

CONTACT

Alexis Cella

Director

acella@ethosurban.com

9956 6962

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This document has been prepared by:



Alexis Cella

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	<i>UTS</i>

1.0 Introduction

This report has been prepared on behalf of University of Technology Sydney (UTS) in support of its Ultimo Haymarket Precinct Key Site Master Plan.

The Master Plan is being progressed under the framework established by the Pyrmont Peninsula Place Strategy (PPPS), where UTS is identified as one of four “key sites”. The PPPS sets out the NSW Government’s 20-year strategic direction and vision for Pyrmont, where Pyrmont’s locational advantages in terms of its proximity to Central Sydney, context within the Innovation Corridor and delivery of a new metro station have been embraced as part of its next evolution as the Western Gateway to the CBD.

As an identified “key site” it is recognised that UTS has the greatest potential to deliver strategic growth and change across the Peninsula together with leveraging the delivery of broader public benefits and infrastructure.

The Master Plan ultimately seeks to inform updated planning controls in relation to UTS’s short-term development plans for UTS Sites 13 -15, where it is planning to deliver Australia’s largest Indigenous Residential College (IRC) including Indigenous Arts Centre and Library.

In particular this report provides an overview of the infrastructure and public benefits framework for the Master Plan.

1.1 Pyrmont Peninsula Place Strategy (PPPS)

The Pyrmont Peninsula Place Strategy provides a 20-year framework that identifies areas that can accommodate future growth in order to support Pyrmont’s evolution as the western gateway to the CBD and a hub for jobs in innovation, technology, creative industries, and media.

A balanced approach to growth has been established within the PPPS to ensure its local character and heritage is protected and it remains a great place to live, with the focus of strategic change occurring within four “key sites”, including UTS (refer to **Figure 1**).

The first phase in implementing the PPPS is the preparation of master plans for each of the seven sub-precincts (“places”) that make up the Peninsula (**Figure 2**). The master plans will provide the next level of detail, outlining the spatial components of the PPPS, which will be used to inform changes to land use zones, building height and density, and community infrastructure requirements etc.

As a “Key Site”, UTS is progressing its own master plan for its “Key Site” which seeks to respond, inform and align with the sub-precinct master plan process and broader aspirations for the Peninsula.

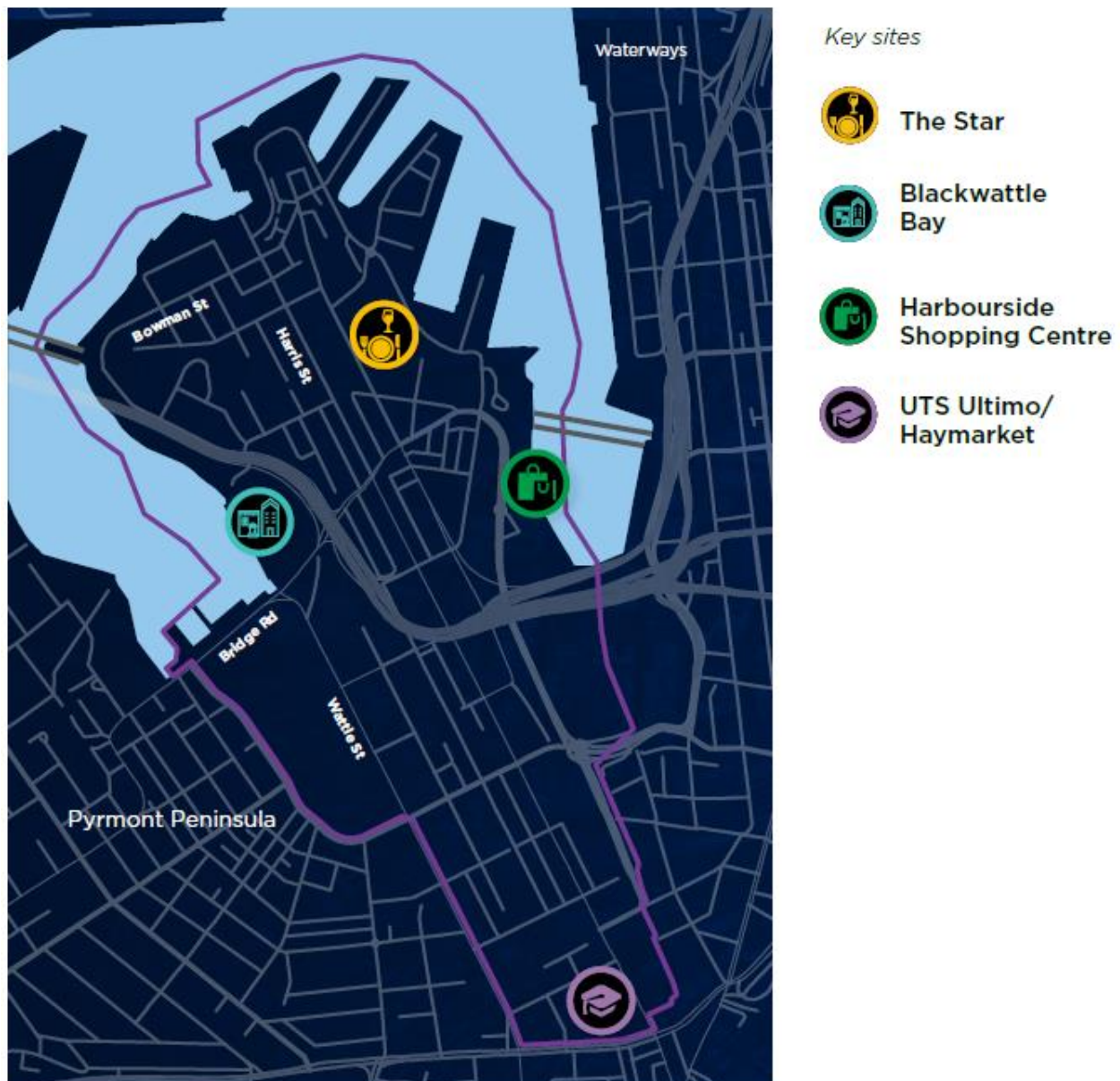


Figure 1 Pyrmont Peninsula and Key Sites



Figure 2 Pyrmont Peninsula Sub-Precincts

1.2 Background

UTS is a public university of technology committed to research, innovation and social justice, indigenous knowledge, and collaboration with industry. With a total enrolment of over 44,000 students, UTS is one of the largest universities in Australia. It has a culturally diverse campus next to Sydney's central business district (CBD).

UTS is an anchor institution within the Pyrmont Peninsula and plays an important role in the success of Sydney and NSW, with the Greater Sydney Commission's Sydney Regional and District plan acknowledging this importance and identifying the need to protect and support the growth of education activity within the Harbour CBD Innovation Corridor.

UTS has largely completed its \$1 billion+ Broadway Precinct master plan and is now planning for its next growth phase at its Ultimo Haymarket Precinct, leveraging the opportunities and strategic planning focus on innovation, technology, creative industries and diverse housing (**Figure 3**). UTS's immediate short-term plans are focussed on the redevelopment of Sites 13-15 (CB13-15) into an Indigenous Residential College (IRC) including adaptive reuse of the local heritage listed building and public realm improvements. UTS redevelopment plans for its other significant site (Site 5 – CB05) will be progressed through a separate process with the City of Sydney and its Central Sydney planning framework in the future.

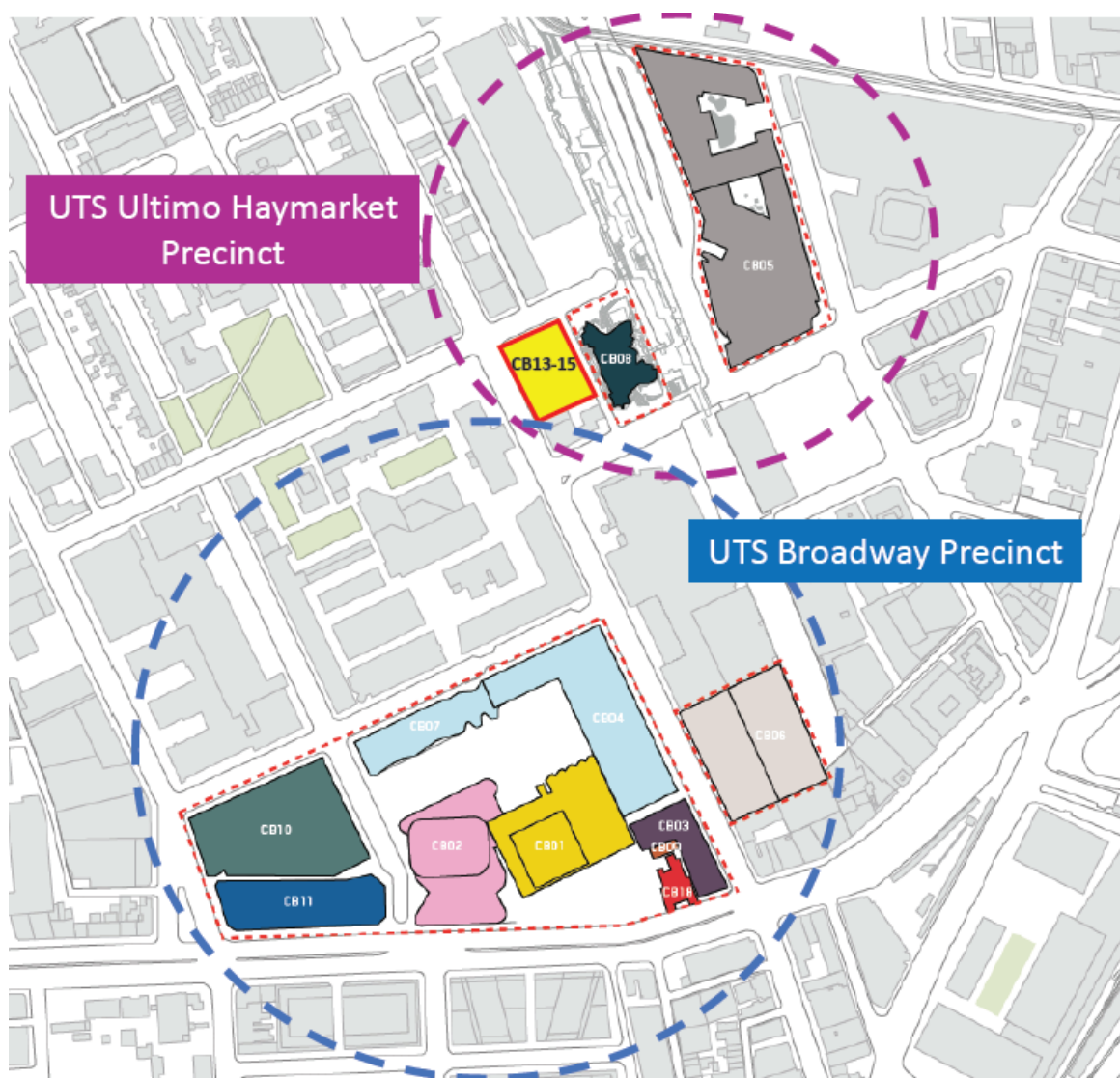


Figure 3 UTS City Campus

1.3 The Proposal

The UTS Key Site Master Plan is proposing to “rezone” Sites 13-15 in order to establish new planning controls to enable its redevelopment as an Indigenous focussed Residential College, arts centre and library. Site 13-15 is more specifically identified within **Figure 4**.



