

**UTS Insearch
Proposed Tenancy
14-18 Lee Street, Haymarket NSW**

**Request for the Secretary's Environmental
Assessment Requirements**

**State Significant Development:
Change of use from 'commercial office' to
'tertiary institution' including fitout and
signage**



October 2018

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Overview

Urbanac Pty Ltd has been engaged by Insearch Ltd trading as UTS Insearch to prepare this report to accompany a request for the Secretary's Environmental Assessment Requirements for a proposed State Significant Development Application 14-18 Lee Street, Haymarket for a change of use from 'commercial office' to 'tertiary institution, including fitout and signage

This request for SEARs report has been prepared by Alan Cadogan of Urbanac Pty Ltd for Insearch Ltd.

The proponent

The Proponent is Insearch Ltd. The person responsible is:

Nathan Patrick
Chief Financial Officer / Company Secretary
Level 9, 187 Thomas Street Sydney NSW

About UTS Insearch

UTS Insearch Limited trading as UTS Insearch is a controlled entity of the University of Technology Sydney (UTS) and a registered private higher education provider of pathways to UTS.

UTS Insearch is the premium pathway provider to the University of Technology Sydney, Australia's number 1 young university. Its vision is to bring university success within reach of more people around the world.

UTS Insearch's programs transform the lives of over 4,000 students from 75 different countries every year, by helping them develop skills, confidence and credentials to prepare them for university. It offers leading academic English programs, UTS Foundation Studies and higher education diplomas that are designed with UTS entry requirements in mind. Each year, over 90% of its diploma graduates achieve the marks they need to enter a UTS bachelor degree.

Insearch currently uses 5 main building locations in Sydney, in addition to some UTS facilities: Blue Building (187 Thomas St, Haymarket), CPSU House (191 Thomas St, Haymarket), Prince Centre (8 Quay St, Haymarket), 645 Harris Street, Ultimo and 609 Harris Street, Ultimo, which is currently being fitted out for use as teaching spaces.

UTS Insearch currently occupies a total of approximately 18,000m² across these five sites in the Ultimo/Haymarket areas. At this stage it is anticipated the proposed development at 14-18 Lee St, Haymarket would allow UTS Insearch to retire two of these sites.

1 Site Details

The site is 14-18 Lee Street, Haymarket, at Railway Square at the southern edge of Railway the Sydney Central Business District (CBD), adjacent to Central Station and the Lee Street/Broadway bus interchange and in close proximity to the University of Technology Sydney. The subject building is part of the late 1990s Henry Deane Plaza development delivering three office buildings and public open space with associated retail in the ground and lower ground floors.

The site is legally described as Lot 1 in DP 1062447 and is owned and managed by Dexu Property Group.

The site is bounded by Central Railway Platform 1 to the east, 26-30 Lee Street to the South, to the West by the central landscaped courtyard of the Lee Street development and by the western continuation of the Central Station Devonshire St pedestrian underpass, Central Railway buildings and Medina Hotel. The site does not have a street frontage, other than through the pedestrian plaza and the western continuation of the Central Station Devonshire St and Broadway pedestrian underpass. Vehicular access to the site is provided from Lee Street through 26-30 Lee Street

The site occupies an area of approximately 3,650m².

