

SSD 7382 UTS Central, Broadway Precinct

Detailed Response to Submissions – July 2016



Issue	Response
Department of Planning & Environment	
<p>Design Excellence</p> <p>1. The Department is concerned with the design excellence demonstrated in the proposal, in particular the design integrity of the Lacoste + Stevenson podium design and integration with the proposed Building 2 tower. The Department requests that the following matters be addressed:</p> <ul style="list-style-type: none"> • reintroduction of the 'lace column' element from the competition winning design; • relocation or redesign of the Collaborative Learning Theatre to ensure that the principle of an open, activated façade is maintained along the Broadway elevation; • review of the design of the podium veil to retain the lightness and subtlety of curve indicated in the competition winning scheme, specifically at the building corners of the podium, and in the manner in which the 'veil' meets the ground; • review frit patterning to establish viability of use of part of the façade for projections; and • review proposed staging to ensure delivery of a continuous integrated Broadway façade. 	<ul style="list-style-type: none"> - FJMT has prepared a standalone statement (Appendix B) responding to the matters raised by the Department relating to Design Excellence, this is further addressed within the main report.
<p>Design Excellence</p> <p>2. The Department is concerned with maintaining design excellence during the construction stages, in particular podium design. The Department recommends that the application consider establishing an independent design review panel during the construction stage to ensure critical design elements, including the material quality and fine detailing of the façades, are delivered to ensure the flowing form, lightness and transparency of the design is achieved. The elements of the podium design that must be reviewed include the relationship of each 'slipped' slab to the next, the use of curved (not faceted) glass, ceramic frit and the detailing of Operable elements.</p>	<ul style="list-style-type: none"> - As addressed within the main report, the architects and other project consultants are engaged through the construction stage to ensure that the integrity of the design is maintained. The material quality and fine detailing of the façades; the flowing form, lightness and transparency of the design; the relationship of each 'slipped' slab to the next; the use of curved (not faceted) glass; ceramic frit; and the detailing of operable elements are amongst the things that are receiving particular attention. - As the project evolves it is subjected to design review through the Project Control Group and Physical Infrastructure Committee involving, inter alia, Gabrielle Morrish, the jury chair of the original competition, Professor Desley Luscombe, UTS Dean of Design Architecture and Building and Clive Gunton, UTS Manager Campus Development Planning and Design. - The delivery method of Managing Contractor is the same as employed on the UTS Faculty of Science and Graduate School of Health Building [Thomas Street Building 7] which won numerous awards including the 2015 Educational Architecture: National Award, Australian Institute of Architects, the William E Kemp Award and the City of Sydney Lord Mayor's Prize in the 2015 NSW Architecture Awards. Co-incidentally the managing contractor for UTS Central, Richard Crookes Constructions, was also appointed for the UTS Faculty of Science and Graduate School of Health Building project.

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<p>Design Excellence</p> <p>3. The Department requests that staging plans (including elevations and montages) be provided to:</p> <ul style="list-style-type: none"> • illustrate how the Building 2 podium would appear upon completion of the Phase 1 Works • demonstrate how the interim façade to Broadway would achieve design integrity with the final podium design; and • demonstrate how the interim design would be integrated with the final podium design. 	<ul style="list-style-type: none"> - FJMT has prepared a standalone statement (Appendix B) that contains staging plans in accordance with the requirements of the Department.
<p>Urban Design</p> <p>4. The Department is concerned with the built form impacts on pedestrian movement around and through the site given the proposed minimal setback on Broadway. In this regard, additional information is sought regarding pedestrian movement and further demonstration that location of the bus stop will not interfere with pedestrian movement.</p>	<ul style="list-style-type: none"> - As detailed within Response to Submissions prepared by FJMT submitted with this report at Appendix B and the pedestrian movement analysis prepared by GTA Consultants at Appendix C, the proposal will not result in undue adverse impact on pedestrian movements around the site.
<p>Environmental and Residential Amenity</p> <p>5. The Department is concerned with the overshadowing impacts from the proposed building on the residential properties within Central Park and a further quantitate analysis of solar access to be retained and lost for all dwelling impacts by the proposal must be provided, including additional analysis of whether the proposal would impact on any heliostat solar collectors for building within Central Park.</p>	<ul style="list-style-type: none"> - FJMT and JBA have completed a detailed analysis on the overshadowing impact from the proposed building on the residential properties within Central Park as outlined within the main report. - The holistic assessment of the various amenity considerations for Block 1 demonstrates that notwithstanding the lower achievement of direct sunlight access, Block 1 will deliver a high level of residential amenity. - The proposed development is the same height as the lower tower of No. 1 Central Park and does not impact on the roof level of the lower tower where the reflectors are located or the roof level of the higher tower where the heliostat is located.
<p>Flooding</p> <p>6. An assessment of the existing and potential flooding impacts and potential flood planning levels should be provided.</p>	<ul style="list-style-type: none"> - As detailed within the Hydraulic Services drawings prepared by Erbas and submitted with this report (Appendix E), the PMF level has been determined as RL 5.22. This level has been plotted for reference on DWG no: CB0204-HP53334/P3. It shows each Flood Surface Level to be above that of the surrounding area Probable Maximum Flood Level.