Figure 4 UTS Site 13 – 15

The rezoning and proposed planning controls are based on an envelope informed by detailed site planning considerations and local context analysis, an indigenous led design brief for the college, and tested by a reference design. The proposed new planning controls including LEP amendments and Design Guide respond to the vision, strategic directions, big moves and place priorities established within the PPPS along with site specific opportunities and constraints informed through environmental, social and economic considerations.

The key development outcomes sought to be achieved for Site 13-15 from the Key Site Master Plan process include:

- A new 250 bed Indigenous Residential College and supporting arts centre and library
- Retention and adaptive re-use of a local heritage item accommodating a mix of uses, including teaching/university support space
- Creation of new open space within the site
- Creation of a new pedestrian through-site link from Harris Street to Omnibus Lane
- A country led design and landscape outcome
- Potential for additional local public domain works for Omnibus Lane and Mary Ann Street subject to a VPA

Once new planning controls are in place, UTS will progress with the detailed design and planning of the IRC project, including progressing with a design competition and subsequently securing development approval for the winning design.

1.4 Study Requirements

This report has been prepared with reference to the *General Requirements for Preparing Key Site Master Plans under the Pyrmont Peninsula Place Strategy* and the alignment review prepared by the Department of Planning, Industry and Environment (DPIE) dated 5 May 2021.

In particular, this report addresses:

- Context to infrastructure provision for Universities;
- Overview and premise of the Pyrmont Peninsula Place Strategy with respect to Key Sites;
- The magnitude of change occurring as a result of the UTS Key Site Master Plan
- Existing infrastructure provision within the locality;
- Future demand context and demographic profile;
- UTS Key Site infrastructure delivery opportunities, timing and funding mechanisms; and
- Alignment with the Pyrmont Peninsula Place Strategy

2.0 University Context to Infrastructure and Public Benefits

Universities, and the tertiary education sector more broadly, play a critical role in the social and economic wellbeing of a community. Furthermore, these facilities are crucial to the continued growth and development of society and the economy more broadly, with the investment in research, education and innovation having significant flow-on social and economic benefits.

UTS more specifically is a not-for-profit organisation whose object 'is the promotion... of scholarship, research, free inquiry, the interaction of research and teaching, and academic excellence' (*University of Technology Sydney Act 1989 No 69*).

In addition to education, research, and employment opportunities, UTS provides a range of essential and support services and infrastructure for its staff and students, as well as the broader local community.

In its role as an education and research institution UTS provides an essential public service to the community and its extensive range of services, facilities and infrastructure are available for use by the public, in general, and the Ultimo and Haymarket community, in particular. This includes, significant areas of open space, sport and recreational facilities, library, childcare centres, medical services, and public talks/events.

UTS therefore effectively manages the demand it generates in services and infrastructure on-site, while also enabling access to these benefits to the broader community.



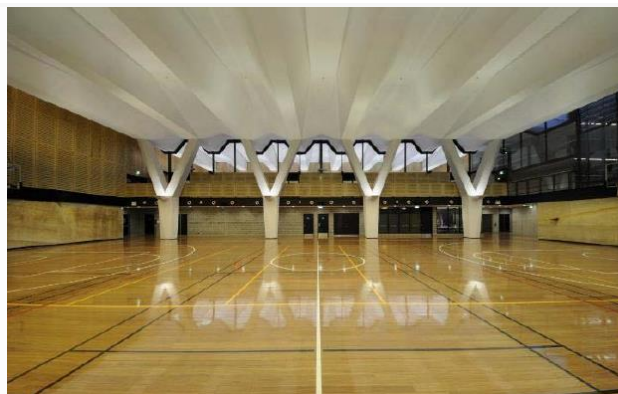
Alumni Green



Childcare Centre



Library



Multi-Purpose Sports Court

Figure 5 UTS key services and infrastructure

2.1 UTS as a Crown Authority

Universities are classified as Crown authorities for Development Applications (DAs) under the *Environmental Planning and Assessment Act 1979* to ensure developments are not unreasonably refused or conditionally approved. This also extends to the levying of development contributions.

The existing Department of Planning Circular D6 - Crown Development Applications and Conditions of Consent (revised Issue 21 September 1995) ("Circular D6") applies to Crown Development Applications (DA's) to ensure Universities (amongst other Crown authorities) are not required to pay contributions for development, other than in very minor and specific cases.

In relation to education services, Circular D6 indicates that contributions should only be sought for drainage and specific local road upgrades and traffic management. Circular D6 recommends that no contributions should be levied for open space, community facilities, parking, and general local and main road upgrades. The Circular further states that there must be a nexus between the proposed development and the demonstrated need for additional public facilities arising from the development.

The Circular further states that 'Crown activities providing a public service lead to significant benefits for the public in terms of essential community services and employment opportunities' ... and 'these activities are not likely to require the provision of public services and amenities in the same way as developments undertaken with a commercial objective'.

3.0 Premise of Pyrmont Peninsula Place Strategy (PPPS)

UTS is identified as one of four key sites under the PPPS.

The key sites are expected to undergo the most change given they have the greatest potential to contribute towards the vision, key moves, strategic directions and place priorities.

More specifically, the PPPS identifies that each key site is expected to deliver public benefits over and above the necessary infrastructure to support growth on the key site.

The proposition being that the gain achieved through the state led rezoning process to amend planning controls for the key sites should be shared with the relevant sub-precinct and wider Peninsula. It is noted that UTS is out of all four key sites seeking the smallest uplift in yield and accordingly the additional public benefits proposed under the UTS Key Site Master Plan should be considered in this context (i.e. proportional to the increased outcome being sought).



4.0 Magnitude of Change Resulting from UTS Key Site Master Plan

As noted, UTS's focus over the short term is to support the delivery of the Indigenous Residential College at Site 13-15 (622 – 644 Harris Street, Haymarket). This is the only project and development which the Key Site Master Plan is required to facilitate, with either existing controls and approvals in place to support UTS medium- and longer-term plans or separate planning processes to be progressed in the future (e.g. for Site 5).

Table 1 together with **Figures 6 – 8** provide an overview of the magnitude of change being sought through the UTS Key Site Master Plan in relation to Site 13-15.

As evident, the main change relates to an increase in building height (additional 21m-36m over part of the site), with only a relatively moderate change (some 2,400sqm) in terms of the site's development capacity/yield.

Table 1 Site 13 – 15 Magnitude of Change

	Height	FSR	GFA (including design excellence)
Existing Planning Controls	27m – 42m	3:1 – 5:1	9,533sqm
UTS Proposed Updated Planning Controls	63m	5.56:1	12,000sqm
<i>Degree of change</i>	<i>50% - 133%</i>	<i>11% - 85%</i>	<i>25%</i>