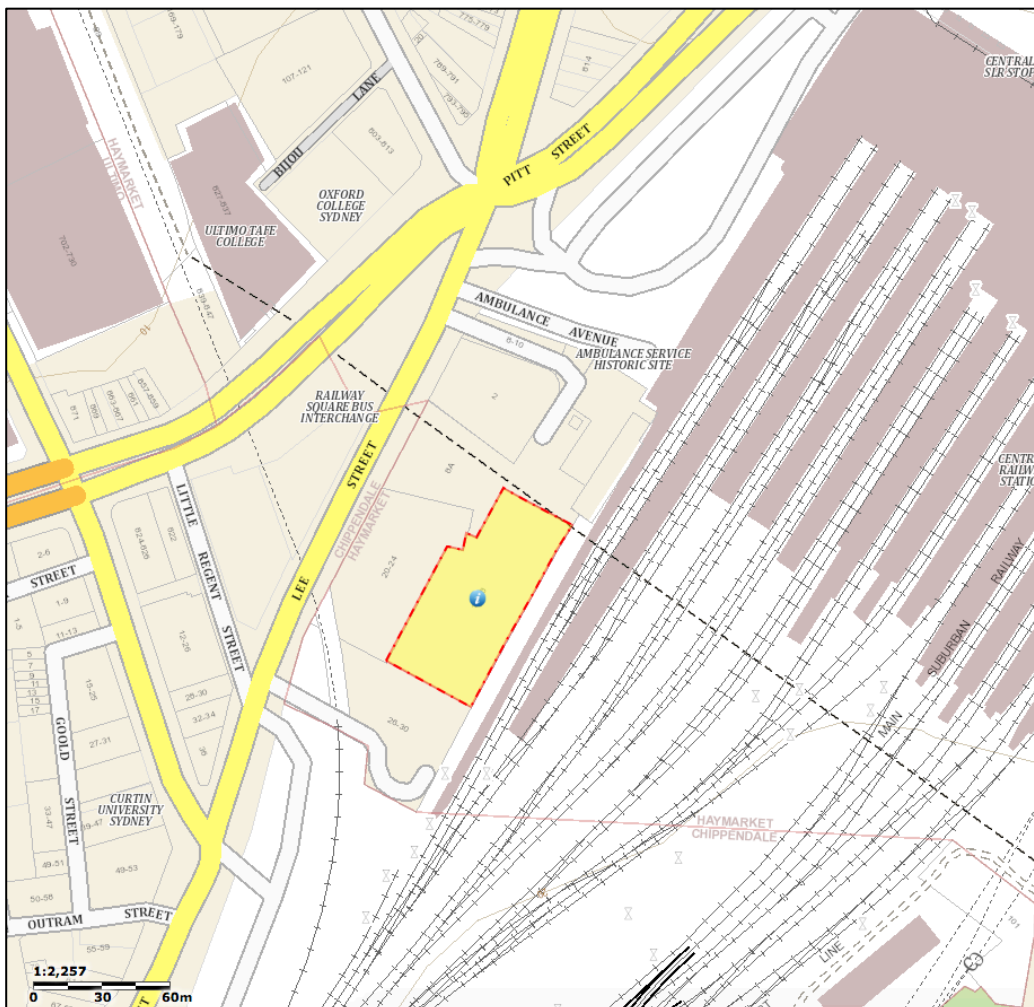


Figure 1 Site Location

Source: NSW Government Spatial Services sixmaps



Figure 2 Henry Deane Plaza from Lee Street (14-18 Lee Street is the green glass building in the left, rear of the image)

Source: Rice Daubney Architects



Figure 3 Site Location – Aerial Photograph

Source: NSW Government Spatial Services sixmaps

2 Development Description

2.1 Overview of Proposed Development

The proposed development included in this application provides for the change of use from the currently approved commercial use to educational establishment (tertiary institution) of the entire building of 14-18 Lee Street (other than the lower ground floor retail), including the tenancy fitout and signage to UTS Insearch.

No external building changes (other than signage) are proposed in relation to this application. In particular, no changes are proposed to parking, loading, basement areas or the non-commercial parts of the approved building as a result of this application. There is no net change to the building's gross floor area.

The modification includes:

- Change of use of a maximum approximately 14,545.10m² nett lettable area (note: it is not proposed to change the use of the 2,000m² retail space).
- Fitout: of the Building's seven commercial office floors and the ground floor (no change is proposed to existing lower round retail) (see Appendix 2- Fitout Concept Plans)
- Minor external building changes including new fire stair doors and additional rooftop cooling towers resulting from servicing the increased building population
- Signage: one or more building identification signs

2.2 The Proposed Development

2.2.1 Proposed Development

The proposed development will provide space for teaching and administrative staff and students undertaking UTS Insearch courses including:

- Diplomas:
 - Business
 - Communications
 - Design
 - IT
 - Engineering*
 - Science*
- UTS Foundation Studies
- Academic English

*Note – there will not be any science or engineering labs in the building.

2.2.2 Floor Area

The proposal involves a total lettable area 14,545.10m² (including retail space of 2,000sqm) – note: gross floor area calculations are yet to be completed

- Lower Ground, Surveyed Area, 600m²
- Upper Ground, Surveyed Area, 790m²
- Level 1, Surveyed Area, 2,318.8m²
- Level 2, Surveyed Area, 2,110.5m²
- Level 3, Surveyed Area, 2,110.7m²
- Level 4, Surveyed Area, 2,110.5m²
- Level 5, Surveyed Area, 2,110.3m²
- Level 6, Surveyed Area, 2,111.3m²

- Shop 2, Ground Floor, Surveyed Area, 121.4m²
- Shop 1, Ground Floor, Surveyed Area, 161.6m²

Approximately two thirds of the space is intended to be assigned to students and teaching, and the remaining third assigned to administration.

2.2.3 Retail Uses

The existing lower ground level retail space is proposed to be retained in its current form.

The upper ground level retail will be replaced by new uses including a student centre break out lounge and related facilities which will provide an equivalent level of activation and passive surveillance of the plaza frontage as do the existing retail uses here.

2.2.4 Car Parking

It is proposed that the existing Car Parking located within the basement – 90 bay(s) associated with the approved commercial use – will be retained without change other than that it will now be associated with the proposed changed use of educational establishment.

2.2.5 Population

The proposed development will provide space for a total student population of 2,400 at its maximum. UTS Insearch notes that this population is a theoretical maximum – in practice the *actual* maximum number at the premises at any given time will be significantly less, estimated at between 60-70% of this figure. It is proposed that the DA will provide an estimate of this based on any attendance data from existing campuses.

Staff numbers are estimated to comprise 200 teaching staff plus 200 administrative staff, occupying approximately 2 levels.

2.2.6 Typical class sizes

- Classroom: 15 to 20 students per room
- Auditorium: 3 in total on different levels up to 80 students

2.2.7 Hours of operation

The proposed hours of operation are 7.30am to 8.00pm 5 days a week.