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City of Sydney Council	
Urban Design	
<p>Pedestrian Link and Public Domain Interface</p> <p>The footpath adjacent UTS on Broadway is heavily congested by pedestrians and students. Concern is raised with the proposal further impacting upon overcrowding and public pedestrian safety. In this regard, the proponent should provide pedestrian movement modelling indicating the existing and proposed conditions with the view to increasing the pedestrian level of comfort. Informed by the modelling, the proponent should consider relocating the bus stop further west to avoid street furniture, trees and obstacles. This will allow for a generous waiting area that does not impede pedestrian flows.</p> <p>The building entry and perimeter adjacent the Jones Street intersection should be level with the pavement to improve building permeability and reduce overcrowding. A wider pavement should be provided at this point to accommodate people waiting at the signalised intersection and allow for better pedestrian flow.</p>	<ul style="list-style-type: none"> - A Pedestrian Capacity Assessment has been carried out at key locations along Broadway. An assessment has been undertaken by GTA Consultants and is provided in Appendix C.
<p>Solar & Daylight Access</p> <p>In order to demonstrate that the proposed development is able to comply with Objective 3B-2 of the Apartment Design Guide and Section 4.2.3.1 of the Sydney Development Control Plan 2012, a solar analysis should be provided of the surrounding buildings and rooftop on which the heliostat solar collectors are located. A daylight report and LUX level map of affected apartments should also be submitted.</p>	<ul style="list-style-type: none"> - Detailed elevational shadow diagrams for Central Park (One Central Park and Block 1) have been prepared by FJMT (Attachment B) for June 21 (7.30am to 3pm) illustrating: <ul style="list-style-type: none"> - Shadows Cast by the modified Concept Plan (MOD 5 envelope) - Shadows cast by UTS Central SSSA. - Further, the existing building shadows cast over Central Park have been previously prepared and are also submitted with this report. - The proposal has been reviewed against the following: <ul style="list-style-type: none"> - <i>Objective 3B-2 of the Apartment Design Guide.</i> - <i>Section 4.2.3.1 of the Sydney Development Control Plan 2012.</i> - As outlined within the main report, the holistic assessment of the various amenity considerations for Block 1 demonstrates that notwithstanding the lower achievement of direct sunlight access, Block 1 will deliver a high level of residential amenity.

