

From: Bowyer, Warwick [<mailto:Warwick.Bowyer@lendlease.com>]

Sent: Wednesday, 8 February 2017 3:58 PM

To: Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>

Cc: Christopher Ashworth <CAshworth@cityofsydney.nsw.gov.au>; Mason, Michelle <Michelle.Mason@lendlease.com>

Subject: HPRM: FW: Revision 1: Lendlease Submission Re : Planning Agreement- 1 Alfred Street, Sydney, NSW 2000: Wanda One Sydney P/L. Additional text to Item 3 Shared Basement. Wanda basement entry.

Hi Chris,

Below and attached.

As noted in my original submission below, and as discussed yesterday, the circa **13m Pitt Street setback** of the Wanda Hotel at the south eastern corner at the ground level is of concern to the future amenity of the City's pedestrianised Rugby Place laneway because the laneway is unscreened from vehicular emissions (noise, vibration and exhaust fumes) generated by those cars using the Wanda basement entry/exit.

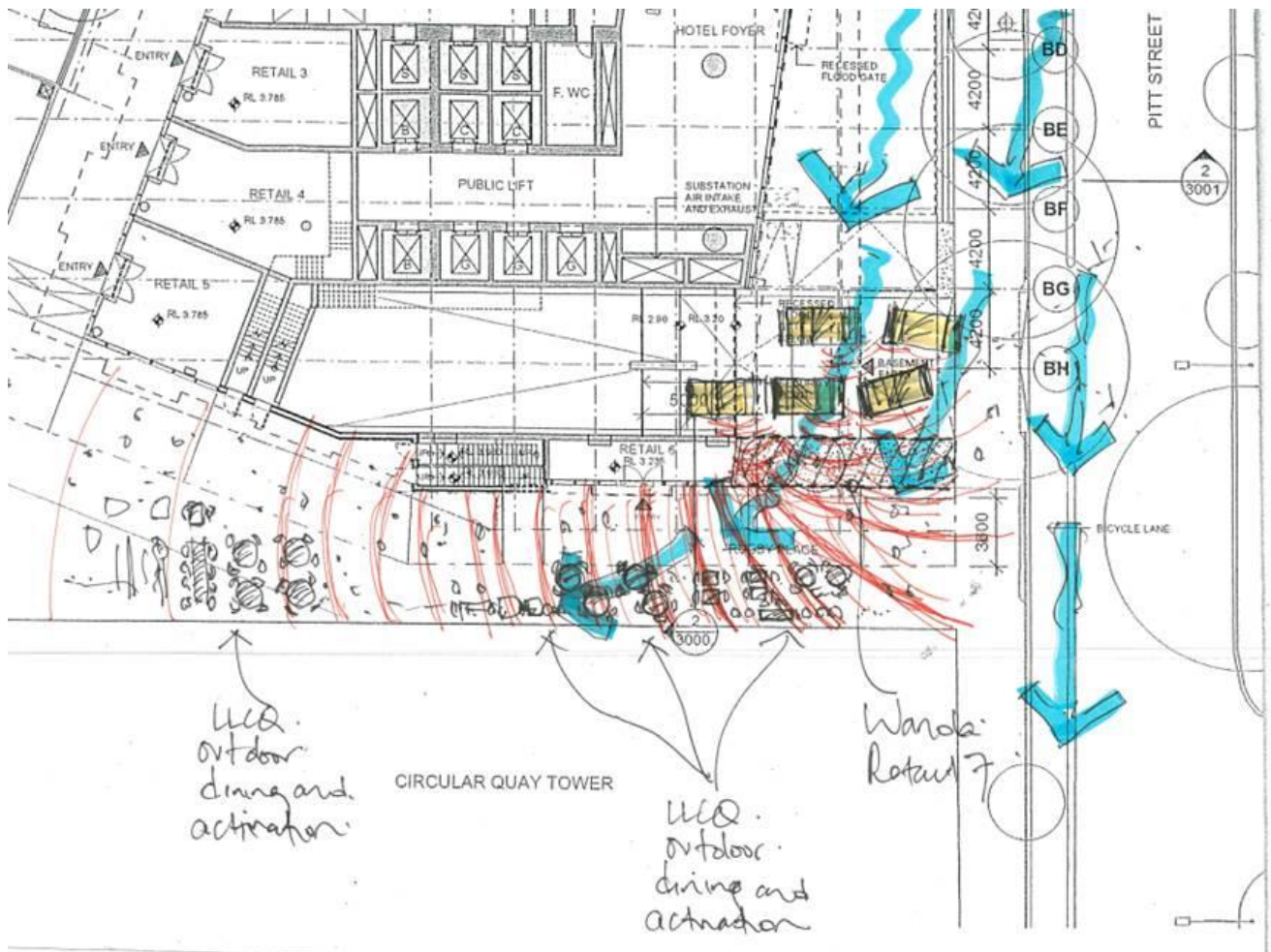
The low level landscape proposed by Wanda will likely be in effectual in addressing these negative environmental impacts within the City's new laneway.

