water stormwater main within the site.	
Sydney South West Area Health Service (SSWAHS)			
Precinct Masterplan	SSWAHS notes that the CODCD project is stage 1 of a 3-stage development of the 'Sydney ARC Precinct' and that the possible impacts on the health of the population should be in the context of the overall project.	Noted. The CODCD project has been designed in accordance with the envisaged future development of the Life Sciences Research Precinct (formerly known as ARC Precinct and Orphan School Creek Precinct), as outlined in the EA and the University's draft *Campus 2020 Masterplan*. Future development of the precinct will be subject to separate applications.	-
Car Parking	SSWAHS suggests that additional car parking should be provided.	The proposed provision of 200 basement car parking spaces and 15 clinic visitor spaces is considered to be an appropriate balance between satisfying staff parking demands, encouraging alternate transport modes and maintaining consistency with the masterplan objectives, particularly given the site's good access to public transport and sustainable transport modes. Given this infrastructure and location of the CODCD within the University campus, the University does not believe that the project would significantly affect traffic congestion, overflow parking and pedestrian safety issues in surrounding public streets. It is noted that Council and the RTA do not object to the proposed provision of 215 parking spaces.	-
University-wide Car Parking Strategy	SSWAHS comments that more clarity about the overall parking strategy for the University (as identified in the *Campus 2020 Masterplan*) and how this would be implemented would be useful.	The CODCD project has been prepared in accordance with the parking strategy in the draft *Campus 2020 Masterplan*, which encourages provision of basement car parking towards the periphery of the campus. The objective of this strategy is to allow for the removal of existing at grade parking scattered throughout the University and reduce the extent of vehicle intrusions into the Campus enabling the creation of more pedestrian orientated links and reducing pedestrian / vehicle conflicts. It is acknowledged that the masterplan shows 7 'indicative' parking facilities around the periphery of the University. However, it should be noted that these are indicative only, and in practice the number and arrangement of new basement car parks around the periphery of the	-

Issue Title	Issue/Recommendation	Response	Action / Amendment
		campus will depend to a large degree on the ultimate number and layout of new buildings and facilities constructed around the periphery of the campus. The University will consider SSWAHS's comments in relation to campus-wide parking in the finalisation and/or revision of the *Campus 2020 Masterplan*.	
Sustainable Transport	SSWAHS recommends strategies be implemented to encourage the use of public and alternative transport.	Noted. Refer to response to NSWTI regarding workplace travel plan.	-
John Hopkins Drive Traffic	SSWAHS notes that use of John Hopkins Drive for access to the drop off/pick up facility and at grade visitor parking may increase pedestrian safety risks and increase noise and traffic congestion in the area.	The CODCD project has been designed to avoid significant intensification of vehicle movements on John Hopkins Drive, with only access to the drop off/pick up facility and at grade visitor parking (ie. 15 spaces) being provided from this access. No direct vehicle access to the CODCD basement parking is provided via John Hopkins Drive. Surveys undertaken for the traffic assessment in the EA indicate that John Hopkins Drive currently carries peak hour flows of 122 vehicles per hour in the morning and 125 vehicles per hour in the afternoon. The traffic assessment concluded that there would be no net change in traffic on John Hopkins Drive as a result of the project. The project traffic consultant, Halcrow MWT, was asked to provide additional information in this regard. Halcrow advises that *'the traffic generated by the proposed clinic patient drop off facility would be similar to the existing traffic generated by the development site [particularly the Missenden Unit building which would be demolished for the project]. The Missenden Building currently provides some 17 at grade parking spaces adjacent to the building. These spaces are utilised primarily by staff that arrive and depart the site during the peak AM and PM periods. These parking spaces will be removed by the [project] to be replaced by the clinic patient drop off facility. Thus the traffic generation potential of the clinic drop off facility is expected to be the same (if not less) than the existing staff parking spaces.*	Additional consideration prepared by traffic consultant (see attached).
Disabled Parking	SSWAHS comments that there is no indication of disabled parking provision within the basement area.	The University notes that disabled parking provision is indicated on the Level B2 Basement floor plans, and that EA includes a commitment to providing parking in accordance with relevant standards, including the provision of disabled parking (Commitment 1.3.16).	-
Bicycle Infrastructure and Facilities	SSWAHS comments that it is critical that the proposed cycle path connecting the Ross Street exist of the University to John Hopkins Drive and	The project has been designed in a manner that integrates with existing and planned bicycle networks within and adjacent the University (refer to response to Sydney City Council regarding bicycle networks for	Additional plan showing available bicycle access

