

**Hassell**

# **110-122 WALKER STREET NORTH SYDNEY**

## **DESIGN REPORT ADDENDUM**



**A PLACE FOR PEOPLE  
WITH PURPOSE**



Acknowledgment of Country

Our Sydney studio is located on Gadigal country. We acknowledge and respect the Gadigal people as the original custodians of the land and water upon which we work. We honour their Elders past, present and emerging whose knowledge and wisdom has, and will, ensure the continuation of cultures and traditional practices.



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Document Control

Rev	Date	Approved By	Description
01	06.08.2021	Liz Westgarth	DA Submission - Addendum





Artist impression - aerial view of 110 Walker Street looking south



# INTRODUCTION

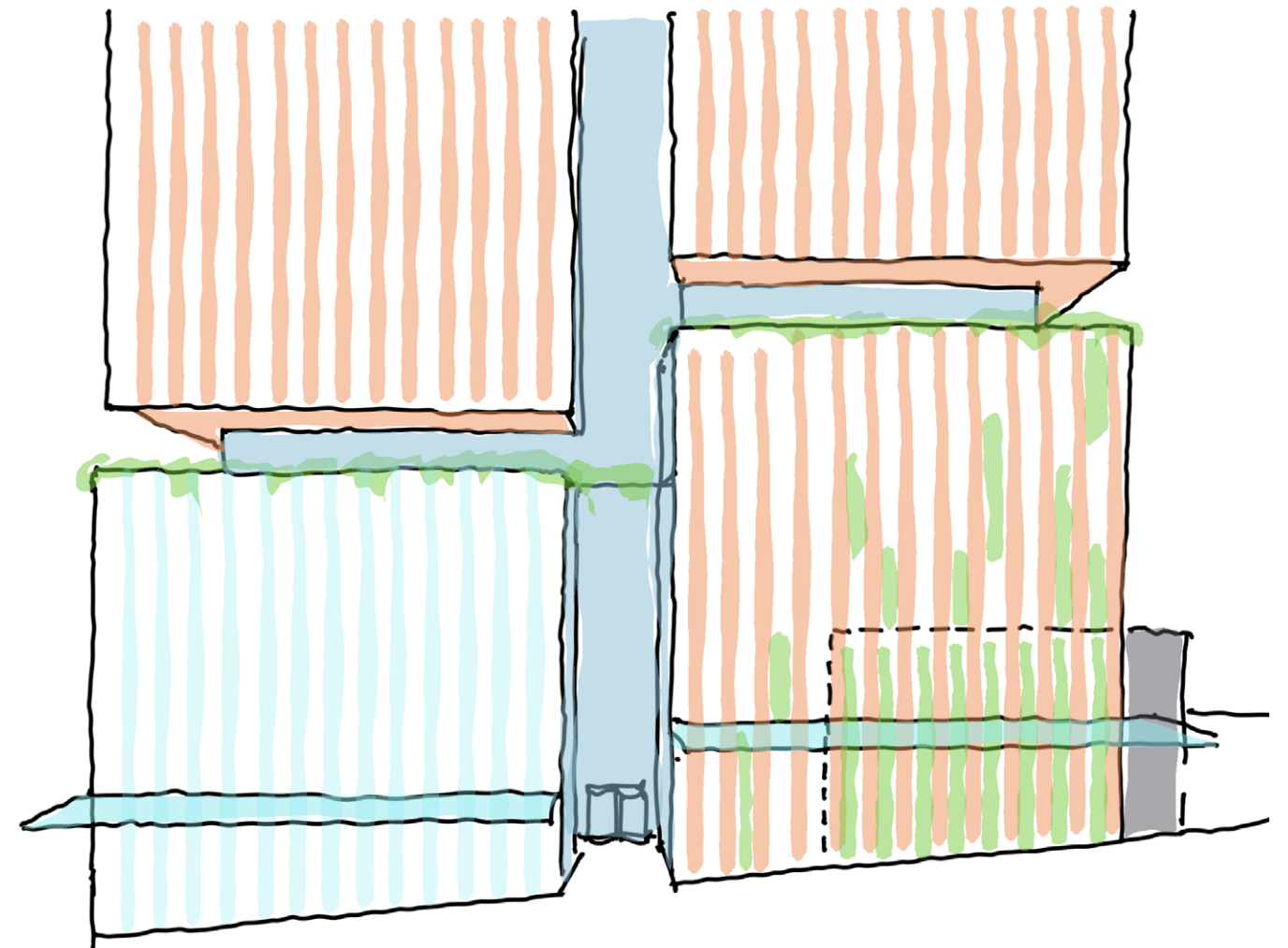
**This design report addendum has been prepared to address Council comments and requests for further information. This addendum report shall be read in conjunction with the previous report and where applicable, shall supersede the previous design report.**

**The key design amendments include:**

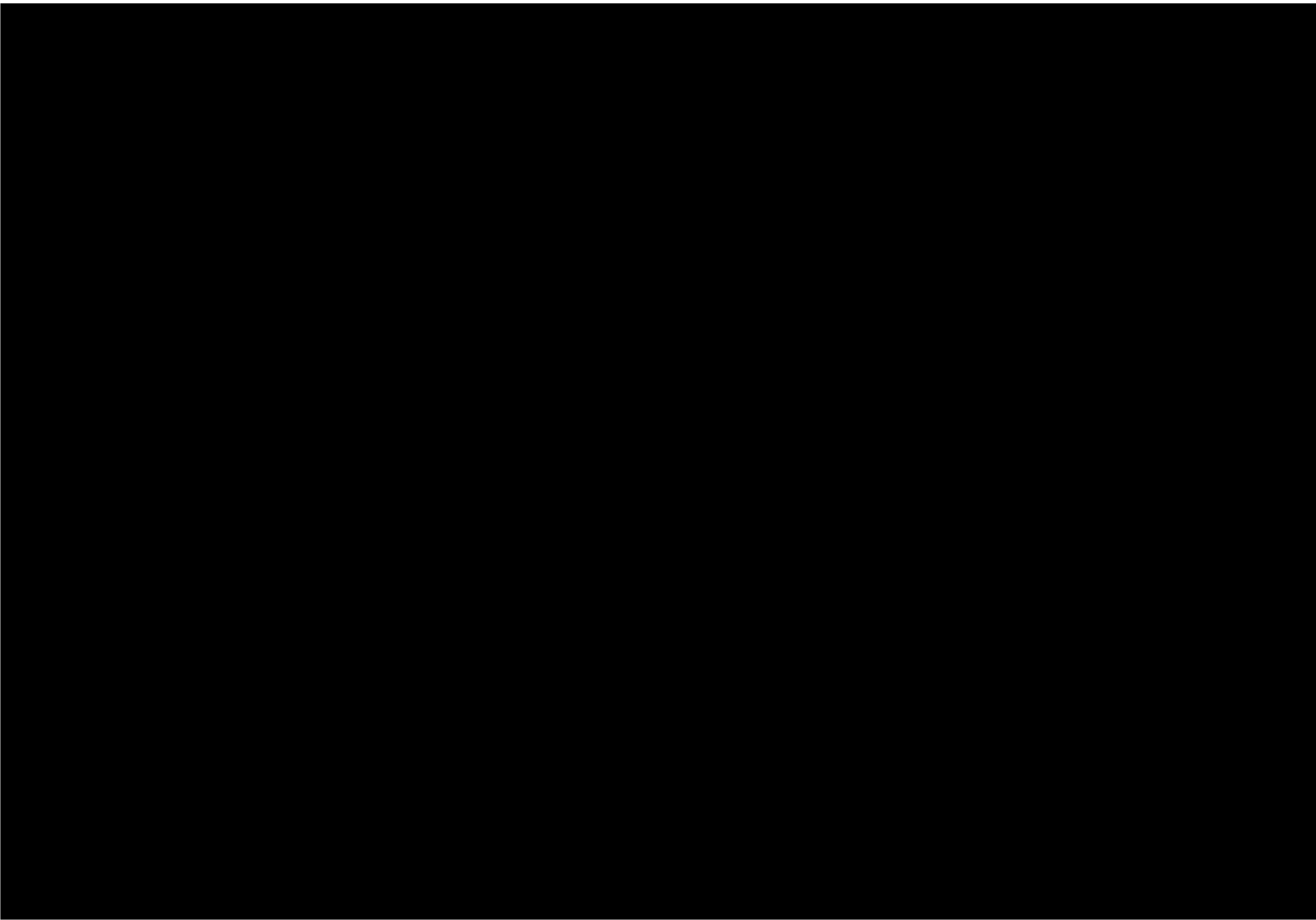
- Relocated vehicle entry to Little Spring Street
- Updated ground plane, and podium design built to boundary with increased retail
- Activated through-site-link with entries, awnings, signage, seating and landscape
- Rich and diverse materiality
- Increase trees to Walker Street
- Reduced overall building height by 13.75m
- Increased tower setback to 4.5m average weighted setback to Walker Street
- Articulate 3 storey podium height to Little Spring Street

In relation to the development application DA19/21 at 110-122 Walker Street, this report responds to the following:

1. Preliminary Council RFI letter dated 5 February 2021
2. Internal and external referrals RFI letter dated 8 March 2021
3. Design Excellence Panel (DEP) meeting minutes dated 9 March 2021
4. Workshops held with Council on 29 April 2021 and 17 June 2021.

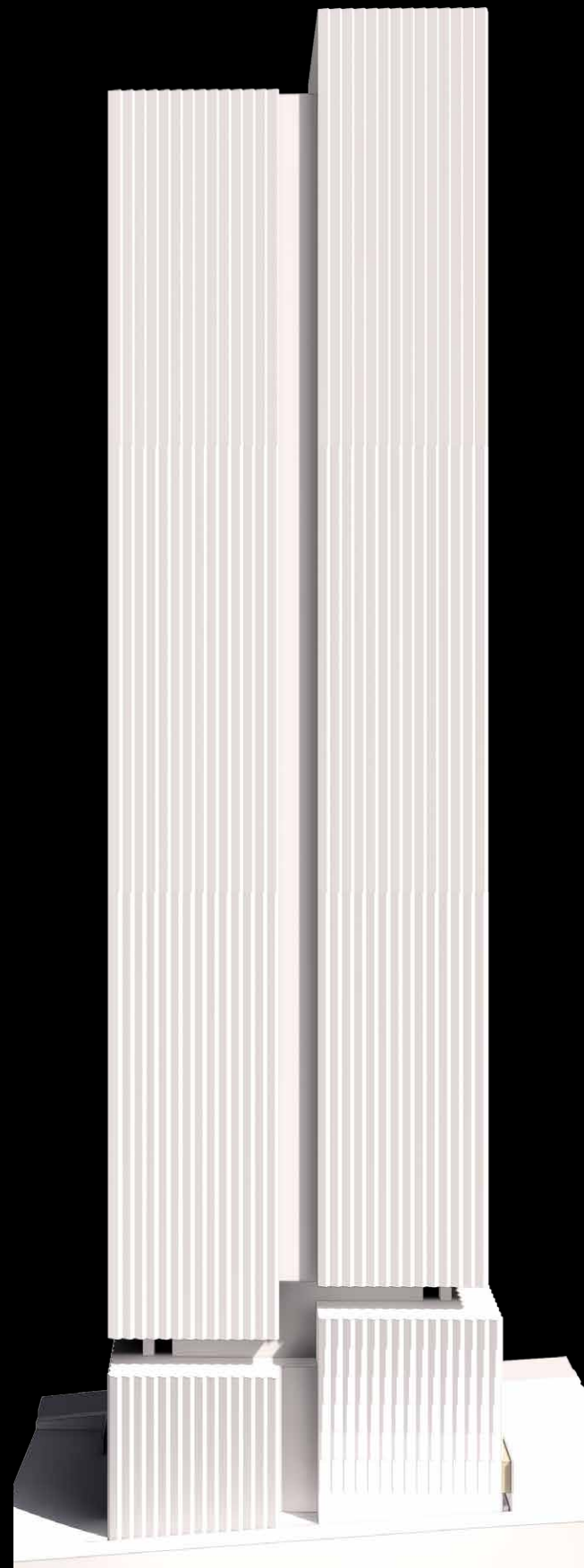








**A holistic design study was undertaken to address council comments particularly relating to the vehicular entry and ground plane. The proposed amended design presents a striking formal solution that integrates the desired vehicular entry location from Little Spring Street and establishes a street frontage to Walker Street.**





# ACHIEVING DCP OUTCOMES

**Our vision supports the North Sydney Council's ambition to deliver a public domain within the North Sydney CBD that is cohesive, attractive and vibrant, connecting transport nodes, public infrastructure, commercial and residential developments. Our planned 110 Walker St project won't just be another office tower but will create a vibrant and interesting place that will help transform the precinct for tenants, workers and local residents.**

Delivering on the vision:

- The 3m expansion in width to the existing through site link will strengthen the walkability of the precinct by improving east-west connectivity.
- A considered and generous approach to landscape integration of 110 Walker Street will enliven the street through the inclusion of green walls along Little Spring Street and Walker Street.
- The active and engaging ground plane of 110 Walker Street offers a diverse range of spaces and amenities that adds to the richness of the North Sydney CBD.
- 110 Walker Street will be a premium grade tower that will offer the best in workplace design to attract top tenants to North Sydney. Fulfilling North Sydney's vision to ensure the CBD is a 'vibrant, globally connected commercial centre'.
- 110 Walker Street is designed with public benefit and community engagement in mind, creating an active laneway, retail opportunities and maximised ground plane lobby with transparent facade bringing activation to the street.
- In our proposal, sustainability is a driver in the design. In our design response we have considered an approach that is socially inclusive, flexible and adaptable, connects to nature, seeks to minimise operational energy and minimise embodied carbon.

**The following provisions from Part C Section 2.1 of North Sydney DCP 2013 are delivered upon by the proposed development.**

## Desired Future Character

- ✓ – P1 High rise and medium density, commercial and mixed use developments.
- ✓ – P2 Provision of a variety of different sized office, retail, community and entertainment spaces.
- ✓ – P3 Provision of a variety of outdoor and indoor community spaces (e.g. urban plazas, gymnasium, gardens, outdoor and indoor dining areas and food courts).
- ✓ – P4 The commercial focus of the CBD is to be enhanced by preventing any further residential development from occurring in its core.
- ✓ – P8 The Central Laneways precinct will become a major focal point of pedestrian activity and amenity.
- ✓ – P10 A new laneway is provided across the redevelopment of 1 Denison Street to link the Metro site, Denison Street, Little Spring Street and Walker Street.
- ✓ – P13 Provide roof top gardens and/or public facilities that allow the public and/or residents to access district views.
- ✓ – P14 Development should maximise opportunities to incorporate retail, restaurant, bar facilities and other non-residential floor space at ground level to promote street level activation, amenity, diversity and place making objectives.

## Form, Massing and Scale

- ✓ – P3 Buildings should be carefully designed to minimise the impact of their height and bulk on surrounding residential areas.
- ✓ – P4 Roof design contributes to building's appearance from a regional view catchment.



# PUBLIC BENEFIT HIGHLIGHTS

Achieving North Sydney public domain strategic goals.



## 3m open-to-sky through site link provided to align with Laneways Masterplan

- Creating an inviting connection to Denison St and Victoria Cross Metro
- Development setback 3m from southern boundary to create a wider 'open to sky' through site link.



## Retail activated evenings and weekends

- Located on the through site link are a series of retail offerings and public access to the top of building destination
- The flexible lobby space, behind transparent facade glazing is pushed to the perimeter of the site, bringing the street into the lobby and the activity of the lobby to the street.
- Improved ground plane activation on Walker Street achieved through the relocation of the vehicle entry to Little Spring Street



## Australia's largest green wall amenity to Little Spring Street

- Enhancing public amenity on Little Spring Street
- Concealing the majority of the core
- Improving the biodiversity of the North Sydney CBD



## Publicly accessible destination roof garden and supporting venue

- Offering a new destination for Sydney and improving the night time and weekend economy of the North Sydney CBD



## Signals a positive sustainable future

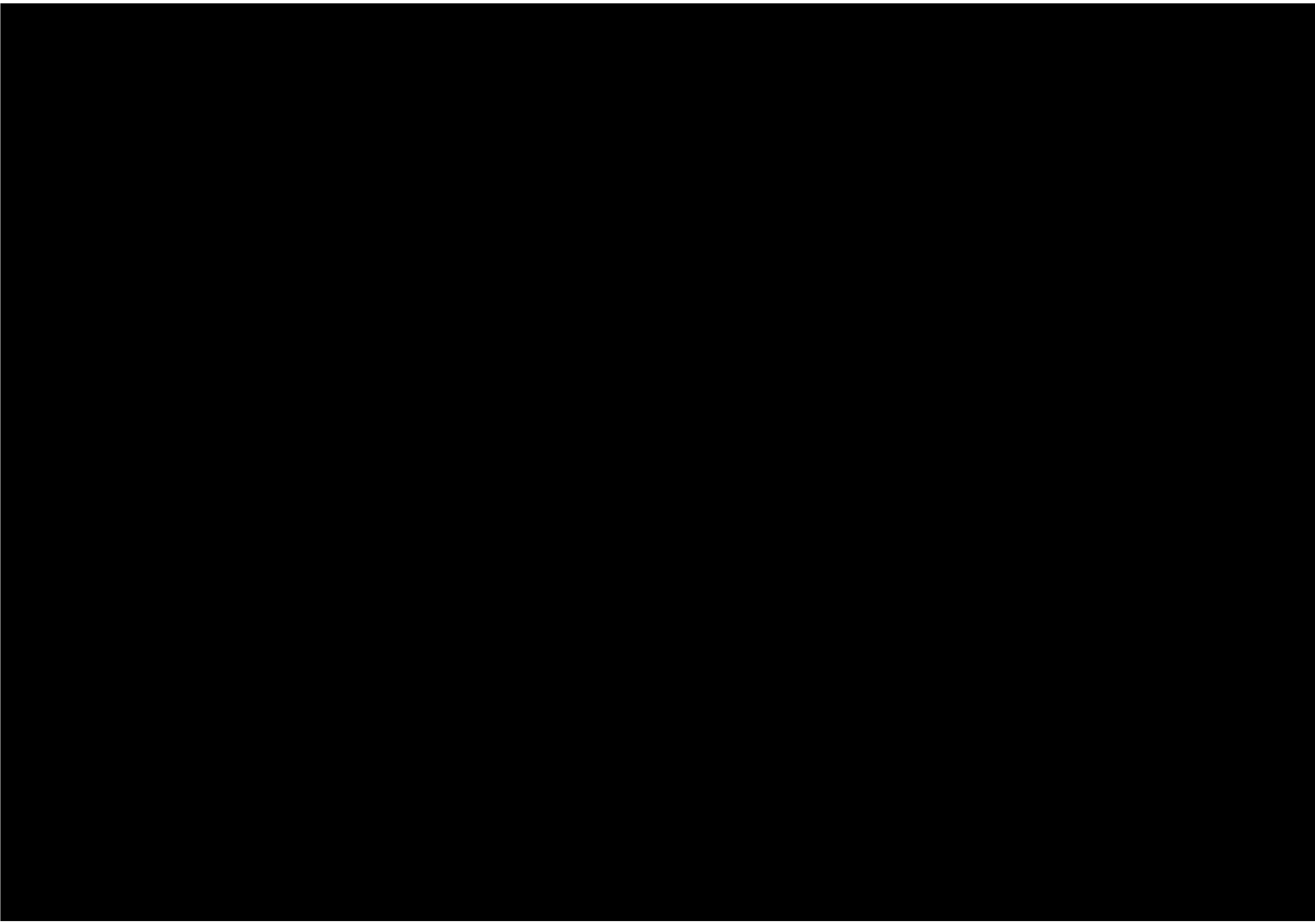
- Passive design to balance environmental performance, sustainability, view and comfort.
- Material selection and use to minimise embodied carbon



## Increased setbacks to NW and SW corners of Little Spring Street

- Improving the amenity on Little Spring Street
- Well defined entry statement and through-site connections provide intuitive pedestrian wayfinding





