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11 December 2017

Sydney North Planning Panel
C/o The Secretariat
GPO Box 39
Sydney NSW 2001

Via email: enquiry@planningpanels.nsw.gov.au

Dear Sydney North Panel Members,

2016SYE036 - RESPONSE TO LATE SUBMISSIONS –496-520 PACIFIC HIGHWAY ST LEONARDS (DA212/15)

I write in response to three submissions received by Lane Cove Council following the closing date for the most recent public notification of DA212/2015, being 28 November 2017. These submissions are:

- Atlas Urban letter dated 1 December 2017 (on behalf of 69 Christie Street Owners Corporation),
- City Plan Services letter dated 5 December 2017 (on behalf of the Owners Corporation of Strata Plan 69455, 69 Christie Street St Leonards), and
- Premium Strata letter dated 5 December 2017 (also on behalf of the Owners Corporation of Strata Plan 69455).

These submissions have been forwarded by Lane Cove Council.

The key issues raised in these submissions pertain to

- The proposal's non-compliance with the objectives of Part D – Commercial Development and Mixed Use Localities of the Lane Cove DCP;
- The proposal's 'non-compliance' with the objectives of the Department of Planning and Environment's St Leonards and Crows Nest Station Precinct Preliminary Urban Design Analysis;
- The poor resulting urban environment that will result from the proposal;
- The sterilisation of 69 Christie Street; and
- Calculation of Floor Space Ratio.

Relevant Section of Lane Cove DCP Part D

The section of *Lane Cove DCP Part D (Commercial and Mixed Use Localities)* governing development of the subject site is 'Locality 5 – 472-504 Pacific Highway St Leonards'. Prior to the DCP amendment which introduced the new Locality 5 provisions in May 2015, the 'Locality 1 Block 3 – Friedlander

Place’ provisions applied to the site. The May 2015 DCP amendment, however, included a specific provision in that section as follows:

‘For the precinct area zoned B3 Commercial Core, refer to the controls below.

For the precinct area zoned B4 Mixed Use refer to Locality 5 – 472-504 Pacific Highway St Leonards for relevant controls.’

Further, the Locality 5 provisions include a note which states:

‘This DCP section prevails over the remainder of DCP 2010 where inconsistency occurs’.

The late submission prepared by Atlas Urban references controls contained in ‘*Locality 1 Block 3 – Friedlander Place*’ which expressly do not apply to the subject site. This includes, for example:

- 12m building separation;
- Car parking to be underground or sleeved by other uses; and
- Mid-block connection controls for Friedlander Place.

Consistency with Objectives of Lane Cove DCP Part D

The proposal does positively respond to the relevant objectives of Part D *Locality 5 – 472-504 Pacific Highway St Leonards*. A copy of these objectives is included at **Attachment A**. In summary the proposal:

- contributes to the creation of a ‘landmark precinct’;
- achieves design excellence and contributes to the development of an ‘iconic new development in the heart of St Leonards’;
- provides a distinctive architectural character and legible entrance point to St Leonards;
- integrates active frontages with Friedlander Place at the site interface with the plaza, and provides for activation of future public spaces (being the future public access link between Friedlander Place and Christie Street);
- provides increased activity to Nicholson Street and visual connectivity from that street into the site;
- maintains view lines through Friedlander Place;
- has resulted in amalgamation of 3 separate allotments;
- exceeds the minimum 1.5:1 non-residential FSR requirements for the site.

Design of Friedlander Place and Public Accessway

The extension southwards of Friedlander Place at the Pacific Highway level to Nicholson Street is in direct response to the design direction given by Lane Cove Council as then owners of Friedlander Place and future stratum owners of the plaza level post completion. Council’s position in this regard is outlined in correspondence to the Panel from Mr Craig Wrightson, Lane Cove Council General Manager, dated 7 March 2017. Refer copy of correspondence at **Attachment B**.

In summary the letter notes that the design achieves the following objectives (in priority order):

1. *The largest possible public domain on one level, it increases the total open space from 984 to 1435 sqm. This represents a 145% increase of this usable public area (exclusive of the Mirvac Development)*
2. *An accessible, large scale east-west pedestrian pathway away from Pacific Highway which will ultimately link St Leonards Station and the proposed St Leonards Plaza and the new Crows Nest Metro station.*
3. *Retention of existing low-scale pedestrian access from Pacific Highway to Nicholson Street.*

The provision of a wider pedestrian access way from the plaza level to Nicholson Street as identified in the Atlas Urban submission is contrary to the express desire of Council to maximise contiguous open space within Friedlander Place at the Pacific Highway level. Council supports the proposed access arrangement as confirmed in its attached correspondence, noting that the primary pedestrian desire line will be east-west, linking Friedlander Place with the future Station Plaza, and not north-south from Friedlander Place to Nicholson Street. An extract of the letter is provided below:

Council accepts that the 6m is not achievable given the traffic ingress/egress for the development and proposed scale of the open space above. The pathway proposed at 1.2m wide complies with Council's requirements for footpaths in the local government area and will be an acceptable width in all the circumstances. Council is of this view because Friedlander Place is not a major pedestrian desire line from the south, and Christie Street provides the same opportunity 60 metres to the west of Friedlander Place. Of major importance to Council, is that any alternative design which widens the pathway, would result in a significant decrease in the public open space available in the elevated portion of Friedlander Place. This is not acceptable to Council because it would not achieve objective 1 set out above and it would not enhance the east-west pedestrian pathway to the greatest extent possible in link with objective 2 above.

The proposed vehicular access arrangements off Nicholson Street below Friedlander Place also respond directly to the legal requirements to maintain rights of way over this section of Friedlander Place into the rear of 69 Christie Street. Refer to easement plans at **Attachment C**.

- Easement B (Right of carriageway variable width) burdens Lot 1 DP1179636 (Friedlander Place) and benefits Lane Cove Council.

Maintenance of this access for garbage collection and patient drop-off has also been requested by individual strata owners in separate correspondence to Council during the public notification stage.