Issue Title	Issue/Recommendation	Response	Action / Amendment
	Missenden Road is included in planning for the new precinct.	additional consideration). A plan clarifying the bike paths in relation to the CODCD has been prepared by Hassell and is attached. As indicated on the plan, bike access will be available around both sides of the CODCD. A revised Landscape Masterplan has also been prepared by Hassell, showing the bike path around the northern side of the CODCD building. This bike path was not indicated on the original Landscape Masterplan.	prepared. Revised Landscape Masterplan prepared showing northern bike path (see attached)
	SSWAHS also notes that it supports bicycle transport measures and recommends that cycling infrastructure be included in the designs and that the building work does not obstruct current access.	The project includes provision of approximately 125 secure bicycle parking spaces in the CODCD basement, along with a large, centrally located amenities facility (inc. showers, toilets and locker room) on Basement Level B1. The project includes a commitment in this regard (Commitment 1.3.17).	-
Energy Efficiency and Recycled Water Reuse Licensing and Standards	SSWAHS recommends that the University check with the NSW Independent Pricing and Regulatory Tribunal regarding licensing requirements for potential offsite supply of surplus energy and water, and notes that recycled non-potable water use must be undertaken in accordance with relevant statutes and guidelines including the *Public Health Act 1991* and *Australian Guidelines for Water Recycling*.	Noted. The University would implement energy efficiency and water recycling measures in accordance with applicable laws and guidelines.	-
Sydney City Council (Council)			
Masterplan	Council notes that the University should be encouraged to finalise the draft *Campus 2020 Masterplan* to guide development with more certainty.	The University acknowledges that the *Campus 2020 Masterplan* is still officially in draft form, but notes that the detailed draft masterplan is publicly available on the University's website, and that development on the University, including the CODCD project, is being undertaken in accordance with (and in a manner that is consistent with) the draft masterplan. The University notes that it has recently released a Green Paper which will assist in the preparation of the University's next strategic plan for the period from 2011 to 2015. The University is currently seeking feedback from the University community on the Green Paper (until 19 April 2010), which can be viewed at http://www.usyd.edu.au/about/strategy/green_paper/index.shtml. Based on the feedback to the Green Paper, the University is planning to finalise its new strategic plan later this year.	-

Issue Title	Issue/Recommendation	Response	Action / Amendment
		Given that the new strategic plan will in large part shape the future direction of the University, including the growth and potential changes to faculties, the University is planning to finalise the *Campus 2020 Masterplan* once the new strategic plan is in place. In the meantime, current and future projects will be designed in accordance with, and considered against, the draft *Campus 2020 Masterplan*.	
Heritage Impacts on St John's College	Council considers that the CODCD does not provide adequate setbacks and retention of views to/from St John's College, and is not consistent with the Conservation Management Plan for the college. Accordingly, Council recommends that: • the building does not extend west of the extended alignment of the southern most wall of the college; • a landscaped setback of at least 10m be provided between St John's oval and the new building, and that consideration be given to whether the proposed landscape treatment is adequate; and • consideration be given to reducing the building's height to reduce bulk and scale.	The University's heritage consultant, Graham Brooks and Associates, has provided a specialist response to this issue, which is attached for review. In summary, Graham Brooks notes that the St John's College Conservation Management Plan (CMP) states that the most impressive (and significant) views to St John's College are from Parramatta Road and Missenden Road, and that while views from the rest of the University would once have been important, they are now obscured by trees and development. The CMP recommends conserving the impressive views from vantage points in an arc from the north-west to the north-east, and especially from Parramatta Road. Graham Brooks acknowledges that the CODCD would in part be within the view arc identified in the CMP, but considers that the minor variation to the view corridor would have no more than a marginal impact, and is considered acceptable. Indeed, given the very minor encroachment into the view arc, it is considered that the project would not result in any significant impacts on the heritage values of St John's College. (The maximum encroachment into to the view arc is 4.3 metres at some 140 metres from St John's, as indicated on the attached plan prepared by Hassell). It is also noted that the CODCD footprint provides a greater setback between the CODCD and St John's College than that identified on Council's original subdivision plan (by between 13-20 metres). This setback is indicated on the attached plan prepared by Hassell. It is considered that this greater setback more than offsets the minor	Additional consideration prepared by heritage consultant, and additional plan showing heritage setbacks to St John's College (see attached).

