



4 February 2019

The Director of Planning
Department of Planning and Environment
23-33 Bridge Street
Sydney NSW 2000

Attention: Anthony Witherden

Dear Sir

**SECTION 4.55(1A) APPLICATION - STATE SIGNIFICANT DEVELOPMENT APPLICATION NO.
SSD-4972 - 161 SUSSEX STREET, SYDNEY**

Further to our letter dated 29 November accompanying the Section 4.55(1A) application to SSD-4972 GL Investment Co Pty Ltd ATF No 1 Trust submit the additional information requested in the email from Lawren Drummond, Planning Officer, Regional assessments dated 8 January 2019.

Item 1: Background Information

The SSD-4972 approval did not include any changes to Wheat Road and the approved drawings reflect Wheat Road as it was at the time. The area of Wheat Road in question housed a total of nine tourist bus parking bays principally servicing the adjacent aquarium whose visitors were primarily schoolchildren. The total of nine spaces included a dedicated space for the "Explorer Bus". Located immediately adjacent to the aquarium, seven of the bus bays were forty five degree parking requiring buses to depart in a reverse motion. As the paved area on the western edge of Wheat Road sat immediately under the King Street overpass it provided weather protection to school groups who utilized its seating areas extensively. A pedestrian stair located on the western side of Wheat Road connected a public through site link through the hotel lobby of the proposed 161 redevelopment to Sussex Street. Refer attachment A for the plan showing Wheat Road as reflected on the approved plans (August 2013)

As part of the 161 Sussex St Redevelopment, the existing terrace structure over the northbound lanes of the Western distributor was extended 60m north and 40m south. In order to minimise Wheat Rd disruptions and carry out the construction works safely, Brookfield Multiplex (Multiplex), GL's contractor for the redevelopment works, proposed a temporary layout that widened Wheat Road and converted the east side of the road into a construction zone.

In developing the temporary layout Multiplex and GL liaised closely with the landowner, who at that time was Sydney Harbour Foreshore Authority (SHFA) to determine the optimum



arrangement. SHFA identified that safety in the area would be increased significantly if an arrangement could be identified that limited bus reversing movements. Discussions centred around the large numbers of school children in the vicinity of the reversing buses and concerns raised by the drivers. In addition SHFA advised they were seeking a permanent solution to the safety issue. Accordingly Multiplex submitted a proposal to SHFA dated 30 July 2013 (refer attachment B) which included a number of options for both the temporary and permanent arrangement. SHFA supported the option approved by RMS which accommodated a total 6 parallel bus bays with no reversing movements required.

Construction of the temporary layout involved a number of works including demolishing the through site link pedestrian access stairs (to be reconstructed on completion of the redevelopment) and changing the layout and number of bus parking bays. The proposed temporary layout safely catered for 7 parallel bus parking bays including the "Explorer Bus" bay. Despite the reduction of 2 bus bays, the temporary layout vastly improved the line of sight and allowed all buses to park and depart in a forward motion. The temporary layout was approved by SHFA in July 2014 and constructed immediately after.

On 19 March 2014 the Planning Assessment Commission (PAC) approved a modification to Condition A5 changing the allocation of Section 94 contributions from City of Sydney to works in Darling Harbour in the vicinity of the 161 redevelopment. The scope and detail of the works was to be agreed with SHFA. The diagram attached to the approval (refer attachment C) specifically identified an area in the vicinity of Wheat Road where the funds were to be expended.

In the process of developing the design for the proposed roadworks, documentation was submitted to RMS for their review and comment. On 23 November 2015 RMS confirmed they had no further comments. Refer attachment D

GL finally reached agreement with SHFA on the scope and cost of the A5 works and received their consent on 5 May 2016. Refer attachment E.

The scope of works included in the A5 approval involved further refinement of the temporary Wheat Road arrangement with new paving and street furniture west of Wheat Road and the provision of an extensive landscape buffer to the Western Distributor. It also provided for 12 carparking spaces and an extensive hardstand area for use during events all controlled by SHFA. The through site link stair was reinstated as a development cost on the eastern side of Wheat Road, integrated with the new landscaping and a pedestrian crossing. Refer to the response to item 2 below for more detail.



Item 2: Approved Plan and Current Plan

Refer accompanying plans at attachment F1 and F2 as listed below:

- ZC-DA-16-20 Rev 02 Wheat Road Layout Plan
- ZC-DA-16-21 Rev 01 Wheat Road Overlay Plan

Item 3: Traffic Consultant Statement

Refer accompanying letter from TTW dated 4 February providing the requested Wheat Road traffic safety review at attachment G.

Should you have any queries about this matter, please do not hesitate to contact me on 0413 586555 or jenny@mandlinvestments.com.sg

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Jennifer Watt'.

Jennifer Watt
Development Manager
GL Investment Management

Cc Neil Maxwell CEO

Attachments:

- Attachment A – Plan showing Wheat Road as reflected on the approved plans (August 2013)
- Attachment B – multiplex Wheat Road submission to SHFA dated 30 July 2013
- Attachment C – Mod 1 Condition A5 attachment
- Attachment D – RMS approval for Wheat road works
- Attachment E – SHFA LOC for A5 public domain works
- Attachment F1 – ZC-DA-16-20 Rev 02 Wheat Road Layout Plan
- Attachment F2 – ZC-DA-16-21 Rev 01 Wheat Road Overlay Plan
- Attachment G – TTW Wheat Road Traffic Safety Review dated 4 February 2019