It is noted that Nicholson Street via Friedlander Place is the only available vehicular access to the site, as direct access from Pacific Highway is not possible as it is a Classified Road.

Allowance for East-West pedestrian connection to Christie Street

The Atlas Urban submission correctly identifies Council's desire for an east-west pedestrian link between Friedlander Place and Christie Street, then on to the future plaza and bus interchange to the west of the JQZ development at 88 Christie Street. Council's correspondence at Appendix A references the primacy of this east-west connection over the north-south connection between Pacific Highway and Nicholson Street.

It is acknowledged that a public accessway between Friedlander Place and Christie Street can only be delivered by 69 Christie Street, and likely in conjunction with a redevelopment of that site.

As detailed in the Amending SEE (October 2017), the proposed southern building elevation specifically responds to the future pedestrian link opportunity in this location, whilst addressing Council's direction for the design of Friedlander Place itself. It locates active frontages at this southern elevation which support a future pedestrian link, rather than providing a blank wall or plant rooms.

Section 3.2.3 of the Amending SEE report demonstrates that proposed development does not sterilise the development opportunity for 69 Christie Street under the current planning framework, a matter for which the Panel sought clarification in its meeting minutes of 25 January 2017.

Public Domain

The Atlas Urban submission references a number of Lane Cove DCP objectives that, as detailed above, are not strictly applicable to the subject land or Friedlander Place. Lots comprising 496-520 Pacific Highway are zoned B4 Mixed Use and as such Locality 5 Precinct controls apply.

Notwithstanding this, the following comments are made:

- MGAC has provided confirmation that DDA compliant access to the rear of 500 Pacific Highway is achievable by the proposed design. Refer correspondence at **Attachment D**.
- View lines will be available from Nicholson Street to the rear of 500 Pacific Highway below the Friedlander Place structure, and Council and Architectus are supportive of design response in this location. The design of this element has considered the numerous factors at play, including retaining the Right of Way access to the rear of 69 Christie Street through the subject land.
- Friedlander Place provides the sole vehicular access point to the subject land, and the design retains vehicular access to the rear of 69 Christie Street which is legally required, and desired by individual owners of strata lots comprising 69 Christie Street.
- The DCP plan showing the mid block connection within Friedlander Place has been removed from the DCP. The Friedlander Place design responds to Council's desire to maximise public open space plaza at the Pacific Highway level. Refer letter at **Appendix B**.
- The pedestrian connection between Nicholson Street and Friedlander Place is as direct as possible, given the site and design constraints – comprising a straight pedestrian path, and a lift and stairs which link directly to the Friedlander Place plaza. The design is supported by Architectus and Council. It is activated at Pacific Highway level by retail tenancies fronting the space, with a colonnade provided at this interface. Casual surveillance of the pedestrian link to Nicholson Street is provided by the proposed south facing tenancies.

The proposed design delivers a significant area of public open space at the Pacific Highway level that will contribute to public benefit and usability by the future site residents and broader community. This principle is imperative to Council as the future owner of the plaza stratum and Council is clear that it does not support a wider pedestrian link at the detriment to the quantum of public open space.

Safety and Security

The proposed design has been reviewed by Council, Architectus and Studio GL who all support the proposed design from a safety perspective. Paths of travel are direct, casual surveillance is provided by the south facing tenancies, the space is 6m in height to the underside of the structure and the finishes of the structure will be of a high quality with good levels of lighting and reflective materials.

The following comments have been made by Architectus specifically in relation to the stairway link from Friedlander Place, within the context of its SEPP 65/ADG Assessment:

Principle 7 – Safety

Safety and security is considered acceptable. The proposal provides a good degree of street and public domain surveillance, and also provides address to the Highway, Friedlander Place and the laneway – all of which are supported. The design of the spiral staircase is supported as it provides a good degree of transparency so that movement of pedestrians through the stairway is visible.

Objective 3C -1 Transition between private and public domain without compromising safety and security

The proposal achieves a good level of safety and security in the transition between private and public domain.

Entry to the building along the Pacific Highway edge – potential areas of concealment against structural blades – overcome by transparency of façade

Park entry – funnel like space towards lobby access combined with direct line of site between lobby and Friedlander Place support safety of residents moving between public and private space.

The type of retail uses and the façade treatment will be critical to ensuring safe public space adjacent to the proposed.

The design of the spiral stair should maintain visual connection to ensure pedestrians moving through the space can be seen. Architectus is satisfied that the design of the stairway that connects Friedlander Place and Nicholson Lane, supports safe pedestrian travel.

Objective 3D-3 – Communal open space is designed to maximise safety

Friedlander Place should achieve a high level of passive surveillance from both the proposed development and the adjacent development at 472 – 486 Pacific Highway. The detailed design of the staircase that connects Friedlander Place to Nicholson Lane demonstrates that a good level of passive surveillance is achieved. This is supported.

Wind Mitigation

Amelioration measures included in the Windtech Report address the wind condition at the south western corner of Friedlander Place. The preferred method is the use of the existing trees, as noted by Atlas Urban, however an alternative solution was tested and deemed acceptable by windtech.

This includes a full height impermeable screen along the site boundary between 69 Christie Street and Friedlander Place, to the underside of the Friedlander Place plaza structure.

Refer plan extract of screen location at **Appendix E**.

The proponent would be willing to accept a condition of consent requiring installation of the screen should this be assessed as a preferred outcome by the Panel.

Impact on Development Potential for 69 Christie Street

At the SNPP meeting of 25 January 2017, the Panel sought further detail on the impact of the proposed development of the development potential of 69 Christie Street under the current planning controls.

The City Plan submission, however, relies on the Interim Statement for the Crows Nest St Leonards Priority Precinct.

In August 2017 the Crows Nest St Leonards Priority Precinct (now Planned Precinct) was announced. A Draft Vision for the precinct has been prepared in the form of an Interim Statement that provides some high level, draft guiding principles for the locality.