**PUBLIC DOMAIN,  
PODIUM AND BASEMENT**



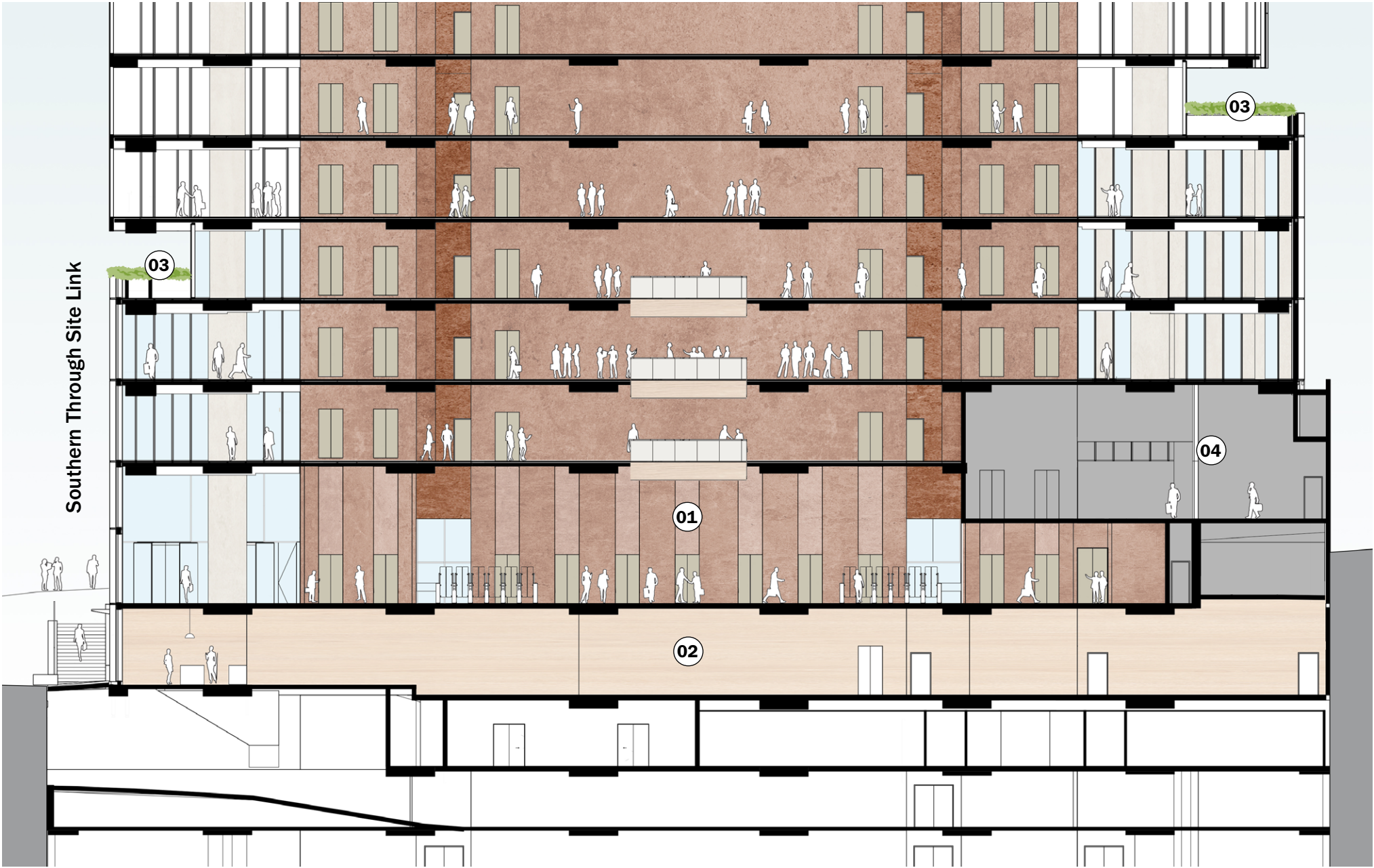
# OVERVIEW

**The updated ground plane and podium respond to the vehicle entry being relocated to Little Spring Street by reconsidering the expression of the podium. The articulated tower form continues to ground through the podium allowing the integration of the car park ramp and loading bay.**

The updated design brings the sawtooth podium form to the street edge allowing the defining expression of the tower to be experienced at street level.

It offers the opportunity to bring the warmth and tactility of the proposed terracotta / GRC cladding (or similar) to the street with integrated portions of vertical landscape bringing much needed greenery to the North Sydney streetscape. The opportunity to include greenery to Walker Street matches the intent for the green wall on Little Spring Street to improve amenity and the biodiversity of the North Sydney CBD.

In response to Council's comments and after extensive testing, the loading bay and car park ramp have been relocated to the north-western corner of the site on Little Spring Street with the car park ramp descending under the elevated loading bay.



Indicative north-south section of the basement, lower ground, lobby and podium

- Basement arrangement section
- 01. Lobby
  - 02. Through site link retail activation
  - 03. Terrace
  - 04. Loading Dock



Podium massing stepping down to suit street topography

Green wall improving amenity for North Sydney

Awnings stepping with topography down street

Awnings stepping with topography down street

Retail activating Walker St. and through site link

Articulated form provides clear point of arrival

Loading Bay thoughtfully integrated into elevation

F+B activating lobby

Rich materiality and form brought to ground at boundary

Street trees maintained and additional provided

Artist impression of the ground floor and podium east elevation

Walker Street

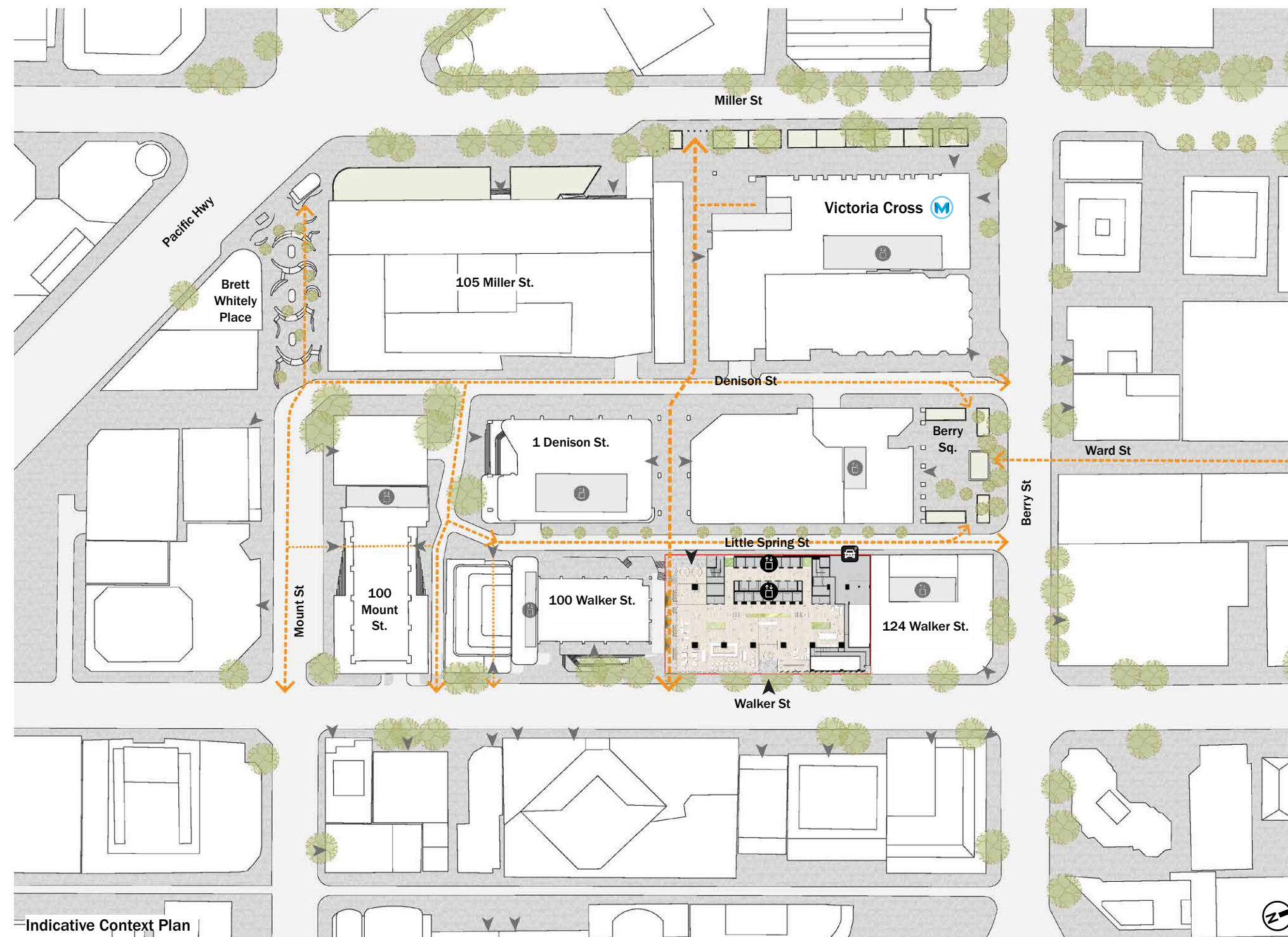


# NORTH SYDNEY'S PUBLIC DOMAIN

## Key Principles

The principles below are developed in collaboration with the project team and the design competition jury which included a North Sydney Council representative to ensure the project supports and enhances the North Sydney Public Domain Vision.

1. Permeable and transparent
2. Prioritise key arrival points
3. Intuitive lobby connection
4. Strong connectivity (through site link + lobby)
5. Legible, active through-site link
6. Awnings for pedestrian amenity
7. Commercial lobby experience
8. Public/community connection through to podium



- Site Boundary
- <-----> Pedestrian Link
- ▲ Building Entry
- 🚗 Vehicular Entry
- ⬆ Vertical Circulation
- M Victoria Cross Metro Station





3m open-to-sky setback for through-site-link

Dedicated top of tower and EOT entries

Awnings and signage marking retail entries

Retail activation to through site link and Walker St.

Public seating and landscape amenity

Warm, textured materiality to retail portals

Fine grain retail activating through site link

Artist impression of the south through site link



# UNDERSTANDING THE GROUND PLANE

## Precinct Analysis

Understanding how the precinct functions, and will function in the future is key to ensure the project supports the public domain vision for North Sydney.

In response to Council's request for information (RFI) and in line with the DCP, the vehicle entry has been relocated to the north-west corner of the site off Little Spring Street. This is in recognition of Council's aim to recognise Walker Street as the pedestrian priority over Little Spring Street.

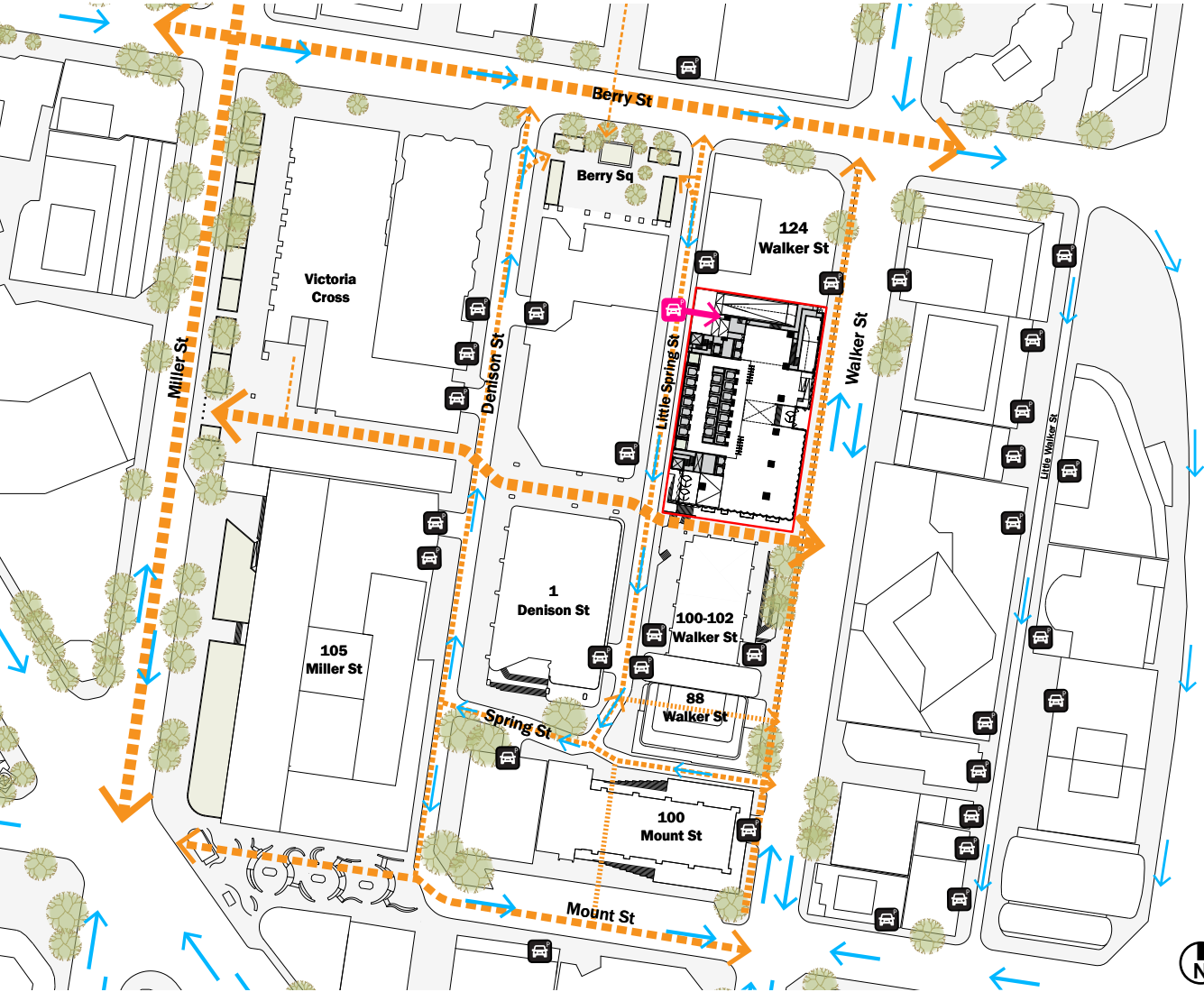
The vehicular entry has been located at the north-west corner of the site away from the through site link and pedestrian connection to the south.

The fine-grain and locally connected network of North Sydney laneways is a critical and highly valued component of the existing public realm. The primary focus of our proposal seeks to connect with and fortify this unique identity of North Sydney.

### Vehicular Traffic Flow/Direction

Walker Street is a two way street with north bound traffic along the eastern edge of the site. Little Spring Street is a one way street with south bound traffic. There are a number of parking/loading entries distributed along both Walker Street and Little Spring Street.

- Site boundary
- Traffic flow
- Vehicle entry
- Pedestrian link



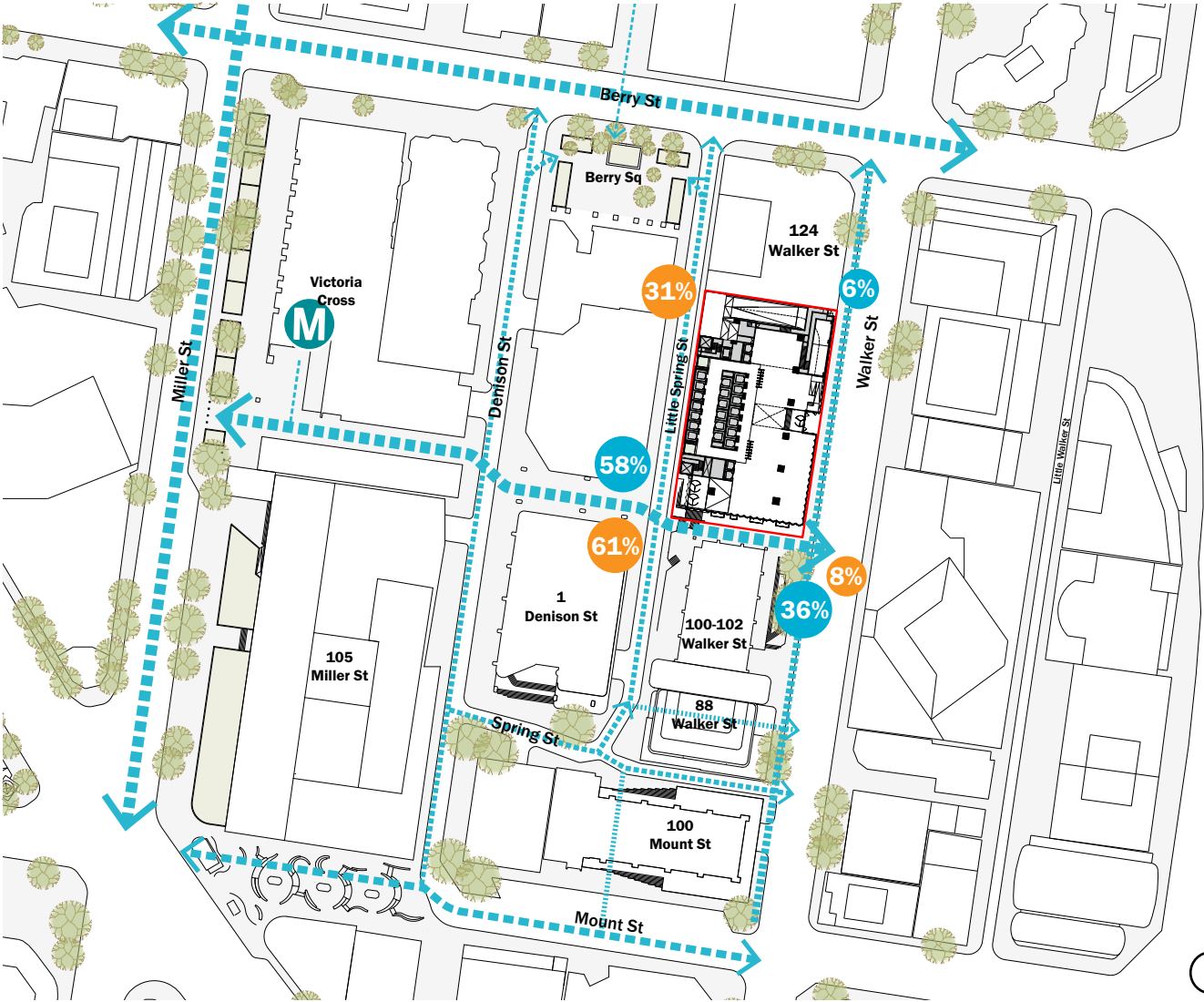


Metro and Pedestrian Movements

In 2024 when the Metro opens, the majority of people visiting the site will come through 1 Denison St from the future Victoria Cross Metro Station and enter the building from the southwest entry.

According to the future pedestrian modelling analysis prepared by Arup, at lunch time, the majority of workers and visitors at 110 Walker Street will likely access the surrounding F&B and retail offerings from the lobby entry on the southwest corner of the site, on Little Spring Street.