2.2.8 Environmental Sustainability

It is proposed that the fitout will be designed in such a manner as to ensure that the existing Base Building NABERS Energy Rating 5.5-star can be maintained.

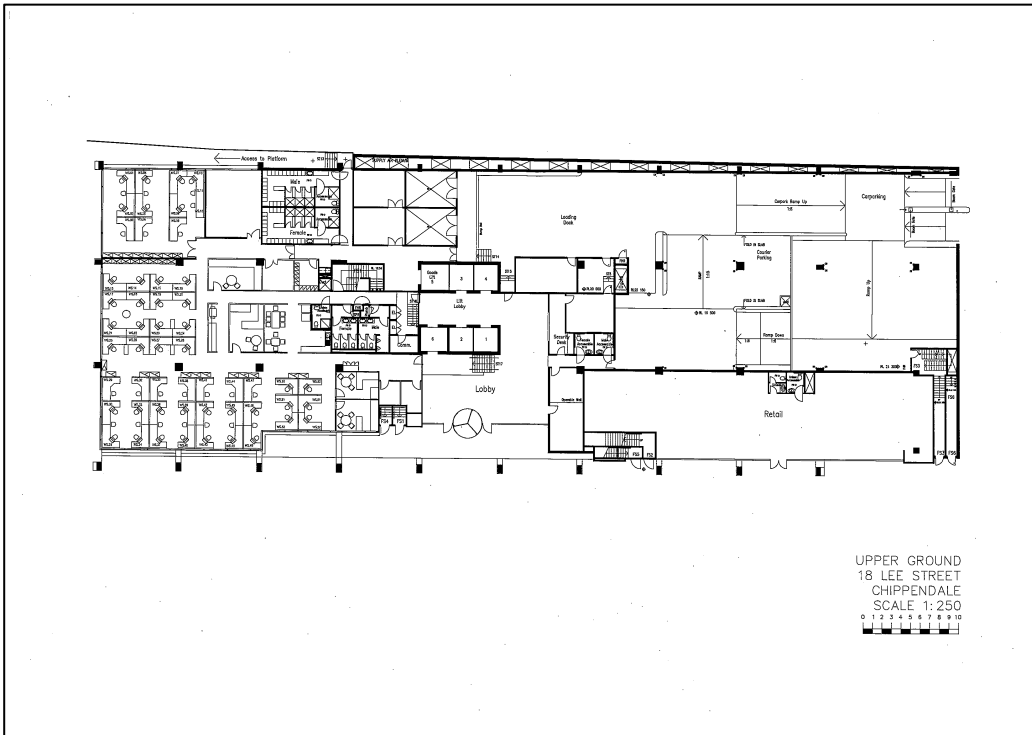


Figure 4 Existing Building – Upper Ground Plan as approved

Source: Dexu Property Group

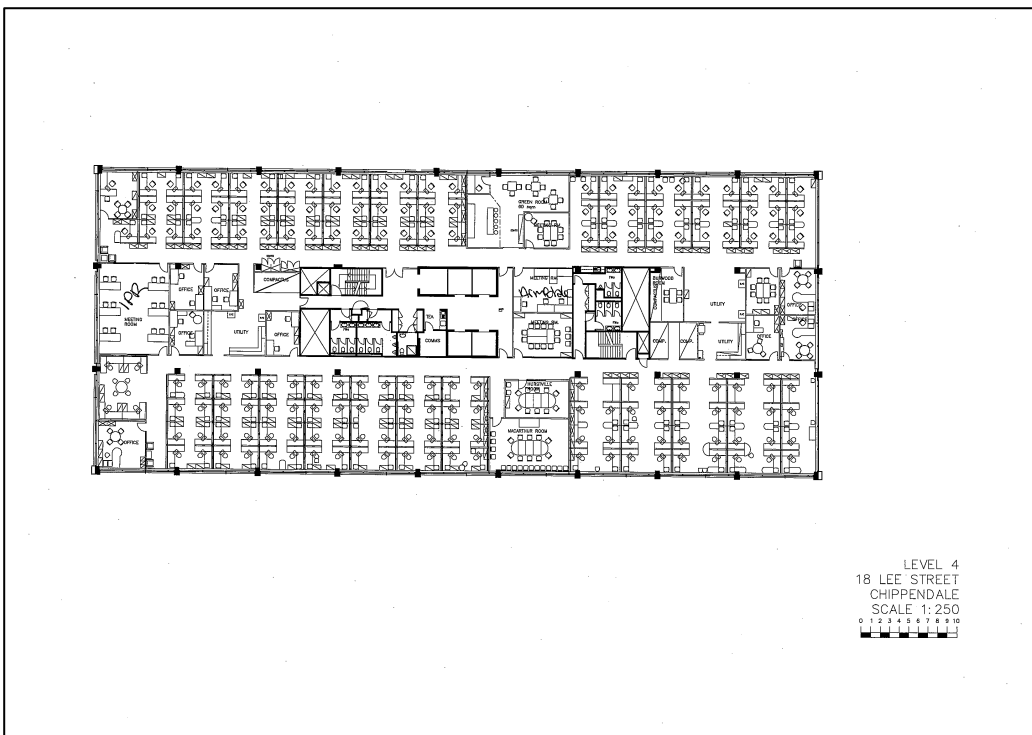


Figure 5 Existing Building – Typical Floor Plan as approved (Level 4)