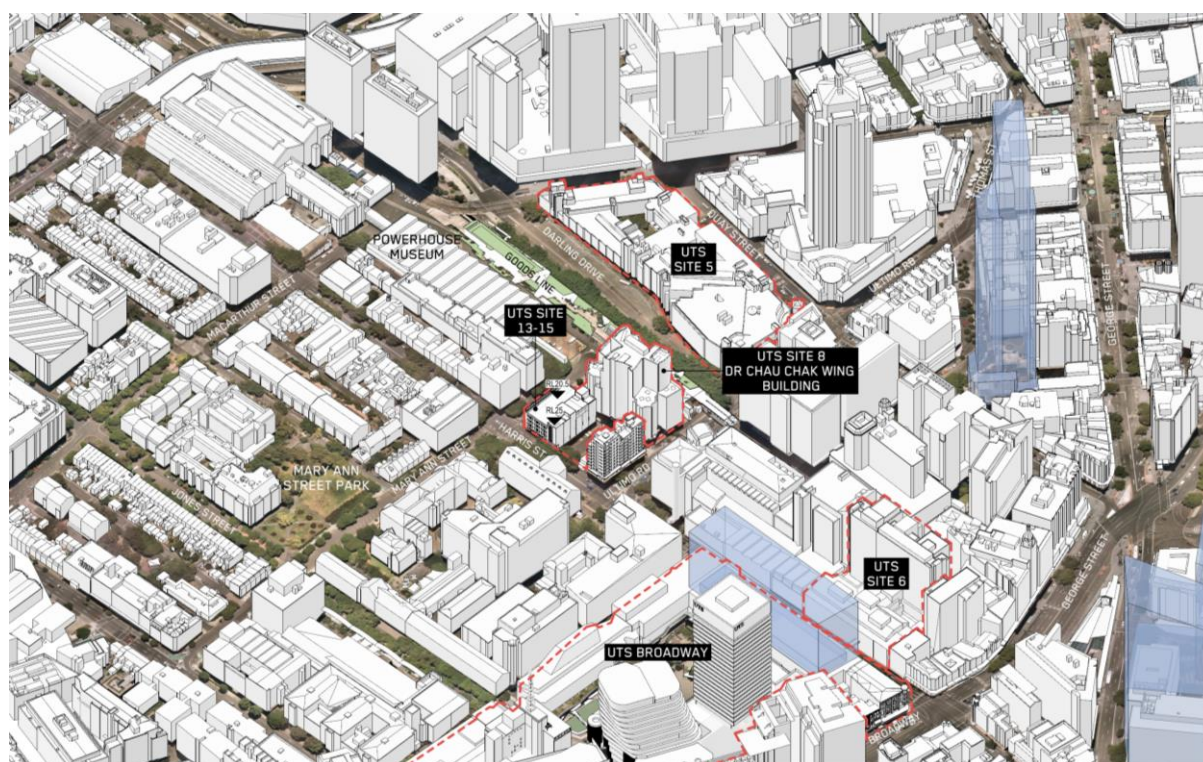


Figure 6 Existing Development

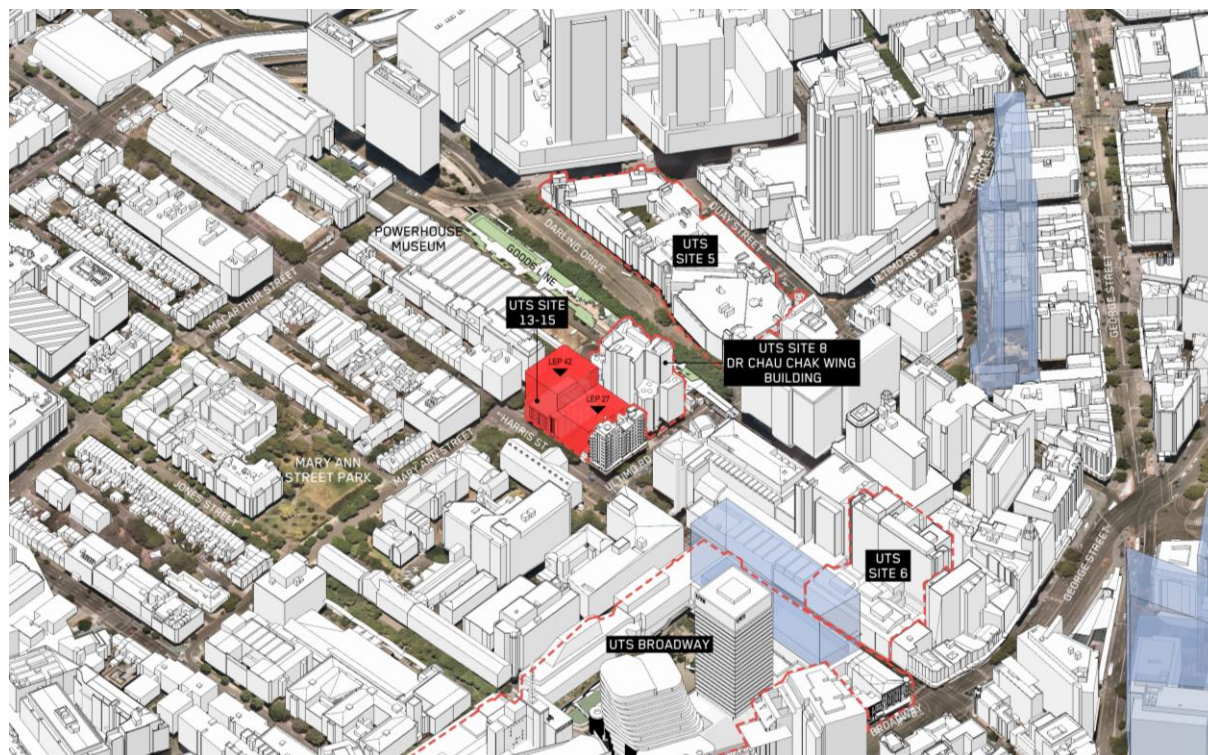


Figure 7 Existing Permissible Building Heights (metres)



Figure 8 Proposed Development Outcome

The degree of change should also be considered in the context of the site's location at the western edge of Central Sydney and also its position within the Innovation Corridor – both of which heighten the site's expectation around increasing height and density and also establish the future desired character in which the proposal will respond to and support.




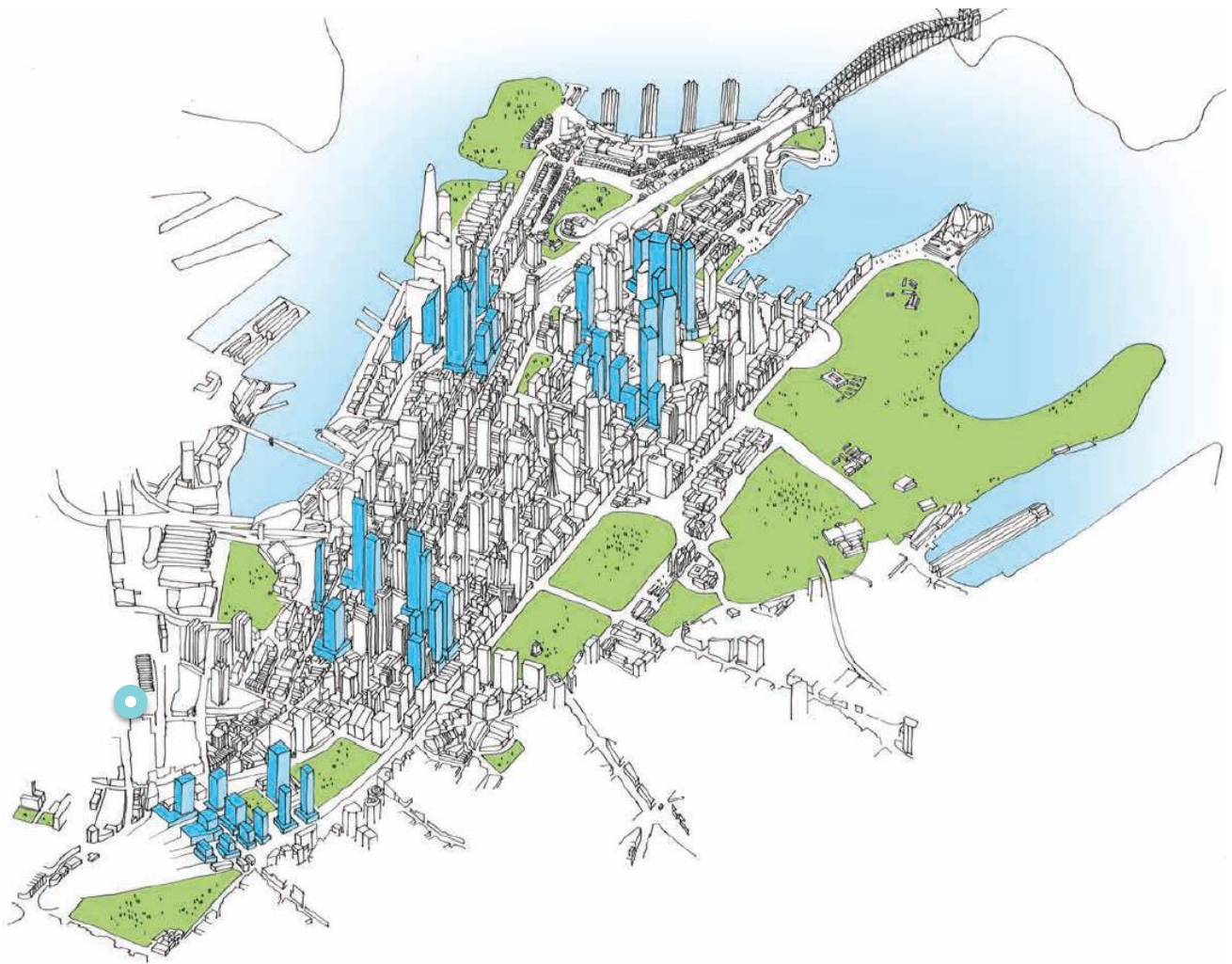
 The Site

Figure 9 Central Sydney Tower cluster Zones

Source: City of Sydney, Central Sydney Planning Strategy



● The Site

Figure 10 Central Sydney Context

Source: City of Sydney, Central Sydney Planning Strategy

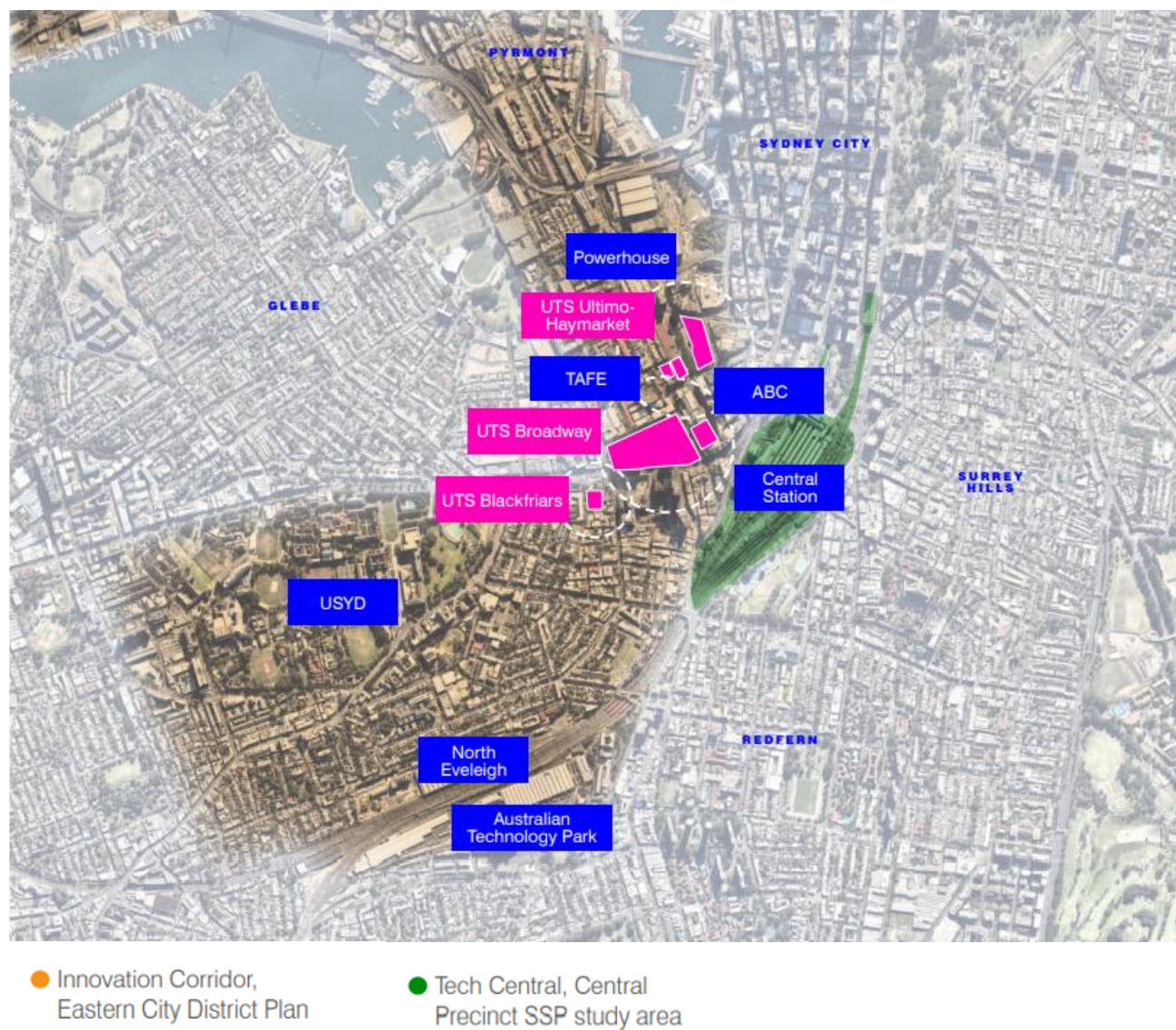


Figure 11 **Innovation Corridor Context**

5.0 Existing Infrastructure Provision

The Social and Economic Assessment prepared by Ethos Urban in support of the UTS Key Site Master Plan includes an overview of the local social infrastructure context (refer to **Figure 12**).