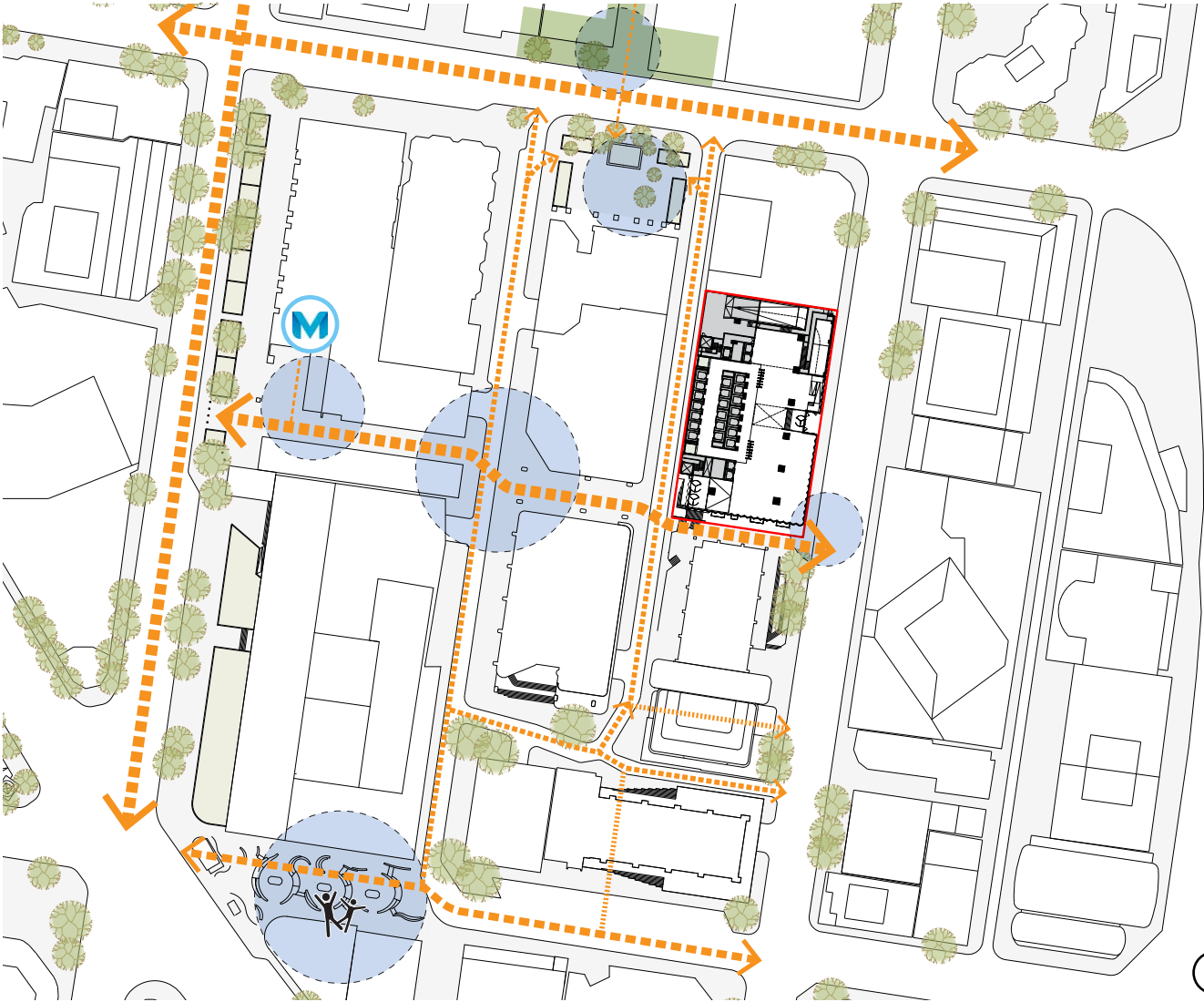
- Site boundary
- Commuter flow
- Lunchtime flow
- Pedestrian link



North Sydney Laneways/Public Domain Strategy

North Sydney Public Domain strategy calls for a permeable and connected ground plane that is walkable and green. 110 Walker Street has contributed to the through site link along its southern boundary with an activated frontage supporting retail offerings, end of trip access and top of tower entry. This allows pedestrians, in particular those on Walker Street and further to the east, to cut through to other parts of the CBD.

- Victoria Cross Metro
- Site boundary
- Pedestrian link
- Key nodes





# BASEMENT

## Car Parking

**163 total car spaces will be provided over 6 basement floors. 4 x DDA parking spaces and 19 motorcycle parking spaces will be provided in compliance with the DCP criteria.**

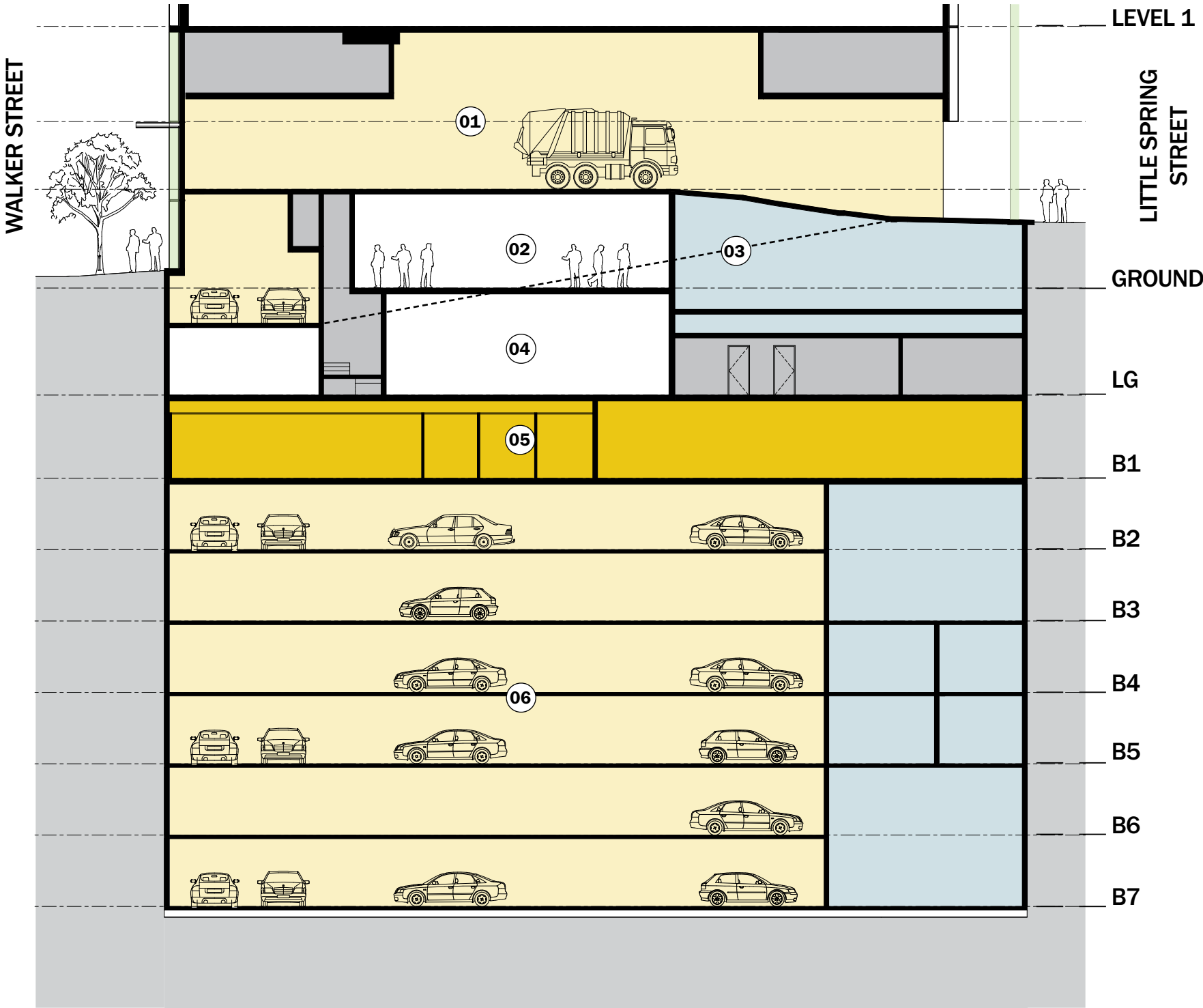
All car parking is provided below the EOT/bike parking on B1.

The basement car park is highly efficient and composed of four typical levels (B3, B4, B5, B6) and two non typical levels (B2, B7).

The first level of parking contains 9 courier bays and 4 DDA accessible bays.

Indicative Basement Arrangement Section

- 01. Loading dock
- 02. Lobby
- 03. Car park ramp dashed
- 04. Retail
- 05. End of trip and bike parking
- 06. Car parking





Typical car parking levels allow for continuous forward movement of all vehicles. The well planned layout has no difficult to use blind aisles or cul-de-sacs.

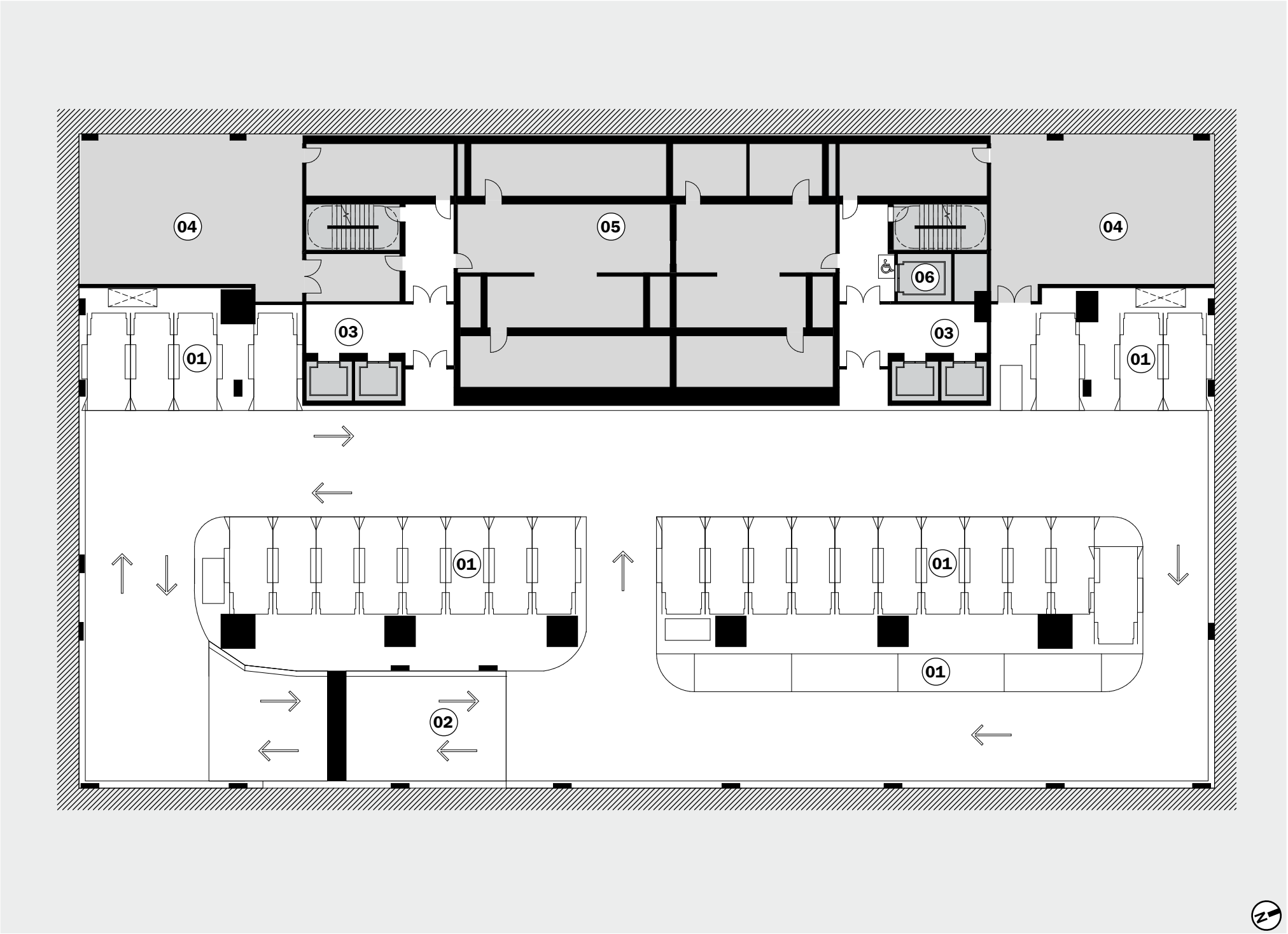
Each typical basement level is connected to the adjacent floors via a ramp in the south east corner. Vehicle circulation is composed of a two-way loop to the south and a one-way loop to the north, allowing for quick and efficient circulation to lower levels.

30 cars are parked on each typical floor, the majority are provided as 90 degree parking bays off the primary circulation aisle, 4 parallel parking bays are provided on each typical basement level.

Car parking levels are serviced and accessed by 4x passenger lifts, 1x goods lift and 2x egress stairs. The western edge of the typical car park levels is a highly functional zone of back of house and plant spaces. Spaces below the tower lifts are utilised as back of house space (e.g. storage) where available.

Indicative Typical Basement Parking Level

- 01. Car parking
- 02. Parking ramp
- 03. Lobby and podium lifts
- 04. Plant
- 05. Back of house
- 06. Goods lift





# BASEMENT

## End of Trip

**End of trip facilities (including showers, bike storage and lockers) are features that tenants value highly and the quality of the offering is important to attract and retain tenants.**

Tenant bicycle parking is provided per the DCP requirements at rates of; 1 bicycle/150m<sup>2</sup> of GFA for commercial premises and 1 bicycle/250m<sup>2</sup> of GFA for shops, restaurants or cafés.

Lockers are provided in accordance with the DCP requirements; 1 personal locker for each occupant bike parking space. Showers are provided in-line with the DCP requirements based on the total number of occupant bike parking spaces.

Gender Neutral / DDA accessible shower and change facilities exceed the provisions required for universal access purposes.

Commercial visitor bike parking has been provided in alignment with the Green Star prescriptive pathway. Per the prescriptive pathway, commercial visitors bike parking is to be provided for 5% of peak visitors at a total of 33 bikes (refer report provided by JMT Consulting). \*

Retail visitor bike parking is provided per the DCP rate of 2+ 1/100 m<sup>2</sup> of GFA for shops, restaurants or cafés for a total of 25 retail visitors bikes.

Occupants	
Bicycle Parking (Commercial Tenant)	438
Bicycle Parking (Shop, Restaurant or cafe Tenant)	10
Lockers	448
Showers	46
Visitors *	
Bicycle Parking (Basement 01)	38
Bicycle Parking (Street)	20
Total (commercial and retail) bicycles	58



Images are for illustrative purposes



**The end of trip facilities are located on Basement Level 1 with pedestrian access from a dedicated lobby on lower ground and bicycle ramp access from the through site link.**

Pedestrian access to the EOT facilities is provided via two lifts from the EOT lobby from the through site link.

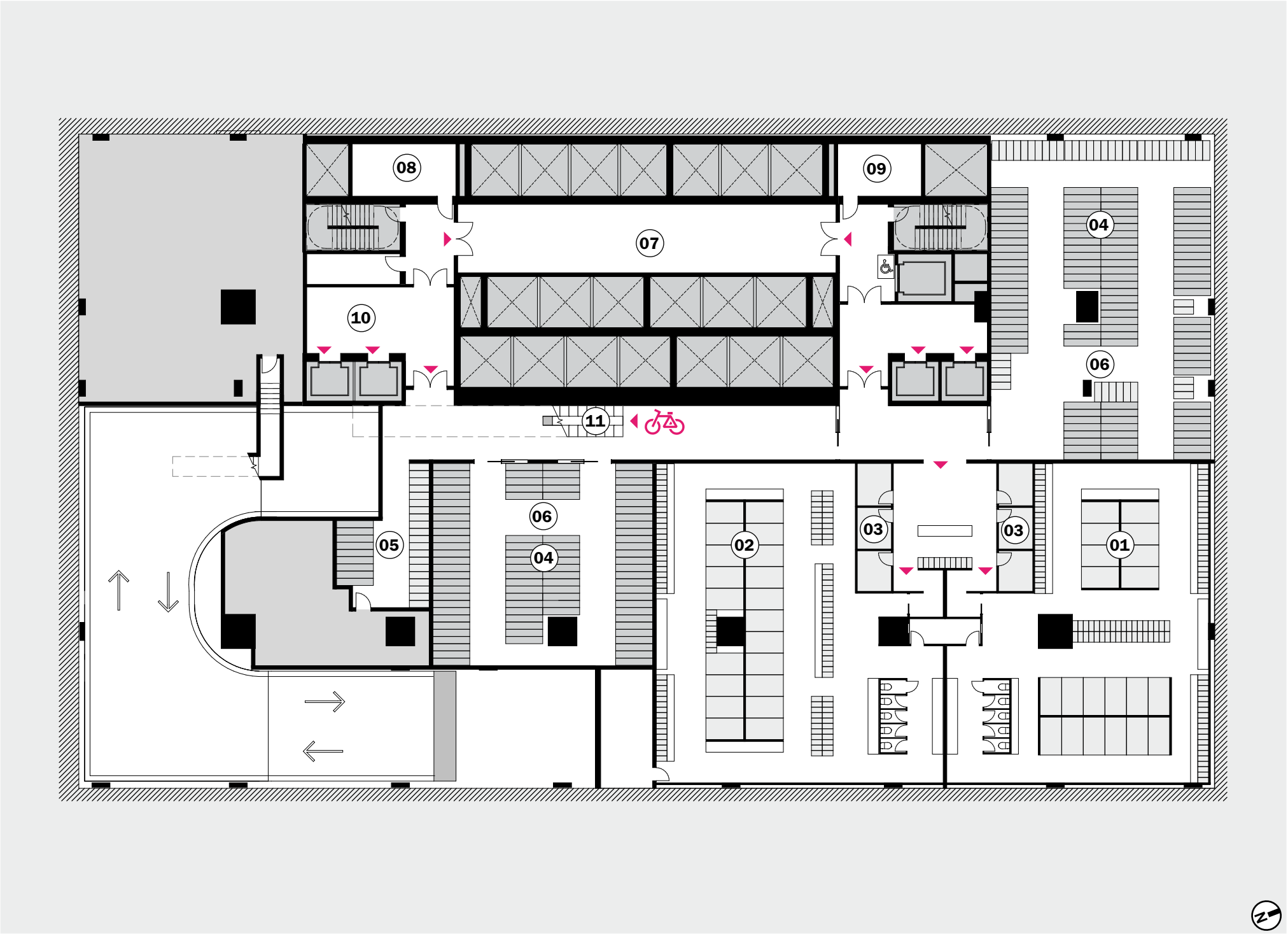
A separated bike entry from the through site link, and step-ramp down to the bike parking area is separated from motor vehicles ensuring safe separated movement.

Shared pedestrian and bicycle zones on Basement level 1 are delineated and generously spaced with convenient circulation for both user groups.

Visitor bike parking is available adjacent to the base of the bike ramp access. Bike maintenance zones are provided. A combination of bike rack types will be provided for different types of bikes and users preferences.

Indicative Basement Level 1 Layout

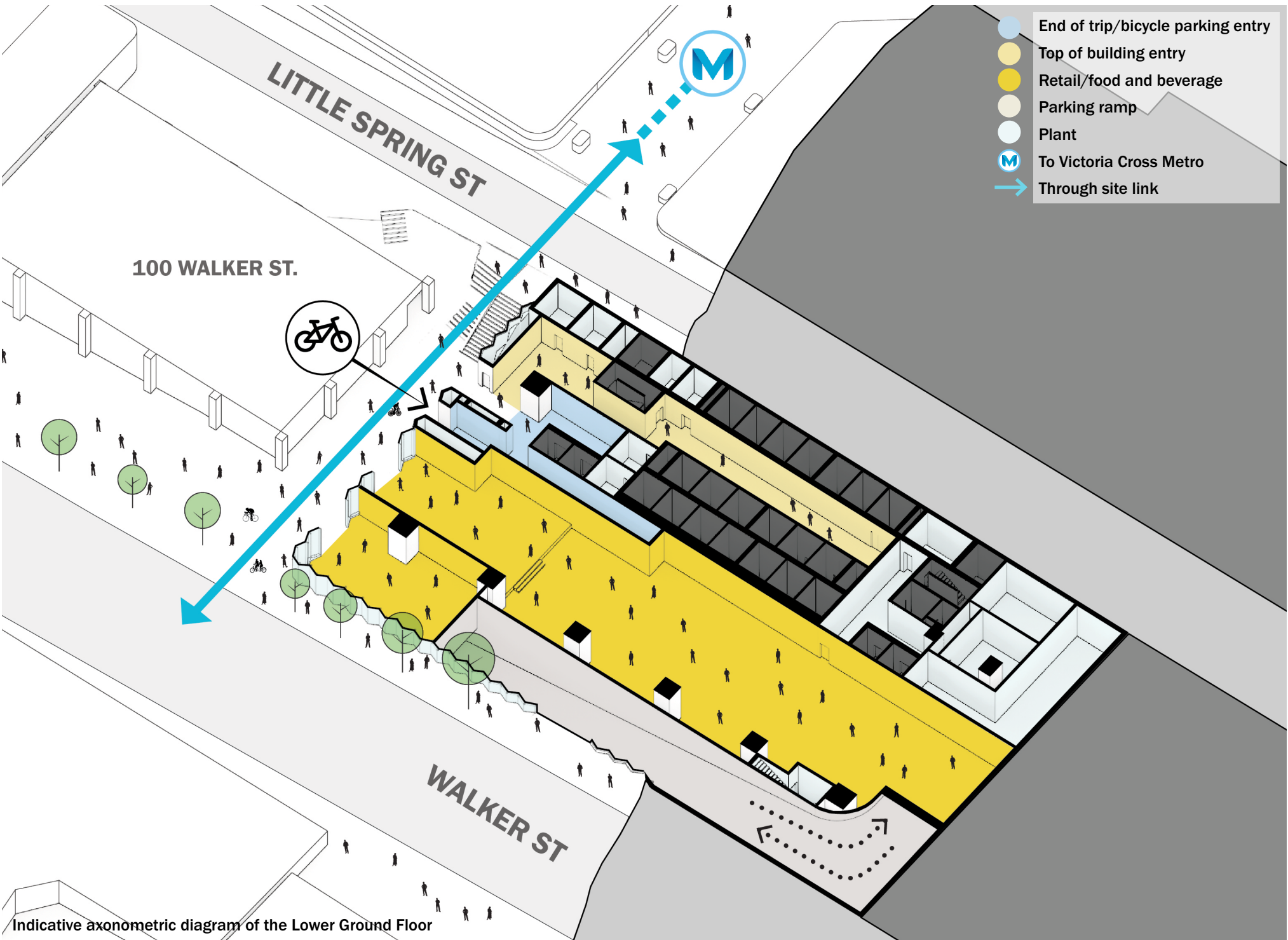
- 01. Male change room
- 02. Female change room
- 03. Gender neutral / DDA change rooms
- 04. Secure bicycle parking (tenant)
- 05. Secure bicycle parking (visitor)
- 06. Bicycle maintenance
- 07. Stretching/wellness
- 08. Drying room
- 09. Towel store
- 10. Lift to EOT lobby
- 11. Bicycle ramp from ground and to podium





# LOWER GROUND

An activated and open to the sky through site link at the southern end of the site creates the opportunity for activation to include an expanded retail, food and beverage offer, entry lobbies to end of trip and top of building roof garden, creating a vibrant edge. Vehicular access is relocated on Little Spring Street away from the through site link and Walker Street pedestrian zones.