Source: Dexu Property Group

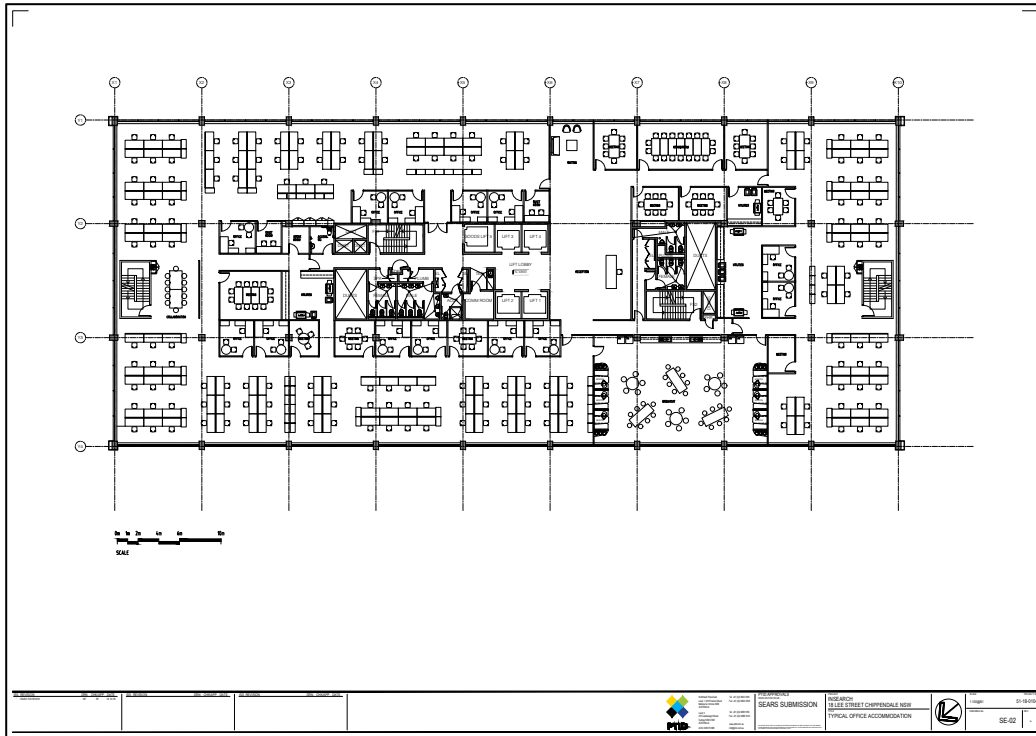


Figure 6 Proposed Fitout as Tertiary Institution – Typical Office Floors.

Source: UTS For the full Fitout Concept Plans refer to Appendix 2

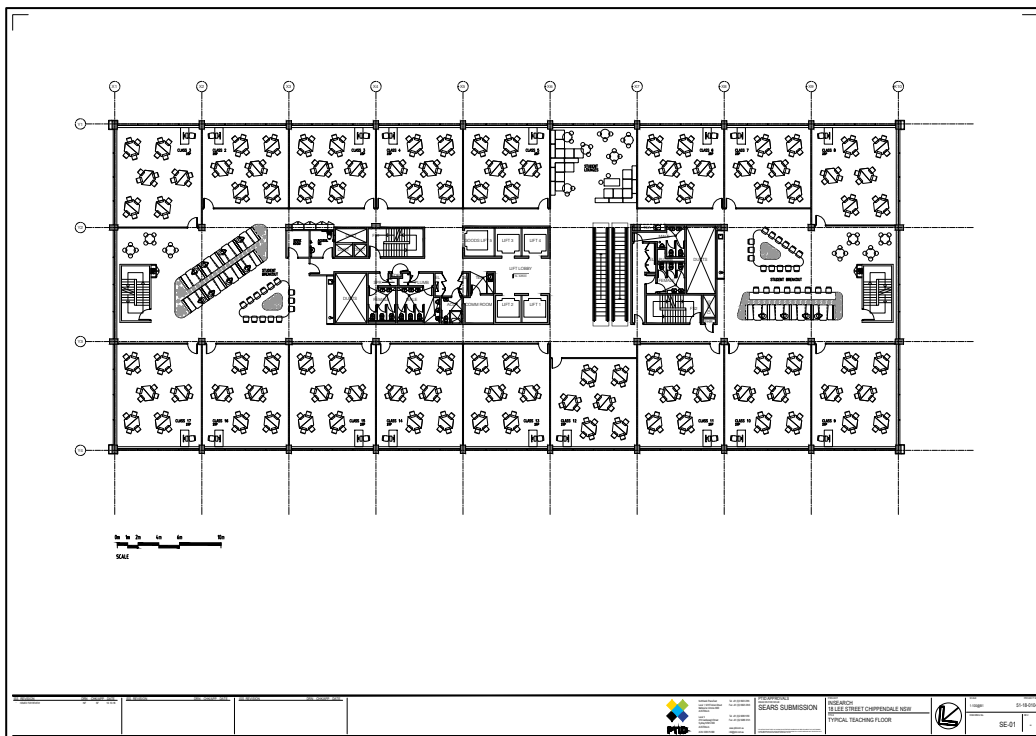


Figure 7 Proposed Fitout as Tertiary Institution – Typical Office Floors.