The following infrastructure has been reviewed:

- Open space
- Community facilities
- Education facilities
- Creative and cultural facilities
- Recreation facilities
- Health and emergency services
- Student accommodation
- Public libraries

The site is located on the edge of the Sydney CBD, a regionally and nationally significant centre. There is a diverse range of state and district level social infrastructure and various heritage, cultural, or built form landmarks within walking distance from the site, for example the Powerhouse Museum, the International Convention Centre, and TAFE Ultimo.

The locality also includes open spaces, such as Darling Harbour foreshore, Tumbalong Park, and the Goods Line. The area serves a mix of employment, residential, and education purposes, leading to the provision of varying social infrastructure targeting different demographic groups. Existing social infrastructure surrounding the site (including the Powerhouse Museum and the broader UTS campus) will also undergo planned expansion and upgrades in the medium-term future.

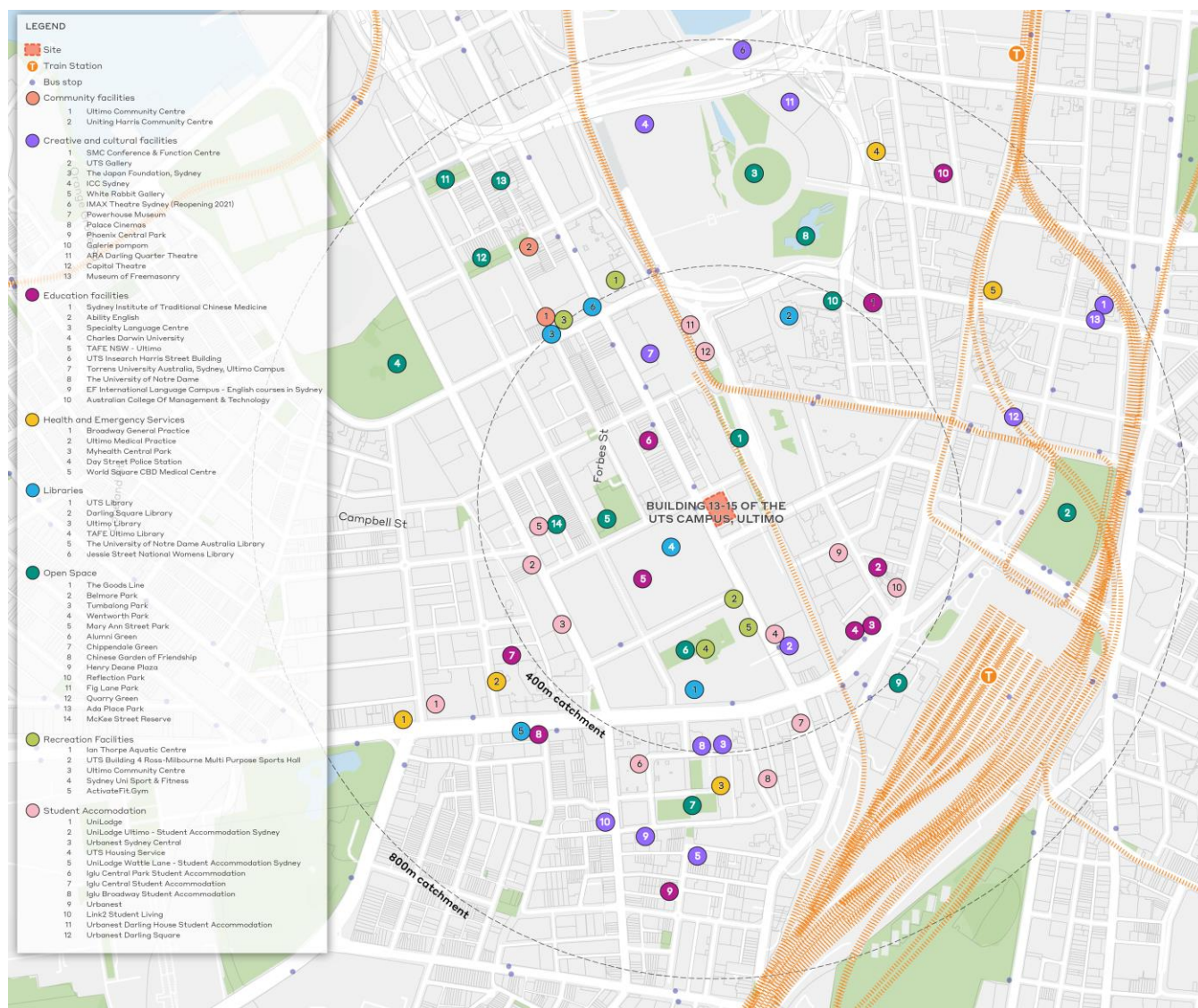


Figure 12 Existing Infrastructure Provision

Source: Ethos Urban

6.0 Future Demand Context

The Social and Economic Assessment prepared by Ethos Urban in support of the UTS Key Site Master Plan includes an overview of the demographic profile of the site and its Primary Study Area (PSA) together with the broader City of Sydney LGAS (refer to **Figure 13**).

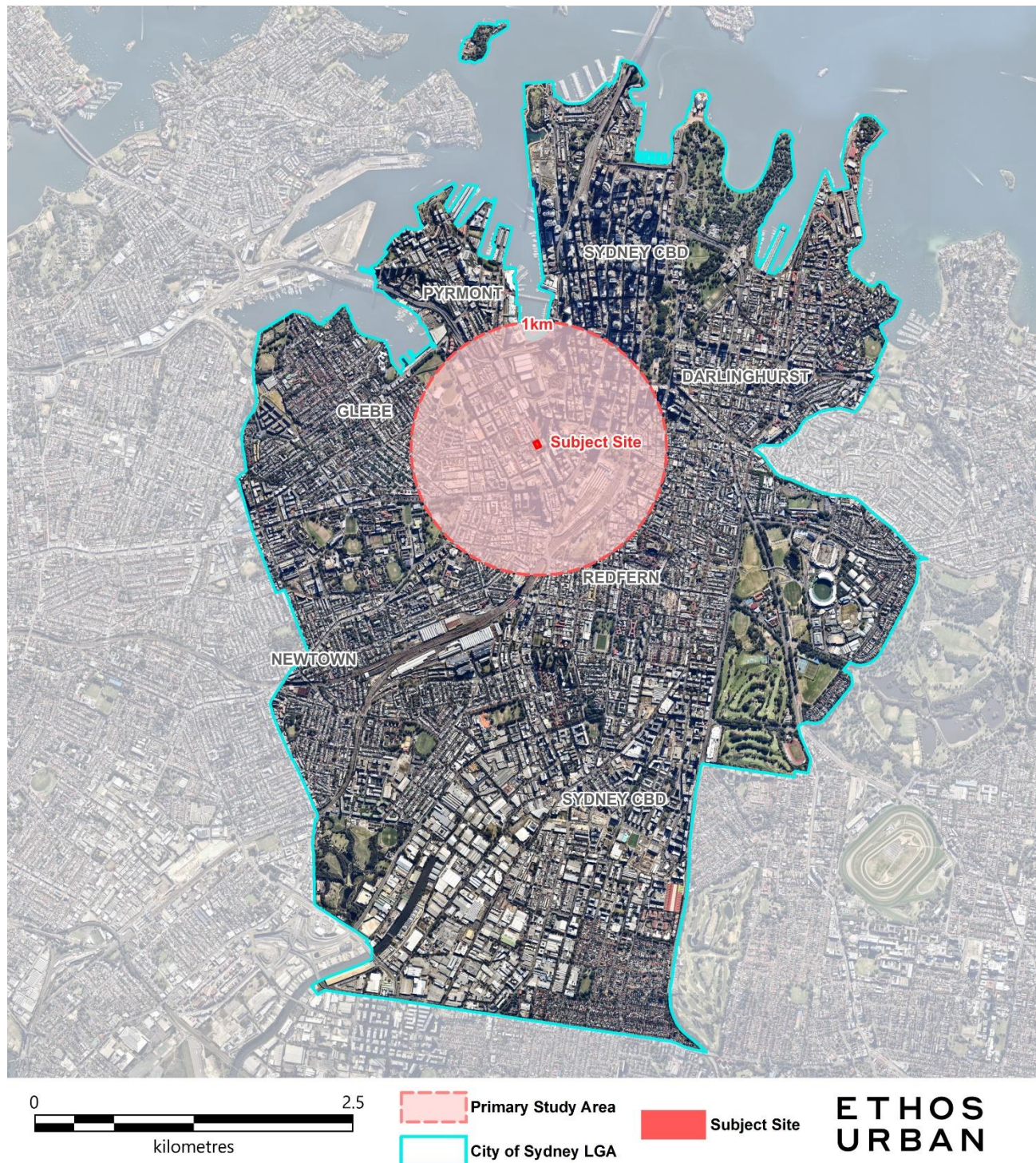


Figure 13 Study area map

Source: Mapinfo, Nearmap, Ethos Urban

6.1 Socio-economic profile

An overview of the demographic profile of the PSA and City of Sydney residents is compared to the Greater Sydney benchmark and is based on 2016 ABS Census of Population and Housing data. Key findings are highlighted below:

- **Study Area residents are mostly young adults**, with a median age of 28 years, compared to 32 years for residents living in the City of Sydney. This lower median age within the study area is driven down by the large share of residents aged 18-34 years, which account for 68% of the population and reflect the large number of students living in the area.
- **Aboriginal and Torres Strait Islander residents represent 0.6% of the resident population** within the study area. Across Greater Sydney, 1.6% of the resident population are of Aboriginal or Torres Strait Island descent. Although this is a relatively small proportion, the Site is in close proximity to a significant Aboriginal community living in Redfern which is on the periphery of the defined Study Area.
- **High proportion of tertiary students in the Study Area.** Within the study area, approximately 40.0% of the residents are attending education institutions. Of those attending education institutions, more than half are attending university or another tertiary facility. This compares to Greater Sydney where only 25.2% of the resident population are attending education. There is also a large amount of student accommodation in the Study Area, both in residential colleges, student housing and group housing, due to the proximity to UTS, Sydney University and TAFE.
- **There is a significant share of lone person (31.4%) and group households (24.0%)** within the Study Area. This compares to Greater Sydney where only 21.7% of dwellings are occupied by lone persons, while 4.6% are group households. Residents of group households may be seeking additional locations outside of their home for study, relaxation and socialising, while lone person households may be seeking spaces for social connection.
- **The majority of households in the Study Area are renting**, accounting for 72.5% of all dwelling tenure types. This figure includes student accommodation. Renters may be more transient than owner-occupiers, living in the area for a short time – spaces where renters can come together and connect with each other, build social connection are needed.
- Residents in the Study Area have lower median individual incomes of \$27,550 per annum, some -26.5% lower than the Greater Sydney median of \$37,460. This likely **reflects the high proportion of students in the area, who would typically earn lower incomes.**
- **The PSA is culturally and linguistically diverse**, demonstrated by the 78.2% of residents born overseas, and the 70% of residents that speak languages other than English at home. These largely include Chinese born residents (22.2%), that speak Chinese languages at home (primarily Mandarin and Cantonese), as well as residents from Thailand (12.2%), and Indonesia (8.6%).