**The Lower Ground level accessible from the through site link provides the opportunity for multi-use including retail, EOT entries for pedestrians and bicycles, major plant rooms and a dedicated entrance for the publicly accessible rooftop F&B venue and garden.**

The following design requirements have been considered and carefully balanced to achieve a high quality outcome for the Lower Ground level:

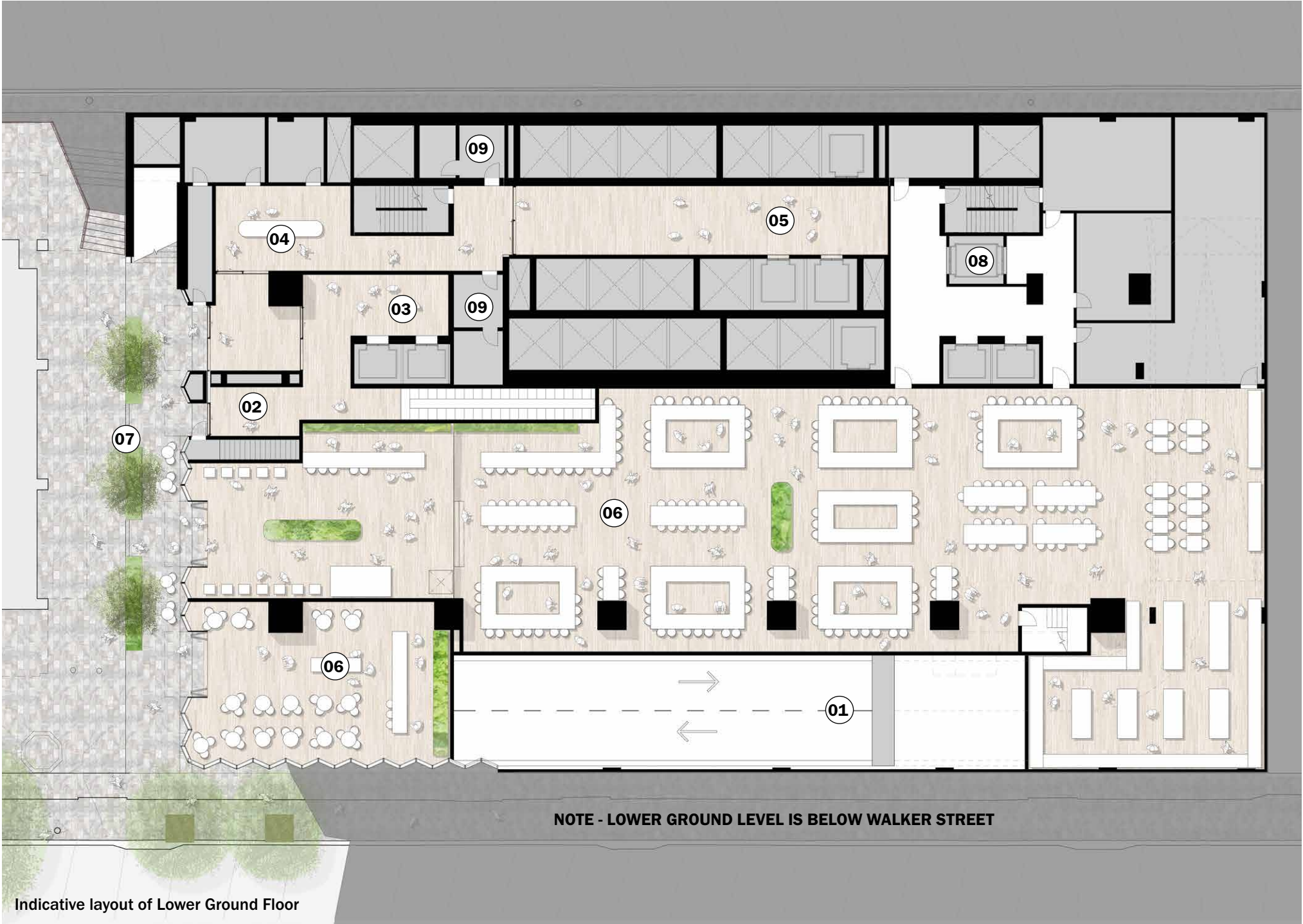
- Pedestrian movement and experience.
- Location of vehicular access zones and EOT access (on foot and by bicycle).
- Efficient BOH and service areas

The updated design maximises the retail offering which can accommodate a variety of retail types from market hall to small boutique supermarket and cafes, with the aim of increasing the activation of the through site link while providing more amenity to occupants of 110 Walker and to wider North Sydney community.

The vehicle ramp to parking on Basement levels 02-07 is located to the eastern edge of the site to minimise the impact on the available retail space.

**Indicative Lower Ground Floor**

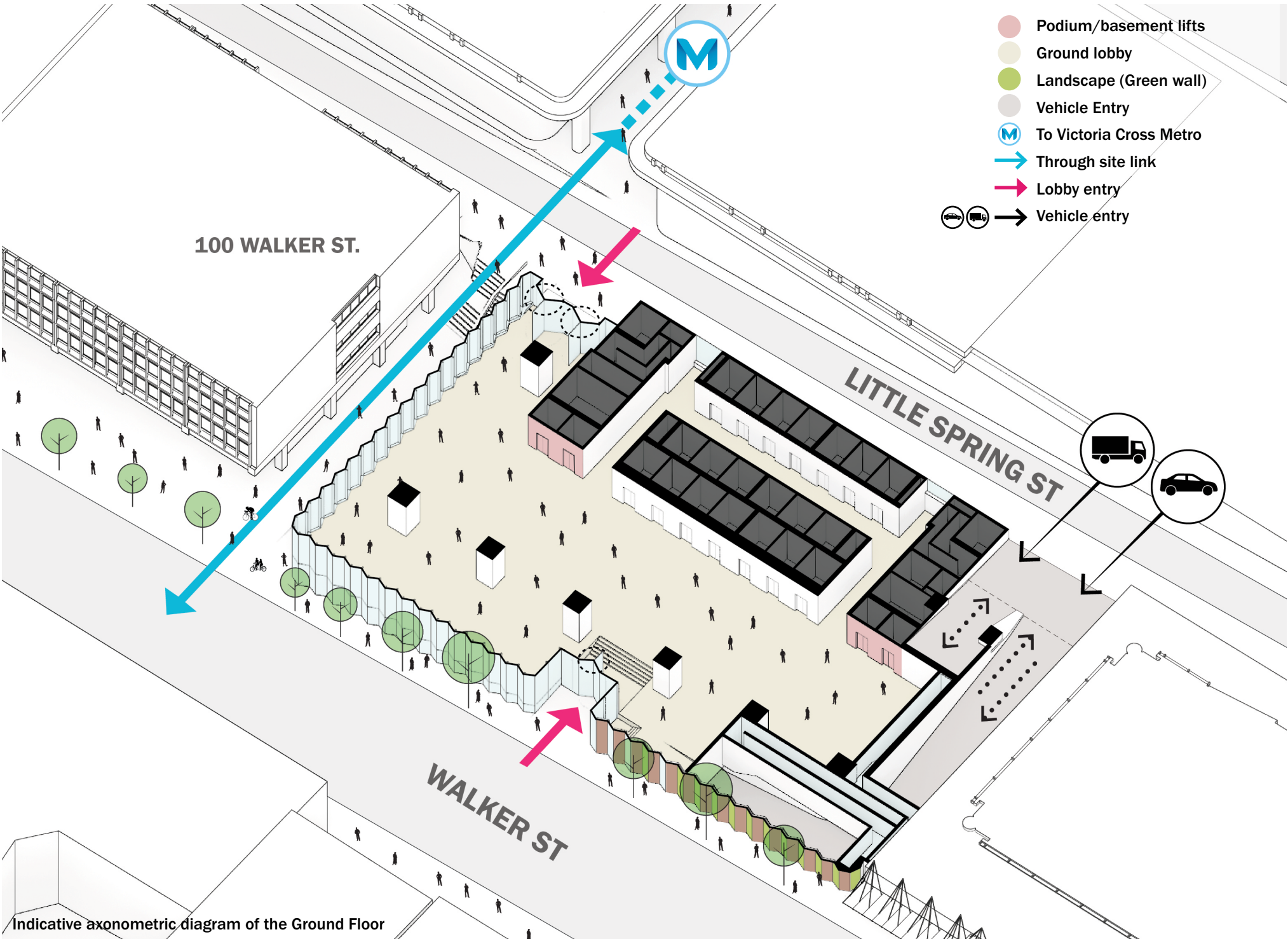
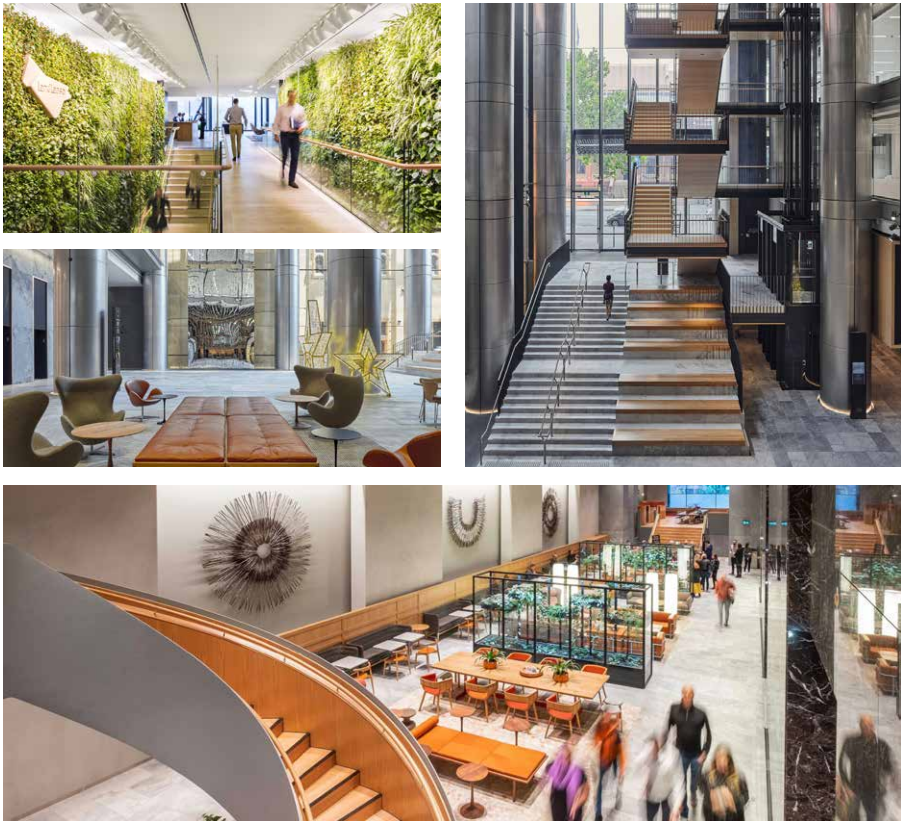
- 01. Parking ramp to basement levels 02 to 07
- 02. Bicycle parking entry
- 03. End of trip lobby
- 04. Dedicated top of building entry
- 05. Dedicated top of building lift lobby
- 06. Retail
- 07. Through site link
- 08. Goods lift
- 09. Amenities





# GROUND LOBBY

The Ground Floor lobby is green, inviting and flexible with a dynamic facade built to the Walker Street boundary. The multi-functional lobby is activated with food and beverage.





The Ground Floor lobby has been lowered to provide a more level and direct entrance from the southwest corner from Little Spring Street and from Walker Street. The car park ramp and loading bay have been integrated to maximise the best outcome for Walker Street and the commercial lobby.

The Ground level encourages interaction between the city and the building, between the public and building occupants. The ground plane will be part of the city urban realm.

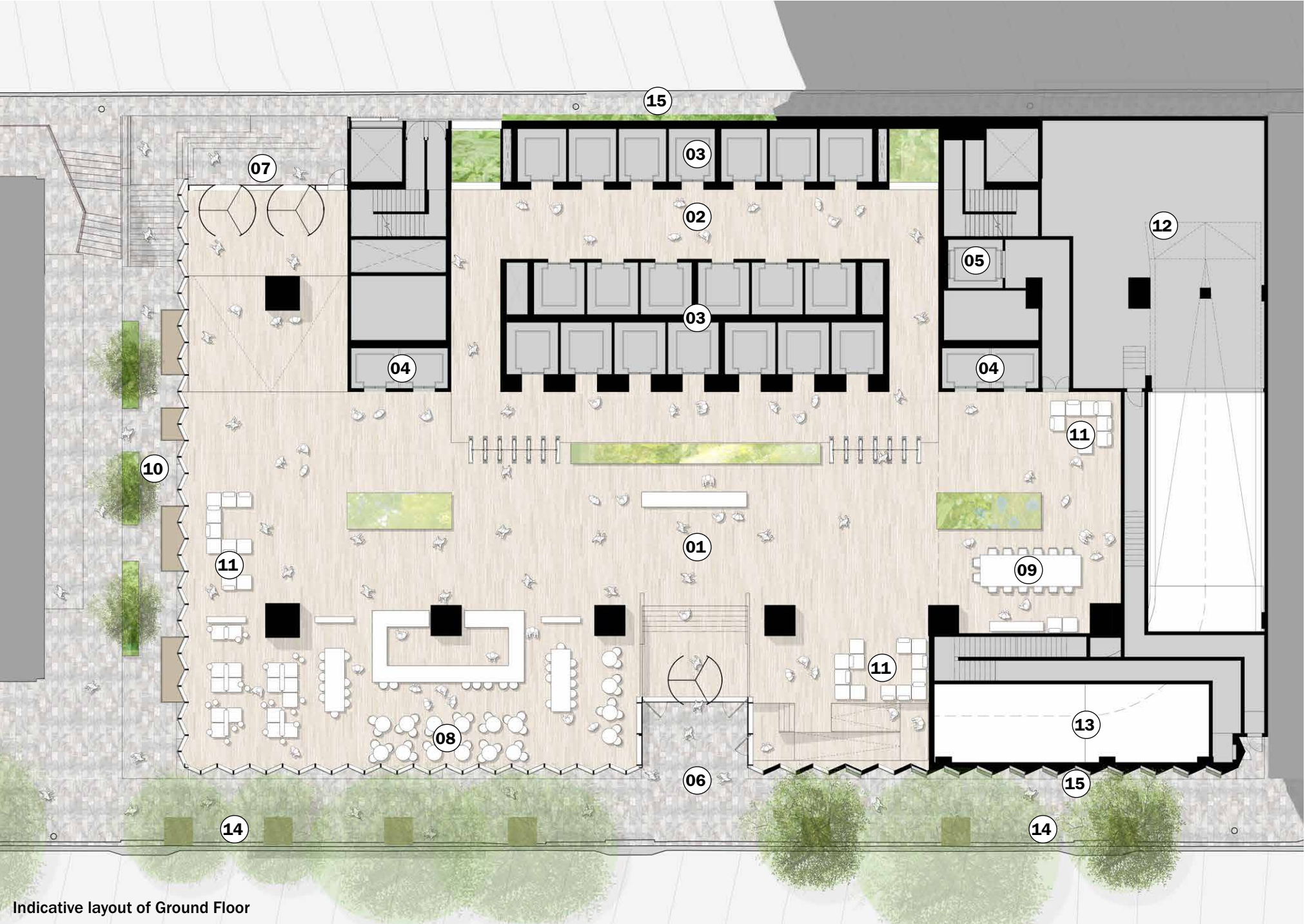
The highly connected lobby can be accessed from both Walker Street and Little Spring Street, ensuring that ground level and lobby can be easily accessed by different types of commuters, users and local neighbourhood members.

The lobby design reflects the expectations of a premium office tower. The lobby functions as a highly efficient access point for the commercial premises above while also being a destination in it's own right.

A variety of spaces and settings in the lobby can adapt to the needs of the building occupants and the public. A food and beverage offering in the lobby as well as a variety of furniture settings will activate the lobby providing a space for users to meet, work, stay and dwell.

Indicative Illustrative Ground Floor Layout

- 01. Lobby
- 02. Lift Lobby
- 03. Tower lifts
- 04. Podium and basement lifts
- 05. Goods lift
- 06. Walker Street entry
- 07. Little Spring Street entry
- 08. Food and beverage activation
- 09. Community space
- 10. Through site link
- 11. Lounge/dwell space
- 12. Substation
- 13. Vehicle ramp
- 14. External bike parking (20 bikes)
- 15. Green wall





# LOADING DOCK

The loading dock is located on an extremely efficient mezzanine level accessed off Little Spring Street. Above the vehicle bays and turntable is a dedicated back-of-house space with set-down area, wasteroom, dock manager's office and goods lift access.

The following design requirements have been considered and carefully balanced to achieve a high quality outcome and the objectives of North Sydney Council:

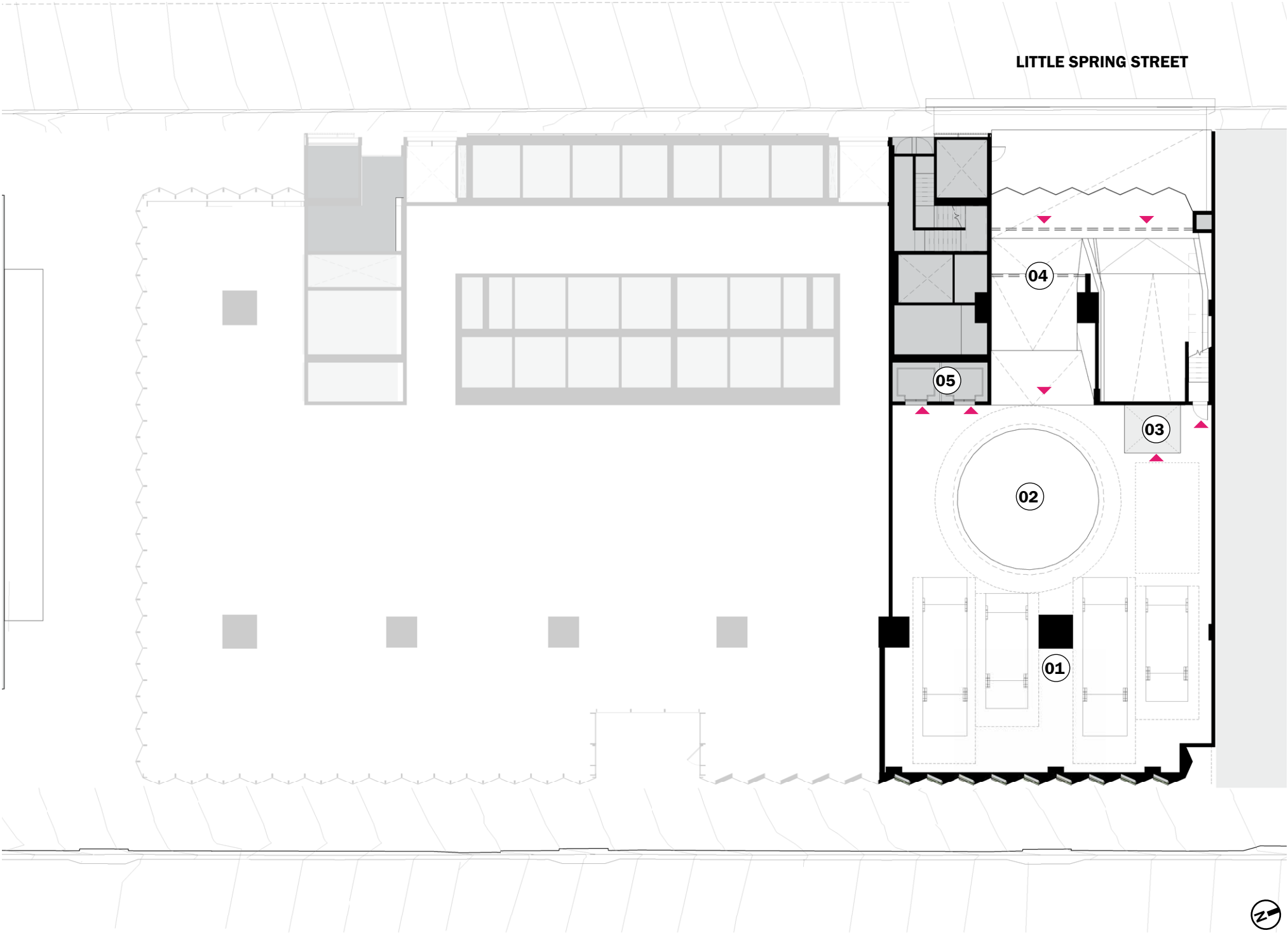
- Minimal impact on Walker Street elevation and the lobby.
- Location of vehicular access.
- Clearance heights and swept paths (movement and operation) required for cars, MRVs, SRVs and waste collection vehicles.
- Integrated security (loading dock roller door).