The Interim Statement nominates both the subject site and 69 Christie Street in the 'St Leonards Centre'. The opportunities and key considerations for this centre are:

- *The St Leonards Centre and Crows Nest Station area is proposed to be a true high-density centre that ensures the Precinct strengthens its role as a major commercial centre in Sydney.*
- *Minimum employment floorspace controls will be required to ensure employment capacity and diversity will meet the job needs of future generations.*
- *It will support a mix of commercial, retail, community, residential and public domain uses that complement St Leonards and Crows Nest.*
- *An improved public domain through varied building types, improved connections and a high quality streetscape will be delivered.*
- *It will provide for the social, cultural and civic needs of the community as the Precinct grows.*
- *Key matters for consideration include amalgamation of key sites to ensure good design outcomes can be achieved, appropriate heights and densities to ensure amenity is not comprised, minimising overshadowing impacts to the south, open space requirements, the prioritisation of pedestrians and traffic minimisation.*

These statements are high level but provide a clear focus on providing commercial floorspace within the sub-precinct – in contrast to other precincts identified in the Interim Statement where residential or health services are nominated as the focus areas.

City Plan Services stated that it is "manifestly unreasonable to assume that the planning controls for 69 Christie Street will not be altered at some point in the future". However, a Land Use and Infrastructure Implementation Plan is yet to be drafted for the Crows Nest St Leonards Priority Growth Area and as such there is no certainty about the future development opportunity that may be afforded to 69 Christie Street or any other site in the wider Priority Precinct. Any future development scenario contemplated on that land other than the current planning framework is speculative and cannot genuinely be relied upon to inform development potential of 69 Christie Street. Accordingly, contrary to City Plan Service's late submission, the Sydney North Planning Panel should place little weight (if any) on the Interim Statement because the document is high level, preliminary and general in nature, has not been though a detailed assessment on a site-by-site basis, has not been given appropriate statutory consideration, and has not been the subject of engagement with Council and the community. Further, the Interim Statement has no legal status, is not a draft environmental planning instrument, and is the type of general, strategic document that might one day inform the preparation of a draft

environmental planning instrument, but has little relevance in the assessment of a development application.

The key planning principle relating to "sterilisation" is whether both sites can achieve development consistent with the planning controls.

In this light, and as directed by the Panel in its meeting minutes of its 25 January 2017, the proposed design has responded to the current planning context and clearly demonstrates that the development opportunity for 69 Christie Street under the current planning controls is not compromised. To assist in the assessment of the impact of the proposal on the development potential of 69 Christie Street under current planning controls, the SEE includes a planning envelope for that site (ref section 3.2.3 of the Amended SEE, Urbis October 2017). Any future redevelopment of 69 Christie Street under the current planning controls can be undertaken without interfacing with the proposed south-facing residential levels on the subject land. Accordingly, the proposal will not "sterilise" 69 Christie Street.

The proposed design demonstrates its consistency with the Design Principles and objectives contained within SEPP 65 and the Apartment Design Guide. This position has been verified in the independent design reviews undertaken by Architectus and Studio GL, and the Lane Cove Council assessment report.

Floor Space Ratio

City Plan Services speculates that a clause 4.6 variation is required for the proposed FSR as the total FSR exceeds 12:1. This is not the case.

Clause 4.4 of Lane Cove LEP provides that the "floor space ratio" of buildings on a site is the "ratio of the gross floor area of all buildings within the site to the site area".

Clause 4.5 of Lane Cove LEP (Calculation of Floor Space Ratio and Site Area) provides that

(3) Site area. In determining the site area of proposed development for the purpose of applying a floor space ratio, the site area is taken to be:

- (a) if the proposed development is to be carried out on only one lot, the area of that lot, or*
- (b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out.*

The FSR applicable to 500-520 Pacific Highway is 17:1, equivalent to 38,709m² GFA.

The FSR applicable to 496-498 Pacific Highway is 12:1, equivalent to 17,700m² GFA.

Applying the LEP having regard to the "site" as a whole consistently with clauses 4.5(2) and (3)(b), the total GFA applicable to the development site is 56,409m². The total GFA proposed in the development is 47,868m².

The site area comprises both 496-498 Pacific Highway and 500-520 Pacific Highway, with a total area of 3,752m². The total GFA available on these lots is then distributed over the site, resulting in a total FSR of 12.758:1.

In addition, subclauses (4)–(7) apply to the calculation of site area for the purposes of applying a floor space ratio to proposed development.

Clause 4.5, in effect, allows for the transfer of GFA from one lot comprising the site to another lot comprising the site, so long as the total GFA over the whole site is not exceeded.

This position is entirely consistent with clause 4.5 (9) which provides that a covenant may be placed on 496-498 Pacific Highway to prevent the future development of GFA on that land that has been allocated to 500-520 Pacific Highway.

Submission from Premium Strata

The letter from Premium Strata expresses concerns regarding the ability of Lane Cove Council to undertake an impartial and unbiased assessment of the development application and in relation to the ability of the Planning Panel to rely on Council's assessment report to provide a sound basis for the Panel to discharge its functions, free from actual or perceived bias.

It is noted that:

- (a) the Council has obtained two independent assessments of the proposed development against the requirements of SEPP 65, including the Apartment Design Guide;
- (b) those independent assessments, carried out by Architectus and Studio GL, are attached to the Council's assessment report; and
- (c) the Planning Panel is exercising the functions of consent authority, is independent of the Council, and will determine whether or not to grant development consent in the circumstances (including having regard to Premium Strata's submission).

The concerns expressed by Premium Strata are therefore unfounded.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Parker".

Jacqueline Parker
Associate Director



Attachment A – Lane Cove DCP 2010 Extract



Locality 5 – 472-504 Pacific Highway, St Leonards

Land to which this DCP Locality applies

This precinct is located in the area bound by Pacific Highway on the north and east, Nicholson Street to the south, the eastern boundary of 472 Pacific Highway and the western boundary of 504 Pacific Hwy. Please refer to Clause 6.6 of Lane Cove Local Environmental Plan 2009 for site description.