6.2 Population estimates and forecasts

Population estimates show that there are 53,650 residents living within the PSA in 2021, an increase of +5,870 residents since 2016 at a rate of +2.3% per annum. The 53,650 persons in the PSA represent approximately 20% of the total City of Sydney LGA population, estimated at 267,010. Notably, the average annual population growth rate in the PSA and City of Sydney at 2.3% and 3.7% per year, between 2016 and 2021, is higher than the historical average for Greater Sydney of 1.8% per annum over the same period.

Population forecasts for the PSA show that there will be an estimated 66,170 residents living in 2036, an increase of +12,520 residents over the projected period. This level of growth represents an average annual increase of +830 residents, at a rate of 1.4% per annum. This compares to the forecast average population growth rate for Greater Sydney over the 2021-2036 period of 1.6% per annum.

The City of Sydney LGA is forecast to accommodate an additional +72,490 residents between 2021 and 2036, with an estimated resident population of around 340,000 by 2036. The PSA is estimated to support around 17.3% of this population growth.

Importantly, these population estimates demonstrate that there will be a significant number of new residents living within 1km of the Site by 2036, and the proposed development will contribute to this growth by providing up to 250 beds for students, within a high amenity precinct.

Table 2 Population estimates

Population	2016	2021	2026	2031	2036	2021 to 2036
Primary Study Area	47,780	53,650	55,430	62,300	66,170	+12,520
City of Sydney	222,720	267,010	299,880	322,510	339,500	+72,490
<i>Greater Sydney</i>	<i>5,024,920</i>	<i>5,486,870</i>	<i>5,992,660</i>	<i>6,463,600</i>	<i>6,923,120</i>	<i>+1,436,250</i>
Annual Growth (no.)	2016-21	2021-26	2026-31	2031-36	2021-36	2021-36
Primary Study Area	-	+1,170	+360	+1,370	+770	+830
City of Sydney	-	+8,860	+6,570	+4,5300	+3,400	+4,830
<i>Greater Sydney</i>	-	<i>+92,390</i>	<i>+101,160</i>	<i>+94,190</i>	<i>+91,900</i>	<i>+95,750</i>
Annual Growth Rate (%)	2016-21	2021-26	2026-31	2031-36	2021-36	2021-36
Primary Study Area	-	2.3%	0.7%	2.4%	1.2%	1.4%
City of Sydney	-	3.7%	2.3%	1.5%	1.0%	1.6%
<i>Greater Sydney</i>	-	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.6%</i>

Source: ABS, Forecast Id, Transport for NSW

7.0 Infrastructure Delivery Opportunities

An extensive range of infrastructure and public benefits in support of the UTS Key Site Master Plan have been identified and summarised in **Figure 14** below. **Table 3** below provides further details of the type of infrastructure/public benefit, estimated cost, timing and delivery mechanism. Refer to the Public Domain Masterplan Plan prepared by Aspect Studios for further information and details.

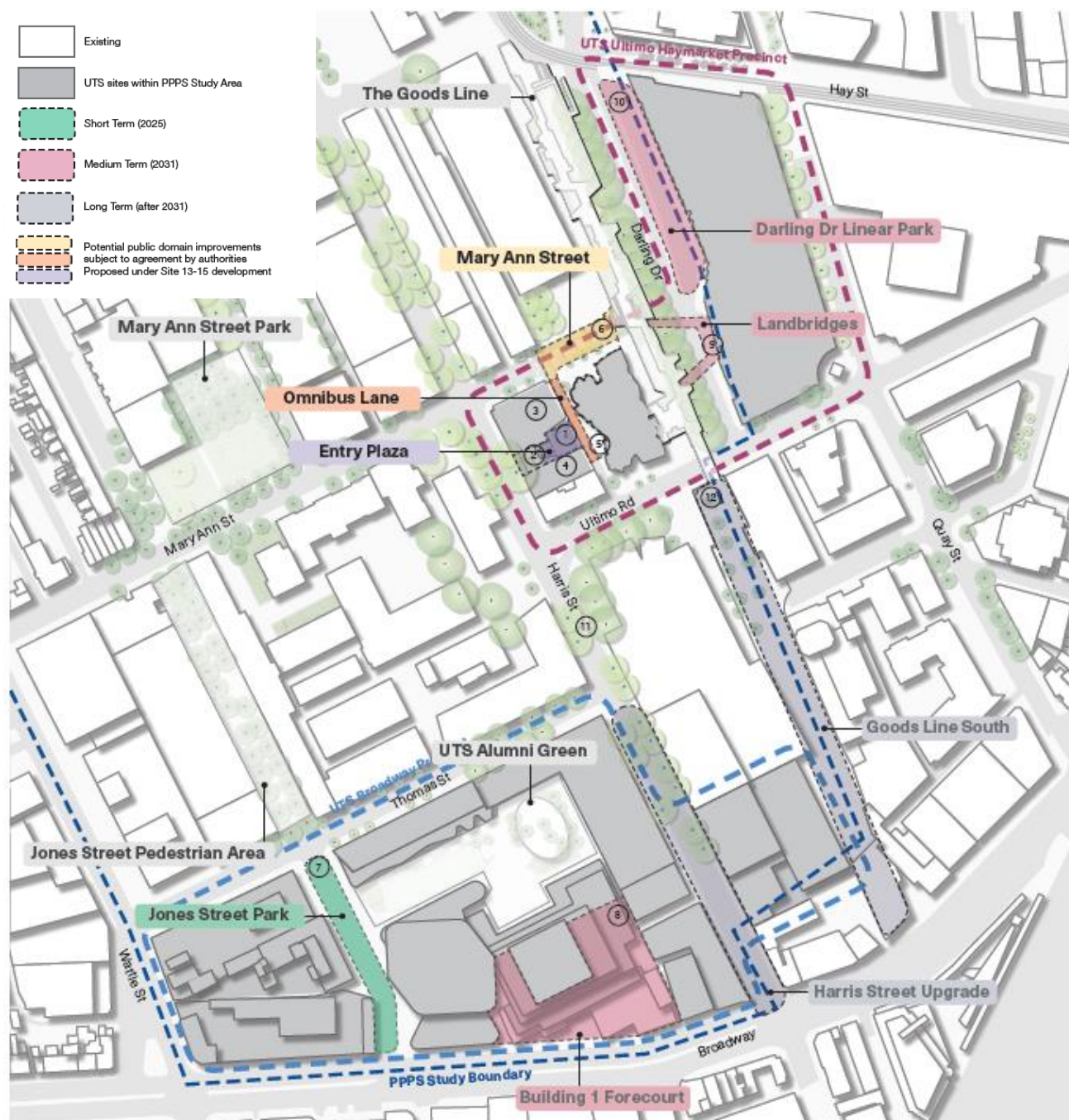


Figure 14 Overview of Infrastructure and Public Benefit Opportunities across UTS Key Site

In terms of the specific development outcome sought through the Key Site Master Plan process in relation to Site 13-15, the proposed on-site works and benefits are considered to be appropriate and proportional to the resulting uplift.

While Circular D6 applies to and must be considered in relation to the future development application for the Indigenous Residential College on Site 13 to 15, the opportunity exists for any component of contributions that may be levied to be offset against and satisfied by the on-site and potential off-site facilities within Omnibus Lane and/or Mary Ann Street as works in kind in lieu of monetary contributions, provided an agreement is reached prior to the timing of payment of any monetary contributions. Further details are provided within the Public Benefit Offer included at **Appendix A**.

Table 3 Infrastructure Delivery Opportunities

Work/Public Benefit	Type	On Site / Off Site	Timing ¹	Conditions	Estimated Cost (\$m)	Delivery/Funding Mechanism
UTS Site 13 – 15						
1. Precinct Heart / Entry Plaza	Open space and recreation	On-site	Short Term	Committed	-	Delivered as part of IRC project
2. Through-site link	Public domain	On-site	Short Term	Committed	-	Delivered as part of IRC project
3. Indigenous Arts Centre	Community and social	On-site	Short Term	Committed	-	Delivered as part of IRC project
4. Indigenous Residential College Research Library	Community and social (by appointment)	On-site	Short Term	Committed	-	Delivered as part of IRC project
Broader UTS Ultimo Haymarket Precinct						
5. Omnibus Lane Upgrade	Public domain	Off-site	Short Term	Subject to further investigations and land-owner agreement	1.3	Delivered as works in kind under a VPA as part of IRC project (refer Appendix A for Public Benefit Offer)
6. Mary Ann St Upgrade	Public domain	Off-site	Short Term	Subject to further investigations and land-owner agreement	2.6	Delivered as works in kind under a VPA as part of IRC project (refer Appendix A for Public Benefit Offer)
7. Jones St Park	Open space and recreation	Off-site	Short Term	Committed subject to land-owner agreement	7.3	Delivered under UTS Central and a future DA for detailed design of public domain works.

¹ Short term – 2025
Medium term – 2031
Long Term – 2031 and beyond

Work/Public Benefit	Type	On Site / Off Site	Timing ¹	Conditions	Estimated Cost (\$m)	Delivery/Funding Mechanism
8. Building 1 Forecourt	Open space / public domain	On-site	Medium to Long Term	Committed. Delivery timing dependant on impacts of COVID-19 concerning operational and financial conditions of UTS	To be determined	Delivered under UTS Central
9. Darling Drive Land Bridges	Open space / transport	Off-site	Long Term	Subject to further investigations and land-owner agreement as part of future Site 5 Planning Proposal	20.3	Delivered as works in kind under a VPA connected to the future Site 5 redevelopment
10. Darling Drive Linear Park	Open space and recreation	Off-site	Long Term	Subject to further investigations and land-owner agreement as part of future Site 5 Planning Proposal	8.1	Delivered as works in kind under a VPA connected to the future Site 5 redevelopment
11. Harris Street mid-block pedestrian crossing (Broadway and Thomas Street)	Transport	Off-site	Long Term	Subject to further investigations, funding arrangements with stakeholders, and land-owner agreement	To be determined	Delivered as works in kind under future Bon Marche and Science Precinct redevelopment
12. Goods Line South Enhancement	Transport / Public Domain	Off-site	Long Term	Subject to further investigations, funding arrangements with stakeholders and land-owner agreement	To be determined	To be agreed by stakeholders

8.0 Alignment with PPPS Identified Infrastructure



The PPPS identifies a range of opportunities and priorities in relation to the provision of public benefits and growth infrastructure for Key Sites, sub-precincts, and the broader peninsula.

As evident in **Tables 4 – 6** below, the UTS Key Site Master Plan is consistent with and supports the aspirations of the PPS and more specifically the expectations around infrastructure and public benefits provision.