Functional and efficient loading dock (and support facilities - above):

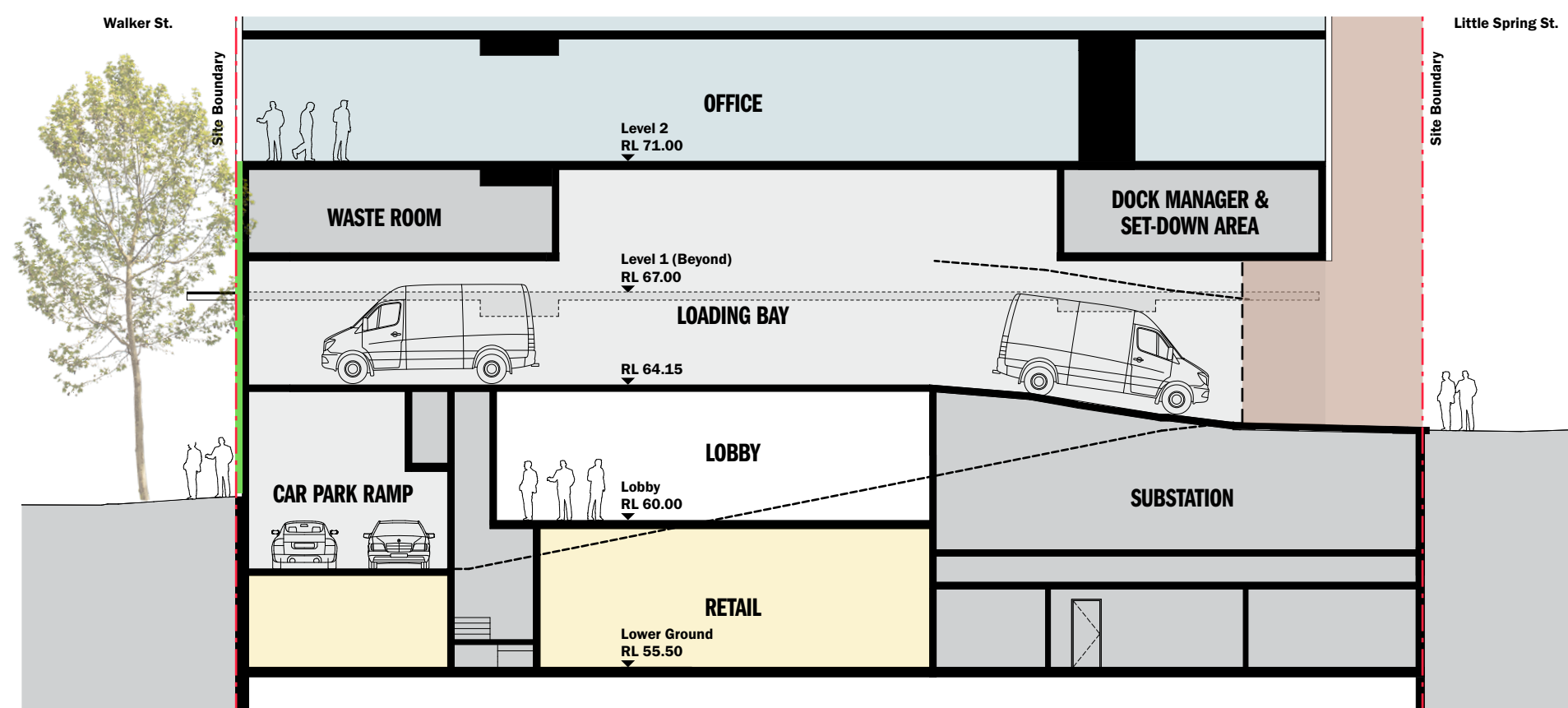
- Separation of loading dock movement ensures that flow to & from car parking levels is not impacted by large vehicles.
- 2xMRV and 2xSRV bays are access via turntable.
- Highly efficient waste handling arrangement. Waste room directly connected to the main building goods lift and loading dock.
- Dock manager office (above) with clear line of site to dock access.

Loading Dock (lower level) Layout

- 01. 2x SRV & 2x MRV bays
- 02. Turntable
- 03. Platform lift to BOH space above
- 04. Roller shutter secure line
- 05. Podium - Basement lifts

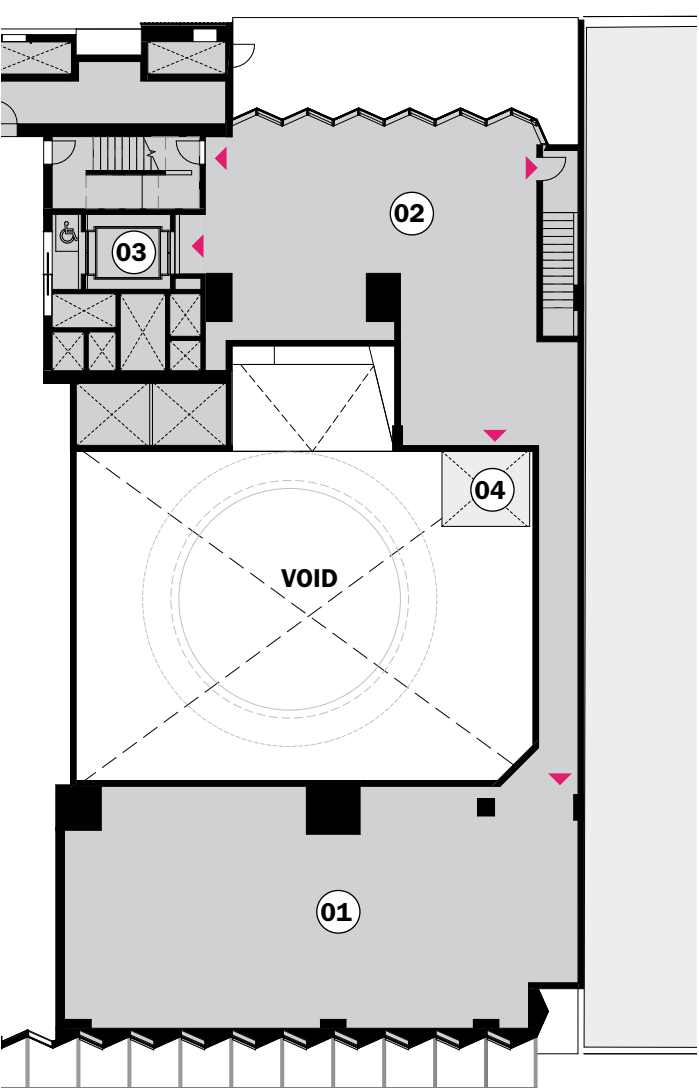






Loading Dock Section

The stacked loading dock arrangement allows the north-west vehicle entry to minimise impact of the loading dock on the lobby volume and the Walker Street elevation. The Dock Manager's office will be overlooking the loading dock. Access to the loading dock will be via platform lift and stair.

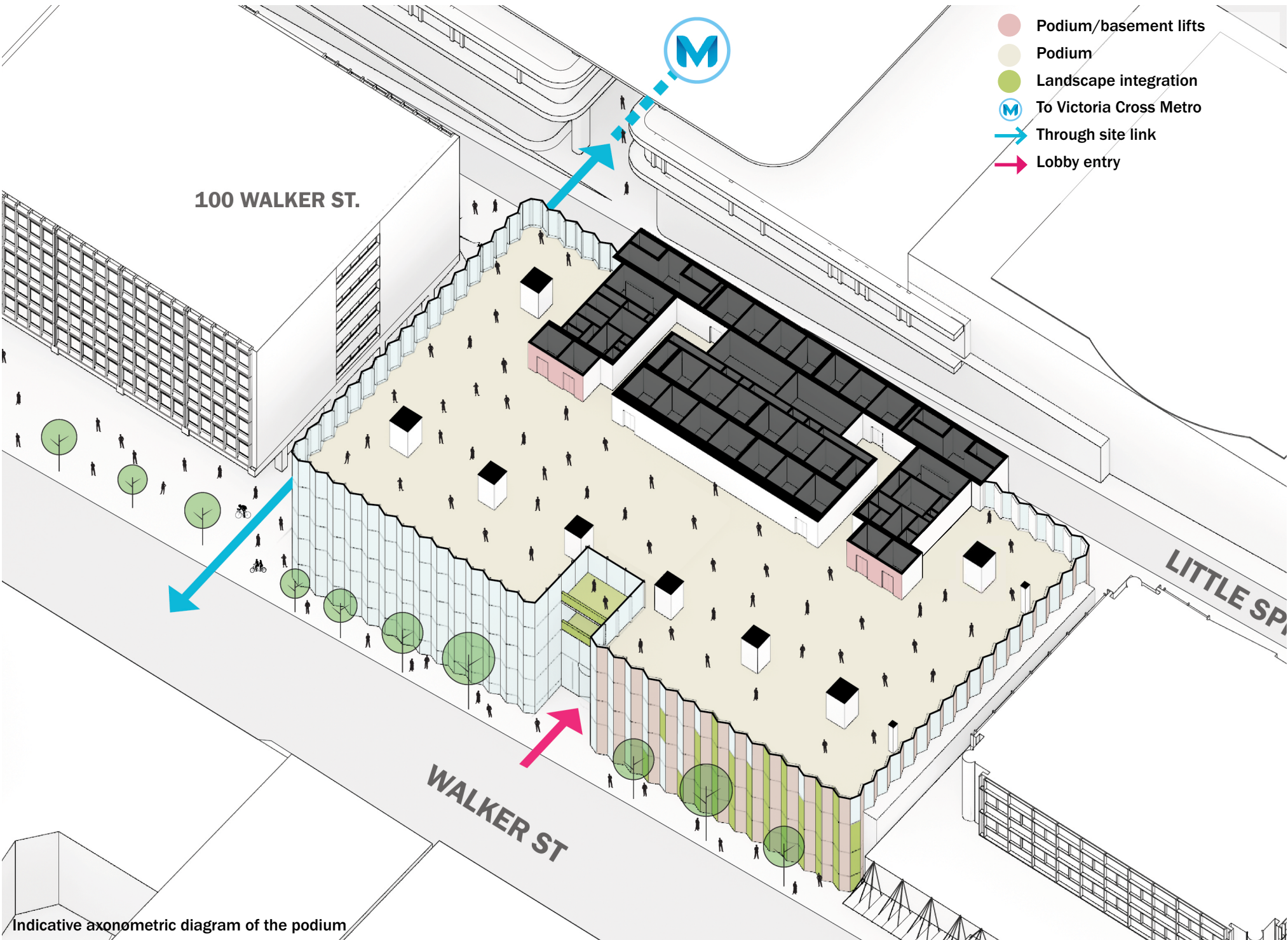
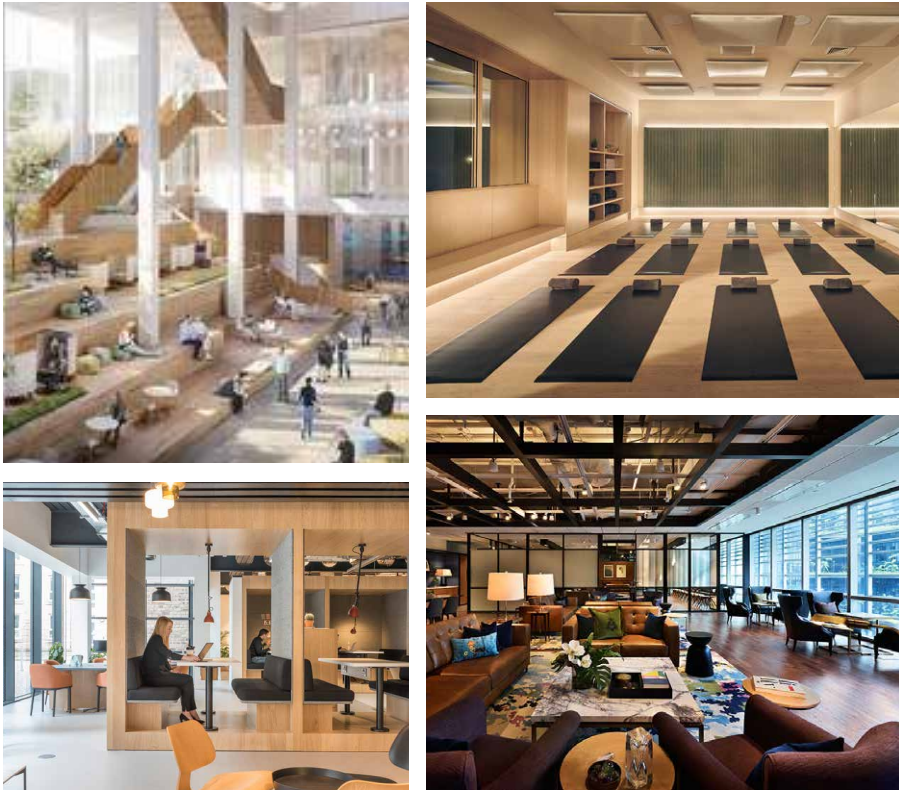


Loading Dock (upper level) Layout  
01. Waste room  
02. Dock manager and set-down area  
03. Goods lift  
04. Platform lift to Loading Dock



# PODIUM

The podium offers large and flexible floor plates that can accommodate an array of uses. Our proposal will provide a diversity of spaces and amenities that complement both work and life.





**As the line between work and life becomes even more blurred, our choices for when, where and how to work have increased exponentially. As a result, the role of the workplace has fundamentally changed: it isn't somewhere you have to be – it's somewhere you want to be. These dynamics mean people expect more – and different – things from their workplace. It's also creating great opportunities for companies to gain a competitive edge by engaging with the new reality of work.**

This is an opportunity to re-think a 'traditional' workplace by integrating other uses and programs that support the ecosystem of our daily lives and connect to community.

The five podium floors could offer a wide range of facilities that are accessible to tenants, which may include collaboration and meeting spaces, lounges, co-working spaces, wellness/gym facilities.

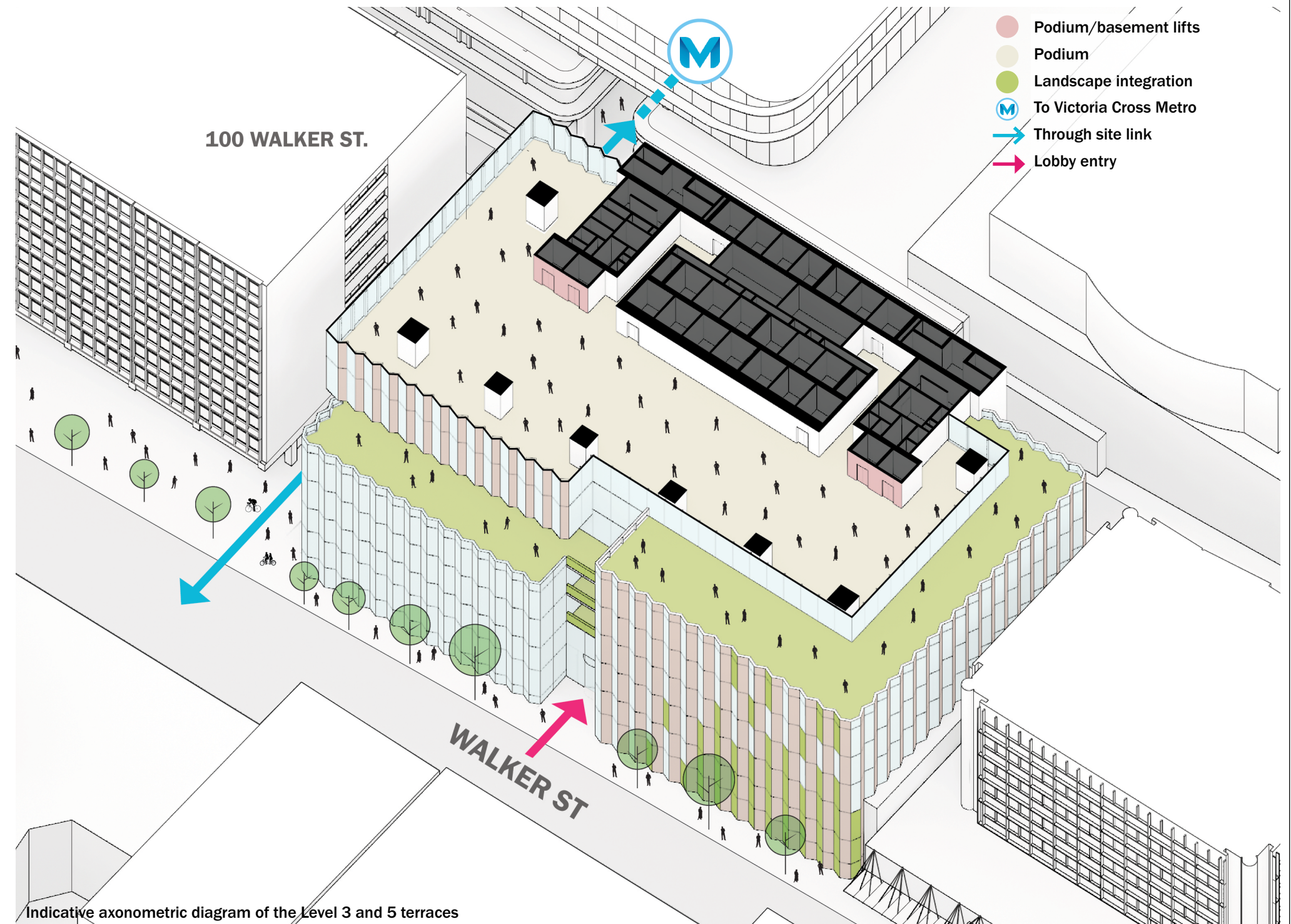
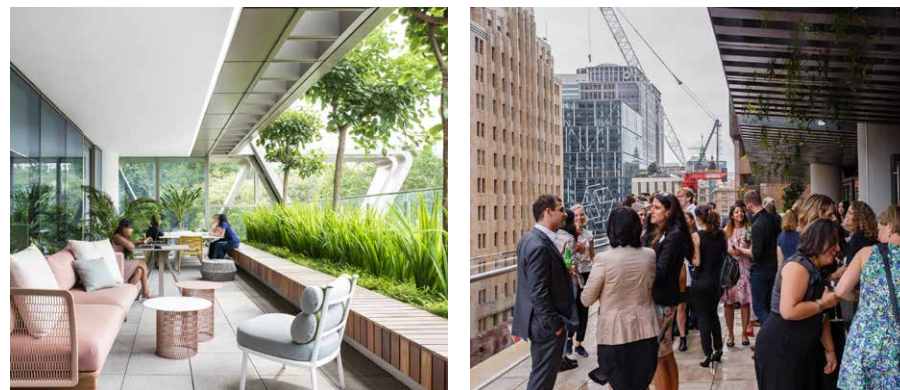


Artist impression of the through site link and podium



# PODIUM TERRACE

**Elevated terrace gardens are located on Level 3 and Level 5 to provide wind mitigation to the public domain and create a unique outdoor amenity experience for tenants with opportunities for functions and events.**





**Outdoor terraces at the top of the podium provide the opportunity for alternative work settings, meetings or events. At these levels people can engage with the activity on the street and feel immersed in the city. The stepped podium form responds to the sloping topography of Walker Street providing a clear formal commercial entrance and an articulated street edge rich in its materiality.**



Artist impression of the 110 Walker Street podium elevation



# ACTIVE EDGES

## Walker Street

As the primary address for the proposal, Walker Street combines identity and amenity in a quality precinct outcome. The dynamic saw-tooth facade continues to the ground connecting the language of the tower to the groundplane, with the central recess signifying the main Walker Street entry.