This condition will be further exacerbated by the predominately north easterly winds entering Pitt Street during the warmer Sydney months (Refer Wanda's own Wind Report prepared by CCP). Refer the arrows in blue in my sketch.

In addition, further potential laneway activation through additional Wanda retail is lost because of the Hotel buildings significant setback at the lane level.

As discussed, we would recommend Wanda consider additional retail (**Retail 7** as indicated on the sketch below and attached), the impact of which would be to:

1. Screen and preserve the amenity of the new Rugby Place pedestrianised laneway (including the future planned LLCQ outdoor dining opportunities) from the vehicular noise, vibration and exhaust emissions arising from the Wanda basement access
2. Better activate the new Rugby Place pedestrianised laneway with additional lanes development as part of the Wanda development
3. Provide Wanda with additional retail amenity and revenue streams



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From: Bowyer, Warwick

Sent: Tuesday, 7 February 2017 4:41 PM

To: 'Christopher Corradi' <ccorradi@cityofsydney.nsw.gov.au>

Cc: 'Christopher Ashworth' <CAshworth@cityofsydney.nsw.gov.au>

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From: Bowyer, Warwick

Sent: Wednesday, 14 December 2016 9:53 AM

To: 'Christopher Ashworth' <CAshworth@cityofsydney.nsw.gov.au>

Cc: 'Christopher Corradi' <ccorradi@cityofsydney.nsw.gov.au>

Subject: Revision 1: Lendlease Submission Re : Planning Agreement- 1 Alfred Street, Sydney, NSW 2000: Wanda One Sydney P/L. Additional text to Item 3 Shared Basement

Hi Christopher,

I've taken the opportunity (before the expiry of the public exhibition period) to add some additional explanatory text to section 3 *Shared Basement Driveway with adjacent LLCQ site not contemplated* of our VPA submission of yesterday.

The additional text and (denoted in blue) is provided in the form of a table responding to each item of the undated Urbis report entitled "CONSIDERATION OF INTEGRATED BASEMENT" exhibited under Appendix II of D/2016/1529

I hope that this additional text adds further clarity to our submission.

Happy to discuss any questions you may have.

regards

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From: Bowyer, Warwick

Sent: Tuesday, 13 December 2016 4:56 PM

To: 'Christopher Ashworth' <CAshworth@cityofsydney.nsw.gov.au>

Cc: 'Christopher Corradi' <ccorradi@cityofsydney.nsw.gov.au>

Subject: Lendlease Submission Re : Planning Agreement- 1 Alfred Street, Sydney, NSW 2000: Wanda One Sydney P/L

Dear Chris,

We refer to the City's Notification letter dated Nov 29, 2016 Re: Planning Agreement Reference : D2016/1529, D2015/1049 and D 2015/882 (**Draft Wanda VPA**)

Lendlease understands from the Notification letter - Draft Wanda VPA, relates to:

- The City proposes to enter a planning agreement relating to development application DA numbers: D/2016/1529, D/2015/1049 and D/2015/882 relating to sites at 1 Alfred Street, Sydney NSW 2000
- The objective of the planning agreement is to secure public benefits in connection with the public benefit offer submitted by the owner.
- Key features of the public benefit offer are:
 - a contribution of \$3.5 million for public artworks
 - dedication of land to Council for public roads
 - increasing areas of land set aside for the purposes of a public footway and recreation
 - development works undertaken by Wanda in areas set aside for public roads, public open space and recreation.
 - The total cost to deliver the public art and development works is approximately \$5 million. The value of the land to be dedicated for roads is approximately \$12.2 million.

Lendlease is the owner of neighbouring sites directly to the south of the Applicant and is concerned that the Applicants approach to the following items relating to the Draft Wanda VPA.

The items raised below should not be construed by default as any endorsement by Lendlease of any other aspect of the Draft VPA.

Lendlease has made previous submissions to the City regarding both D2015/1049 and D 2015/882, most recently on November 25 and 26 in relation to D/2015/882/C.