Table 4 Key Site Public Benefit Opportunities

Public benefit opportunities	UTS Master Plan Alignment
Peninsula-wide	
Deliver in whole, or in part, one or more Big Moves.	<ul style="list-style-type: none"> Big move 5 – delivery of new public open space
Bring forward the delivery of critical unfunded, or precinct scale, infrastructure	<ul style="list-style-type: none"> Opportunity to create new shared zones subject to VPA Opportunity to close Jones St between Broadway and Thomas Street and create a new linear park, subject to agreement with City of Sydney Council Future investigation into provision of public multi-sport courts (Site 5) Potential to contribute towards upgrade/extension of Goods Line South Indigenous arts centre
Connect and activate the public domain	<ul style="list-style-type: none"> Opportunity to create new shared zones subject to VPA Opportunity to close Jones St between Broadway and Thomas Street and create a new linear park, subject to agreement with City of Sydney Council Future investigation into provision of public multi-sport courts (Site 5)
Provide opportunities for affordable workspace for creative industries.	<ul style="list-style-type: none"> Opportunities to be explored as part of future Site 5 redevelopment
UTS Ultimo Haymarket Precinct	
Enhance east–west connections across Darling Drive.	<ul style="list-style-type: none"> Investigating provision of east-west connections across Darling Drive – contingent on agreement with stakeholders and redevelopment of Site 5.
Contribution to extending the Goods Line north into the Peninsula and south to connect to Tech Central	<ul style="list-style-type: none"> Potential to contribute towards Goods Line extension and upgrade
Share social and other infrastructure with the community	<ul style="list-style-type: none"> UTS already shares its facilities and social infrastructure with the broader community. This model will continue as UTS moves its focus towards the Ultimo Haymarket Precinct, including for example making the new Arts Centre and Precinct Heart within the Indigenous Residential College publicly accessible.
Deliver an Innovation Corridor activation program to bring together knowledge and innovation workers across the Peninsula and neighbouring areas for formal and semi-formal events and activities encouraging collaboration, knowledge sharing and a dynamic community.	<ul style="list-style-type: none"> UTS already supports activities, events and knowledge sharing as part of its existing commitment to lifelong learning for the community.

Table 5 Sub-Precinct and Peninsula Wide Infrastructure Opportunities

PPPS Identified Key Infrastructure Opportunities	UTS Master Plan Alignment
Ultimo	
Contra-flow bus lane northbound on Harris St and Regent St (Thomas St to Lee St)	Not contemplated – to be led/delivered by others
New shared zones near UTS and TAFE NSW Ultimo Campus	Not contemplated – to be led/delivered by others
New Harris St signalised pedestrian crossing	✓ Long Term UTS Bon Marche & Science Project
Harris St intermediate transport corridor	Not contemplated – to be led/delivered by others
Rationalise/relocate Harris St bus stops	Not contemplated – to be led/delivered by others
Goods Line - southern extension	✓ UTS open to recommencement of stakeholder consultation on future of Goods Line led by Place Management NSW and involving all major land owners in vicinity of the Goods Line.
Harris St localised footpath widening	Not contemplated – to be led/delivered by others
Jones St part closure - new linear park	✓ Subject to agreement with City of Sydney Council
Mary Ann St park upgrade	Not contemplated – to be led/delivered by others
4x public outdoor courts	✓ Potential to develop half courts is to be explored as part of a new linear park over Darling Drive as part of future Planning Proposal for Site 5, subject to agreement of Place Management NSW and City of Sydney Council
Youth spaces - active transport loop	Not contemplated – to be led/delivered by others
Theatre and performance space	Not contemplated – to be led/delivered by others
Local production, participation and rehearsal space	Not contemplated – to be led/delivered by others
Library floorspace	✓ UTS Indigenous Research Library may be available for research and family history purposes by appointment.
Work-based childcare	 To be investigated as part of Site 5 redevelopment.
Peninsula-wide	
Light rail - increase frequency	Not contemplated – to be led/delivered by others
Active transport loop - Jones, Banks, Bowman, Pirrama, Murray, Pyrmont Sts and Goods Line	Not contemplated – to be led/delivered by others
New bus route - Bridge Rd and Pyrmont Bridge Rd	Not contemplated – to be led/delivered by others
Playful elements - along active transport loop	Not contemplated – to be led/delivered by others
Public recreation on rooftops and podiums in major developments	 To be investigated as part of Site 5 redevelopment.

PPPS Identified Key Infrastructure Opportunities	UTS Master Plan Alignment
New recreational walkable linkage parks	✓
Communal rooms in residential development	✓
Production space for creative arts	Not contemplated – to be led/delivered by others
Ground-level creative and cultural spaces	✓
Creative live/work spaces	Not contemplated – to be led/delivered by others
Affordable rental housing	✓
Social housing	Not contemplated – to be led/delivered by others
Multi-utility hubs	<p>?</p> <p>To be investigated as part of Site 5 redevelopment. General support to accommodate some sustainability initiatives of the proposed multi-utility hubs subject to:</p> <ul style="list-style-type: none"> the space requirements for the hub not impacting on the space needs of the university for teaching and learning purposes, particularly at ground and podium levels, and the space requirements for the hub not impacting on UTS being able to provide for and meet its own sustainability initiatives and goals including but not limited to solar panels and rooftop open space, and being able to accommodate uses within a one level basement given the water table and flood related constraints associated with Site 5, alongside other UTS basement space needs, and a better understanding of who will fund the establishment and ongoing operational aspects of a utility hub and through what mechanism without additional financial impost on the university. <p>UTS objects to the creation of precinct parking on its sites as it is in direct conflict with university uses required for podium floors, would impact the ability to create new active ground floor and engagement spaces particularly in terms of improved relationships with street frontages and future green streets, and based on site conditions that preclude the construction of more than one basement being financially viable associated with groundwater and flood constraints. Furthermore, development of sites for education purposes often utilise basement space for teaching purposes or to accommodate plant to free up rooftop space for sustainability initiatives such as rooftop gardens and solar panels and limit the provision of car parking.</p>
Green streets, including tree planting	✓
Green buildings	✓ The IRC is to be UTS's first WELL Certified Building

Table 6 General Requirements Considerations

General Requirements Site-specific considerations and opportunities	UTS Master Plan Alignment
Haymarket	
<p>Darling Drive as a 'front door' (arrival point) with a future expansion of the open space in this location through options, such as:</p> <ul style="list-style-type: none"> • reduction of vehicle carriageway width • integration of coach terminal • regular connection between an upper (existing goods line) and lower public realm between Hay Street and Ultimo Road 	<p>✓ - UTS commits to investigating these opportunities as part of a future Planning Proposal for Site 5. Approach to coach terminal is however to retain on-street parking, but relocate and reposition in order to make more efficient use and open up opportunities for new open space.</p>
<p>Understanding of an expanded Goods Line as being defined, enclosed and activated by the future buildings of UTS Haymarket Campus and the Powerhouse Museum</p>	<p>✓ Investigating potential expansion of the Goods Line across Darling Drive to meet with Site 5 via active bridge links as part of future Site 5 Planning Proposal</p>
<p>Exploring the opportunity for a continuous, direct, 24hr accessible public through site link which continues the Mary Street alignment between Harris Street to Quay Street</p>	<p>✓ To be investigated as part of future redevelopment of Site 5.</p>
Broadway	
<p>Investigating the expansion and enhancement of the Goods Line behind UTS Building 6</p>	<p>✓ UTS willing to discuss opportunities for removal of existing escalator and stair at southern end of the Goods Line and replace with a new facility alongside Building 6 to improve amenity of the Goods Line and disabled access from the Goods Line to Building 6</p>
<p>Investigating the provision of a publicly accessible through site link which connects at grade between the Goods Line and Alumni green, through options, such as</p> <ul style="list-style-type: none"> • across UTS Building 6 and the UTS Building 04 • aligned to Alumni Green • supported by a signalised pedestrian crossing on Harris Street 	<p>❓ UTS investigations has concluded that at grade access is not possible due to the significant difference in RLs between Alumni Green, Harris Street and the Goods Line and constraints of existing Building 6 design which does not facilitate ground level access through the building with significant impacts on university teaching space and critical building services such as fire stairs and bathroom facilities. An alternate access is possible from Level 4 connecting to the existing footbridge across Harris Street and into and through the future new Building 4 to connect with Alumni Green.</p> <p>Improvements could be made by redeveloping the external stair and escalator on the Goods Line and adding a lift however this will lead to a loss of teaching space and Building 6 café space and costs in excess of \$10m to facilitate. This may be possible to consider as part of the Site 5 development should new teaching and workshop space for Design, Architecture and Building be able to be accommodated in redeveloped Site 5.</p>

2 August 2021

218981

Ms Monica Barone
Chief Executive Officer
City of Sydney Council
456 Kent Street,
Sydney, NSW, 2000

Attention: Andrew Rees (Area Planning Manager)

Dear Ms Barone,

Public Benefit Offer

Site 13 – 15, University of Technology Sydney, Haymarket

The University of Technology Sydney (UTS) has prepared this Public Benefit Offer (PBO) to its Ultimo Haymarket Precinct Key Site Master Plan. This PBO follows on from preliminary discussions held with Council in relation to its Key Site Master Plan and more specifically the Indigenous Residential College (IRC) project.

1.0 Background

UTS is one of four “key sites” identified under the Pyrmont Peninsula Place Strategy (PPPS) which are intended to significantly contribute towards the next evolution of Pyrmont as the western gateway to the CBD and a hub for jobs in innovation, technology, creative industries, and media.

UTS’s immediate short-term plans are focussed on the redevelopment of Sites 13-15 (622 – 644 Harris Street, Haymarket) into an Indigenous Residential College (IRC) including adaptive reuse of the local heritage listed building and public realm improvements. UTS redevelopment plans for its other significant site (Site 5, 1 – 59 Quay Street Haymarket) will be progressed through a separate process with the City of Sydney and its Central Sydney planning framework in the future.

The UTS Key Site Master Plan is being progressed through a state-led rezoning process where it is proposed to “rezone” Sites 13-15 in order to establish new planning controls to enable its redevelopment for the IRC project.

The aim of the IRC project is to reduce barriers to education for Indigenous young people nation-wide by maximising opportunities for entry to higher education and supporting the pursuit of quality employment and careers through creating a welcoming tertiary education destination for Aboriginal and Torres Strait Islander students.

It is noted that there is overall support for the IRC project from Council, with funding being agreed to be provided to the project by Council under its Affordable and Diverse Housing Fund. In agreeing to provide the funding Council noted that:

- The proposal aligns with the City’s Eora Journey Economic Development Plan, through supporting Aboriginal and Torres Strait Islander people to access, complete and maximise the benefits of tertiary education;
- It aligns with the City’s Social Sustainability Policy and Action Plan, through contributing to ensuring all residents have access to diverse education, training and job opportunities.

2.0 Overview

As part of the broader master plan, UTS has identified potential opportunities to contribute towards the upgrade of the public domain surrounding Site 13-15, more specifically Omnibus Lane and/or Mary Ann Street (eastern end).