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<p>Wind</p> <p>A wind impact assessment should be submitted specifically addressing potential impacts to Broadway, Jones Street and the Alumni Green.</p> <p>If wind turbines are proposed, an acoustic report should be submitted to ensure the turbines do not cause excessive noise levels in any nearby residential development.</p>	<ul style="list-style-type: none"> - The wind impact assessment prepared by CPP and submitted with the EIS has specifically addressed potential impacts to Broadway, Jones Street and the Alumni Green. - No wind turbines are proposed as part of the development.
<p>Building Entries</p> <p>Building entries should be clearly legible and distinguished by material, form and colour from the building facade.</p>	<ul style="list-style-type: none"> - The new primary building entrances will be legible with a clear orientation and response to each of their locations around the site. - The entrance off Broadway is clearly defined by the dramatic curve to the Broadway facade while also providing gradual stepping and ramps from the footpath to the existing level 4 of CB01. - The existing entrance to CB01 from Alumni Green is retained and is clearly articulated in its existing form. - The new primary entry to CB02 from Alumni Green is elevated on level 4 and is expressed by a grand stair case facing Alumni Green. This grand stair connects the lower level of Alumni Green (Level 3) to the main level 4 entry. This entry is clearly expressed by the significance and orientation of this grand stair differentiating this from all other facade and building form facing Alumni Green.
<p>Substation & Fire Booster Location</p> <p>As a substation and booster valve may be required, detailed plans at a scale of 1:20 should be provided indicating the location of the structures and integration into the building design.</p>	<ul style="list-style-type: none"> - FJMT has identified the proposed location of the substation and fire booster location within Level 2 at the corner of Jones Street and Broadway as detailed within plan submitted at Appendix B. - As indicated on the documents submitted there is a new substation proposed on level 2 (below the level of Jones Street). There is ongoing coordination for this space to provide the required egress and performance with ongoing discussions with Ausgrid.
<p>Rooftop Plant Screening</p> <p>Any rooftop plant is to be screened and is not to be visible from the public domain. The building parapet walls are to extend to a height that screens any rooftop plant.</p>	<ul style="list-style-type: none"> - As shown on the documents the roof top plant is screened by the facade which extends to the roof line on all sides of CB02. Where the roof opens to the terrace on the east side, this is screened from the plant by the lift core.
Transport and Access	
<p>Pedestrian/Cyclist Amenity</p> <p>Upgraded bus stop facilities must be provided on Broadway. This should include wayfinding signage to and from key sites such as Central Station, the Goods Line and Darling Harbour.</p> <p>Cycle rails should be integrated into the design of any steps or changes in level.</p>	<ul style="list-style-type: none"> - The proposal does not include any change in level. - It is not considered that the proposal would trigger any requirement or need to upgrade bus stop facilities and wayfinding signage.