Note: This DCP section prevails over the remainder of DCP 2010 where inconsistency occurs.

Objectives

- 1 Create a landmark precinct including taller and slender towers, of triangular form on 472-494 Pacific Hwy and rounded on 500 Pacific Hwy fronting Friedlander Place, at this prominent corner of the Pacific Highway to provide visual interest upon approach from all directions.
- 2 Achieve design excellence and iconic new development in the centre of St Leonards.
- 3 Create a distinctive architectural character to the Pacific Highway frontage with engaging and legible 'entrance' points to reinforce St Leonards as a key location as an activity centre.
- 4 Provide a new public space integrated with Friedlander Place to create a distinctive sense of place for residents, workers and visitors.
- 5 Activate and integrate existing and new public spaces with appropriate ground floor retail and other uses, specifically Friedlander Place and the new retail plaza on 472-494 Pacific Hwy and the colonnade fronting No.500.
- 6 Increase the amenity of Nicholson Street and the adjoining public access ways, maximising casual surveillance and activation.
- 7 Provide viewlines through Friedlander Place, the new plaza on 472-494 Pacific Hwy and the new towers on that site.
- 8 Promote site amalgamation to avoid the creation of isolated sites within the precinct.
- 9 Reinforce the LEP's requirements for a minimum FSR 1.5:1 non-residential floor space for each site.

Tables

Notes:

- Controls in all tables below are to be applied to the relevant properties.
- Setbacks are to apply to the outer edge of balconies.
- "Friedlander Place" refers to Lot 1DP 1179636.



Attachment B – Lane Cove Council Letter





Lane Cove Council

48 Longueville Road, Lane Cove NSW 2066

Tel: 9911 3555

Fax: 9911 3600

Date: 7 March 2017

Doc Ref:

Dr Deborah Dearing
The Chair
Sydney North Planning Panel
GPO Box 39
SYDNEY NSW 2001

DA 15/212 – Friedlander Place Design

Dear Dr Dearing

I write to confirm Council's position in relation to the redevelopment and design of Friedlander Place.

Council as part of the revitalisation of the commercial area of St Leonards in the Lane Cove LGA, identified the need to provide the amount and connectivity of the open / urban spaces.

The 2006 St Leonards Strategy co-funded by the Department of Planning, and Lane Cove, North Sydney, and Willoughby councils identified that *"Friedlander Place is tired and outdated. It requires a redevelopment to regain its position as a useful pedestrian link and open space."*

In 2014 Council developed the St Leonards Public Domain Master Plan to further define the public spaces within St Leonards. The Master Plan identified that:-

"The main public plaza level of Friedlander Place is to be contiguous with / integrate into the publicly accessible colonnade and plaza levels The finished surface level is to transition with the public footpath level along Pacific Highway. The two adjoining developments are to be designed to create a seamless spatial flow such that both major developments either side of Friedlander Place give the impression that they are sitting on a contiguous plaza level." (3.16)

"The redevelopment of Friedlander Place, ... provide an opportunity to enhance this pedestrian link (East-West) by providing active frontages such as cafes and shops, public facilities, art spaces or entertainment venues, for people to stop, meet and relax, and for providing appropriate landscaping." (3.17)

Council as landowner of Friedlander Place has entered into a contractual arrangement with the joint venture developers of VIMG NHG which will see the redevelopment of Friedlander Place, and the retention of the public open space on Friedlander Place. Under the contract, Council has had significant input into the design of the open space on Friedlander Place, which has resulted in the current scheme reflected in DA 15/212. The current design achieves the goals of the St Leonards Public Domain Master Plan and is endorsed by Council. In priority order, the design achieves the following objectives:-

1. The largest possible public domain on one level, it increases the total open space from 984 to 1435 sqm. This represents a 145% increase of this usable public area (exclusive of the Mirvac Development).

2. An accessible, large scale east-west pedestrian pathway away from Pacific Highway which will ultimately link St Leonards Station and the proposed St Leonards Plaza and the new Crows Nest Metro station.
3. Retention of existing low-scale pedestrian access from Pacific Highway to Nicholson Street.

I understand the issue of the width of the access path from Nicholson Street to the stairs/lift which service Friedlander Place was discussed at the meeting of the Sydney North Planning Panel on 25 January 2017. I understand a speaker pointed out that the proposed pedestrian pathway between Nicholson Street and Pacific Highway does not strictly comply with the 6m width specified in the site-specific DCP for Friedlander Place. Council accepts that the 6m is not achievable given the traffic ingress/egress for the development and proposed scale of the open space above. The pathway proposed at 1.2m wide complies with Council's requirements for footpaths in the local government area and will be an acceptable width in all the circumstances. Council is of this view because Friedlander Place is not a major pedestrian desire line from the south, and Christie Street provides the same opportunity 60 metres to the west of Friedlander Place. Of major importance to Council, is that any alternative design which widens the pathway, would result in a significant decrease in the public open space available in the elevated portion of Friedlander Place. This is not acceptable to Council because it would not achieve objective 1 set out above and it would not enhance the east-west pedestrian pathway to the greatest extent possible in line with objective 2 above.

Should you wish to discuss the matter please contact me.