Source: UTS For the full Fitout Concept Plans refer to Appendix 2

3 Permissibility and Strategic Planning

3.1 Strategic Planning

3.1.1 Towards Our Greater Sydney 2056 / A Metropolis of Three Cities

A Metropolis of Three Cities – the Greater Sydney Region Plan together with *Towards our Greater Sydney 2056*, its first amendment, is a future plan for a growing Greater Sydney. It supports the vision for a metropolis of three cities that will rebalance growth and deliver its benefits more equally and equitably to residents across Greater Sydney. The Plan is a 40-year plan built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

This vision involves a major shift in strategic planning for Greater Sydney which focuses on the regional significance of central and western Sydney. *Towards Our Greater Sydney 2056*, with its strategy for a metropolis of three cities is set to provide a framework than can better underpin strategic planning for a more productive, liveable and sustainable city.

The Proposal is consistent with *Towards our Greater Sydney 2056* and is well aligned to Ten Directions for the metropolis of three cities, directly contributing to:

- A city supported by infrastructure, by locating employment uses close to existing and planned infrastructure (objective 4)
- A collaborative city, by providing a facility in which the benefits of growth being realised by collaboration of governments, community and business (objective 5) with the Camperdown-Ultimo health and education precinct identified as a priority for delivery

Jobs and skills for the city, by contributing to Harbour CBD being stronger and more competitive (objective 18)

3.1.2 Eastern City District Plan

The Eastern City District Plan, finalised in March 2018, provides a 20-year plan to manage growth and achieve the 40-year vision, while enhancing Greater Sydney's liveability, productivity and sustainability into the future. It is a guide for implementing *A Metropolis of Three Cities - the Greater Sydney Region Plan* at a District level and is a bridge between regional and local planning.

The District Plans contain four key themes of infrastructure and collaboration, liveability, productivity and sustainability. The plan's Ten Directions for Greater Sydney guide the delivery of the themes in a balanced way with planning priorities and actions to achieve results that provide a great quality of life for people in the District.

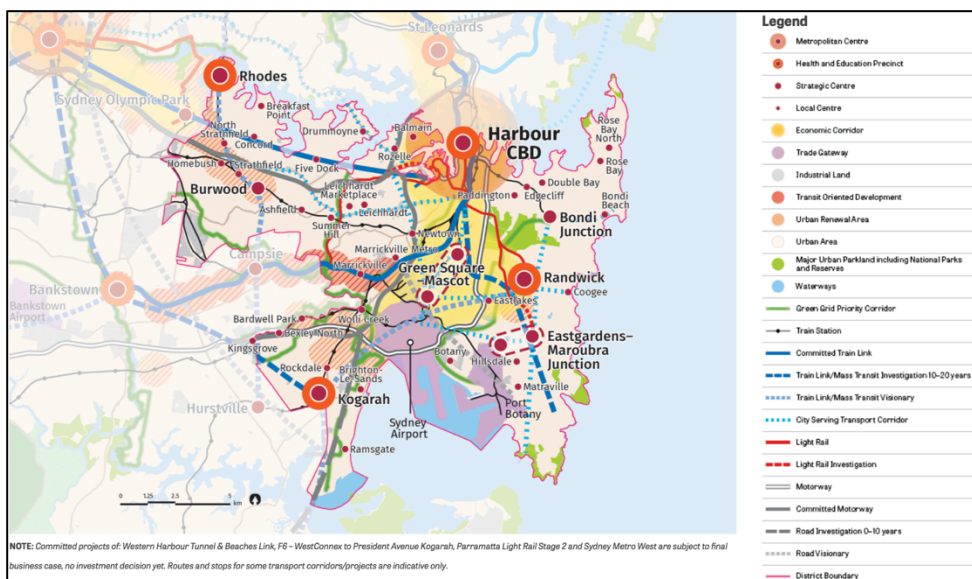


Figure 8 Eastern City District Plan on a page

Source: <https://www.greater-sydney/eastern-city-district-plan>

The plan states that the vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city – will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region, and will improve the District’s lifestyle and environmental assets.