Issue Title	Issue/Recommendation	Response	Action / Amendment
		encroachment into the view corridor. With regard to landscaping, Graham Brooks notes that the strong built edge to the oval is considered to be appropriate as it complements the similar edge treatment of St John's College and the oval, and reinforces the open nature of the former University grazing land (which is now St John's oval). It also enhances viewing opportunities from within the building. With regard to reducing the height of the building, the University notes that any reduction in height would require a subsequent increase in building footprint to meet the space requirements for the CODCD. This increase would have resultant scale and bulk issues, and probably require the building to move closer to St John's College. Accordingly, the University does not believe that reducing the height of the building would reduce the scale and bulk of the building or the heritage affects on St John's College. The University notes that St John's College does not object to the project.	
Heritage Impacts on John Hopkins Drive	Council notes that the project will have some impact on the heritage listed John Hopkins Drive, and is inconsistent with the RPA's Conservation Management Plan.	The University's heritage consultant, Graham Brooks and Associates, has provided a specialist response to this issue, and is attached for review. In summary, Graham Brooks notes that the heritage impact statement in the EA considered the impact of the project on John Hopkins Drive, concluding that that although there is to be an impact on the lower part of John Hopkins Drive a view corridor has been retained. Accordingly there would be no adverse impact on the established heritage significance of this item as the view to St John's oval (the remnant grazing lands of the University) has been retained in a view corridor that extends from the entrance of the RPA Women and Babies Hospital. It is also noted that current views down John Hopkins Drive to the University ovals are blocked by the Missenden Unit and HK Ward Gymnasium buildings.	-
Car Parking	Council comments that it is not clear from the EA how the proposed parking fits within the strategy to underground and consolidate parking on campus, and notes that an endorsed masterplan	The CODCD project has been prepared in accordance with the parking strategy in the draft *Campus 2020 Masterplan*, which encourages provision of basement car parking towards the periphery of the campus. The objective of this strategy is to allow for the removal of	-

Issue Title	Issue/Recommendation	Response	Action / Amendment
	would provide better guidance and certainty of future maximum parking spaces and how they are distributed across the campus.	existing at grade parking scattered throughout the University and reduce the extent of vehicle intrusions into the Campus enabling the creation of more pedestrian orientated links and reducing pedestrian / vehicle conflicts. As detailed above, the University acknowledges that the masterplan shows 7 'indicative' parking facilities around the periphery of the University. However, it should be noted that these are indicative only, and in practice the number and arrangement of new basement car parks around the periphery of the campus will depend to a large degree on the ultimate number and layout of new buildings and facilities constructed around the periphery of the campus. The University also acknowledges that a final, endorsed masterplan will provide more certainty of campus wide parking strategies. As described above, the University is planning to finalise the masterplan once the new strategic plan for the University is completed. For the meantime, the University considers that the CODCD project has been designed in a manner that is consistent with the parking strategy in the draft masterplan, and in a logical manner that provides an appropriate balance between satisfying staff parking demands and encouraging alternate transport modes.	
	Council comments that it is not clear whether the proposed drop off/pick up spaces are on public streets or on private lands.	The University confirms that the proposed drop off/pick up parking spaces will be on private, University-owned land.	-
Bicycle Paths	Council comments that the project appears to sever a proposed major bicycle route though the University that connects it with the RPA and the Missenden Road cycleway.	The University acknowledges that the CODCD is located on a key pedestrian and bicycle route, as indicated in Council's submission and on Figure 6.7 of the EA (which is sourced from the University's draft *Campus 2020 Masterplan*). The CODCD project has been designed in a manner that respects this network, including the key provision of a ground level pedestrian link through the CODCD building from John Hopkins Drive to the existing pedestrian infrastructure between the University Ovals. The University acknowledges that this pedestrian link would not support safe mounted bicycle thoroughfare. However, comfortable mounted bicycle (and pedestrian) thoroughfare would be available around both sides of the CODCD building, as shown on the attached plan prepared by Hassell.	Additional plan showing available bicycle access prepared. Revised Landscape Masterplan prepared showing northern bike path (see attached)