1. **Right for flood/storm/runoff water to pass across Wanda land from LLCQ site (long term) not contemplated in the Draft Wanda VPA**

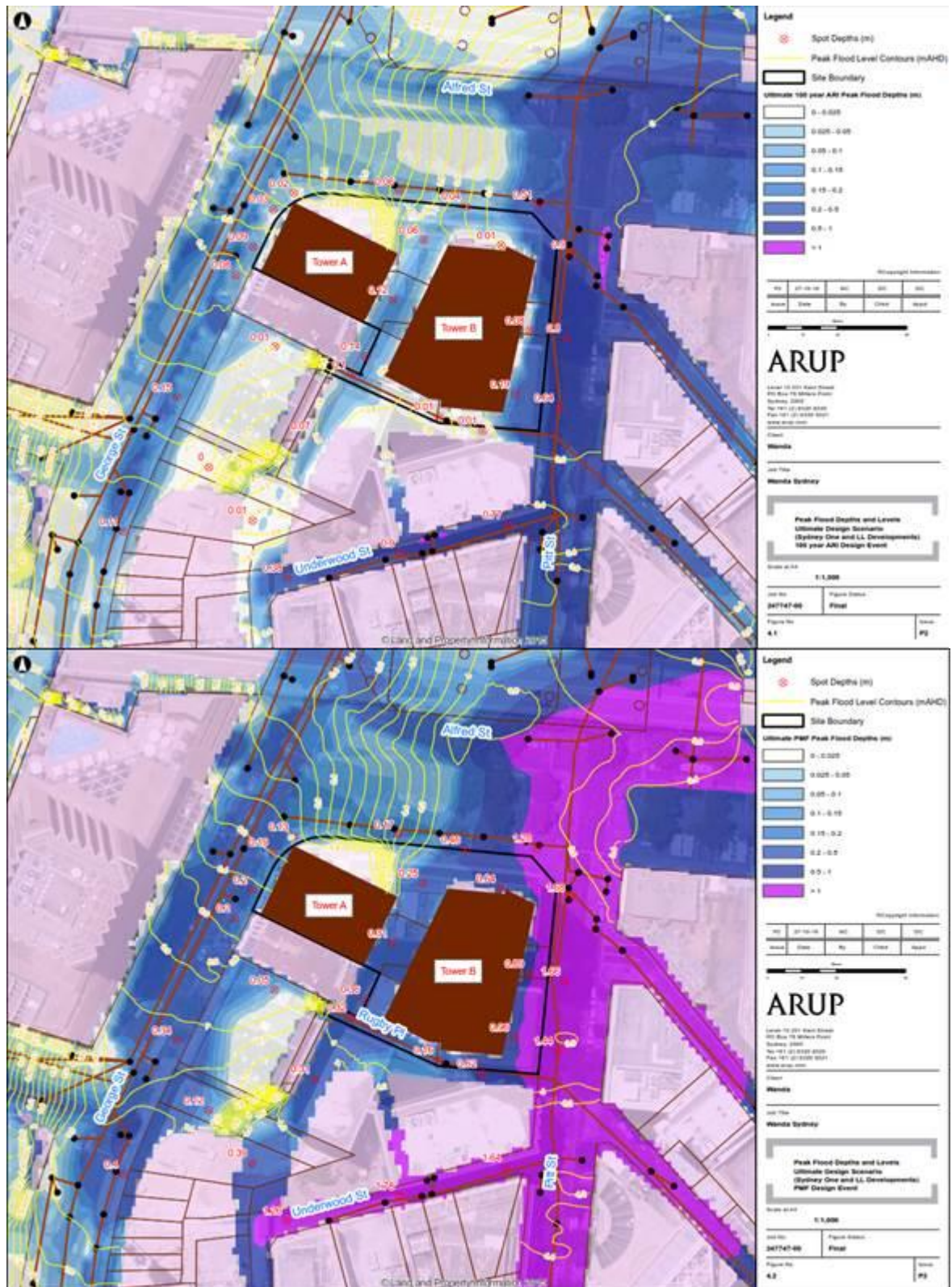
- Wanda's applications D/2015/882/C and D/2016/1529 both contemplate flooding scenarios across the combined LLCQ and Wanda sites as described in the following Wanda reports. The relevant portions of the LLCQ site that are the subject of flooding will ultimately be dedicated to the City of Sydney under the LLCQ VPA.
 - **D/2015/882/C** - Wanda, Wanda Sydney Flood Assessment and Management Report Flood Assessment and Management Report 02 - 27 October 2016
 - **D/2015/882/C** - Wanda DA public domain levels per Appendix A: Flood Assessment and Management Report Flood Assessment and Management Report 02 - 27 October 2016
 - **D/2016/1529** - Wanda, Wanda Sydney Civil Engineering Report Stormwater Management | Water Quality Management Sediment & Erosion Control | Integrated Water Management 02 | 27 October 2016
 - **D/2016/1529** - Wanda, Wanda Sydney Civil Drawing No AP-CV-AA-00-0000-05

Lendlease made a submission to Council during the public exhibition of D/2015/882/C, entitled ***"WandaOne Sydney/LLCQ approach to integrated public realm levels and flooding. D/2015/882/C"*** and emailed to: dasubmissions@cityofsydney.nsw.gov.au on Sat 26/11/2016 7:39 PM.

The Draft Wanda VPA does not contemplate the passing of flood water (and other storm water) from portions of the LLCQ site (to be ultimately dedicated to the City) across the Wanda site. The LLCQ site will ultimately encompass both Crane Lane and Mirvac Triangle.