These specific public domain works along with others identified by UTS within the broader precinct respond to the aspirations and requirements of the PPPS for key sites, including contributing towards:

- the vision for Pyrmont (tapestry of publicly accessible open spaces, green and connected)
- a big move (No. 5. More and better activated public space);
- place priorities (shared accessways, widening footpaths and cycleways); and
- the strategic framework for key sites (delivery of unfunded infrastructure, connect and activate public domain)

For clarity, the works to Omnibus Lane and Mary Ann Street are not directly related or being relied upon to support the IRC project or justify the proposed update to planning controls. The public benefits provided under the IRC project are contained wholly within the Site 13-15 boundary.

This correspondence constitutes a formal offer to enter into a Voluntary Planning Agreement (VPA) for the provision of monetary contributions, which subject to further design work and agreement with Council, can be converted into works in kind for the delivery of the public benefits associated with upgrade works to Omnibus Lane and/or Mary Ann Street.

This offer should be read in conjunction with the initial concepts prepared by Aspects Studios (refer to **Attachment A**) and the estimated cost prepared by WT Partnership (refer to **Attachment B**).

Following further discussions with Council, this letter of offer can be translated into Council's standard template form for a VPA offer.

The following letter outlines the proposal, the broader precinct vision, and formal public benefit offer.

3.0 Proposed development to which PBO relates

The public benefit offer relates to the state led rezoning and future Development Application (DA) for the future redevelopment of Site 13-15 (refer to **Figure 1**), which includes notionally the following scope of works:

- A new 250 bed Indigenous Residential College and supporting arts centre and library
- Retention and adaptive re-use of a local heritage item accommodating a mix of uses, including teaching/university support space
- Creation of new open space
- Creation of a new pedestrian through-site link from Harris Street to Omnibus Lane
- Retention and protection of significant trees on Harris Street
- A country led design and landscape outcome

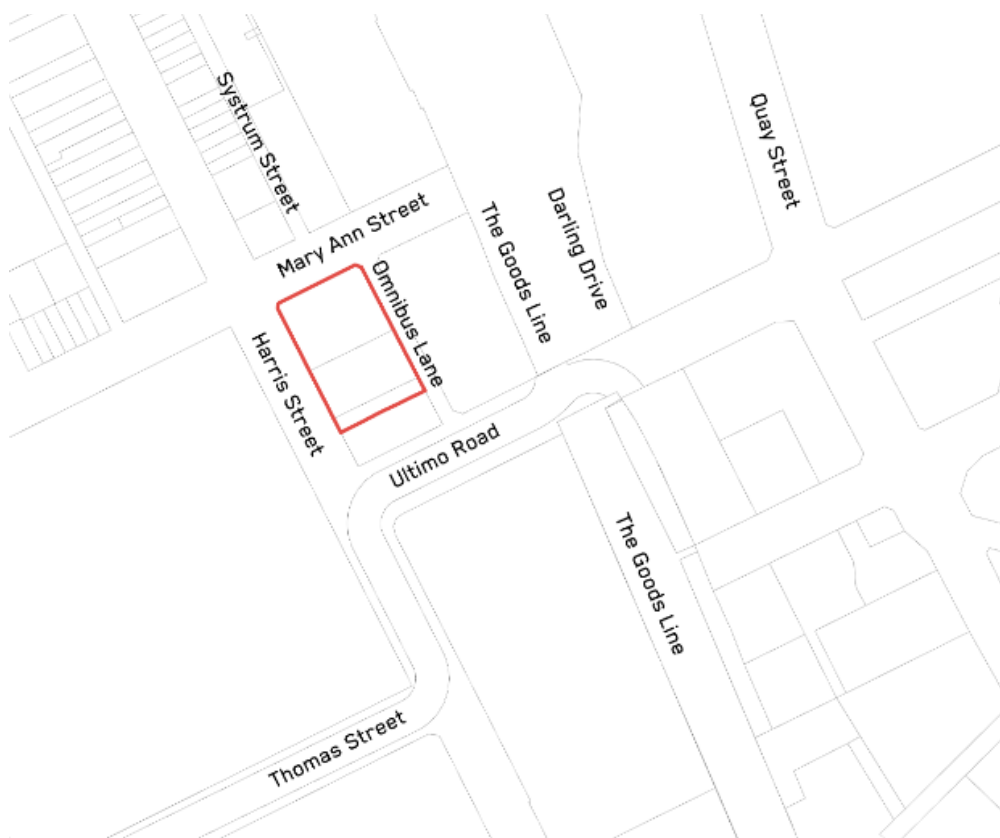


Figure 1 – Land to which public benefit offer relates

4.0 Statutory Framework

Under the *Environmental Planning and Assessment Act 1979* (the Act), Part 7 relates to infrastructure contributions, including planning agreements made between a planning authority (Council) and a person (UTS). Section 7.4(1) of Part 7 in the Act defines a planning agreement as follows:

(1) A planning agreement is a voluntary agreement or other arrangement under this Division between a planning authority (or 2 or more planning authorities) and a person (the developer)—

- (a) **who has sought a change to an environmental planning instrument**, or
- (b) who has made, or proposes to make, a **development application** or application for a complying development certificate, or
- (c) who has entered into an agreement with, or is otherwise associated with, a person to whom paragraph (a) or (b) applies,

Under which the developer is required to dedicate land free of cost, **pay a monetary contribution**, or provide any other **material public benefit**, or any combination of them, to be used for or applied towards a public purpose.

(our emphasis added)

As such, UTS is able to enter into a VPA with Council for the delivery of the public benefits associated with works to Omnibus Lane and/or Mary Ann Street in connection with the state led rezoning and future DA for the IRC project.

5.0 Public Benefit Offer and Timings

5.1 Monetary Contribution

The IRC project will trigger the need to pay s7.11 local contributions to the City of Sydney Council.

UTS propose to make a monetary contribution equivalent to the amount of local contributions that would be required to be paid under the s7.11 local contributions plan (that applies at the time).

Timing: Prior to the issue of first construction certificate (except where the Construction Certificate is in respect of site preparation, earthworks and demolition only) for the IRC Project (unless agreement otherwise reached to deliver works-in-kind).

5.2 Works-in-kind

Notwithstanding the above and subject to agreement being reached with Council (from a need and technical perspective), the monetary contribution is able to be converted and directed towards the delivery of works-in-kind.

UTS acknowledge the opportunity to deliver upgrades to Omnibus Lane and/or Mary Ann Street over and above the required incidental works associated with the redevelopment of Site 13 – 15 for the IRC project.

These upgrades would create a shared zone and will provide a material public benefit to the general public and the broader locality. As such, UTS offer to undertake works-in-kind to upgrade Omnibus Lane and/or Mary Ann Street within the area identified on the plans at **Attachment A**.

The works anticipated within the preliminary Concept Design include:

- Creating a shared zone and safe pedestrian priority space along Omnibus Lane and/or Mary Ann Street
- Unified public domain treatment to Omnibus Lane and Mary Ann Street
- Providing WSUD planting to Mary Ann Street
- Activation of Omnibus Lane (art, lighting and sound).

Timing: Completion prior to the final Occupation Certificate for the IRC Project being issued (unless alternative timeframe otherwise agreed with Council).

5.3 Material Public Benefit and Offset of Contributions

The *City of Sydney Development Contributions Plan 2015* guides contributions outside Central Sydney, and offers the following in regard to material public benefits proposed by applicants:

Applicants can offer to enter into a planning agreement with Council to provide an alternative to a monetary contribution under this plan.

Specifically, applicants can offer to dedicate land free of cost, pay a monetary contribution, provide works in kind or provide another material public benefit, or any combination of these, to be used for or applied towards a public purpose in full or partial satisfaction of a monetary contribution under this plan.

It is apparent from the range of City of Sydney publications, from strategic plans, DCPs, laneway policies and contribution plans that the upgrade and revitalisation of pedestrian spaces and laneways is a desired goal of the Council.

Such upgrades contribute to improved pedestrian access, walkability, amenity, safety, outdoor enjoyment and sense of community. Therefore, it is clear that the concept for the delivery of upgrades to Omnibus Lane and Mary Ann Street by UTS over and above the ordinarily and incidental works required by the IRC development represent a material public benefit and that they are consistent with the ethos of the contributions plan with respect to providing open space and transport improvements.

Accordingly and subject to agreement by Council, the delivery of the Omnibus Lane and/or Mary Ann Street upgrades and new shared zone as an offset to the monetary contributions required by the contributions plan will form the basis of a future VPA.

5.4 Value of VPA

Monetary Contribution

The value of the monetary contribution to be offered as part of the VPA (equivalent to the amount payable under the s7.11 Contributions Plan) will ultimately depend on the final design and number of workers. However, an indicative estimate of the contributions that would be payable under Council's s7.11 contributions plan for the IRC is \$2.5 million based on the planned number of student accommodation beds and forecast number of staff that would occupy the development.

Works-in-kind

The preliminary value of the works-in-kind is estimated by WT Partnership to be in the order of (refer to **Attachment B**):

- Omnibus Lane - \$1.3 million
- Mary Ann Street - \$2.6 million

Should both components of the above public benefit works be delivered their total value is expected to exceed the total value of the monetary contribution (being equivalent to Section 7.11 contributions), accordingly a full offset of monetary contributions would be sought should the delivery of both of these works-in-kind be agreed to by Council in lieu of payment of the monetary contribution.

5.5 Council's Legal Costs

UTS agrees to pay Council's reasonable legal costs associated with the preparation of the VPA, capped at \$10,000.

6.0 Conclusion

UTS has prepared this Public Benefit Offer to accompany a state led rezoning and future Development Application for an Indigenous Residential College at 622 – 644 Harris Street, Haymarket.

We submit the abovementioned offer for the City of Sydney Council's consideration, as a framework for a future VPA to support this rezoning and future DA. We trust that this offer clearly demonstrates our commitment via works-in-kind (or monetary contribution) to better the immediate precinct environment, and meet the needs of the people who live and work in and in the vicinity of the site.