Issue Title	Issue/Recommendation	Response	Action / Amendment
		As outlined above, a revised Landscape Masterplan has also been prepared, showing the bike path around the northern side of the CODCD.	
Bicycle Facilities	Council notes that adequate bicycle parking (and walking) facilities should be provided in accordance with the Department of Planning's *Guidelines for Walking and Cycling*, and that secure bicycle parking should be provided on the uppermost level of the basement, on one level, close to any entry/exit points, subject to camera surveillance and accessible by a ramp.	The project includes provision of approximately 125 secure bicycle parking spaces in the CODCD basement, along with a large, centrally located amenities facility (inc. showers, toilets and locker room) on Basement Level B1. The project includes a commitment in this regard (Commitment 1.3.17). It is noted that the proposed bicycle facilities comply with the bicycle parking facility rates in the Department's *Guidelines for Walking and Cycling*, which recommend parking spaces be provided at rates of 3-5% for staff and 5-10% for full time students. Based on these rates, the CODCD would require between 83 and 155 bike parking spaces. The proposed parking (ie. 125 spaces) is at the upper end of this range.	-
Flooding	Council recommends further investigation is carried out for overland flow path and flooding related issues for the project by suitably qualified engineers, prior to the commencement of construction.	The Infrastructure Assessment in the EA includes a broad stormwater management strategy and a flood review, which indicates that the project can be managed in accordance with applicable stormwater quantity and quality standards, and that the proposed floor level of the building is comfortably above the flood planning level. The EA includes a commitment to preparing a detailed Stormwater Management Plan for the CODCD project in consultation with Sydney Water and Council (Commitment 1.3.3). The SMP would be prepared in accordance with applicable Sydney Water and Council requirements, and include: • demonstration that the stormwater design will meet relevant stormwater quality and quantity criteria; • measures to ensure appropriate management of overland flows and flooding; and • a detailed description of any required relocation of the Sydney Water stormwater main within the site.	-
Section 94 Contributions	Council supports the University's proposed exemption from section 94 contributions as the project meets the criteria for exemption set out in Council's *Development Contributions Plan 2006*.	Noted. The University appreciates the City of Sydney's acceptance of an exemption from developer contributions for the CODCD project.	-
Public Submissions			
None Received			

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The University of Sydney
Campus Infrastructure and Services
Services Building G12
The University of Sydney NSW 2006

13 April 2010

Attention: Mr John Sung

Dear John

Re: MP 09_0051 - Centre for Obesity, Diabetes & Cardiovascular Disease (CODCD)
Anticipated Future Traffic Flows on John Hopkins Drive
Response to Submission

It is understood that the Sydney South West Area Health Service submission to the Project Application identified potential safety, traffic congestion and noise implications of increased traffic flows along John Hopkins Drive associated with the proposed CODCD development.

John Hopkins Drive currently provides vehicle access to the following:

- Maternity Ward / Birth Centre car and ambulance drop off / parking area;
- Missenden Building (to be replaced by CODCD building);
- Centenary Institute Building; and
- Royal Prince Alfred Hospital Loading Dock.

With the exception of the Missenden Building each of the above uses and associated traffic generation will remain unchanged by the proposed CODCD building.

While it is acknowledged that John Hopkins Drive currently experiences a generally low traffic flow volume, it is an important traffic route (not just a pedestrian area) particularly as it is the only route to the Hospital loading dock. As such John Hopkins Drive will continue to carry traffic (including trucks) with or without the proposed clinic drop off facility.

The traffic and transport report[1] submitted with the project application concluded that there would be no "net change" in traffic flows along John Hopkins Drive in the critical peak AM and PM periods.

That is, the assessment concluded that the traffic generated by the proposed clinic patient drop off facility would be similar to the existing traffic generated by the development site.