Yours faithfully,

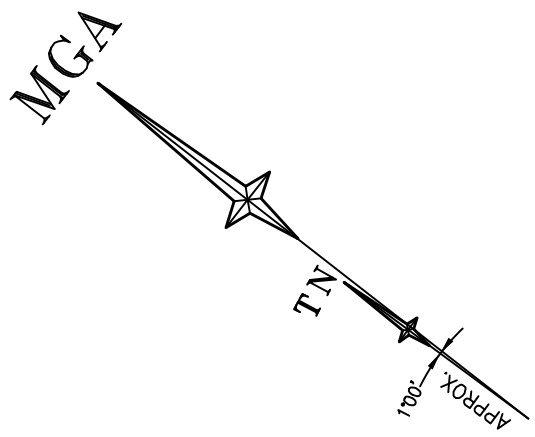


Craig Wrightson
General Manager



Attachment C – Easement Plans and Terms





HIGHWAY

PACIFIC

SP 82937
No 500

1
DP 1179636

1
DP 628513

1
DP 1203289
No 504-528

SP 73071
2468m²

No 486-494
11 STOREY
CONCRETE BUILDING

SP 69455

STREET

CHRISTIE
STREET

NICHOLSON

EXISTING EASEMENTS

- (A) EASEMENT FOR ELECTRICITY & OTHER PURPOSES 2 WIDE LIMITED IN STRATUM (DP1179636)
(A1) RIGHT OF CARRIAGEWAY VARIABLE WIDTH LIMITED IN STRATUM (DP1179636) - BENEFITS AUSGRID
(B) RIGHT OF CARRIAGEWAY VARIABLE WIDTH LIMITED IN STRATUM (DP1179636) - BENEFITS LANE COVE COUNCIL
(C) RIGHT OF CARRIAGEWAY VARIABLE WIDTH LIMITED IN STRATUM (DP1179636) - BENEFITS LANE COVE COUNCIL
(D) RIGHT OF CARRIAGEWAY VARIABLE WIDTH LIMITED IN STRATUM (DP1179636) - BENEFITS LANE COVE COUNCIL
(D1) RIGHT OF CARRIAGEWAY VARIABLE WIDTH LIMITED IN STRATUM (DP1179636) - BENEFITS LANE COVE COUNCIL
(D2) RIGHT OF CARRIAGEWAY VARIABLE WIDTH LIMITED IN STRATUM (DP1179636) - BENEFITS LANE COVE COUNCIL
(E) PUBLIC RIGHT OF FOOTWAY 1.5 WIDE LIMITED IN STRATUM (DP1179636) - BENEFITS LANE COVE COUNCIL
(F) RIGHT OF FOOTWAY 1.0 WIDE LIMITED IN STRATUM (DP1179636) - BENEFITS LANE COVE COUNCIL
(N) EASEMENT FOR DRAINAGE 0.305 WIDE (A857432) - BENEFITS LOT 1 IN DP 1203289
(O) RIGHT OF FOOTWAY 1.3 WIDE & VARIABLE WIDTH LIMITED IN STRATUM (DP 1053017) - BENEFITS LOT 1 IN DP 1203289
(P) RIGHT OF WAY VARIABLE WIDTH (DP 638396) - BENEFITS LOT 1 IN DP 1203289
(Q) RIGHT OF WAY & EASEMENT FOR SUPPORT VARIABLE WIDTH (DP 638396) - BENEFITS LOT 1 IN DP 1203289
(R) RIGHT OF FOOTWAY 2 WIDE (DP 638396) - BENEFITS LOT 1 IN DP 1203289
(S) RIGHT OF FOOTWAY 1.39 WIDE (DP 638396) - BENEFITS LOT 1 IN DP 1203289
(T) RIGHT OF CARRIAGEWAY VARIABLE WIDTH (X65619) - BENEFITS SYDNEY COUNTY COUNCIL
(U) EASEMENT FOR ELECTRICITY PURPOSES 2 WIDE (W795398) - BENEFITS SYDNEY COUNTY COUNCIL
(V) RIGHT OF WAY & EASEMENT FOR ELECTRICITY PURPOSES 3.81 & 1.97 WIDE (W795398) - BENEFITS SYDNEY COUNTY COUNCIL
(W) RIGHT OF WAY 5 WIDE (W795398) - BENEFITS SYDNEY COUNTY COUNCIL

D	00/00/00	-		00
C	00/00/00	-		00
B	00/00/00	-		00
A	02/11/15	EASEMENT OVER LOT 1 IN DP 1203289 & SP 69455 ADDED		42579
Revision	Date	Description		Reference

THIS IS THE PLAN REFERRED TO
IN MY LETTER DATED:

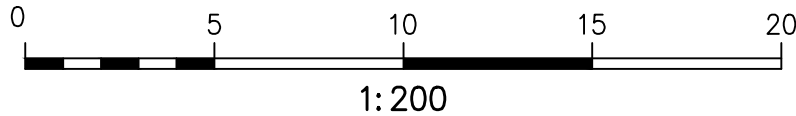
.....
Registered Surveyor NSW

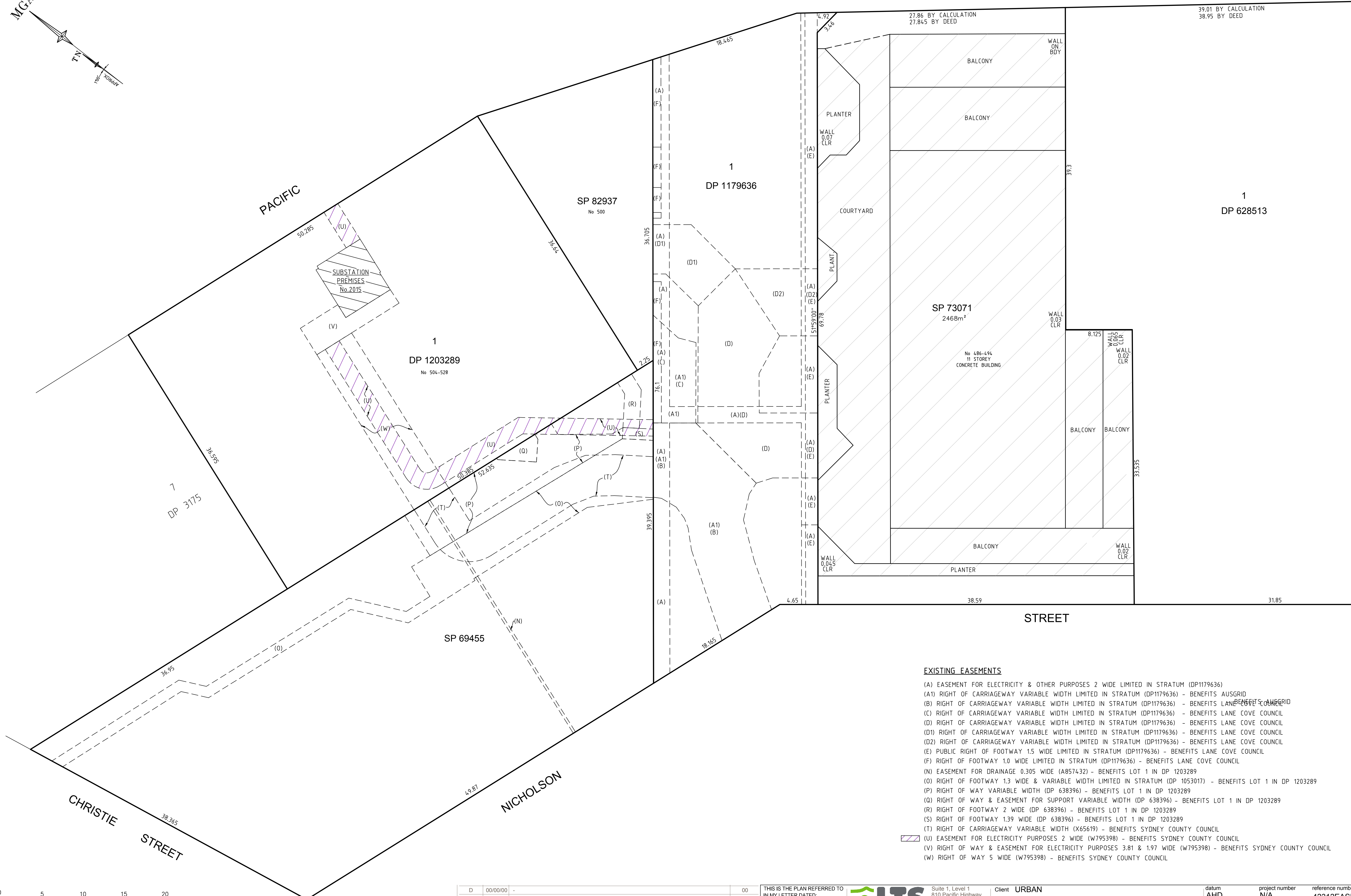
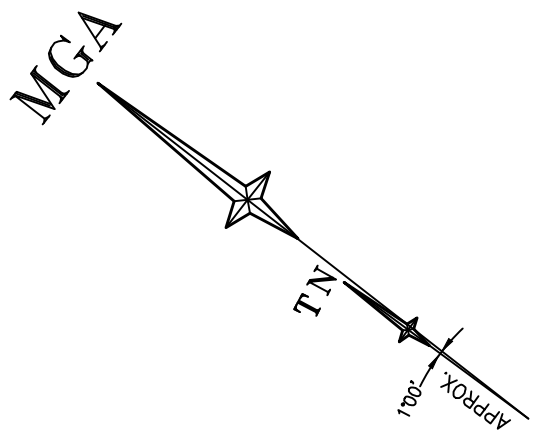


Suite 1, Level 1
810 Pacific Highway
Gordon NSW 2072
Locked Bag 5
Gordon NSW 2072
P 1300 587 000
F 02 9439 7760

Client **URBAN**
Drawing title
**PLAN OF EASEMENTS OVER LOT 1 DP1179636, PACIFIC
HIGHWAY, ST LEONARDS**

datum AHD	project number N/A	reference number 42312EASE
site Area N/A	scale 1:200 @A1	date of survey 10-08-15
LGA LANE COVE	SHEET 6	SHEETS 1





EXISTING EASEMENTS

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- (V) RIGHT OF WAY & EASEMENT FOR ELECTRICITY PURPOSES 3.81 & 1.97 WIDE (W795398) - BENEFITS SYDNEY COUNTY COUNCIL
- (W) RIGHT OF WAY 5 WIDE (W795398) - BENEFITS SYDNEY COUNTY COUNCIL

D	00/00/00	-		00
C	00/00/00	-		00
B	00/00/00	-		00
A	02/11/15	EASEMENT OVER LOT 1 IN DP 1203289 & SP 69455 ADDED		42579
Revision	Date	Description		Reference

THIS IS THE PLAN REFERRED TO
IN MY LETTER DATED:

.....
Registered Surveyor NSW

LTS

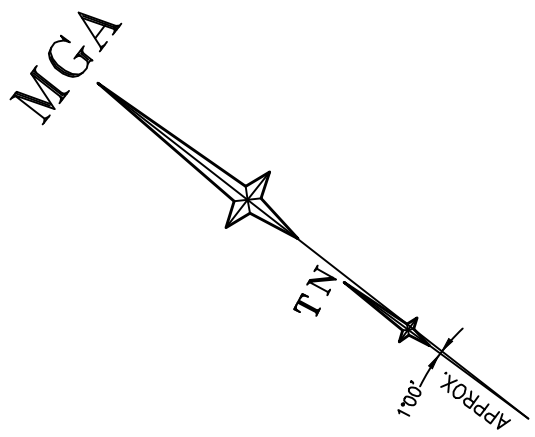
LOCKLEY

Registered Surveyors NSW
www.ltsl.com.au

Suite 1, Level 1
810 Pacific Highway
Gordon NSW 2072
Locked Bag 5
Gordon NSW 2072
P 1300 587 000
F 02 9439 7760

Client **URBAN**
Drawing title
**PLAN OF EASEMENTS OVER LOT 1 DP1179636, PACIFIC
HIGHWAY, ST LEONARDS**

datum	AHD	project number	N/A	reference number	42312EASE
site Area	N/A	scale	1:200	date of survey	10-08-15
LGA	LANE COVE	OF	SHEET 6	SHEETS	2