This will be achieved by:

- Strengthening the international competitiveness of the Harbour CBD, supported by the Innovation Corridor, health and education precincts and the District’s strategic centres
- Boosting innovation and creative industries alongside knowledge-intensive jobs growth
- Stimulating the night-time economy within a responsive regulatory environment
- Protecting international trade and freight routes
- Retaining industrial and urban services land
- Nurturing quality lifestyles through well-designed housing in neighbourhoods close to transport and other infrastructure
- Sustaining communities through vibrant public places, walking and cycling, and cultural, artistic and tourism assets
- Aligning growth with infrastructure, including transport, social and green infrastructure, and delivering sustainable, smart and adaptable solutions
- Being innovative in providing recreational and open space areas, and increasing urban tree canopy
- Transitioning to a low-carbon, high-efficiency District through precinct-scale initiatives
- Building effective responses to climate change and natural and urban hazards.

A key initiative of the Plan is the Camperdown-Ultimo Collaboration Area:

- Camperdown-Ultimo health and education precinct, led by the Commission, will bring together the City of Sydney, Inner West

Council, the Royal Prince Alfred Hospital, the University of Sydney, University of Technology Sydney, University of Notre Dame Sydney Campus, TAFE Ultimo and medical research institutions.

The proposal contributes directly to delivering the objectives of the Plan through its contribution to the Camperdown-Ultimo Collaboration Area.

3.1.3 A Plan for Growing Sydney

A Plan for Growing Sydney, released in December 2014, is the NSW Government's plan for the future of the Sydney Metropolitan Area over the next 20 years. The plan provides a number of key directions relevant to the proposal:

Direction 1.1: Grow a more internationally competitive Sydney CBD

Direction 1.6: Expand the Global Economic Corridor to support jobs growth

Direction 1.7: Grow centres that provide more jobs closer to homes

Direction 1.9: Support prioritised industries that can provide jobs

Direction 1.10: Plan for more education and health services to meet Sydney's growing needs

The plan includes priorities for each subregion in Sydney. The Central subregion spans central Sydney, the eastern suburbs and the inner west of Sydney and includes the CBD setting out development needs in these areas for the foreseeable future. Priorities for the Global Sydney strategic centre, that are well aligned with the proposal are:

Broadway and Camperdown Education and Health Precinct

- Support education-related land uses and infrastructure around Sydney University, University of Technology Sydney, and Notre Dame University.

3.1.4 City of Sydney - Sustainable Sydney 2030 Plan

Sustainable Sydney 2030 is the City's long term vision to be green global and connected by 2030. It includes 10 strategic directions:

- A globally competitive and innovative City
- A leading environmental performer
- Integrated transport for a connected City
- A City for pedestrians and cyclists
- A lively, engaging City Centre
- Vibrant local communities and economies
- A cultural and creative City
- Housing for a diverse population
- Sustainable development, renewal and design
- Implementation through effective partnerships

UTS has signed a memorandum of understanding with the City setting out how both organisations can work together to deliver on these directions and the University's own aims.

The UTS proposal will contribute to a range of the Sustainable Sydney 2030 strategic directions. The primary alignment is the development's use as an industry and commercial research and innovation hub for the digital economy directly supporting the City's global competitive tertiary education sector and creative industries. It also has a strong alignment through its high sustainability performance and encouragement of public and active transport.

3.2 Statutory Planning

3.2.1 State Environmental Planning Policy (State and Regional Development) 2011

The Proposal is declared as State Significant by the SRD SEPP in accordance with *Section 8 Declaration of State significant development*. The proposed development is not permissible without development consent under Sydney LEP 2012 and is specified in *Schedule 1 State significant development—general: 15 Educational establishments*:

Development for the purpose of educational establishments (including associated research facilities) that has a capital investment value of more than \$30 million.

A report by a qualified quantity surveyor has calculated that the capital investment value of the development exceeds \$30m (see Appendix 1). Accordingly the Proposal is State Significant Development.

3.2.2 State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 "The Education SEPP" came into effect on 1 September 2017 and aims to facilitate the effective delivery of educational establishments and early education and care facilities across the State.

The Policy provides for permissibility for educational establishments, however the use is already permissible under the Sydney LEP 2012.

It is considered that as an addition to the UTS campus, the land on which the proposed development is proposed to be located does not satisfy the test of being within the boundaries of an existing university and as a result none of the *exempt, complying* or *development permissible without consent* categories of development under the SEPP are available for the proposed development.

In addition, the scale of the proposal is beyond the other provisions of the policy and will require consent.

3.2.3 State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

The 2017 amendments to the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 "the Codes SEPP" provide for some changes of use between business premises, office premises and tertiary institutions to be complying development in accordance with Clause 5.3 (1). As the building is already approved for use as commercial office it is considered that the proposed change of use is capable of meeting the specified standards to be complying development, however Clause 5.3 (4) provides that for changes of use to tertiary institutions to be complying development, the gross floor area must not exceed 2,000m². As the proposal exceeds this area, the proposal is excluded from the specified development and not considered to be complying development.

Accordingly it is considered that consent is required for the proposed development.

3.2.4 State Environmental Planning Policy (Infrastructure) 2007

The proposal is no longer defined as traffic generating development under Schedule 3 of the SEPP following the commencement of State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 and the associated

amendments to the Infrastructure SEPP. As a result, referral to the Roads and Maritime Services (RMS) is not required under this policy.