The Missenden Building currently provides some 17 at grade parking spaces adjacent to the building. These spaces are utilised primarily by staff that arrive and depart the site during the peak AM and PM periods. These parking spaces will be removed by the proposed development to be replaced by the clinic patient drop off facility.

Thus the traffic generation potential of the clinic drop off facility is expected to be the same (if not less) than the existing staff parking spaces.

Should you have any queries or require further information, please do not hesitate to contact the undersigned.

Yours Sincerely

Jason Rudd
Associate

[1] Centre for Obesity Diabetes and Cardiovascular Disease, Part 3A Project Application Traffic and Transport Report (Halcrow MWT, 24 November 2009)

13 April 2010

GRAHAM BROOKS
AND ASSOCIATES
ARCHITECTS
PLANNERS AND
HERITAGE
CONSULTANTS

The Director General
NSW Department of Planning
GPO Box 39
Sydney NSW 2001

Major Project Application No. 09_0051
University of Sydney Centre for Obesity, Diabetes, and Cardiovascular Disease (CODCD)
Response to Comments from City of Sydney

Dear Sir,

On behalf of Hassell we submit this response to the written comments of the City of Sydney, dated 17 March 2010, regarding the proposed Centre for Obesity, Diabetes, and Cardiovascular Disease (CODCD) at the University of Sydney, as they relate to heritage matters.

Graham Brooks and Associates Pty Ltd, prepared the Statement of Heritage Impact submitted as part of the *Environmental Assessment* for this project, and has considered the following site specific heritage management documents in the preparation of this response:

- *College of St John the Evangelist, University of Sydney, Missenden Road, Camperdown: conservation management plan (St John's CMP),* Clive Lucas Stapleton & Partners, 2001

- *Royal Prince Alfred Hospital Conservation Management Plan,* Department of Public Works and Services Heritage Group, May 1997

The City of Sydney submission notes the following in regard to the relationship that the proposed development has with St John's College:

> *(2) RELATIONSHIP WITH ST JOHN'S COLLEGE*
> *In previous correspondence to the Department about the concept plan, the City, by letter dated 18 February 2009, highlighted the need for future development to be adequately set back from St John's to ensure that an appropriate curtilage was maintained around the college. In summary, relevant to this application, the requirements of a previous subdivision approval included:*
>
> *• a landscape set-back along the southern and western boundary for landscape open space purposes and the prohibition of the erection of an above ground building or structure on the lot designated "Y" on the approved drawing, exclusive of those structures reasonably associated with landscaping works; and*

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Associates Pty Ltd
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Nominated Architect Graham Leslie Brooks
NSW Architects Registration 3836

> *• a view corridor at the southern end, designated "Z" on the approved drawing, prohibiting the erection of an above ground building or structure.*
>
> *The plan is again attached for your reference at Attachment A. The subdivision consent was later modified to delete these requirements from being on the land title on the basis that they are considerations better dealt with at the development assessment stage. They are therefore relevant now. In relation to adequate setbacks and retention of views, the above requirements have not been completely satisfied by this proposal. The proposal is also not considered consistent with the Conservation Management Plan (CMP) for St John's College prepared by Clive Lucas Stapleton and Partners. The proposal blocks views to the college from the east, identified in the CMP as being significant. Relevant excerpts of the CMP are attached at Attachment B.*
>
> *To ensure that the new building better respects its setting and maintains an appropriate curtilage around St John's College, it is recommended that:*
>
> *• in accordance with section 6.5 of the CMP, the building should be contained so that it does not extend west of the extended alignment of the southern most wall of the college (see Figure 1);*
>
> *• a landscaped setback of at least 10m be provided between St John's oval and the new building. Consideration should be given to whether the proposed landscape treatment is adequate (see Figure 2); and*
>
> *• to reduce the bulk and scale of the building and its dominance when viewed with St John's College, consideration should be given to reducing its height.*

As noted in the City of Sydney submission, Development Approval D/2007/1550 for subdivision of the St John's College site did not include these requirements as a consent condition.