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<p>Bicycle Parking and End of Trip Facilities (EOTF)</p> <p>Additional bicycle spaces and EOTF are required. This is of particular importance given the recent growth of cycle ways in the CBD.</p> <p>EOTF should be located on ground floor or basement level 1 in a separate location to the visitor parking area. The minimum number of bicycle parking spaces and EOTF to be provided for the development should comply with the table below:</p> <table border="1" data-bbox="266 555 983 1134"> <thead> <tr> <th>Bicycle Parking type</th> <th>Number</th> <th>Requirements</th> </tr> </thead> <tbody> <tr> <td>Staff</td> <td>52</td> <td>Spaces must be Class 2 bicycle facilities</td> </tr> <tr> <td>Student</td> <td>473</td> <td>Spaces must be Class 2 or 3 bicycle facilities</td> </tr> <tr> <td>End of Trip Facility Type</td> <td>Number</td> <td></td> </tr> <tr> <td>Staff Showers with Change Area</td> <td>7</td> <td></td> </tr> <tr> <td>Staff Personal Lockers</td> <td>52</td> <td></td> </tr> <tr> <td>Student Showers with change area</td> <td>27</td> <td></td> </tr> <tr> <td>Student Personal Lockers</td> <td>270</td> <td></td> </tr> </tbody> </table> <p><i>Note: Australian Standard AS 2890.3:2015 refers to class 1 as class 'A', class 2 as class 'B', and class 3 as class 'C'</i></p> <p>A reduction in the quantity of visitor bicycle parking may be acceptable if an increase in the overall quality of parking facilities is provided. Innovative bicycle parking solutions in new developments include:</p> <ul style="list-style-type: none"> • A range of Class 2 and 3 visitor parking facilities; • Provision of a bicycle share, hire and shop area; and 	Bicycle Parking type	Number	Requirements	Staff	52	Spaces must be Class 2 bicycle facilities	Student	473	Spaces must be Class 2 or 3 bicycle facilities	End of Trip Facility Type	Number		Staff Showers with Change Area	7		Staff Personal Lockers	52		Student Showers with change area	27		Student Personal Lockers	270		<ul style="list-style-type: none"> - The bicycle parking provision for the UTS City Campus, as determined in the UTS City Campus Bicycle Strategy is 1,008 bicycle spaces. The bicycle strategy utilised City of Sydney's DCP requirements for bicycle parking which stipulates a rate of 1 space per 10 students and staff. However, regular surveys of bicycle parking occupancy indicate that demand for bicycle parking has not increased following an increase in bicycle parking supply and in 2015 was on average 33 per cent occupied and the demand bicycle parking rate was surveyed to be two spaces per 100 students/staff on site. Given the low demand for bicycle parking, additional parking provision from the UTS City Campus Bicycle Parking Strategy is not deemed to be necessary at this point. - Instead, UTS intends to continue monitoring of its bicycle parking demand and provide additional parking as required. This monitoring and management of UTS bicycle parking is to be carried out by UTS's Sustainability Group.
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<ul style="list-style-type: none"> • Air compressors for tyre inflation, filtered water, bicycle service rack & tool kit, communal bicycle tools, tune up and repair service, drying rack, complementary towel services, iron services, etc. 	
<p>North South Cyclist/Pedestrian Linkages Provisions for improved north-south cyclist/pedestrian connections should be considered, including:</p> <ul style="list-style-type: none"> • Pedestrianisation of Jones Street (Thomas Street to Broadway); • Separated cycleway on the southern side of Mary Ann Street (Jones Street to the Goods Line); and • Widening of the pedestrian way/shared path on the footway along Broadway. 	<ul style="list-style-type: none"> - A Pedestrian Capacity Assessment has been carried out at key locations along Broadway. An assessment has been undertaken by GTA Consultants and is provided in Appendix C.
<p>Sustainable Transport The proponent should provide analysis of the projected public transport modal splits and how these will be achieved. The targets must be reflected in the targets of the Green Travel Plan. More specifically, the development should seek to encourage Sustainable Transport in a manner which aligns with the targets and objectives set out in Sustainable Sydney 2030.</p>	<ul style="list-style-type: none"> - A Green Travel Plan with an associated Transport Access Guide has been prepared for the site. The Green Travel Plan is provided Appendix C.
<p>Green Travel Plan A Green Travel Plan is required to demonstrate that the site will encourage a modal shift away from car use in favour of Sustainable Transport options such as walking, cycling and public transport. The Green Travel Plan should include a Transport Access Guide.</p>	<ul style="list-style-type: none"> - A Green Travel Plan with an associated Transport Access Guide has been prepared for the site. The Green Travel Plan is provided Appendix C.
<p>Construction The preparation of a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with Council and the CBD Co-ordination Office within TfNSW and Sydney Light Rail Team, will be crucial to addressing efficient functioning of business in the area surrounding the site. Several construction projects including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movement from these projects could have the potential to impact on general traffic and bus operations in the CBD, as well as pedestrians and cyclists particularly during commuter peak periods.</p>	<ul style="list-style-type: none"> - Noted, able to be dealt with through standard condition of consent.
<p>Servicing A revised Loading Management Plan should be provided to demonstrating how the dock will be managed.</p>	<ul style="list-style-type: none"> - Vehicle access and servicing arrangements will be as per existing and as such would operate satisfactorily.