3.2.5 Sydney Local Environment Plan 2012

Land Use

The land zoning map shows the subject site zoned B8 – Metropolitan Centre. The same zoning applies to the rest of the block and most adjacent blocks. Educational establishments are permitted with consent. The zone objectives are:

- *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia’s participation in the global economy.*
- *To provide opportunities for an intensity of land uses commensurate with Sydney’s global status.*
- *To permit a diversity of compatible land uses characteristic of Sydney’s global status and that serve the workforce, visitors and wider community.*
- *To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.*
- *To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.*

Development Standards

No inconsistency with any development standard has been identified in relation to the Proposal.

As a change of use, the proposal raises no issues in relation to the height of buildings development standard.

No increase is proposed to the gross floor area of the existing building. As a result, the proposal raises no issues in relation to the floor space ratio development standard.

Heritage

The site and its buildings are shown on the Sydney LEP heritage map as a heritage item number 1824 having State significance. The LEP listing in Schedule 5 of the LEP is:

Haymarket	Central Railway Station group including buildings, station yard, viaducts and building interiors	Lots 1–3, DP 5771; Lots 1–63, DP 227840; Lots 1 and 2, DP 267889; Lot 12, DP 868831; Lot 11, DP 868834; Lot 32, DP 877478; Lots 12–15 and 18, DP 1062447; Lots 116–118, DP 1078271	State	1824*
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Despite this listing it is clear that the subject land and the Henry Deane Buildings have no heritage significance, being very of recent construction and less than 20 years old. It is noted that the listing does not include the property description of the subject land (although it is coloured on the map) and it does not specify the subject building in the description. It is considered that the listing is now erroneous and is likely to be a remnant of former LEP listings prior to the development and subdivision of the Henry Deane Plaza.

The land is also in the vicinity of a number of other heritage items.

Under Clause 5.10.(4) of the LEP the consent authority must consider the effect of the proposed development on the heritage significance of the item or area concerned. Under Clause 5.10(5) the consent authority may require a heritage management document to be prepared in relation to a proposed development, but the preparation of such a document is not mandatory.

4 Impact Identification

Due to the largely internal nature of the proposal few potential impacts have been identified in relation to the development.

The proposed modification will have no impact on:

- The approved total gross floor area of the building
- The approved exterior of the building (other than signage), the height of the building, the building's external design or design excellence, public domain, landscaping, number of car parking spaces, loading, key heritage relationships, views or setting.

The change of use from commercial office to tertiary institution is also considered to have minimal environmental impacts because:

- In accordance with recent amendments to State Environmental Planning Policy (except and Complying Development Codes) 2008 Clause 5.3, a change of use from business premises, office premises, or medical centres to tertiary institution would normally be complying development except for the size of the tenancy
- The tertiary institution use is also an employment generating use (comparable to the current approved use of commercial office)
- The travel, transport and access arrangements for university staff and students will be broadly similar with most using public transport to access the building
- The operating hours of the university are broadly similar to the operating hours of most commercial offices
- The expected occupancy on any day will be equivalent to the existing approved commercial office use
- As a whole building tenancy, the change of use will not create potential conflicts with tenancies on other floors within the building
- The proposal will retain the lower ground floor retail uses (accessed from the concourse to the railway) and maintains active frontages to the ground floor.

The following potential impacts have been identified:

4.1 Building Code of Australia

Under the regulations, a change of use application must include an assessment of any change required to the Category 1 fire safety provisions that apply to the building before and after the change of use.

Section 94 of the Regulations requires a consent authority to consider whether it would be appropriate for the require an existing building to be upgraded to be brought into total or partial conformity with the BCA where the alterations represent more than half the total volume of the building.

The change of use for the whole building, which was completed in the late 1990s is at a scale where the consent authority must consider whether to bring the building up to current BCA specifications.

It is proposed that a BCA report be prepared identifying whether the change of use triggers any BCA issues (including specifically any change to Category 1 fire safety

provisions) and how to address if identified, and sufficient information for the Department to determine the implications of requiring an upgrade or partial upgrade.

Preliminary investigations suggest that the building may require additional vertical transportation infrastructure (including potentially a new lift and/or enhancement of the existing stairs) in order to service the proposed increased building population.

4.2 Internal Noise Environment

The Infrastructure SEPP requires consideration of the potential impact of noise and vibration on uses including educational establishments for development on or adjacent to a rail corridor.

87 Impact of rail noise or vibration on non-rail development

(1) This clause applies to development for any of the following purposes that is on land in or adjacent to a rail corridor and that the consent authority considers is likely to be adversely affected by rail noise or vibration:

- (a) residential accommodation,*
- (b) a place of public worship,*
- (c) a hospital,*
- (d) an educational establishment or centre-based child care facility.*

(2) Before determining a development application for development to which this clause applies, the consent authority must take into consideration any guidelines that are issued by the Secretary for the purposes of this clause and published in the Gazette.

(3) If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded:

- (a) in any bedroom in the residential accommodation—35 dB(A) at any time between 10.00 pm and 7.00 am,*
- (b) anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.*

The NSW Department of Planning's policy, Development Near Rail Corridors And Busy Roads – Interim Guideline, sets out internal noise level criteria adapted from the State Environmental Planning Policy (Infrastructure) 2007 for developments with the potential to be impacted by traffic or rail noise and vibration.