The proposed building has been designed to align with the southern facade of St John's College, rather than the building setback interpreted in the City of Sydney response as being that prescribed in Section 6.5 of the *St John's CMP,* and shown as a dashed blue line in Figure 1. The *St John's CMP* notes the following in relation to preserving views to the Wardell Building:

> *6.5 Significant Views*
> *The most impressive views to St John's College are from Parramatta Road and across the playing fields whence Wardell's vision (albeit compromised by modified versions of his tower and southern wing) may be appreciated.*
>
> *The Missenden Road frontage offers more intimate glimpses of the college between trees and other buildings. The view of the doorway leading to the college administration office is important in orientating visitors. It is significant that the only finished carved label stops on the exterior are either side of this door.*
>
> *Views from the college towards the rest of the university would have once been important but are now obscured by trees and development within the rest of the campus. The views from the north-eastern side of the buildings across the sweep of the ovals is impressive and a rare privilege in such a built up area.*
>
> *Conservation Guidelines*
> *Conserve the impressive views to the college buildings from vantage points in an arc from the north-west to the north-east. It is especially important to preserve the view of the building from the Parramatta Road entrance. Currently this is obscured by the continuous tall hedge along Parramatta Road. The appreciation of this view would be enhanced by lowering or removing this hedge in the vicinity of the gateway, possibly enlarging the forecourt to the gateway and by flood lighting the building.*
>
> *In any future development of the Missenden Road frontage, allow for glimpses of the Wardell building to be gained from Missenden Road.*

As noted in the *CMP* views from the university to St John's College are largely obscured by the existing buildings and vegetation. Although part of the proposed development is to be within the view arc

identified in the *CMP* the outcome will be an increased opportunity to view St Johns College from within the university grounds. Given the context of the increased opportunities for viewing, and appreciating, St John's College that will be generated by the active use of the area around the CODCD building as a connection to the university, the minor variation to the view corridor identified in the *CMP* will have no more than a marginal impact, which is considered acceptable and is supported.

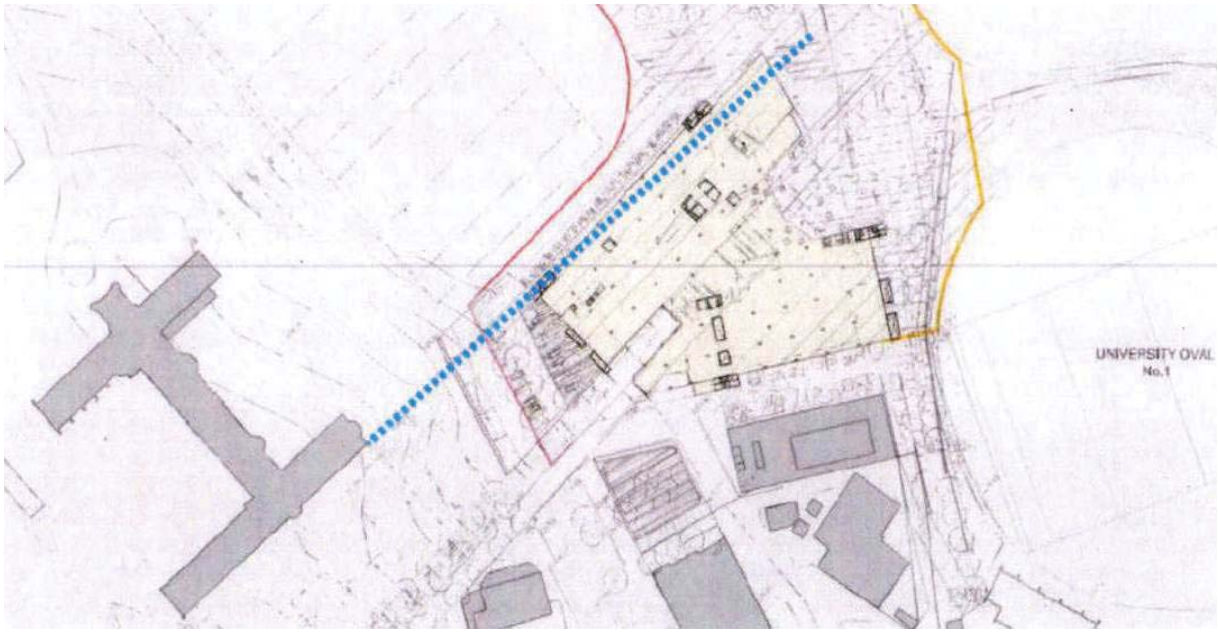

Figure 1
Diagram showing blue line prescribed by the City of Sydney as its interpretation of the building setback required to preserve views to St John's College to be in accordance with the *CMP*