Lendlease recommends that the Draft Wanda VPA be amended to provide for appropriate rights/easements permitting the conveyance of flood water (and other storm water, runoff etc) from the LLCQ site, including Crane Lane and Mirvac Triangle which will ultimately for part of the LLCQ combined site, (to be ultimately dedicated to the City), across the Wanda site to the extent as indicated on the following Wanda prepared Development Application Flood maps and as generally contemplated in the Wanda Development Applications:

- Peak Flood Depths and Levels Ultimate Design Scenario (Sydney One and LL Developments) 100 year ARI Design Event- 47747-00
- Peak Flood Depths and Levels Ultimate Design Scenario (Sydney One and LL Developments) PMF Design Event - 247747-00



2. Right for flood water to pass across Wanda land from LLCQ site (short term)

- Wanda's application **D/2016/1529** contemplates stormwater management works (including sump pit and pumping installations) within Lendlease's land (East of Jacksons on George) and discharge of that water across the Wanda land. More information regarding Wanda's proposal can be found in the following application submission documents

- **D/2016/1529** - Wanda, Wanda Sydney Civil Engineering Report Stormwater Management | Water Quality Management Sediment & Erosion Control | Integrated Water Management 02 | 27 October 2016
- **D/2016/1529** - Wanda, Wanda Sydney Civil Drawing No AP-CV-AA-00-0000-05
- ARUP on behalf of Wanda write in section 3.3.1 of their D/2016/1529- Wanda, Wanda Sydney Civil Engineering Report Stormwater Management | Water Quality Management Sediment & Erosion Control | Integrated Water Management 02 | 27 October 2016 as follows:

“...In addition, as a function of a level difference between the proposed through-site link levels and the existing Jackson’s on George loading dock entrance, a pump out pit is required to drain this trapped low point until such time that these levels are modified in the future...”

An extract from Wanda Sydney Civil Drawing No AP-CV-AA-00-0000-05 is pasted below showing the extent of the proposed arrangements.



Wanda have not adequately consulted with Lendlease regarding the arrangements for a ***pump out pit is required to drain this trapped low point until such time that these levels are modified in the future.***

Wanda has not sought Lendlease’s landowners consent to this proposed installation. Wanda has provided no information either to Lendlease directly, or as part of its Development Applications regarding:

- the pump out pit engineering design criteria or details.
- pump installations, configurations and capacities
- pumping management arrangements or contingency planning
- Discharge arrangements or the nature of the Wanda gravity disposal

- v. liabilities in event of the pump installations failure and subsequent potential flooding of Jacksons on George basement level

The Draft Wanda VPA does not contemplate the passing of water discharged from the Lendlease land via the Wanda pump out pit across the Wanda site.

Lendlease recommends that the Draft Wanda VPA be amended to provide for appropriate easements permitting the conveyance of water/runoff from the Lendlease site across the Wanda site as contemplated by the Wanda application. Alternatively, other arrangements acceptable to Lendlease should be agreed.

3. Shared Basement Driveway with adjacent LLCQ site not contemplated

Background

Valad D2010/2029

In late 2014, Wanda purchased 1 Alfred Street (Gold Fields House) with a valid Development Consent (No. D2010/2013) in hand. This Consent required a shared driveway access and integrated basement with the adjacent landowner at 19 Pitt Street, which was then a PCA B Grade commercial office premises. Wanda would have made provision in its purchase price for all and any items relating to any perceived encumbrance that a shared drive way would have upon the then Valad (now Wanda) land.

Wanda SSD 2015-7101

In late 2015, following its subsequent purchase of Rugby Club and 19 Pitt Street, Wanda lodged SSD 2015-7101.

As part of this application, the Environmental Impact Statement at section 5.4 stated that “....**Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street**”.

At the time of Wanda's SSD 2015-7101 application, any perceived encumbrance or major technical challenge that a shared drive way would have upon the Wanda land would have been broadly understood and accepted to Wanda.

The City appears to now support Wanda's proposed integrated basement as described in Wanda's SSD 2015-7101 Environmental Impact Statement (EIS).

Lendlease supports Wanda's vision as set out in SSD 2015-7101 and seeks to work collaboratively with Wanda to realise its proposed integrated basement with and shared driveway so as to reduce vehicular access points to Pitt Street.

Wanda D/2016/1529

As part of D/2016/1529, Urbis have prepared an undated report on behalf of Wanda entitled “**CONSIDERATION OF INTEGRATED BASEMENT**”. The report is provided under Appendix II of D/2016/1529.

The report now chooses to nominate various Commercial and under section 5, technical Challenges and concludes that “***in this instance integrated basement access is not attainable between the Wanda properties and the adjoining properties***”. This is despite Wanda's previous representations under SSD 2015-

7101 that “...***Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street***”

As noted above, Lendlease supports Wanda’s vision as set out in SSD 2015-7101 and seeks to work collaboratively with Wanda to realise its proposed integrated basement with and shared driveway so as to reduce vehicular access points to Pitt Street.