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Issue	Response
<p align="center">Public Domain</p>	
<p>Jones Street Works The proposal is one of the final Jones Street sites to be redeveloped by UTS. As such, Council considers this application as the most appropriate opportunity to complete the Jones Street upgrade works and closure intended in the 2000 UTS Masterplan. Incorporating this within the application will ensure a high level of integration between buildings and the public domain.</p>	<ul style="list-style-type: none"> - The upgrade of Jones Street is included in the proposed works of the UTS Campus Masterplan. - It is scheduled for implementation in 2019 following completion of the UTS Central works Phase 1. - It is proposed that the design be subject of a single stage competition in collaboration with City of Sydney. - The consent authority will be City of Sydney.
<p>Paving The paving pattern shown on the general arrangement plan mirrors the shape of the building along Jones Street. The proposal appears to include multiple paving types or finishes. As this is partly on City land the proponent will require approval from the Council as part of their Public Domain Plan.</p>	<ul style="list-style-type: none"> - Noted, able to be dealt with through standard condition of consent. - The proposed Jones Street forecourt design is based on a radial pattern that is flexible to incorporate and meet the City of Sydney Public Domain details.
<p>Flood Levels Insufficient information has been provided in order to determine if the site is affected by flooding. Although a statement has been provided to confirm the site is not located at, or below flood levels, these levels have not been adequately quantified.</p>	<ul style="list-style-type: none"> - As detailed within the Hydraulic Services drawings prepared by Erbas and submitted with this report (Appendix E), the PMF level has been determined as RL 5.22. This level has been plotted for reference on DWG no: CB0204-HP53334/P3. It shows each FSL to be above that of the surrounding area PMF.
<p align="center">Landscaping</p>	
<p>Tree Management Landscape Plans indicate new street tree planting along Broadway and Jones Street. The plans include species which are consistent with the City's Street Tree Master Plan (STMP). However, no detailed drawings have been provided demonstrating that new trees will be planted in accordance with the STMP. Accordingly, detailed plans should be submitted for consideration.</p>	<ul style="list-style-type: none"> - New street trees are proposed along Broadway and Jones Street, the details of which will meet the City of Sydney Street Tree technical guidelines and can be conditioned accordingly.
<p align="center">Ecologically Sustainable Development</p>	
<p>The development proposes a substantial amount of glazing. As such, it is likely that there will be considerable heat load on the north and west facades, with the southern elevation likely to experience high levels of heat loss. A double skin facade with interstitial blinds would allow the glass aesthetic to be maintained while reducing the heating and cooling load on the building.</p>	<ul style="list-style-type: none"> - A detailed statement has been prepared by Steensen Varming (Appendix D) in response to the matters raised by Council.

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	<p>Space zoning and efficient HVAC plant will be important components of achieving more energy efficient outcomes.</p>	
	<p>Design for Renewable Energy The ESD Report does not address renewable energy technology. A building of this nature should readily consider solar photovoltaics in the form of BiPV (building integrated photovoltaics) including in vertical planes, acting in part as glazing shade structures.</p> <p>Solar thermal water heating is a proven commercial solution which should be considered by the proponent.</p>	<ul style="list-style-type: none"> - A detailed statement has been prepared by Steensen Varming (Appendix D) in response to the matters raised by Council.
	<p>Design for Water Efficiency The ESD Report has not adequately explored the opportunity of connecting to a ready supply of reticulated recycled water for non-potable end-uses (toilet flushing and air-cooling). Central Park has a water harvesting and treatment system in place and the City understands that the utility managing this plant is actively seeking extension of service to new sites. That the current proposal, with immediate proximity to an existing scheme, may not connect to it would be a disappointing outcome. UTS are aware of the Broadway precinct as having potential to demonstrate wide scale solutions to sustainability challenges and should consider this further.</p> <p>The City expects new development of such scale and prominence to harness the opportunity for water efficiency, including the harvest of rainwater and stormwater, store this on site and use for non-potable purposes. As a leading education institution within the City of Sydney LGA, it is expected that UTS will lead with example in all aspects of ESD.</p>	<ul style="list-style-type: none"> - A detailed statement has been prepared by Steensen Varming (Appendix D) in response to the matters raised by Council.
	<p>Public Art</p>	
	<p>A public art commission commensurate with the scale and significance of the development should be undertaken in accordance with the <i>City of Sydney Interim Guidelines for Public Art in Private Developments 2006</i>.</p>	<ul style="list-style-type: none"> - There will be an opportunity to investigate a public art commission prior to the upgrade of Jones Street however we note that the proposal is not a private development and should not be held to the <i>City of Sydney Interim Guidelines for Public Art in Private Developments 2006</i> however UTS will discuss the provision of artwork.