In the preparation of the *CODCD Building, The University of Sydney Heritage Impact Statement* (Graham Brooks and Associates 2009) (*Heritage Impact Statement*) considered the impact of the proposed landscape treatment to the area between the CODCD Building and St John's oval. The strong built edge to the oval is thought to be appropriate as it complements that of John's College and reinforces the open nature of the former university grazing land which is now St John's oval. It also enhances viewing opportunities from within the building.

The City of Sydney submission notes the following in regard to the John Hopkins Drive.

> *The proposal will also have some impact on the heritage listed John Hopkins Drive. The drive, originally known as Tin Lane, was an important access route to the back of the hospital and between the University and Camperdown. The RPA Conservation Management Plan and the State Heritage Inventory Report for John Hopkins Drive, recommend that the views to the University grounds and the remnant grazing lands off St John's College be retained. The proposal slightly realigns the drive to accommodate the development blocking views eastwards over the University grounds, contrary to the CMP and the recommended management.*

The *Heritage Impact Statement* considered the impact of the proposed development on John Hopkins Drive. This Report concluded that although there is to be an impact on the lower part of John Hopkins Drive a view corridor has been retained. Accordingly there will be no adverse impact on the established heritage significance of this item as the view to St John's oval (the remnant grazing lands of the university) has been retained in a view corridor that extends from the entrance of the RPA Women and Babies Hospital.

Conclusion

The heritage impacts on St John's College and John Hopkins Drive have been considered as detailed in the *Heritage Impact Statement* submitted with the application. As noted in the *Heritage Impact Statement* the proposed development will have no unacceptable adverse impact on the heritage significance of the Sydney University Conservation Area, the University of Sydney Site Landscaping, the Royal Prince Alfred Hospital, or the adjacent heritage items.

In this context we regard the concerns raised by the City of Sydney to be unwarranted. They are based on documents that provided important guidelines at the time of their preparation, but which have been partially superceded by the passage of time and the extent of continuing development in the immediate curtilage of the historic features.

Recommendation

Graham Brooks and Associates has no hesitation in recommending the application for approval.

Yours faithfully
GRAHAM BROOKS AND ASSOCIATES PTY LTD

Graham Brooks
Director

HASSELL

LINE OF CONCEPT DESIGN FOOTPRINT

EXISTING UNIVERSITY BOUNDARY

CODCD BUILDING FOOTPRINT

CONCEPT DESIGN FOOTPRINT

EXISTING MISSENDEN UNIT BOUNDARY

NEW SUBDIVISION BOUNDARY

PROPOSED BIKE PATHS

EX MISSENDEN UNIT

CENTENERY INSTITUTE

UNIVERSITY OVAL No.1

ST JOHNS

ST JOHNS SETBACK

100780

77765

65020

13065

20855

5900

500

20.90(EX)

Client	Project	Drawing	Drawing No	Project No	Date	Scale	Drawn By
The University of Sydney	CODCD	ST JOHNS SETBACK	SK-310310_01	AX001942	31.03.10	1:1000 @ A3	MC

PUBLIC DOMAIN PLAN

Legend

_Pavements
University Square Precast Concrete Unit
Hospital Square Paving Type 1 Unit Paving (Stone)
Hospital Square Paving Type 2 Precast Concrete Unit
Med-Vet Avenue Precast Concrete Unit
Johns Hopkins Drive Insitu Concrete

_Walls
Retaining Wall Type 1 Sandstone
Retaining Wall Type 2 Precast Concrete Panels

_Furniture
_Seat Type 1

_Planting
_Wet Sedge Garden/Planted Swale
_Turf

_Tree Planting
_Med-Vet Avenue
_Johns Hopkins Drive

Revision	Date	Scale	Client	Project Name	Drawing
L-102_03	13-April 2010	1:500@A1	The Univeristy of Sydney	CODCD The University of Sydney	L-102 Public Domain Plan

HASSELL