The main entry on Walker Street is centred on the site and the building, signifying the Walker Street frontage as the primary address for the development. This entry is flush with the footpath with internal stairs and ramps provided to the lobby level.

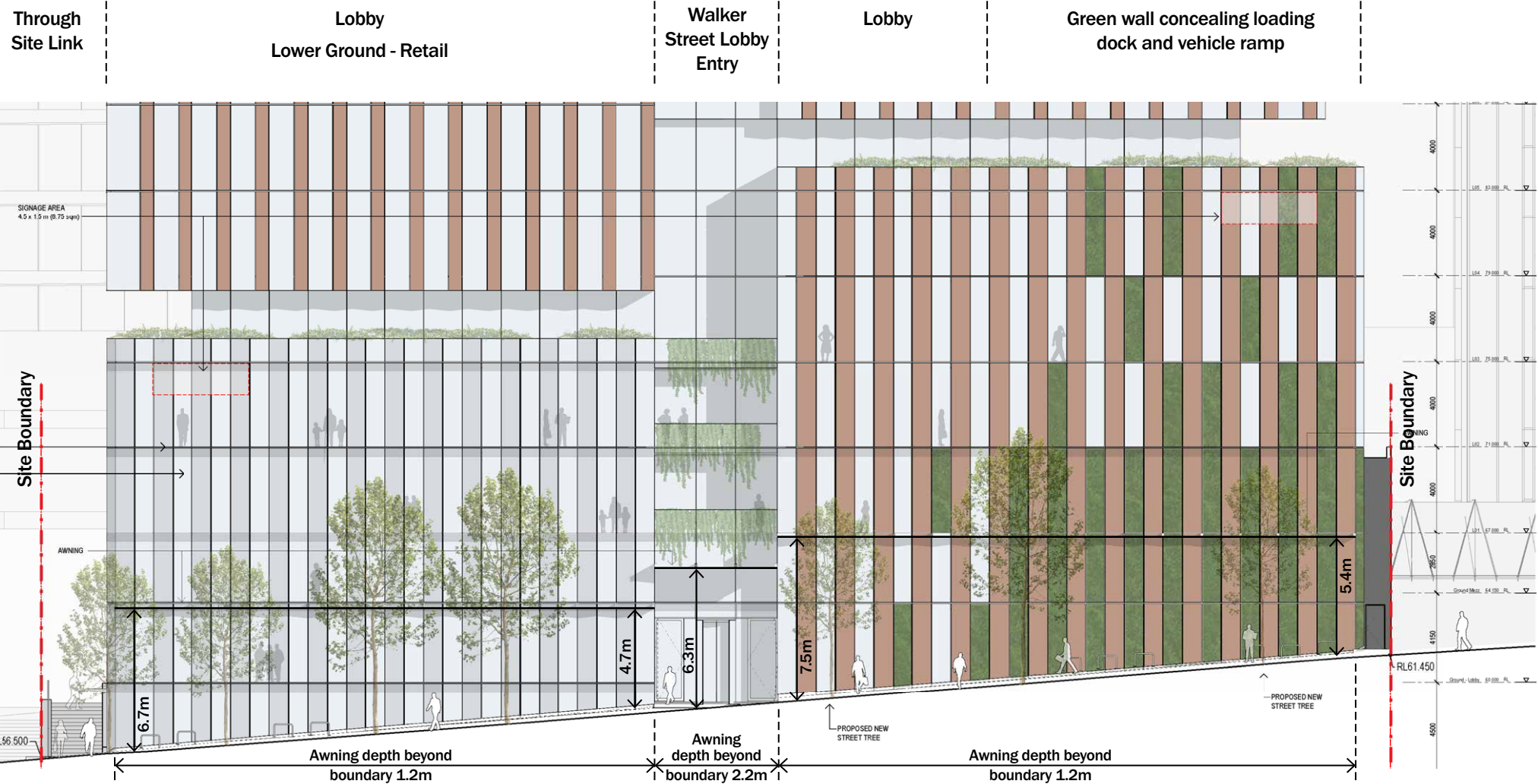
To the south of the entry the saw-tooth facade is glazed, light and transparent, providing views to the Lower Ground retail offerings, activated lobby, and podium.

To the north of the entry the saw-tooth facade is solid at its base and gradually becomes more transparent up the podium. The green wall to the north, extends the design intent to include more greenery in the public domain as shown with the large green wall on Little Spring Street. The green wall to Walker Street also conceals the loading dock and vehicle ramp beyond.

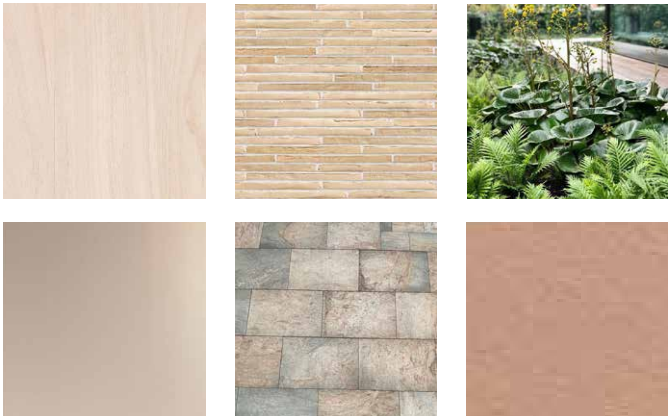
At footpath level the greenwall activates the pedestrian experience while providing moments of calm.

The proposed Walker Street ground plane requires the removal and relocation of one tree. An additional tree consistent with existing species is proposed. The number of street trees is increased, with all existing trees retained.

A glazed awning is proposed to extend the length of the Walker Street frontage providing weather protection. The awnings steps down to suit the topography of Walker Street.



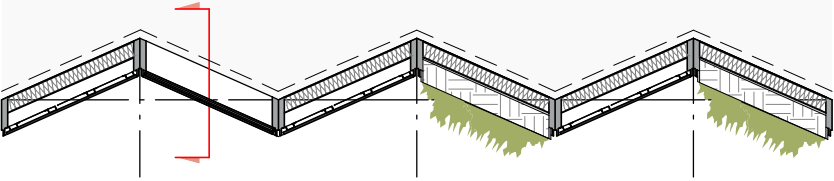
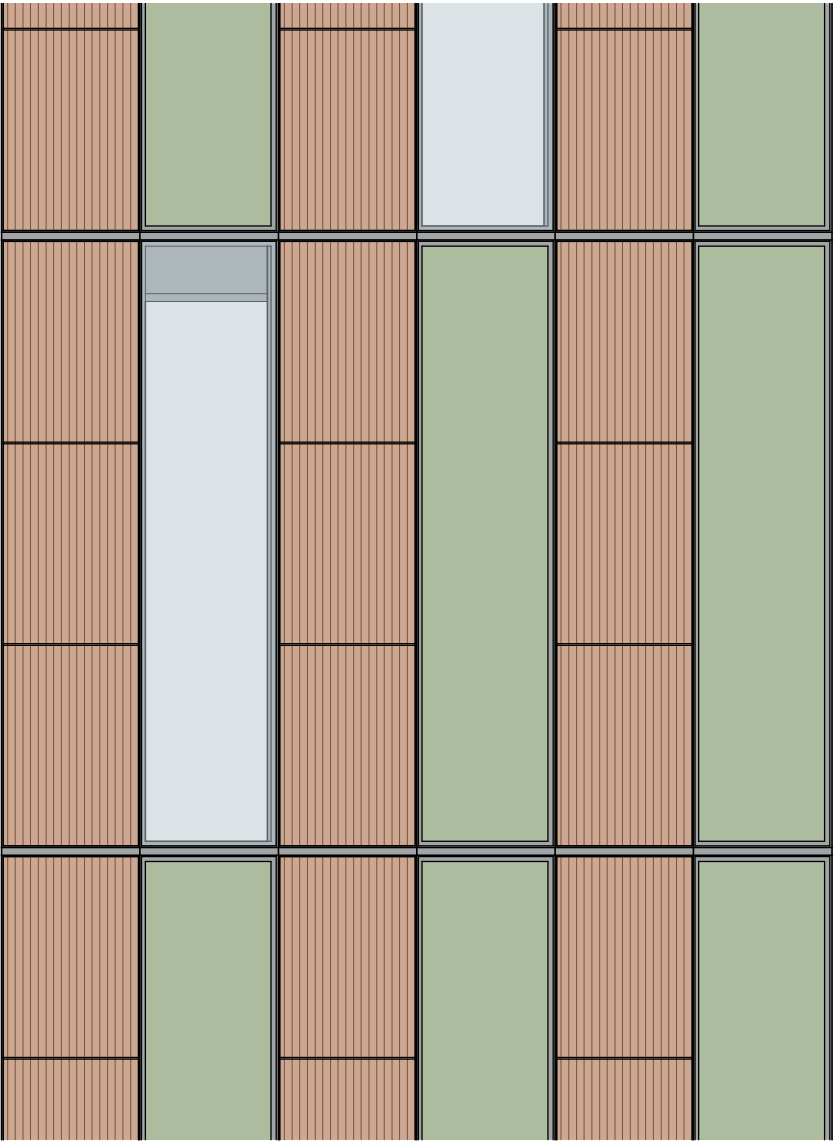
Indicative Walker Street Elevation



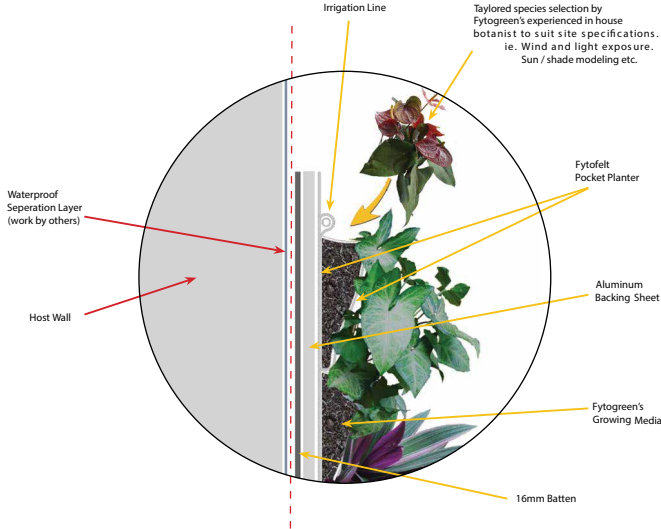
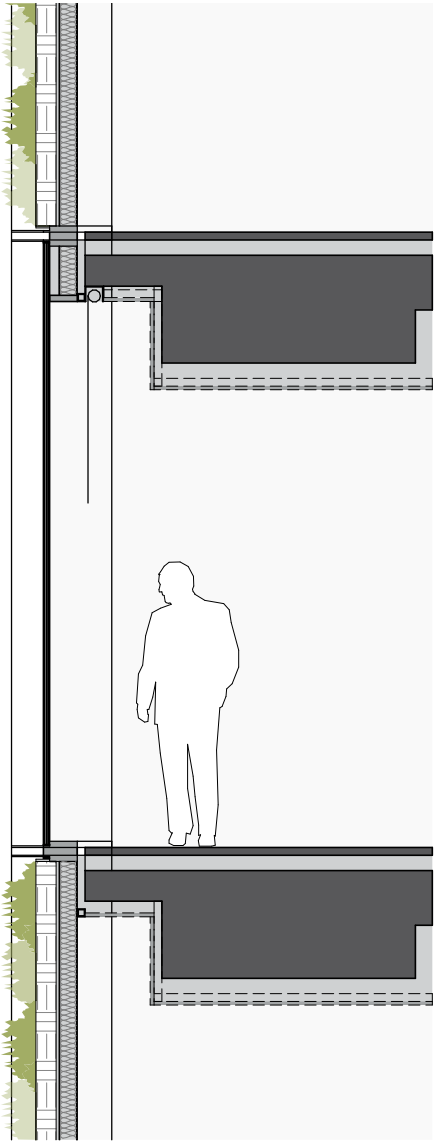
**Materiality**

The proposed Walker Street facade and materiality has been maximised to be transparent to allow the activity within the lobby to spill out onto the street while inviting the life on the street into the lobby. A carefully considered greenwall softens the busy street providing a comfortable pedestrian journey while giving back much needed greenery in the public domain to the city.





**Green wall typical detail**  
Integrated facade greenwall panelling



**Vertical Garden Details**  
FC-FytoFelt



Precedent Image - Green wall facade system



# ACTIVE EDGES

## Little Spring Street

**Little Spring Street provides a lobby entry to the southwest corner with this being the primary entry to the building from the future Victoria Cross Metro Station. To the northwest corner is the sole motor vehicle access point with a combined car and service vehicle entry concealed behind a roller shutter.**

The south west lobby entry seamlessly delivers the primary volume of pedestrian flow to the commercial lobby. There is also clear pedestrian connection and sight-lines to the through site link and through the lobby to Walker Street.

An extensive green wall extends to street level concealing the primary core walls, enhancing pedestrian amenity of Little Spring Street.

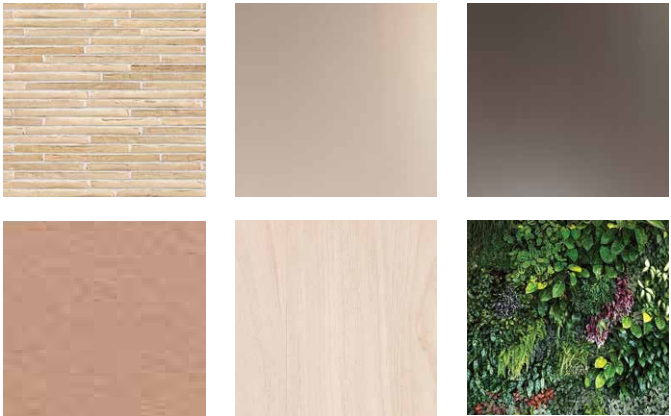
The landscape amenity of the proposed green wall will be a positive addition to the public domain achieving North Sydney Council's strategic objective of increased greenery within the CBD. Measuring approximately 20 meters wide by 98m high, the green wall will become Australia's largest single green wall at approximately 1,960 swim - nearly equivalent to the full site area of the three amalgamated sites from 110-122 Walker Street.

The north west vehicle entry is located away from the primary pedestrian entry and through site link at the southern end of the site.

Building operational and statutory compliance plant including fire booster cupboards and MEP ventilation zones are discretely concealed.



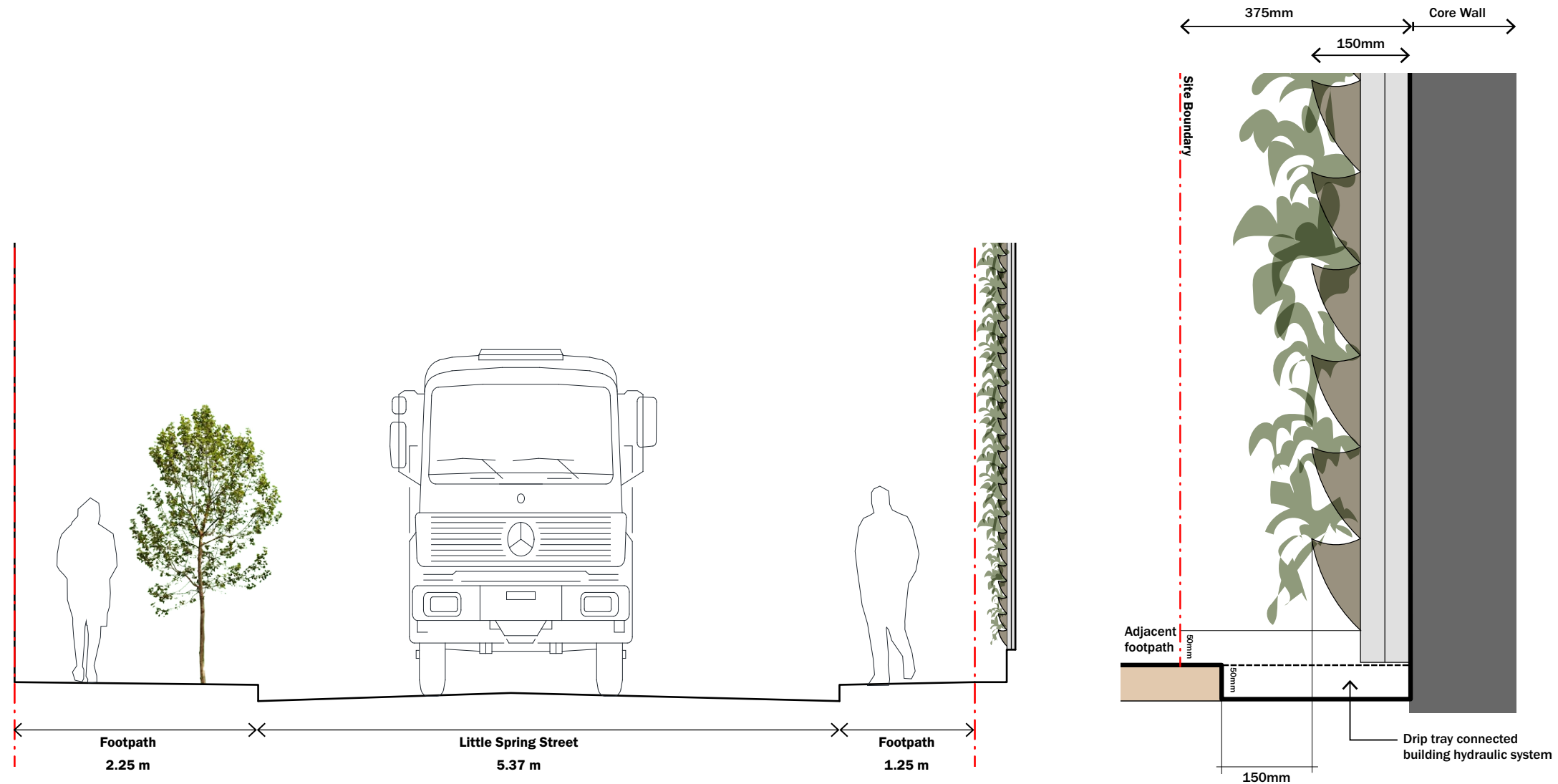
Indicative Little Spring Street Elevation



**Materiality**

Little Spring Street elevation focuses on pedestrian experience and activation while creating a functional and tactile facade. The terracotta/GRC (or similar) baguette is permeable to allow exhaust to be hidden. A green wall runs the majority length of the core to contribute to the biodiversity of the North Sydney CBD while creating a comfortable and enjoyable laneway.