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Issue	Response
Roads and Maritime Services	
<p>Traffic Controllers Roads and Maritime raises no objection to the temporary access to Jones Street provided traffic controllers are present at all times during construction hours to ensure the access is used by constructions vehicles only and pedestrians are protected. The integrity of the footpath must be maintained and pedestrians are to have right of way.</p>	<p>- Noted and agreed.</p>
<p>Consultation The applicant is to consult with Roads and Maritime, together with other stakeholders prior to the commencement of Phase 2 works to seek approval for construction vehicle access to the frontage of the Building 1.</p>	
<p>Complying with AUSTROADS The swept path of the longest vehicle (to service the site) entering and exiting the subject site, as well as manoeuvrability through the site, shall be accordance with AUSTROADS. In this regard, a plan shall be submitted to Roads and Maritime and CBD Coordination Office for approval, which shows that the proposed development complies with this requirement.</p>	
<p>Demolition & Construction Vehicles All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.</p>	
<p>Road Occupancy Licenses A Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on traffic flows on Broadway and Harris Street during construction activities.</p>	
<p>Public Utility Adjustment/Relocation Works The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.</p>	

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Issue	Response
Transport for NSW	
<p>Future Rail Corridor There are concerns about the potential impacts of the proposed development on the structural integrity and the safe, effective operation and maintenance of the CBD Metro as the proposed development is located directly adjoining the proposed future rail corridor. The placing of any foundations, other structures and building loads in or near the proposed rail alignment would affect the structural integrity and operation of the CBD Metro.</p>	<ul style="list-style-type: none"> - As detailed within the formal response prepared by Aecom (Appendix F), the proposal has considered the potential impact on the structural integrity and the safe, effective operation and maintenance of the CBD Metro.
<p>Construction Traffic Management The Construction Traffic Management Plan (CTMP) proposes to reopen Jones Street to left in movements to allow access to the phase one construction site. Due to this arrangement, vehicles accessing the site may impact on bus services operating along Broadway, which is a key bus corridor into and out of the CBD.</p> <p>TfNSW requests that the applicant work with the CBD Coordination Office and RMS to determine appropriate access arrangements to the site, which minimise the impact on bus services.</p> <p>The applicant has provided limited information on the construction details during phase 2 of the works. The utilisation of the existing footpath area and the UTS shuttle bus area in front of Building 1 during phase 2 works is likely to have a significant impact on pedestrians and bus customers. TfNSW requests that further details on the construction management and assessment of the construction staging, access, impact and the development of mitigation measures during the phase 2 works be undertaken.</p> <p>During stage 6 of the construction works it is estimated that 110 truck movements per day are expected to occur. This is may have a significant impact on the operation of the transport network. Further assessment of the impact, including traffic modelling, of the construction vehicles accessing the site should be undertaken and mitigation measure identified. TfNSW requests that safe access for pedestrian and cyclists should be maintained throughout all stages construction</p>	<ul style="list-style-type: none"> - An amended Construction Traffic Management Plan has been prepared by Richard Crookes Construction (Appendix C) to formally address all phases of construction (Phase 1 and Phase 2).

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<p>Swept path analysis for all vehicles accessing the construction site should be provided for both phase 1 and phase 2 in the CTMP.</p> <p>Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.</p>	
<p>Transport Impact Assessment</p>	
<p>Pedestrian Assessment</p> <p>The pedestrian movements generated by the proposed development may impact on the pedestrian amenity and cause capacity issues. In addition to the pedestrian safety assessment included in the TIA, TfNSW requests that an assessment of the impact of the additional pedestrian movements on the surrounding pedestrian infrastructure be undertaken.</p>	<ul style="list-style-type: none"> - A Pedestrian Capacity Assessment has been carried out at key locations along Broadway. An assessment has been undertaken by GTA Consultants and is provided in Appendix C.
<p>Bicycle End of Trip Facilities</p> <p>Details of end of trip facilities for the proposed development to encourage active transport, such as showers and changing rooms, are not provided in the development application. TfNSW requests that details of end of trip facilities such as showers and changing rooms should be provided.</p>	<ul style="list-style-type: none"> - As outlined within the response prepared by GTA consultants (Appendix C), there are new end of trip facilities provided within Building 10 which are currently underutilised and have sufficient capacity to meet the demands associated with the proposal and student population increase.