Lendlease believes:

- sufficient consultation between Wanda and Lendlease has not yet taken place regarding Wanda’s current and latest basement and ramp design configurations depicted under D/2016/1529, the final form of which were only made available to Lendlease when D/2016/1529 went on public exhibition on November 24, 2016. This was despite Lendlease’s request to Wanda for issue of its DA scheme CAD files on November 3, 2016 (Reference: Email Bowyer to Rain Li Thu 3/11/2016 5:48 AM)
- sufficient design development of the Lendlease LLCQ basement scheme is yet to take place meaning that any conclusion of Wanda that ***“in this instance integrated basement access is not attainable between the Wanda properties and the adjoining properties”*** is premature.
- That with suitable collaboration between the City, Wanda and Lendlease, that the technical challenges set out in the Urbis undated ***“CONSIDERATION OF INTEGRATED BASEMENT”*** report accompanying D/2016/1529 can likely be overcome utilising industry standard design and construction techniques.

In relation to the Draft Wanda VPA, Lendlease therefore recommends:

- Wanda redraft the VPA to incorporate draft terms (subject to further consultation between the City, Lendlease and Wanda) relating to the provision of a shared driveway between the Lendlease and Wanda sites. The drafting would address:
 - i. Lendlease rights to pass the Wanda land that comprises the shared driveway, in the form of an appropriate easement with suitable terms etc acceptable to Lendlease and capable of being registered on title
 - ii. Terms of a suitable Building Management Statement (including but not limited to issues relating to cost sharing, liability, maintenance, any terms of usage, shared services and the like)
 - iii. Appropriate easement/rights plans etc in a form registrable at the LPI
 - iv. Other items yet to be identified by the parties

Lendlease response to key issues of undated Urbis report entitled ***“CONSIDERATION OF INTEGRATED BASEMENT”*** exhibited under Appendix II of D/2016/1529

Item	Urbis Key issue	Urbis discussion	Lendlease response
1	Traffic and Ramp Gradients	<i>To date, Wanda has not been provided with a proposal from Lendlease that fully meets these geometrical ramp requirements.</i>	Lendlease has not had time to consider the final exhibited ramp/basement arrangements now proposed by Wanda and only publicly exhibited since November 24, 2016. This is despite Lendlease requesting Wanda provide its DA scheme CAD files on November 3, 2016

			<p>permitting such assessments and consultation to be undertaken in a more timely manner and in any event prior to DA lodgement (Reference: Email Bowyer to Rain Li Thu 3/11/2016 5:48 AM). Wanda elected to decline Lendlease's November 3 request</p>
		<p><i>Introducing a flat section would likely impact on the retail space as this pushes the vertical clearance of portal into the site further</i></p>	<p>The "likely" (as purported by Urbis) impact on the lane retail needs to be tested. Wanda have not demonstrated any impact as part of their proposal. Wanda could potentially recover any retail area by extending its planned Rugby Place retail further east toward Pitt street to better screen the Wanda vehicular basement entry from the laneway, thereby enhancing laneway and public amenity by reducing noise and vehicular emissions currently planned to be discharged directly into the new Rugby Place laneway</p>
		<p>The intersection may have possibly reduced horizontal and vertical sightlines which will pose potential safety issues.</p>	<p>Urbis's own report states that this issue can be addressed through <i>"Wider openings and a review of grading will be needed to ensure adequate safe access "</i></p>
		<p><i>The introduction of additional users will impact on the security measures needed at the site entrance. It also introduces additional conflict points between different vehicle types due to the different building occupants— residents, hotel valet, limousines, service vehicles and commercial tenants.</i></p>	<p>Wanda/Urbis already understood this issue/challenge when in late 2015 they lodged SSD 2015-7101 and Urbis wrote on behalf of Wanda as part of their Environmental Impact Statement at section 5.4: <u>"....Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street"</u>.</p>

			Wanda/Urbis now appear to be endeavouring to retract from prior representations made as part of their SSD 2015-7101
		<p><i>For both options Lendlease trucks will need to operate with a traffic signal system due to only one truck at a time being able to enter or leave the Lendlease loading dock. This means that Lendlease trucks may need to wait half way down the Sydney One driveway at a red signal if a Lendlease truck is exiting the dock. Trucks waiting will delay all Sydney One traffic on entry.</i></p>	Lendlease believes this is manageable utilising industry standard traffic signalling and other conventional loading dock management techniques that can be agreed between the parties and appropriately implemented as part of a conventional Building Management Statement.
		<p><i>With clear give-way marking and signage and an appropriate loading dock traffic light system, <u>the shared ramp arrangement is acceptable.</u> There will at times be some delay to entering traffic, although this should be minimal.</i></p>	Lendlease agrees with Urbis
		<p><i>the proposed vehicular ramp may experience queueing as a result of the integration with the adjoining site.</i></p>	<p>Urbis have provided no modelling demonstrating the veracity of this assertion or otherwise.</p> <p>Wanda/Urbis already understood this issue/challenge when in late 2015 they lodged SSD 2015-7101 and Urbis wrote on behalf of Wanda as part of their Environmental Impact Statement at section 5.4: <u>"....Wanda would welcome the opportunity to discuss</u></p>