HIGHWAY

39.01 BY CALCULATION
38.95 BY DEED

1
DP 628513

SP 73071
2468m²

No 486-494
11 STOREY
CONCRETE BUILDING

STREET

EXISTING EASEMENTS

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NOTE:
(A1) IS LIMITED IN DEPTH TO VARIOUS LEVEL AND SLOPING PLANES SHOWN []
AND LIMITED IN HEIGHT TO 5 METRES ABOVE LEVELS SHOWN

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C	00/00/00	-	00
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Registered Surveyor NSW



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Client URBAN

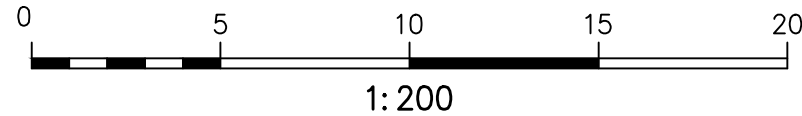
Drawing title

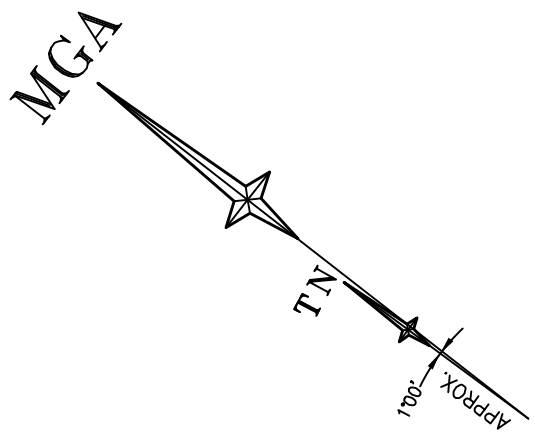
PLAN OF EASEMENTS OVER LOT 1 DP1179636, PACIFIC
HIGHWAY, ST LEONARDS

datum
AHD
site Area
N/A
LGA
LANE COVE

project number
N/A
scale
1:200 @A1
OF

reference number
42312EASE
date of survey
10-08-15
SHEET
6 SHEETS | 3





HIGHWAY

39.01 BY CALCULATION
38.95 BY DEED

WALL
ON
BOY

BALCONY

BALCONY

1

DP 1179636

SP 82937

No 500

PACIFIC

50.285

(U)

SUBSTATION
PREMISES
No.2015

(V)

1

DP 1203289

No 504-528

7

DP 3175

36.595

DP 3175

36.35

38.365

CHRISTIE
STREET

SP 69455

NICHOLSON

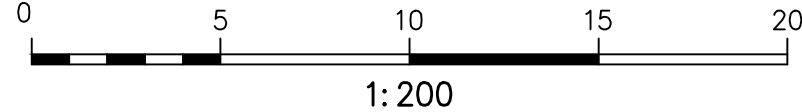
49.87

NOTE:

(B) IS LIMITED IN DEPTH TO VARIOUS LEVEL AND SLOPING PLANES SHOWN []
AND LIMITED IN HEIGHT TO 5 METRES ABOVE LEVELS SHOWN
(C) IS LIMITED IN DEPTH TO VARIOUS LEVEL AND SLOPING PLANES SHOWN []
AND LIMITED IN HEIGHT TO 2.5 METRES ABOVE LEVELS SHOWN
(D) IS LIMITED IN DEPTH TO VARIOUS LEVEL AND SLOPING PLANES SHOWN []
AND LIMITED IN HEIGHT TO RL 85.65
(D1) IS LIMITED IN DEPTH TO RL 82.65 AND LIMITED IN HEIGHT TO RL 85.65
(D2) IS LIMITED IN DEPTH TO VARIOUS LEVEL AND SLOPING PLANES SHOWN []
AND LIMITED IN HEIGHT TO RL 86.35

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C	00/00/00	-		00
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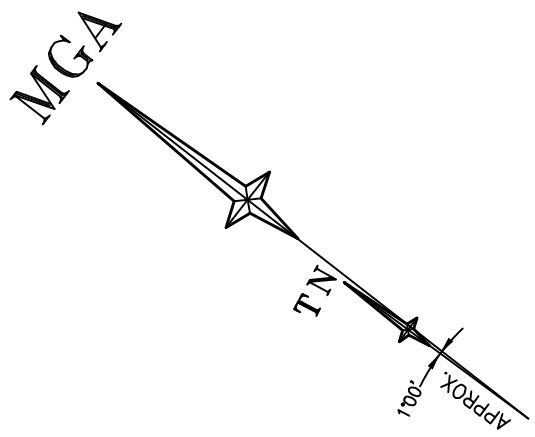
Suite 1, Level 1
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Client URBAN
Drawing title
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HIGHWAY, ST LEONARDS

datum
AHD
site Area
N/A
LGA
LANE COVE

project number
N/A
scale
1:200 @A1
OF

reference number
42312EASE
date of survey
10-08-15
SHEET
6 SHEETS | 4



HIGHWAY

39.01 BY CALCULATION
38.95 BY DEED

PACIFIC

1

DP 1179636

SP 82937

No 500

1

DP 1203289

No 504-528

SP 73071

2468m²

No 486-494
11 STOREY
CONCRETE BUILDING

1

DP 628513

7
DP 3175

SP 69455

STREET

CHRISTIE
STREET

NICHOLSON

NOTE:

(E) IS LIMITED IN DEPTH TO SLOPING PLANES SHOWN []
AND LIMITED IN HEIGHT TO 3 METRES ABOVE LEVELS SHOWN
(F) IS LIMITED IN DEPTH TO LEVEL & SLOPING PLANES SHOWN []
AND LIMITED IN HEIGHT TO 3 METRES ABOVE LEVELS SHOWN
[SP] DENOTES SLOPING PLANE AND [LP] DENOTES LEVEL PLANE