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Heritage Council	
<p>Built Heritage Several items are locally heritage listed relevant to the study area and immediately adjacent to this site. However, the proposal does not involve physical modifications to state listed heritage items. The Statement of Heritage Impact indicates there will be some impacts to the locally listed heritage items in the vicinity of the development and as a result of the works here.</p> <p>To ensure proposed impacts are appropriately mitigated to manage impact to these locally listed items during this project and in the design of the new elements proposed, it is recommended that you seek comment on the heritage impacts of the development from the City of Sydney Council.</p> <p>It is recommended that if approved, SSD 7382 is subject to the following recommended conditions of consent to manage the heritage issues as outlined above. It is recommended these should cover matters such as the following:</p> <ol style="list-style-type: none"> 1. Vibration monitoring, performed by a suitably qualified vibration consultant, is to be performed on all heritage items in the vicinity of the proposed works during demolition and construction. In the event that harm to heritage items is identified, vibratory activities are to cease and alternative work methods are to be implemented. 2. Significant building fabric and elements are to be protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed. All tradesmen and workers on site shall be made aware of the significant fabric on site. 	<ul style="list-style-type: none"> - Noted and agreed. - No heritage concerns were raised in the City of Sydney submission.
<p>Historical Archaeology The original impact to CB01 and CB02 was assessed in the Archaeological Assessment prepared by GML Heritage in 2009 to support the original application as MP08_116. The current Statement of Heritage Impact also prepared by GML Heritage to support SSD 7382 refers to this earlier 2009 archaeological assessment.</p>	<p>Noted and agreed.</p>

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<p>The proposed modification to MP08_116 discussed in the current application indicates there may be potential for locally significant archaeological relics associated with occupation with dates to the early-mid-19th century. However more recent 20th century use of the land proposed for re-development area understood to have affected the survivability and integrity of these deposits.</p> <p>It is unclear from the current application where previous testing has occurred since 2009 and where areas of archaeological potential for relics of local and potential state significance may still remain. The Heritage Council recommends that where evidence for continuing potential for local and potential state significant archaeological deposits may remain, they should be appropriately mitigated prior to harm occurring through the development proposed under SSD 7382.</p> <p>The following conditions are recommended within any the project approval issued by the Department of Planning and Environment to ensure appropriate mitigation to surviving areas of historical archaeological potential:</p> <ol style="list-style-type: none"> 1. Areas which have been previously identified as having historical archaeological potential for relics of local/state significance and which may be harmed by the proposed works should be archaeologically investigated and recorded prior to works commencing; 2. This work should be undertaken prior to the construction phase of works and undertaken by a suitably qualified and experienced excavation director who satisfies the Heritage Council's Excavation Director criteria for open area excavation at a local level; 3. The excavation works should be guided by an excavation methodology and archaeological research design which has been prepared by the Excavation director nominated for the project. The document should be provided to the Heritage Council of NSW for review and comment prior to commencement of works; and 4. The results of any archaeological investigation and recording should be documented in a final excavation report. This document should be prepared to Heritage Council standards within 12 months of the completion of the archaeological works on site. A copy should be provided to the Department of Environment and Planning; the Heritage Council of NSW and the local Council local studies library. 	