			<p><i>with surrounding land owners, such as Lend Lease, the potential to <u>further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street</u></i>".</p> <p>Wanda/Urbis now appear to be endeavouring to retract from prior representations made as part of their SSD 2015-7101</p>
		<p><i>The site is highly constrained with regards to vehicular access. As a result of the light rail and planned road closures the only feasible vehicular access from the site is via Pitt Street. Pitt Street is also subject to a</i></p> <p><i>planned cycleway which is proposed by the City of Sydney on the western side of Pitt Street. The planning of</i></p> <p><i>vehicular drop-off for a hotel and the provision of an integrated basement servicing a residential tower and a</i></p> <p><i>world-class hotel must therefore be carefully considered.</i></p>	<p>Wanda/Urbis already understood this issue/challenge when in late 2015 they lodged SSD 2015-7101 and Urbis wrote on behalf of Wanda as part of their Environmental Impact Statement at section 5.4:</p> <p><i><u>"....Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street"</u></i>.</p> <p>Wanda/Urbis now appear to be endeavouring to retract from prior representations made as part of their SSD 2015-7101</p>
		<p><i>The risk of queuing on Pitt Street as a result of the integration of basements, particularly given the sensitivities</i></p> <p><i>and challenges of Pitt Street as proposed is unacceptable.</i></p>	<p>Wanda/Urbis already understood this issue/challenge when in late 2015 they lodged SSD 2015-7101 and Urbis wrote on behalf of Wanda as part of their Environmental Impact Statement at section 5.4:</p> <p><i><u>"....Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease,</u></i></p>

			<p><u><i>the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street</i></u>".</p> <p>Wanda/Urbis now appear to be endeavouring to retract from prior representations made as part of their SSD 2015-7101</p>
2	Flooding	<p><i>The proposed driveway on the site will achieve flood resilience in all flood events up to 20 year ARI event for the basement car park entrance</i></p>	Lendlease generally supports the Wanda approach
		<p><i>Wanda has not received any certainty that indemnities can be agreed between adjoining land owners</i></p>	Lendlease believes this issue can be adequately negotiated and agreed between the parties and any obligations appropriately implemented as part of a conventional Building Management Statement.
3	Structural Engineering	<p><i>ARUP have considered the structural implications... these structural engineering challenges may be resolvable</i></p>	<p>Lendlease agrees.</p> <p>Once again, Wanda/Urbis already understood this issue/challenge when in late 2015 they lodged SSD 2015-7101 and Urbis wrote on behalf of Wanda as part of their Environmental Impact Statement at section 5.4:</p> <p><u><i>"....Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street"</i></u>.</p>

			Wanda/Urbis now appear to be endeavouring to retract from prior representations made as part of their SSD 2015-7101
4	Engineering Upgrades	<i>these engineering challenges may be resolvable</i>	Lendlease agrees. As above
5	Public Domain	<i>It may be argued that the provision of a larger integrated basement across more development sites would result in an even more improved public domain</i>	Lendlease agrees. As above
6	Security	<p><i>In consultation, Lendlease has expressed a view that these concerns can be adequately addressed by utilising appropriate security installations and through the implementation of appropriate security management systems and shared building management arrangements (where relevant). Whilst Wanda does note that the Lendlease basement may offer CCTV and other levels of security, Wanda is not convinced that a shared Building Management Statement would be possible to be achieved across the site without increased risk to guests and residents of the Wanda premises.</i></p>	<p>Wanda/Urbis already understood this issue/challenge when in late 2015 they lodged SSD 2015-7101 and Urbis wrote on behalf of Wanda as part of their Environmental Impact Statement at section 5.4:</p> <p><u>“....Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street”.</u></p> <p>Wanda/Urbis now appear to be endeavouring to retract from prior representations made as part of their SSD 2015-7101</p>

7	Amenity of Security	<p><i>The provision of an intersection point on site between the adjoining properties will likely require the need for</i></p> <p><i>warning signals, alarms, and large mirrors due to reduced horizontal and vertical sightlines.</i></p>	<p>Lendlease believes this is manageable utilising industry standard security services and other conventional loading dock management techniques that can be agreed between the parties and appropriately implemented as part of a conventional Building Management Statement.</p> <p>Once again, Wanda/Urbis already understood this issue/challenge when in late 2015 they lodged SSD 2015-7101 and Urbis wrote on behalf of Wanda as part of their Environmental Impact Statement at section 5.4:</p> <p><u>“....Wanda would welcome the opportunity to discuss with surrounding land owners, such as Lend Lease, the potential to further integrate the proposed basement with surrounding properties to reduce vehicular access points to Pitt Street”.</u></p> <p>Wanda/Urbis now appear to be endeavouring to retract from prior representations made as part of their SSD 2015-7101</p>
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4. Lendlease's existing easements and rights to cross Rugby Place

Lendlease has rights across Wanda's land registered per DP 1222015- Wanda (B1).