Whilst no issues have been identified at this stage, with the current internal noise environment highly likely to be suitable for the proposed use, on the basis that educational establishment uses are defined as a sensitive use, it is proposed that an Acoustic Assessment be prepared in order to confirm that the proposed change of use meets the appropriate internal sound levels with reference to NSW Government's Development near Rail Corridors and Busy Roads – Interim Guidelines and Australian Standard AS2107-2000 "Recommended Design Sound Levels and Reverberation Times for Building Interiors". In the event that any issues are identified, the report should identify how to mitigate against any impacts

4.3 Transport and traffic

Staff and students that will use the proposed tenancy will primarily use public transport. Central Station and Broadway are major hubs for public transport and located adjacent to the site.

Like most CBD businesses UTS Insearch does not provide general staff or student parking. As a result the proposal will not seek to alter the current arrangements for parking in the building other than to utilise the carparking currently assigned to commercial floorspace that will be changed to educational establishment – tertiary institution. As the Department would be aware, the Sydney LEP does not require a minimum provision of parking.

It should also be noted the Proposal relocates current Insearch uses within the Ultimo area (nearby at 187 Thomas Street) and as a result, all transport and traffic impacts associated with the use are already present in the network. As a result, no new impacts arising out of the proposed change of use are expected.

As a result no potential impacts on the road or traffic network have been identified. Accordingly it is considered that a specialist traffic and transport report would serve no purpose and would represent a waste of public funds. Accordingly it is submitted that a specialist traffic or transport study should not be required as part of the SEARs.

One key area of potential difference is in relation to bicycle parking, where Council and State policy has changed compared to when the existing building was approved. It is anticipated that Council will request that the development provide bicycle parking and end of trip facilities in accordance with the City of Sydney DCP. Insearch proposes to address any need for increased bicycle parking and end of trip facilities as a part of the subsequent development application.

4.4 Heritage

The site and its buildings are shown on the Sydney LEP heritage map as a heritage item number 1824 having State significance. As noted above however, it is clear that the subject land and the Henry Deane Buildings have no heritage significance, being very of recent construction and less than 20 years old. It is noted that the listing does not include the property description of the subject land although it is coloured on the map, and it does not specify the subject building in the description. It is considered that the listing is obviously erroneous and may be the result of carrying through information for the land from earlier LEPs prior to the development and subdivision of the Henry Deane Plaza development without updating the description.

Despite this listing, it is considered that the as proposed development is a change of use and internal fitout of a building completed in the 1990s, the proposal raises no issues in relation to heritage for the other parts of the heritage item coloured on the Heritage Map or in relation to nearby heritage items.

UTS Insearch argues that given the nature of the proposal which is largely internal, and limited to a building that was completed in the last 20 years there should be no necessity to prepare either a heritage impact statement or a conservation management plan for the proposal given the particular circumstances.

5 Justification

UTS Insearch must vacate 187 Thomas Street no later than 31 July 2021. The Lee Street premises was selected due to its close proximity to the other Insearch locations on Harris Street, Ultimo and the main UTS campus on Broadway and Harris Street, its excellent proximity to public transport, and for its ability to deliver space in the short term and into the longer term. It also offers efficiencies for UTS Insearch and its students by consolidating two existing UTS Insearch locations into the one building. It is also noted that there is no capacity to deliver the required space in the required timeframe on sites already owned or leased by Insearch or UTS.

It is considered that the proposal is well justified for reasons including:

- The education establishment (tertiary institution) use on the site is compatible with nearby education, commercial, transport, hotel, residential, and other uses
- Use as an educational establishment (tertiary institution) maintains a consistent long term use of the wider area as an education precinct (stretching back 130 years)
- The Proposal integrates suitable educational development in close proximity to the major public transportation bus corridor on Broadway and the major railway interchange of Central and minimises carparking and private vehicle use
- The Proposal will contribute to the Draft Metropolitan Strategy's Central Subregion priorities for Broadway and Camperdown as an education and health precinct
- The Proposal supports the viability of centres by providing employment in the Global Sydney strategic centre, with a specific focus on education-related land uses focussed towards job creation and innovation.

6 Consultation

At this stage no other consultation has yet occurred with the community, local council, or other Government agencies. UTS Insearch proposes to consult with the Council following the issue of the SEARs.

UTS Insearch also proposes to consult with the local community and will be guided by Dexus and by the Council regarding the best methods of engaging with the precinct's other users, owners and occupiers.

7 Capital investment value

A quantity surveyor's report estimating the capital investment value of the development is at Appendix 1. The report has confirmed that the capital investment value of the proposed fitout exceeds \$30million and is accordingly State Significant Development in accordance with the State Environmental Planning Policy (State and Regional Development) 2008.

Attachments

Attachment 1 Capital Investment Value

Attachment 2 UTS Insearch Fitout Concept Plans

Attachment 3 Existing Architectural Plans

URBANAC