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Issue	Response
NSW EPA	
<p>Recommendation: The proponent be required to obtain a validation report pursuant to the requirements of the Protection of Environment Operation (UPSS) Regulation 2014 in respect of Underground Petroleum Storage Systems removed from the site.</p>	<p>- Noted, able to be dealt with through standard condition of consent.</p>
<p>Recommendation: Required prior to commencing work:</p> <ul style="list-style-type: none"> - Prepare and implement an appropriate procedure for identifying and dealing with unexpected finds of site contamination, and - Development implement site clean-up and remediation as necessary. 	
<p>Recommendation: The proponent be required to satisfy the requirements of the Protection of the Environment Operations (Waste) Regulation 2014 with particular reference to Part 7 'asbestos wastes'.</p>	
<p>Recommendation: The proponent be required to consult with SafeWork NSW concerning the handling of any asbestos waste that may be encountered.</p>	
<p>Recommendation: The proponent be required to comply with the standard construction hours as recommended in Table 1 chapter 2 of the Interim Construction Noise Guidelines, July 2009.</p>	
<p>Recommendation: The proponent be required to schedule intra-day 'respite periods' for construction activities identified in the Interim Construction Noise Guideline as being particularly annoying to noise sensitive receivers, including surrounding residents.</p>	
<p>Recommendation: Proponent required to minimise dust emissions on site and from site.</p>	
<p>Recommendation: Proponent required to ensure all waste generated is assessed, classified and managed in accordance with 'Waste Classification Guidelines Par 1: Classifying Waste'</p>	
<p>Recommendation: Proponent be required to ensure that concrete waste and rinse water are not disposed of on the development site.</p>	
<p>Recommendation: Undertake noise compliance monitoring and assessing during commissioning of new building mechanical plant and equipment, and Report results of the compliance assessment to confirm noise levels do not exceed levels identified in NSW Industrial Noise Policy.</p>	
<p>Recommendation: Consult with EPA in regard to any necessary review and variation of the University's 'radiation management licence'.</p>	
<p>Recommendation: Identify the nature and scope of any clinical and related wastes likely to be generated during operation and measure proposed to handle, store, transport and dispose.</p>	
<p>Recommendation: Ensure compliance with any relevant trackable waste requirements of Part 4 of the Protection of the Environment Operations (Waste) Regulation 2014 in relation to clinical and related waste generated in the course of activities in the new building.</p>	

SSD 7382 UTS Central, Broadway Precinct

Detailed Response to Submissions – July 2016



Issue	Response
Public Submissions	
Owners Corporation (SP88765, SP89257 and SP87881)	
<p>Noise Noise over this period from demolition of the existing building to the completion of the new 15 storey high building in this DA. (7 am to 5 pm daily, Monday to Friday, Saturday 9 am to 12 noon)</p>	<ul style="list-style-type: none"> - Noted, able to be dealt with through standard condition of consent.
<p>Dust Dust from the demolition and construction, particularly on windy days. Not only the costs of cleaning windows are expensive, dust & unwanted chemical debris and articles would be considered very detrimental to our vertical garden, heliostat, lawn and water features within the One Central Park Precinct, Chippendale. These are the features, which make One Central Park world famous and a land mark guarding the southern entrance to the Sydney CBD.</p>	<ul style="list-style-type: none"> - Noted, able to be dealt with through standard condition of consent.
<p>Traffic Management Traffic management regarding heavy vehicle access on Broadway as against our residents' needs. This traffic corridor to the Sydney CBD is always heavily busy for commerce, students from more than 5 universities, colleges and TAFE and our residents in this precinct. More heavy traffic on Broadway means more chaos and pollution over the period of demolition and construction for the period of this DA.</p>	<ul style="list-style-type: none"> - Noted, able to be dealt with through standard condition of consent.
<p>Glass Building Sun reflection and glare from the proposed glass building linking to the UTS main building.</p>	<ul style="list-style-type: none"> - Noted, able to be dealt with through standard condition of consent.
Mr Ashley More	
<ul style="list-style-type: none"> - Why is Jones Street not being adjusted? - Could the space been more effectively developed as an entrance into the UTS Broadway Precinct? - Overall supportive being visually and culturally appropriate. 	<ul style="list-style-type: none"> - FJMT have prepared a standalone statement (Appendix B) responding to the matters raised by Mr Ashley More. - A more significant adjustment to Jones Street requires a Public Domain DA which is not part of this submission. - It is proposed that Jones Street will become pedestrianised as part of the future development of the Public Domain. - The current DA shows a primary entry into the Broadway Precinct off Jones Street which will activate Jones Street.