

## Peter McManus

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**To:** Peter McManus  
**Subject:** FW: F23 Administration Building and LEES1 Building Response to Submissions Comments  
**Attachments:** Attachment 1 - Response to EPA submission - 121016.pdf; Attachment 2 - Protection of Fig Trees\_City Road.pdf; Attachment 3 - Heritage Significance.pdf; Attachment 4 - F23 Loading Bay Drawings.pdf; Attachment 5 - Bicycle Parking & End-Of\_Trip facilities.pdf; Attachment 5A - Plan Bicycle & Storage Facilities Camperdown-Darlington.PDF; Attachment 6 - LEES1 Waste Management Plan.pdf  
**Importance:** High

Dear Peter

Many thanks for referring to us the additional submissions received by EPA, City of Sydney Council, and heritage Council.

To assist your assessment of these submissions, and the issues raised within, please find attached the following documents:

**1. EPA:**

I acknowledge, and apologise for, the University's *Response to Submissions* (RtS) table (20 September 2016) addressing the EPA submission which should have referred both to the F23 and LEES1 projects (the table header only addresses LEES1).

The majority of issues and recommendations raised by EPA infact applies to both developments.

Notwithstanding, please find **Attachment 1- Response to EPA submission** as an updated RtS table that:

- a) Responds to the EPA matters for the F23 development; and
- b) Includes a response to radioactive substances for the LEES1 development.

**2. Heritage Council:**

- a) **LEES1:** The HC reiterates its previous concerns relating to the proposed impacts of development upon the University's Figs fronting City Road.

The same issue is also raised by the City of Sydney.

We draw the Department's attention to the independent Arborist report and conclusions that addresses the proposed construction activities and procedures that are designed to protect and maintain the integrity of the University's Figs along City Road.

Please refer to **Attachment 2 – Protection of Fig Trees on City Road** which summarises the University's and TreelQ's response to this matter.

- b) **F23:** The HC remains concerned at the siting of the F23 building and its impact upon the heritage significance of the Eastern Avenue axis.  
You have also sought clarification on the impact of the building siting on the significance of the University's campus (Grounds Conservation Management Plan).  
Please refer to **Attachment 3 – Heritage Significance** which is a summary prepared by Heritage consultant Ian Kelly that addresses these issues.

**3. City of Sydney Council:**

- a) **LEES1 alignment:**

The City maintains its objection to the upper levels 5-8 building component extending over the City Road footpath connection and the impact this has upon the heritage significance of Eastern Avenue.

Please refer to **Attachment 3 – Heritage Significance** which is a summary prepared by Heritage consultant Ian Kelly that addresses these issues.

**b) Removal of Tree T435 (LEES1):**

The University agrees to the retention of this tree in situ.

**c) F23 Loading Area:**

The City objects to the proposed Loading Area being adjacent to Eastern Avenue. However the City is inaccurate in this issue as the F23 Loading Dock is in fact accessed off Fisher Road and does not adjoin Eastern Avenue – please refer to **Attachment 4 – F23 Loading Bay**.

Furthermore, this resolution also allows for the pedestrian landscaping connection along the southern edge of Madsen Building to connecting eastern Avenue with Fisher Road.

**d) F23 Site Contamination – request for RAP.**

The University has received independent advice from Douglas Partners that F23 development does not require a Remedial Action Plan.

Please refer to the university's attached response to the EPA (Issue 1, page 1) on the same issue.

This approach and conclusion has also been endorsed by DPE staff dated 2 May 2016.

**e) Motorcycle Parking:**

The City objects to the over-provision of motor cycle parking spaces (21 proposed, being 13 spaces above the DCP).

The University clarifies its intention of limiting vehicle entry into the heart of the Camperdown campus (CIP Access Strategy) and therefore prefers to limit parking for motorised vehicles on the periphery of campus immediately adjoining arterial roads. As the University does not have an abundance of motorcycle parking spaces, the F23 provides an ideal location for such parking.

Notwithstanding, should DPE seek to reduce the number of motorcycle parking spaces proposed, the USYD will not have any objection and recommends this be addressed by SSD consent condition.

**f) Bicycle and end of Trip Facilities:**

The City of Sydney seeks the individual development adherence to bicycle parking, showers and locker facilities within each building in line with the Sydney DCP.

The University reminds the consent authority of the University's current and intention to continue provision of such facilities across campus, thereby enabling a reasonable spread of such facilities.

The provision of lockers and showers in the F23 building has now increased (**refer to Attachment 5 report**).

We attach for example a plan depicting a diameter range of 400metres for the subject sites to illustrate where other such facilities prevail within existing buildings.

Should the Department seek to reduce motorcycle parking facilities within F23 (item d) above) these spaces could be converted to additional bicycle facilities and/or end of trip facilities.

**Please refer to Attachment 5 – Bicycle & end of Trip Facilities** as a summary addressing this issue, and **Attachment 5A – Campus Plan**.

I trust the above information and attached documents assists in clarifying these outstanding issues.

Please do not hesitate to call us should you wish to discuss these matters in further detail.

Kind regards

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