Nothing in the Draft Wanda VPA shall derogate from Lendlease's existing registered rights

5. Lendlease's future rights for Crane Lane and Mirvac Triangle to cross Rugby Place

The City has agreed to transfer Crane Lane and Mirvac Triangle to Lendlease under the LLVQ VPA.

The Draft Wanda VPA should be amended to acknowledge the LLCQ VPA and acknowledge Lendlease as the future owner of Crane Land and Mirvac Triangle and make provisions to address items 1, 2, 3, 4 and 5 above accordingly.

6. A and B in relation to Wanda through site link.

Lendlease understands that the general differences between (A) and (B) as shown on the Wanda Draft VPA Annexure E and F plans are as follows.

Right of Public Access (A);

1. For provision of access
2. Council has the right to erect artworks, street furniture, directional signage & other improvements.
3. may pass with or without animals.
4. Provides access for any member of the public.
5. Wanda may not install works of art, street furniture, awnings, tables and chairs associated with ground floor retail.
6. The easement site may be restricted for a period of up to a month or as agreed by Council.
7. Limited in depth to the top of the carpark structure and membrane below.

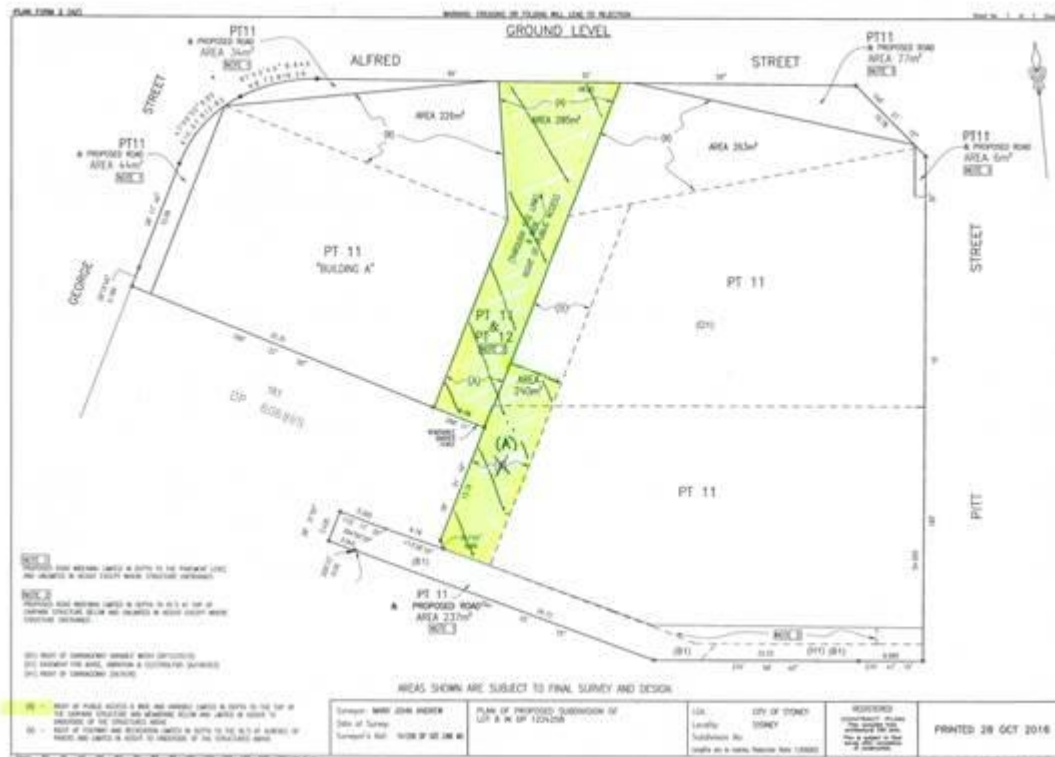
Right of Footway and Easement for Recreation (B);

1. For provision of public open space.
2. Site may be used for passive recreation purposes.
3. excludes animals other than guide dogs.
4. site can be used as public open space by any member of the public.
5. Wanda may carry out works without limitation.
6. May permit doors to open into easement site.
7. May install erect works of art, street furniture, awnings, notice boards and tables and chairs associated with hotel bar or dinning premises at ground level within the easement site.
8. Improvements or encroachments on the easement site that have been approved under development consent are not in breach of the instrument.
9. Wanda must not grant any person a licence or right to occupy the easement site without Council consent.
10. Limited in depth to the surface of the pavers.