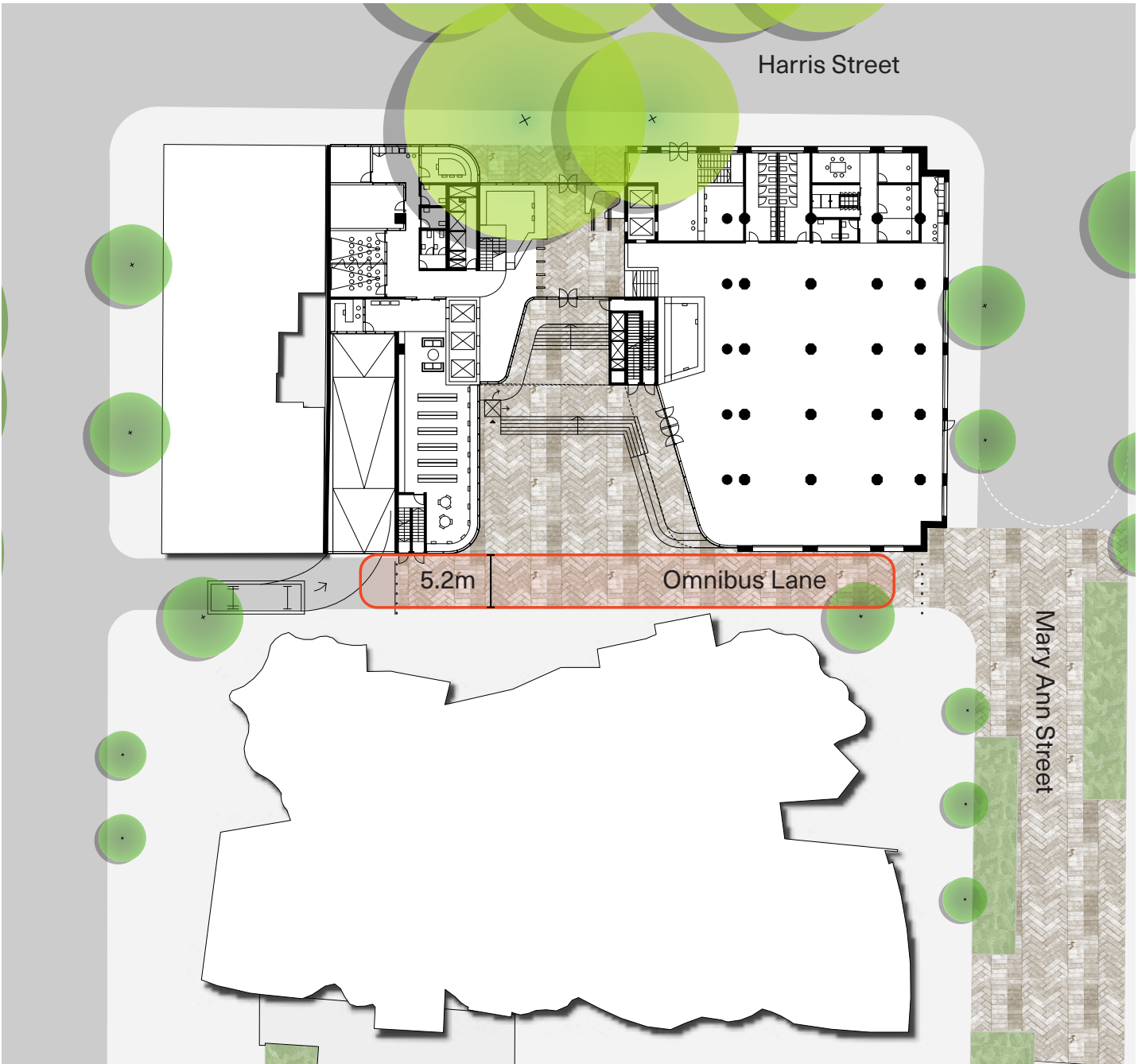
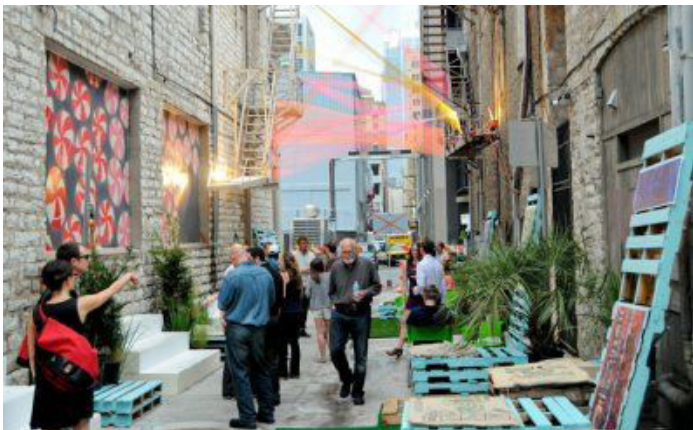
We are willing and keen to meet with you and your team where possible to ensure a successful framework can be facilitated for the future realisation of a positive outcome for the site and precinct. Should you require any additional information, or should you have any queries about this matter, please do not hesitate to contact the undersigned.

Yours sincerely,

Nigel Oliver
Director
Program Management Office UTS

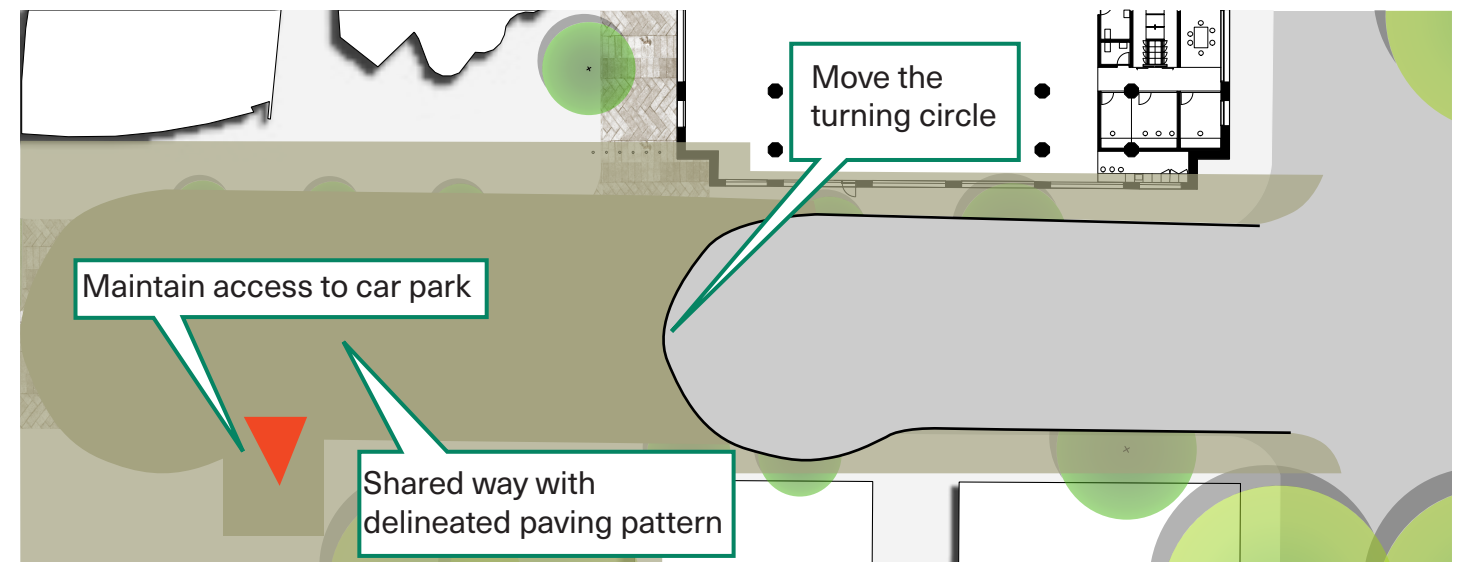
Omnibus Lane

- approximately 260sqm, 5,2m wide
- activated laneway
- bollards at Mary Ann Street and edge of driveway access
- art, lights + sound
- safe + pedestrian-centric 24/7



Mary Ann Street

- a shared way and new WSUD landscaped entrance to The Goods Line
- potential to move the turning circle
- vehicle access maintained for the Power House car park and Chau Chak building substation
- raised paving level to distinguish from roadway
- intuitive connection to the broader site cycle ways and key pedestrian links



Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>Omnibus Lane Upgrade (between Ultimo St & IRC basement entry)</u>				
	Omnibus lane activation between Ultimo street and basement entry				
2/A	Demolition	370	m2	150	55,500
2/B	Excavation, preparation works, fill, base courses	370	m2	100	37,000
2/C	Paving and paving sundries eg pit lids	370	m2	400	148,000
2/D	Soft landscaping	370	m2	200	74,000
2/E	Hard landscaping seats, planter walls, fencing, tactiles etc	1	item		125,000
2/F	Public domain furniture and structures	1	item		132,000
2/G	Signage	1	item		25,000
2/H	Activated edges and heritage interpretation	1	item		25,000
2/J	Electrical services and lighting	370	m2	300	100,000
	Stormwater	370		150	55,500
2/K	Subtotal	370	m2	2,100	777,000
2/L	Preliminaries & Margin	24	%	7,770	186,480
2/M	Construction Total (July 2021)	370	m2	2,604	963,480
	Escalation to start on site				Excluded
2/N	Construction Total (July 2021)	370	m2	2,604	963,480
2/P	Project Contingency	12.5	%	9,635	120,435
2/Q	Gross Construction Total (July 2021)	370	m2	2,930	1,083,915
2/R	Arts Contributions	2.0	%	10,839	21,678
2/S	Gross Construction (July 2021)	370	m2	2,988	1,105,593
2/T	Consultants Fees	12	%	11,056	132,671
2/U	Authority Fees (incl S94 fees) & charges	3	%	11,056	33,168
2/V	UTS fees & overheads (incl PM)	6	%	11,056	66,336
2/W	Total Development (July 2021)	370	m2	3,616	1,337,768
	Total - Omnibus Lane Upgrade (between Ultimo St & IRC basement entry)				1,337,768

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>Mary Ann Street Upgrade</u>				
	Mary Ann Street				
3/A	Demolition	975	m2	150	146,250
3/B	Excavation, preparation works, fill, base courses	975	m2	130	126,750
3/C	Paving and paving sundries eg pit lids	975	m2	400	390,000
3/D	Soft landscaping	975	m2	200	195,000
3/E	Hard landscaping seats, planter walls, fencing, tactiles etc	1	item		200,000
3/F	Public domain furniture and structures	1	item		152,125
3/G	Signage	1	item		50,000
3/H	Electrical services and lighting	975	m2	350	100,000
	Stormwater	975		155	151,125
	Vertical connections to UPN				Excluded
3/J	Subtotal	975	m2	1,550	1,511,250
3/K	Preliminaries & Margin	24	%	15,113	362,700
3/L	Construction Total (July 2021)	975	m2	1,922	1,873,950
	Escalation to start on site				Excluded
3/M	Construction Total (July 2021)	0	m2	#DIV/0!	1,873,950
3/N	Project Contingency	12.5	%	18,740	234,244
3/P	Gross Construction Total (July 2021)	0	m2	#DIV/0!	2,108,194
3/Q	Arts Contributions	2.0	%	21,082	42,164
3/R	Gross Construction (July 2021)	0	m2	#DIV/0!	2,150,358
3/S	Consultants Fees	12	%	21,504	258,043
3/T	Authority Fees (incl S94 fees) & charges	3	%	21,504	64,511
3/U	UTS fees & overheads (incl PM)	6	%	21,504	129,021
3/V	Total Development (July 2021)	0	m2	#DIV/0!	2,601,933
	Total - Mary Ann Street Upgrade				2,601,933