Little Spring Street Section Green wall details

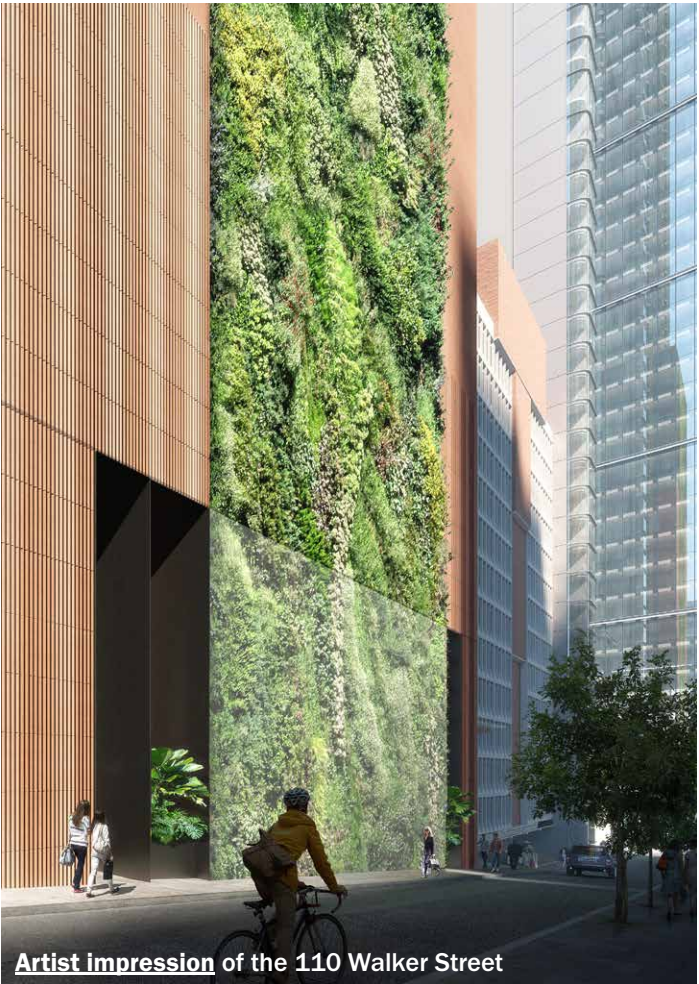
Scale 1:50

The proposal for the green wall on Little Spring Street does not encroach over Council land, sitting within the site boundary. Please see the adjacent detailed section that illustrates the setback allowance within the core wall to accommodate for the depth of the green wall system. The proposed green wall system, FC-Fytotfelt is supplied in Australia by Fytogreen. It is specifically

designed for such applications and is fire compliant with AS1530.3-199. The system includes integrated irrigation, drip trays at the base of the wall (integrated into the buildings hydraulic services), and fixings for the modular Fytotfelt pocket growing material. The routine maintenance and management of the green wall will be undertaken by a suitably qualified specialist trained in vertical

horticulture. Fytogreen recommend monthly visual inspections from ground level, to ensure the plants are healthy and receiving the correct amount of nutrients. Regular quarterly to half-yearly maintenance of the plants would be undertaken via the Building Maintenance Unit cradle operated from the roof, in exactly the same manner that regular facade maintenance would occur.

The proposed green wall, like most installed green wall applications, is maintained via a maintenance contract to ensure the health and viability of the plants and to maintain its appearance. Therefore, there is no need to have a 'finished' material beneath the green wall system.





# ACTIVE EDGES

## Through Site Link

The pedestrian focused through site link is activated by retail, end of trip entry and top of building lobby entry. The widened through site link encourages activation, contributing to the vibrancy of the North Sydney laneway network.

The building is setback by 3m from the southern boundary to create a generous open to the sky through site link.

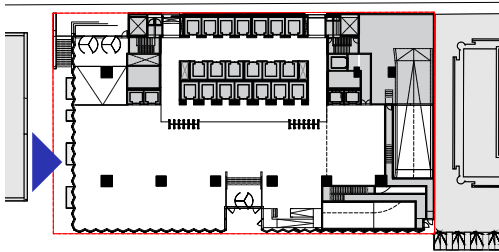
The end of trip (EOT) and top of building (TOB) entrance is located on the western end of the link adjacent to the bottom of the steps.

A majority of the Lower Ground facade is active retail frontage, to enhance the vibrancy of the through site link and Walker Street.

The western end of the through site link is where most people enter the site. The Ground lobby along this facade is light and transparent to allow visual transparency into the facade and beyond.

The transparent saw-tooth facade of the podium extends down to the through site link to connect the design expression above and below lobby level.

Recessed entries with awnings clearly delineate the individual entries along the through site link, improving legibility and passive way-finding. The covered areas at the entries are well spaced and generous, improving comfort and amenity along the pedestrian focused through site link.







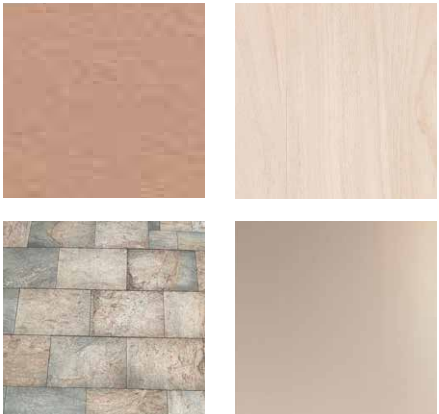
Artist impression of the south through site link

## Materiality

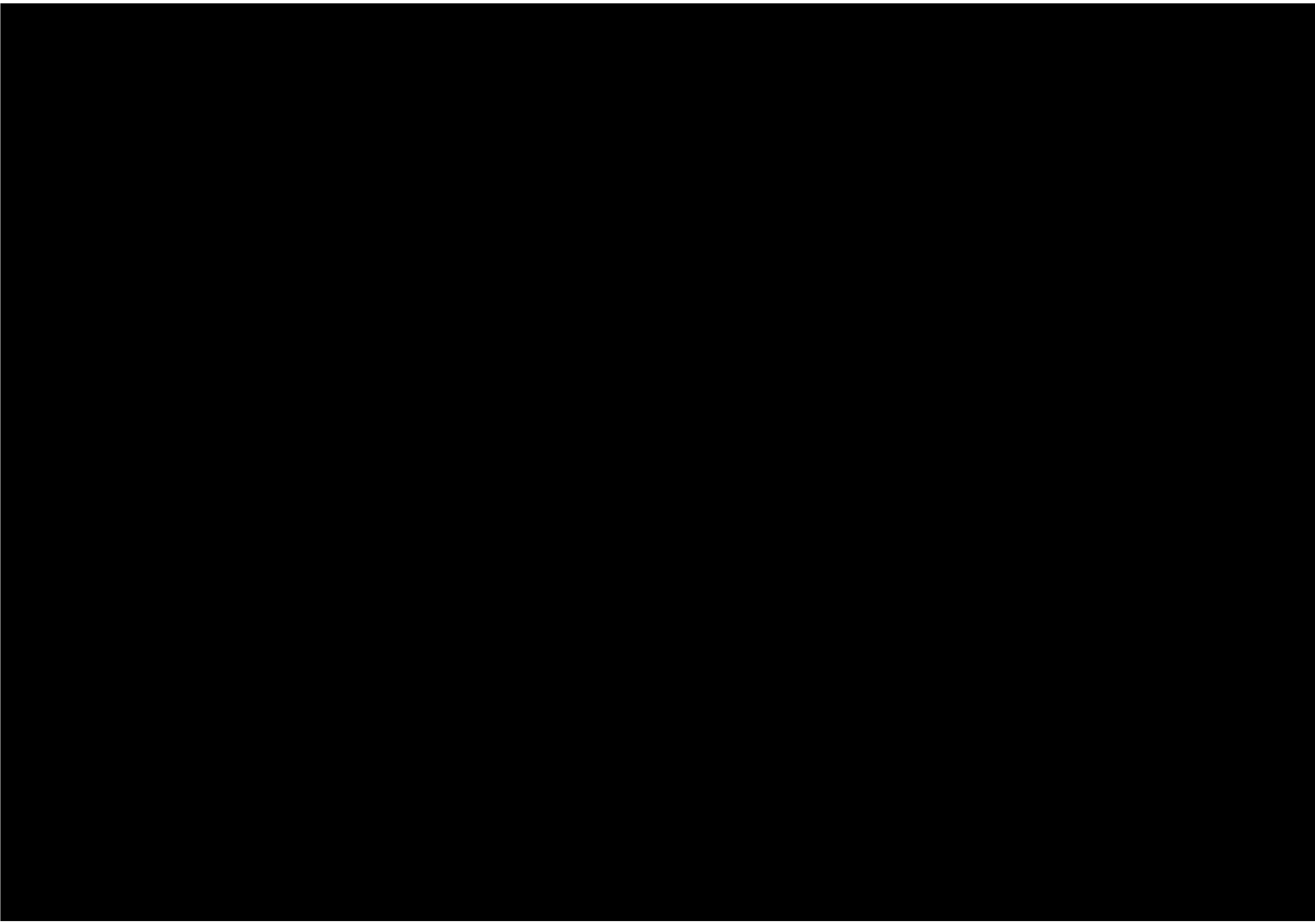
The through site link is where the base of the building meets the ground plane. The material palette for the lower ground and ground plane considers the North Sydney public domain palette to ensure a seamless transition.

The warm and tactile surfaces will also complement the extensive landscape overlay.

The retail shop front is glazed to maximise transparency and interaction with the through site link and Walker Street. Awnings will provide user comfort and signage will clearly delineate entries.









**COMPLIANCE**



# PRECINCT SETBACK ANALYSIS

**110 Walker Street is set back from the site boundary on the south creating a wider through site link to enhance pedestrian amenity and experience. Setbacks on the northwest and southwest corners of the site signal the primary pedestrian & vehicular entries and creates better arrival experiences on Little Spring Street while adding to the activation of Little Spring Street.**

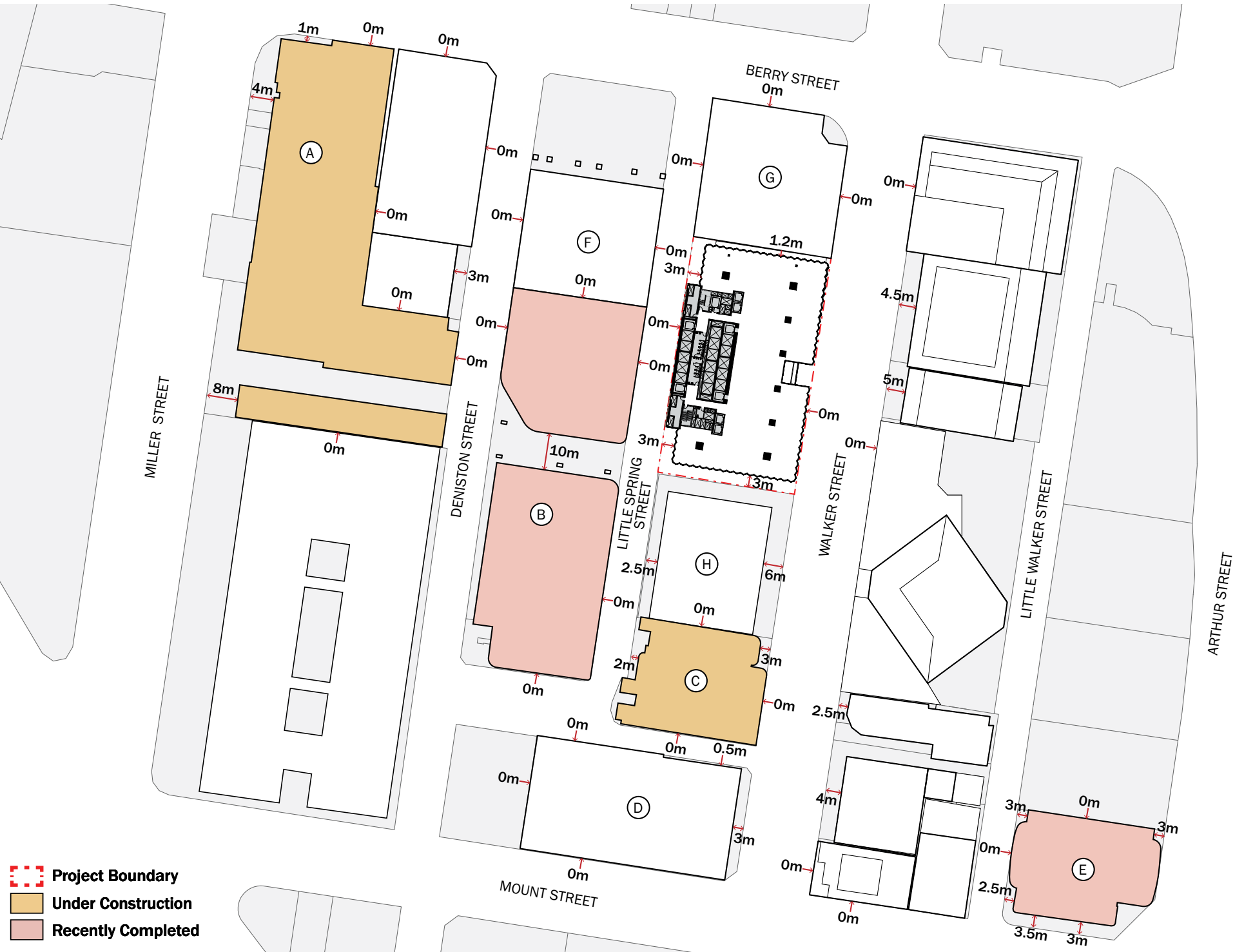
The analysis of the existing and approved developments in the North Sydney CBD illustrates varied application of setbacks to the DCP control.

The proposed ground plane setbacks of 110 Walker Street considers pedestrian amenity and relationship to adjacent existing developments and connections.

Podium Setbacks

\* Predominant setback range

		Street Setbacks	Setbacks to Adjacent Buildings
A	Victoria Cross OSD	0m - 4m	* 0m
B	1 Denison Street	0m - 2m	0m
C	88 Walker Street	0m - 3m	0m
D	110 Mount Street	0m - 3m	0m
E	118 Mount Street	0m - 3m	* 0m
F	'The Alexander' Apartments	0m - 21.5m	0m
G	124 Walker Street	0m	0m
H	100 Walker Street	2m - 6m	0m - 4.2m (existing through site link)



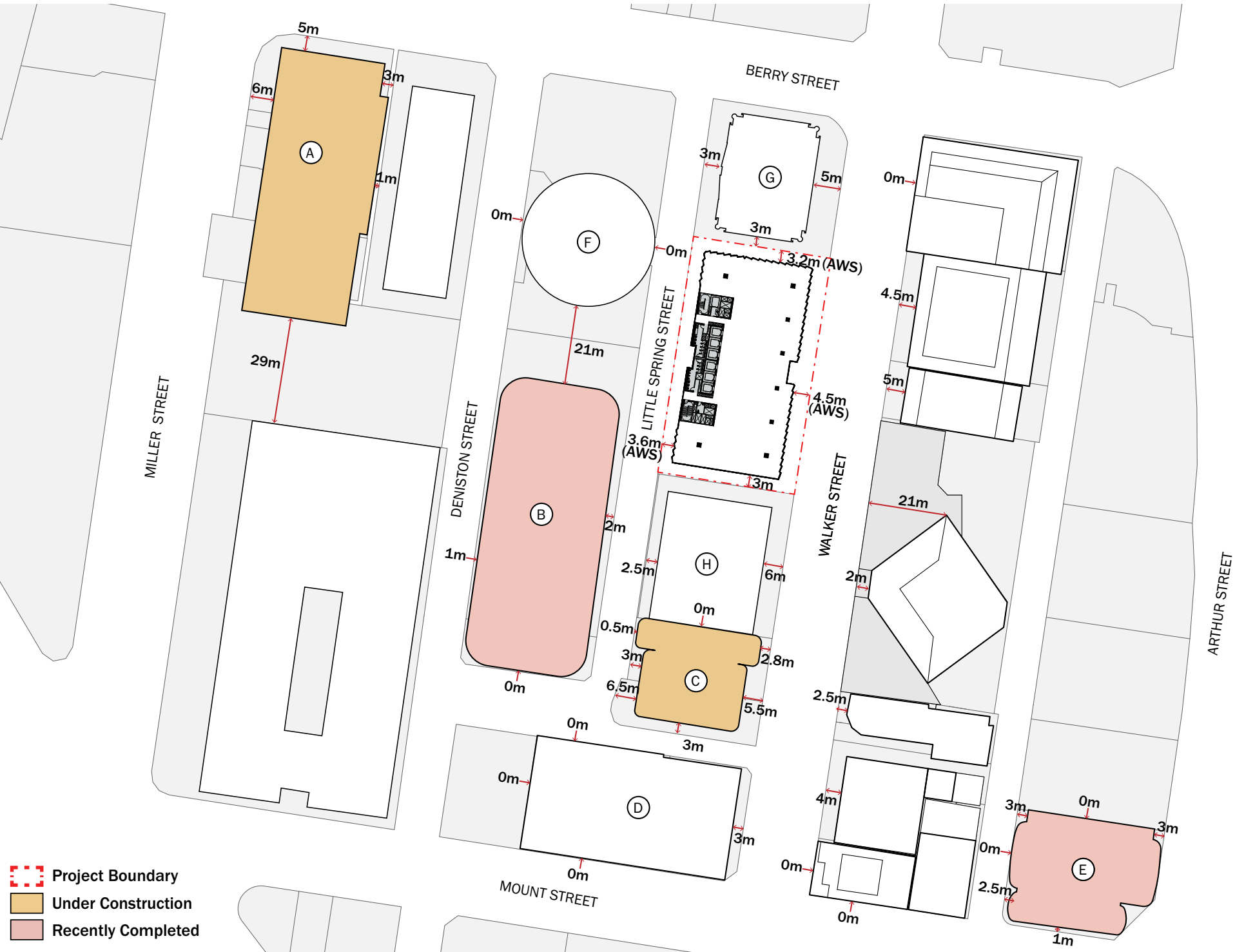


The tower setbacks of 110 Walker Street considers separation to adjacent developments and overshadowing impact to the surrounding context.

The adjacent diagram highlights the recent approvals where a site by site consideration of setbacks has been applied, resulting in significant variability in built form context within the North Sydney CBD.

Tower Setback

		Street Setbacks	Setbacks to Adjacent Buildings
A	Victoria Cross OSD	5m - 6m	1m - 29m
B	1 Denison Street	0m - 2m	21m+
C	88 Walker Street	2.8m - 5.5m	0m
D	110 Mount Street	0m - 3m	0m
E	118 Mount Street	0m - 3m	0m
F	'The Alexander' Apartments	0m - 28m	0m
G	124 Walker Street	3m - 5m	3m
H	100 Walker Street	2m - 6m	0m - 4.2m (existing through site link)





# SETBACKS

## DCP Requirements

**The built form of 110 Walker Street is contextually responsive. It considers neighbouring developments, connections, ground plane activation and pedestrian amenity.**

The following North Sydney DCP setback requirements apply to the site:

**2.1.3 Desired Built Form**

Setbacks

P6 Zero setback to all street frontages at the ground floor level and adjacent to heritage items.

Podiums

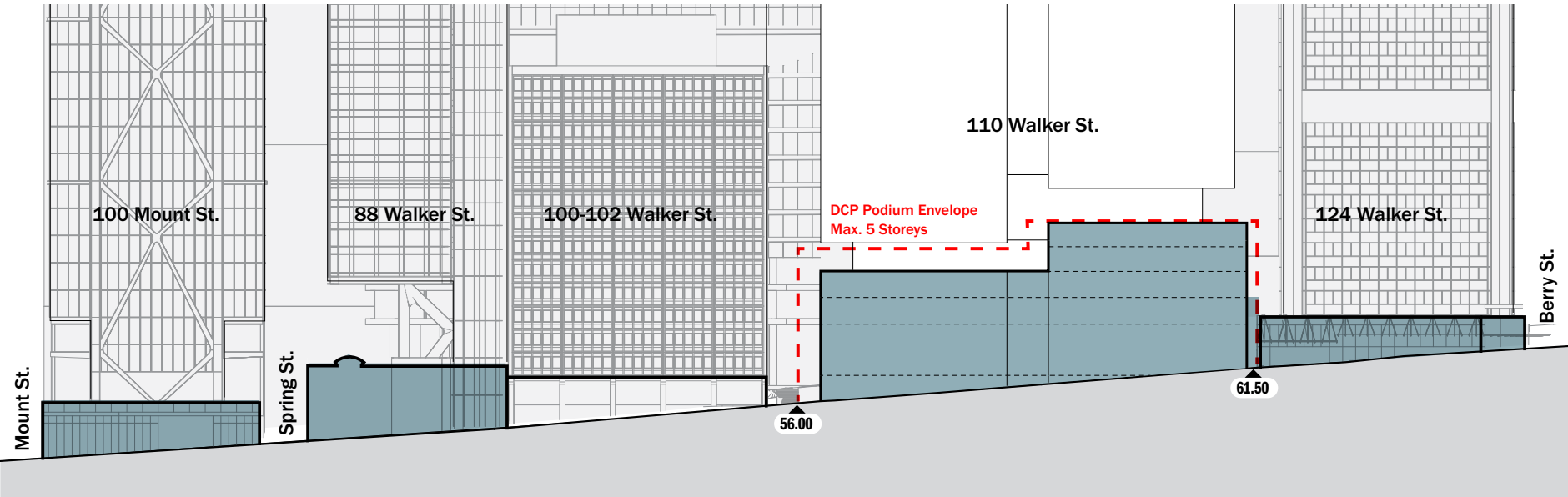
P9 A maximum podium of 5 storeys to all streets, with a weighted setback of 5m above the podium.