Lendlease believes that as proposed by Wanda in the Draft VPA, the configuration of (A) and (B) has the potential to limit the future outdoor dining areas to the laneway level retail proposed beneath Jacksons on George as part of the LLCQ endorsed Planning Proposal Scheme.

Lendlease has marked below what it believes is a more appropriate distribution between (A) and (B) that does not prejudice the future outdoor dining opportunities associated with the LLCQ retail described above, however would like the opportunity to discuss further with both Wanda and the City.

Lendlease asks that Council give consideration to the Lendlease proposal as noted above and indicated below and seeks the opportunity to consult prior to finalisation of the Wanda VPA.



7. No Wanda vehicular access to Rugby Place without consent

There should be a Restriction of Rugby Place such that Wanda cannot use Rugby Place for vehicular access for the purpose of servicing its development, including for the front loading of Wanda laneway retail, unless in accord with an agreed precinct wide management plan which should have appropriate hours of restriction to prevent detrimental impacts to pedestrians utilising the broader precinct network of lanes and outdoor dining areas commensurate with other adjacent developments.

8. Notes A or B per Wanda VPA Plans in Annexures E and F

Notes A and B shown on the Wanda VPA Plans in Annexures E and F should also apply to the extent of the Wanda plan denoted as Note 2, in the event the extent of Note 2 does not form part of the 237 sq m of Proposed Road

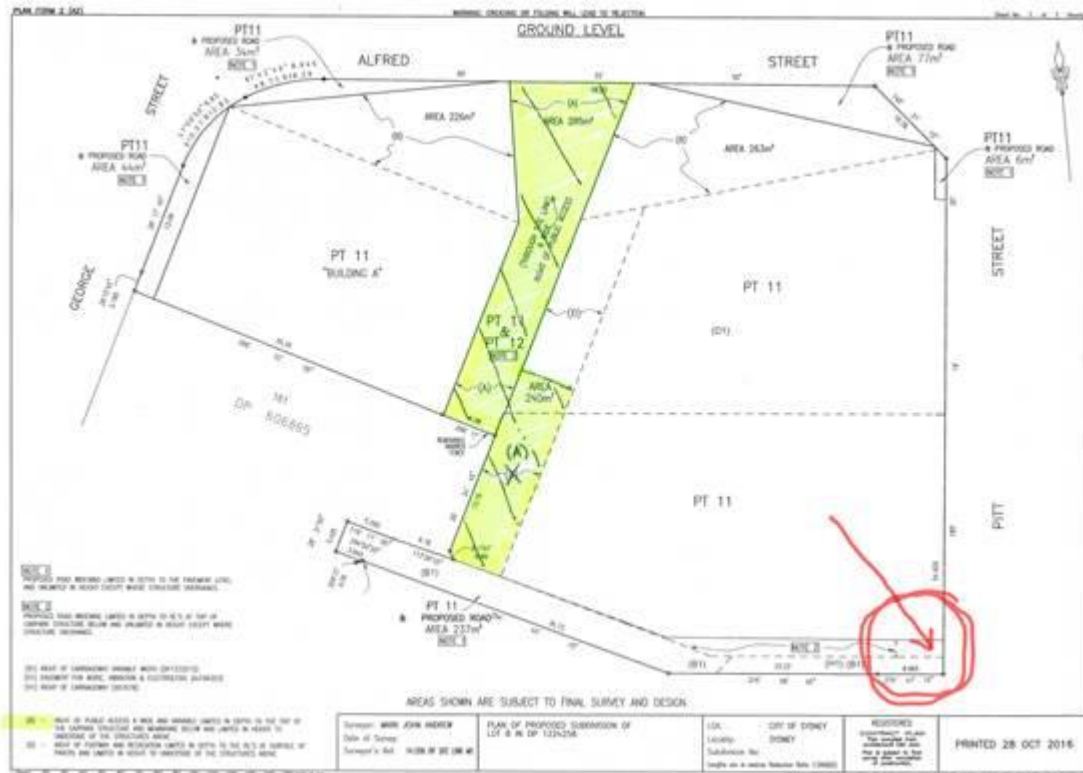
9. Removable Barrier Fence

The "Removable Barrier Fence" denoted on the Wanda plans in Annexures E and F is not discussed in the balance of the VPA document and should be removed from the VPA drawings as its purpose is unclear.

10. Pitt Street/Rugby lane interface.

It is not clear what if any restrictions apply to the portion of Rugby Place denoted in Red below.

This should be addressed to be clear in the VPA.



Thank you for this opportunity to make a submission.

Lendlease would be happy to meet the proponent and City to discuss these issues further if required.

Regards

Warwick Bowyer

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