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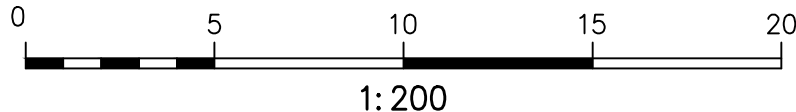


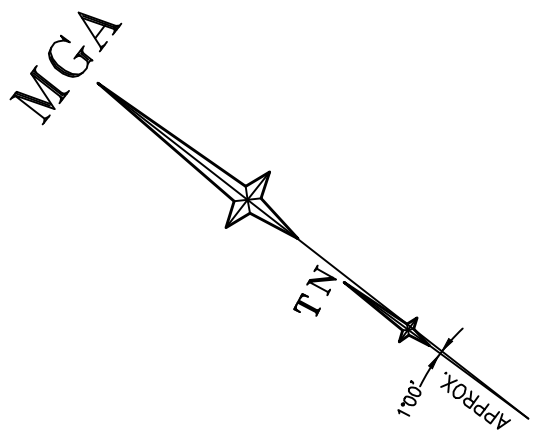
Suite 1, Level 1
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Gordon NSW 2072
Locked Bag 5
Gordon NSW 2072
P 1300 587 000
F 02 9439 7760

Client **URBAN**
Drawing title
**PLAN OF EASEMENTS OVER LOT 1 DP1179636, PACIFIC
HIGHWAY, ST LEONARDS**

datum
AHD
site Area
N/A
LGA
LANE COVE

project number
N/A
scale
1:200
@A1
OF
reference number
42312EASE
date of survey
10-08-15
SHEET
6
SHEETS
5





HIGHWAY

39.01 BY CALCULATION
38.95 BY DEED

PACIFIC

SP 82937
No 500

1
DP 1179636

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DP 628513

SUBSTATION
PREMISES
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7
DP 3175

SP 69455

STREET

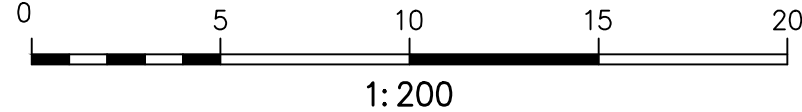
NICHOLSON

CHRISTIE
STREET

NOTE:
(O) IS LIMITED IN HEIGHT TO VARIOUS LEVEL AND SLOPING PLANES SHOWN []
WHERE [SP] DENOTES SLOPING PLANE

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Client **URBAN**
Drawing title
**PLAN OF EASEMENTS OVER LOT 1 DP1179636, PACIFIC
HIGHWAY, ST LEONARDS**

datum AHD	project number N/A	reference number 42312EASE
site Area N/A	scale 1:200 @A1	date of survey 10-08-15
LGA LANE COVE	SHEET 6	SHEETS 6

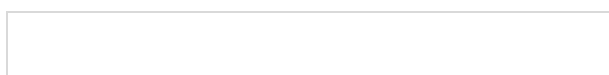
500-520 PACIFIC HIGHWAY, ST LEONARDS**SCHEDULE OF EXISTING EASEMENTS**

DESCRIPTION	LOT BURDENED	LOT OR AUTHORITY BENEFITED	DEALING No.
Easement for electricity & other purposes 2 wide and limited in stratum (A)	1 DP1179636	Ausgrid	DP1179636
Right of carriageway variable width limited in stratum (A1)	1 DP1179636	Ausgrid	DP1179636
Right of carriageway variable width limited in stratum (B), (C), (D), (D1), (D2)	1 DP1179636	Lane Cove Council	DP1179636
Public right of footway 1.5 wide limited in stratum (E)	1 DP1179636	Lane Cove Council	DP1179636
Right of footway 1.0 wide limited in stratum (F)	1 DP1179636	Lane Cove Council	DP1179636
Easement for drainage 0.305 wide (N)	1 DP1203289	1 DP1203289	A857432
Right of footway 1.3 wide & variable limited in stratum (O)	CP SP69455	1 DP1203289	DP1053017
Right of way variable width (P)	CP SP69455	1 DP1203289	DP638396
Right of way & easement for support variable width (Q)	CP SP69455	1 DP1203289	DP638396
Right of foot way 2 wide (R)	CP SP69455	1 DP1203289	DP638396
Right of footway 1.39 wide (S)	CP SP69455	1 DP1203289	DP638396
Right of carriageway variable width (P)	CP SP69455	Sydney County Council	X65619
Easement for electrical purposes 2 wide (U)	1 DP1203289	Sydney County Council	W795398

Right of way & easement for electricity purposes 3.81 & 1.97 wide (V)	1 DP1203289	Sydney County Council	W795398
Right of way (W)	1 DP1203289	Sydney County Council	W795398



Attachment D – Access Statement





23 February 2017

Gerard Graham
Urban
Level 12, 220 George Street
Sydney NSW 2000

Dear Gerard,

Re: The Landmark Access to Retail Tenancies v2

MGAC has reviewed ground floor plan and lower ground floor plan of the Landmark development at 500, 504 Pacific Highway St Leonards, and has concluded that there is appropriate accessibility from the principle pedestrian entrance at Pacific Highway to the retail tenancies along Nicholson Lane.

The accessible pathway is continuous via hardstand path of travel through the landscaped area in accordance with AS1428.1. A passenger lift provides appropriate vertical access in accordance with AS1735.12 to the lower ground floor.

Access to the retail tenancies is suitable under the DDA Premises Standards.

It is noted that the Nicholson Street entrance is not accessible, however the Christie Street entry is accessible, which is within 50 metres from the Nicholson Street entrance. This is appropriate under DDA Premises Standards.

Yours sincerely

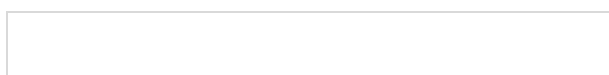
David Goding



Director
Morris Goding Accessibility Consulting



Attachment E – Windtech Plan Extract



-

© Windtech Consultants Pty Ltd
Sydney Office
WC687-16F02(rev0)- WE Report
October 10, 2017