P10 Podium heights should match or provide a transition in height between immediately adjacent buildings.

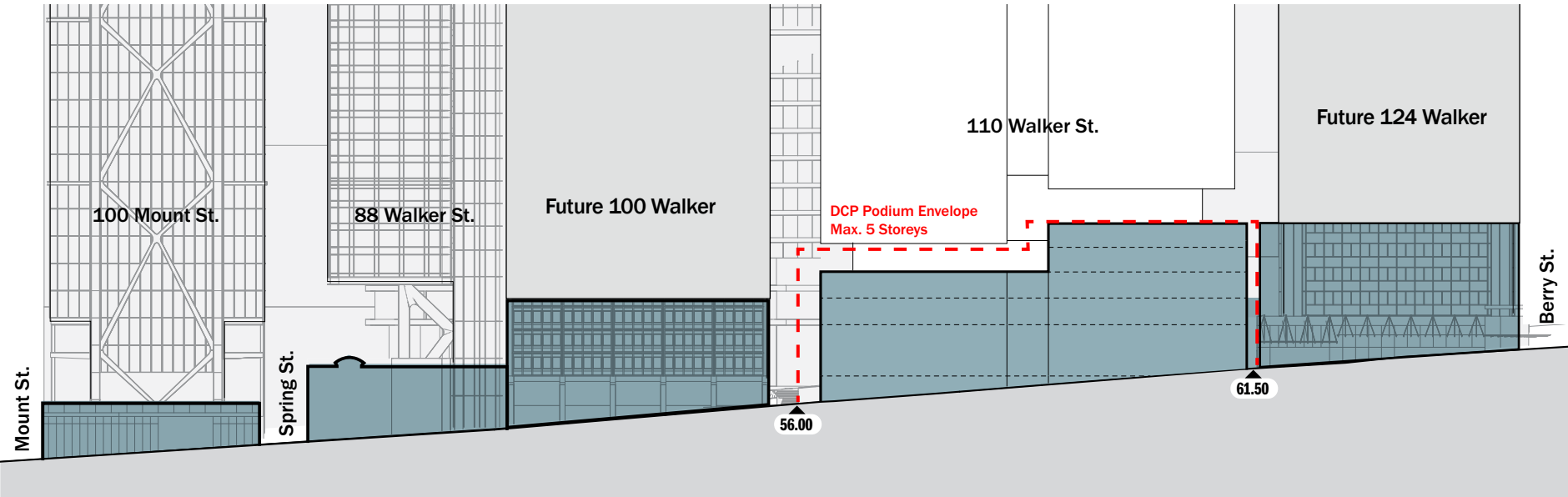
The built form and articulation of the lower ground, ground and podium is designed to provide a transition between adjacent 124 Walker Street podium, the through site link and 100 Walker Street ground floor height to the south.

The sloping condition of the site results in a 3 storey ground and podium to the south and 5 storey to the north which is compliant to the DCP requirement. The updated massing also considers potential future developments at 100 Walker Street and 124 Walker Street.

The following pages illustrates in detail the proposed setbacks of ground floor, podium and tower.



Walker Street Elevation - Current Condition



Walker Street Elevation - Possible Future Condition

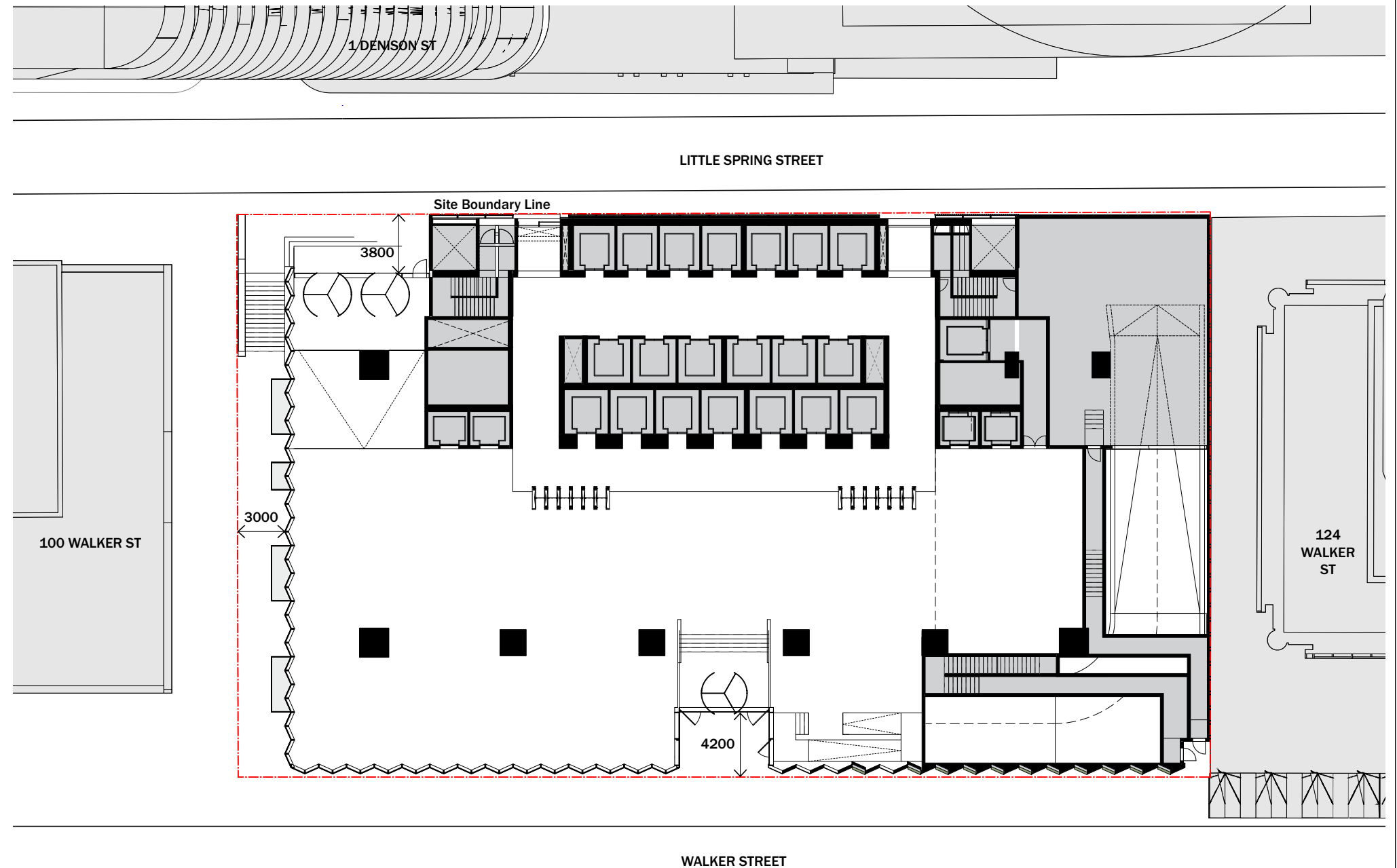


# GROUND SETBACKS

**The lower ground and ground floor are set back 3m from the south to create an open to the sky through site link.**

**A 4.2m setback on the east, on Walker Street provides the formal street address entry and a generous arrival experience.**

**The east facade has a minimal setback (0.2m) providing an opportunity to activate the public realm. The saw-tooth facade profile allows the integration of a lush green wall without encroaching on the site boundary.**



Ground floor plan and setbacks

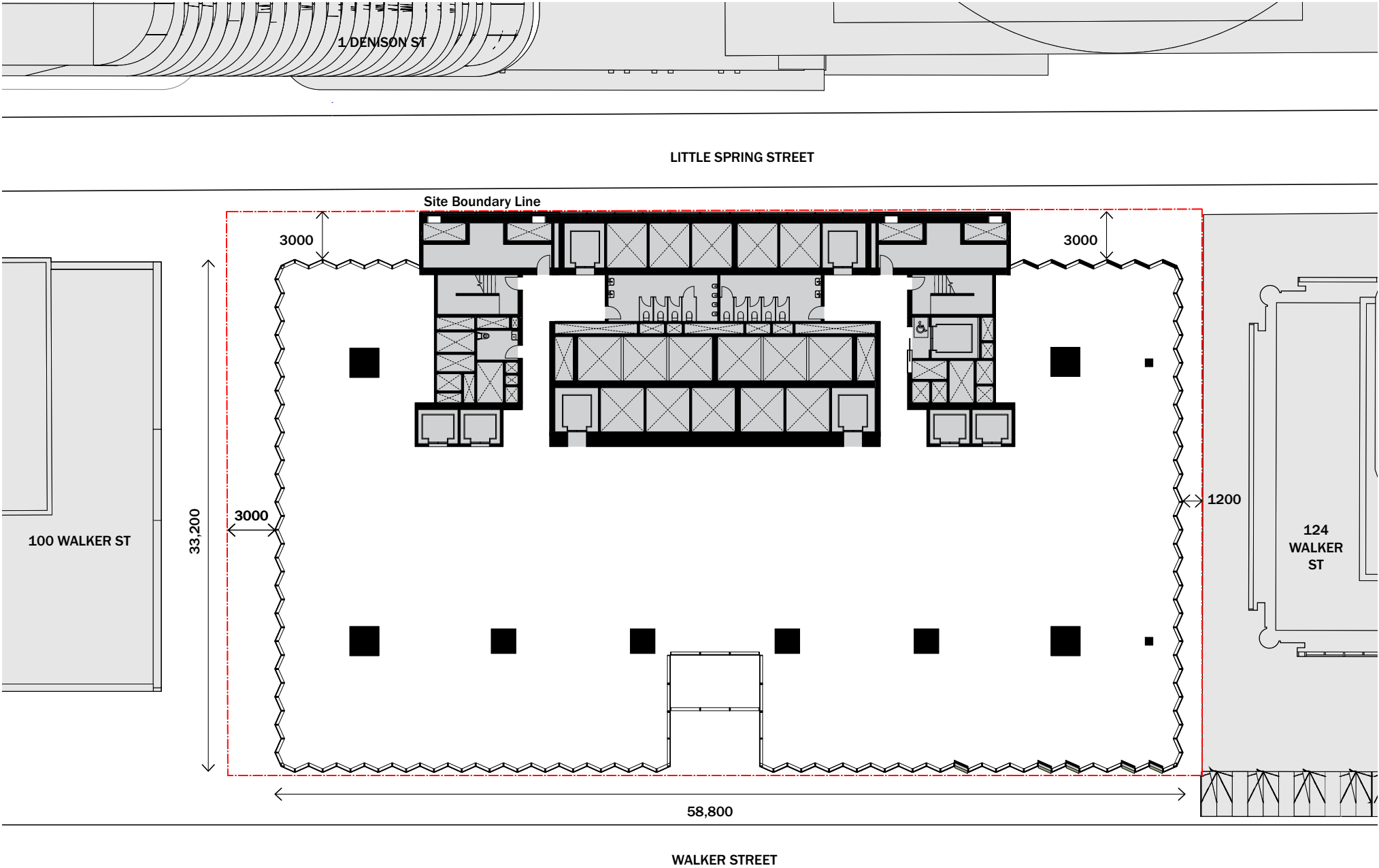


# PODIUM SETBACKS

The podium is setback 1.2m from the north to allow separation to 124 Walker Street on the north.

The 3m setback from the south boundary supports an open to the sky through site link.

The southwest and northwest corners of the podium are set back 3m to signal the pedestrian & vehicle building entries, providing generous amenity at these key arrival points, giving more space back to the public domain.



Typical podium floor and setbacks



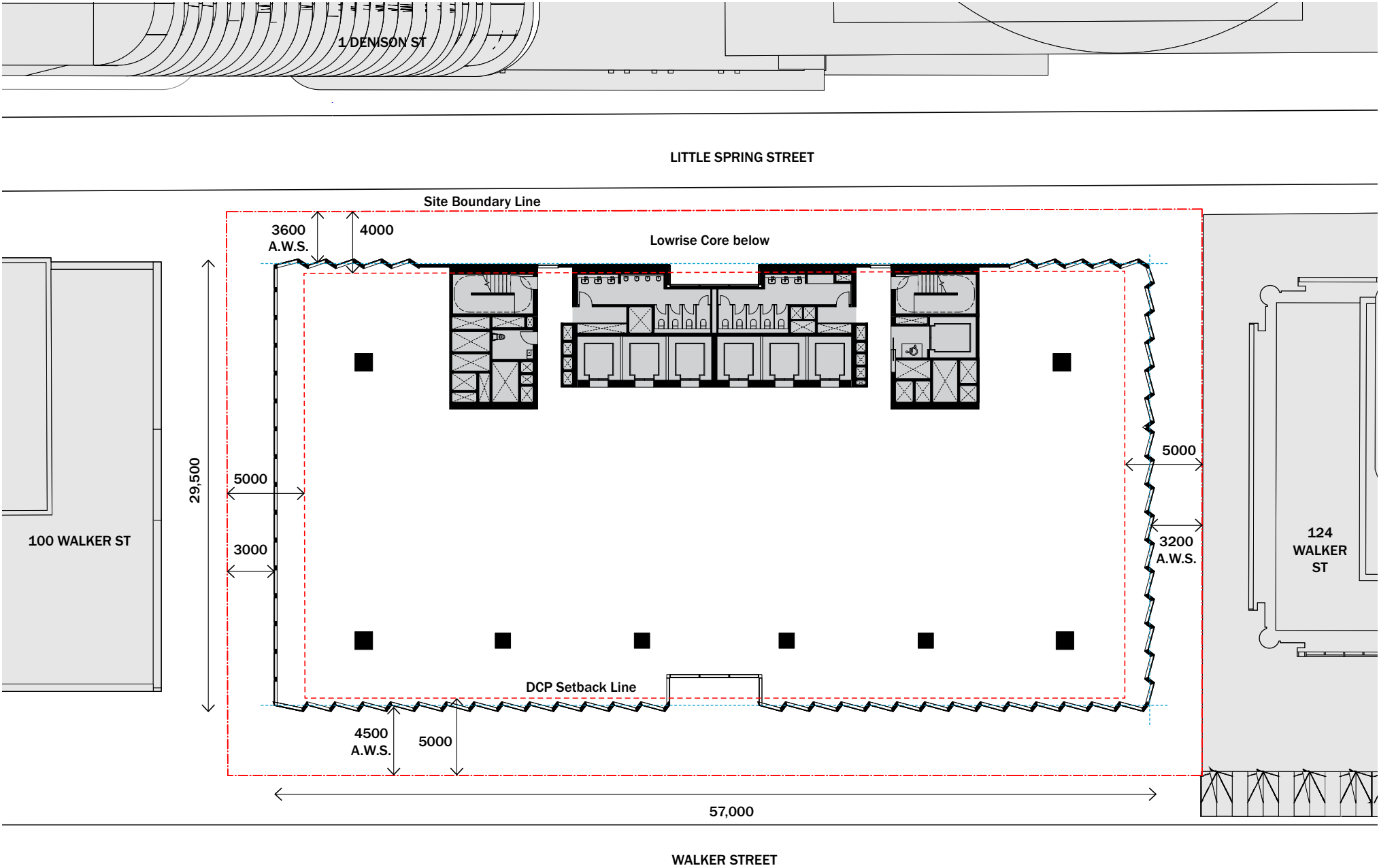
# TOWER SETBACKS

To ensure the building and North Sydney remain successful in a highly competitive office market we considered setbacks in the precinct, provision of pedestrian comfort, minimal visual impact and delivering a premium floor plate attractive to tenants. Carefully considered setback reductions are proposed to meet these considerations.

The tower facade setbacks are for the updated design are:

- North 3.2m A.W.S. (average weighted setback)
- East (Walker Street) 4.5m A.W.S.
- South 3.0m
- West (Little Spring Street) 3.6m A.W.S.

The tower facade setbacks are consistent for high-rise, mid-rise and low-rise floors. Noting that as per the original scheme the low-rise lift core is within the Little Spring Street setback zone.



Typical high-rise floor and setbacks (setbacks are consistent on low-rise and mid-rise floors)



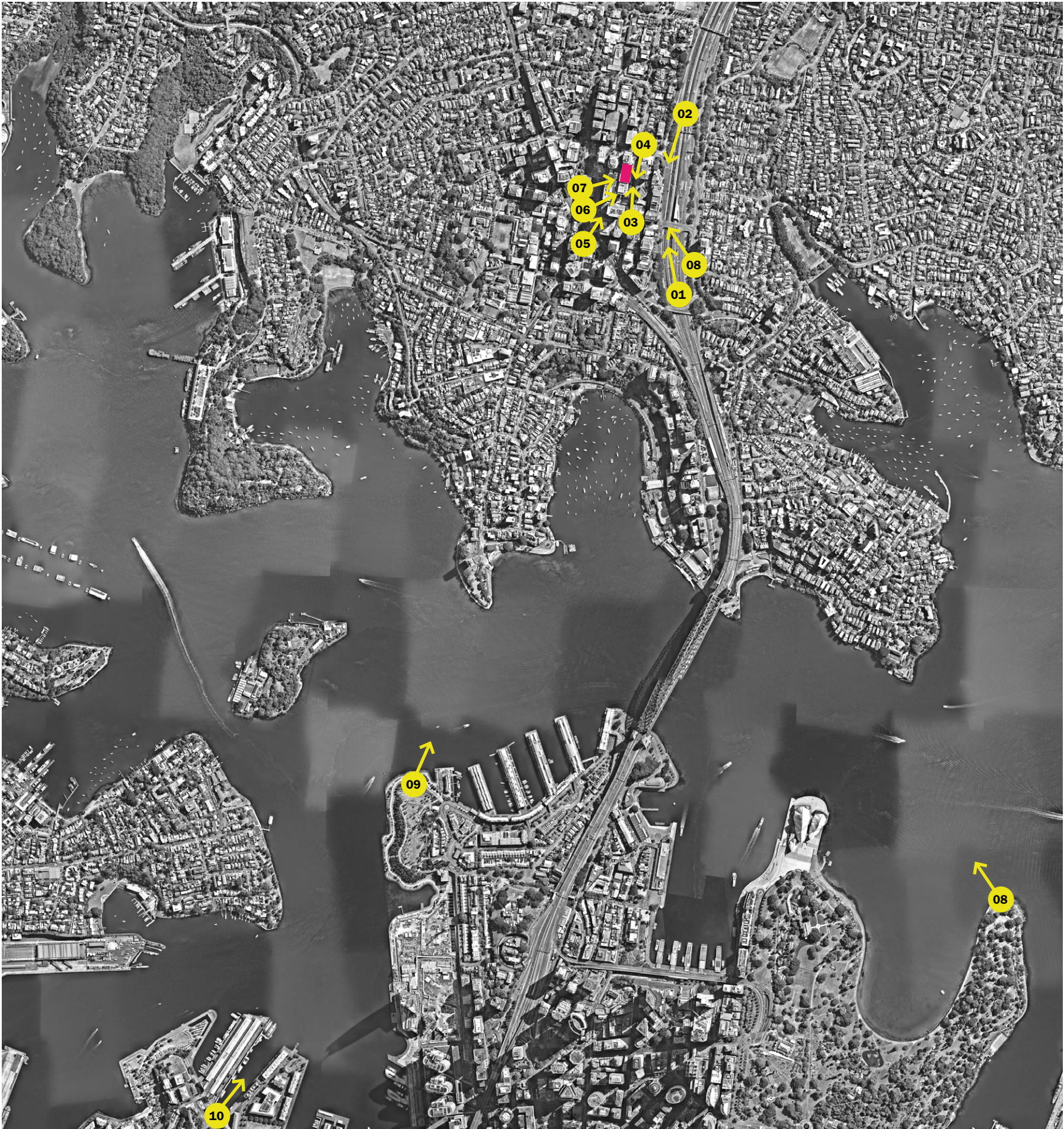
# VIEW ANALYSIS

**The following contextual view analysis demonstrates that the reduce height and setbacks to the tower form of the proposed building still sits appropriately within its context.**

While the overall building height is reduced the scale and mass of the updated design is still within its context.

This view analysis is taken from a range of views near and far, and from skyline and street levels.

- 01. View 01 - view from expressway looking north
- 02. View 02 - view from expressway looking south
- 03. View 03 - view from Walker Street looking north
- 04. View 04 - view from Walker Street looking south
- 05. View 05 - view from Greenwood Plaza
- 06. View 06 - view from Brett Whiteley Place
- 07. View 07 - view from 105 Miller Street
- 08. View 08 - view from Mrs Macquarie's Chair
- 09. View 09 - view from Barangaroo Headland Park
- 10. View 10 - view from Pymont





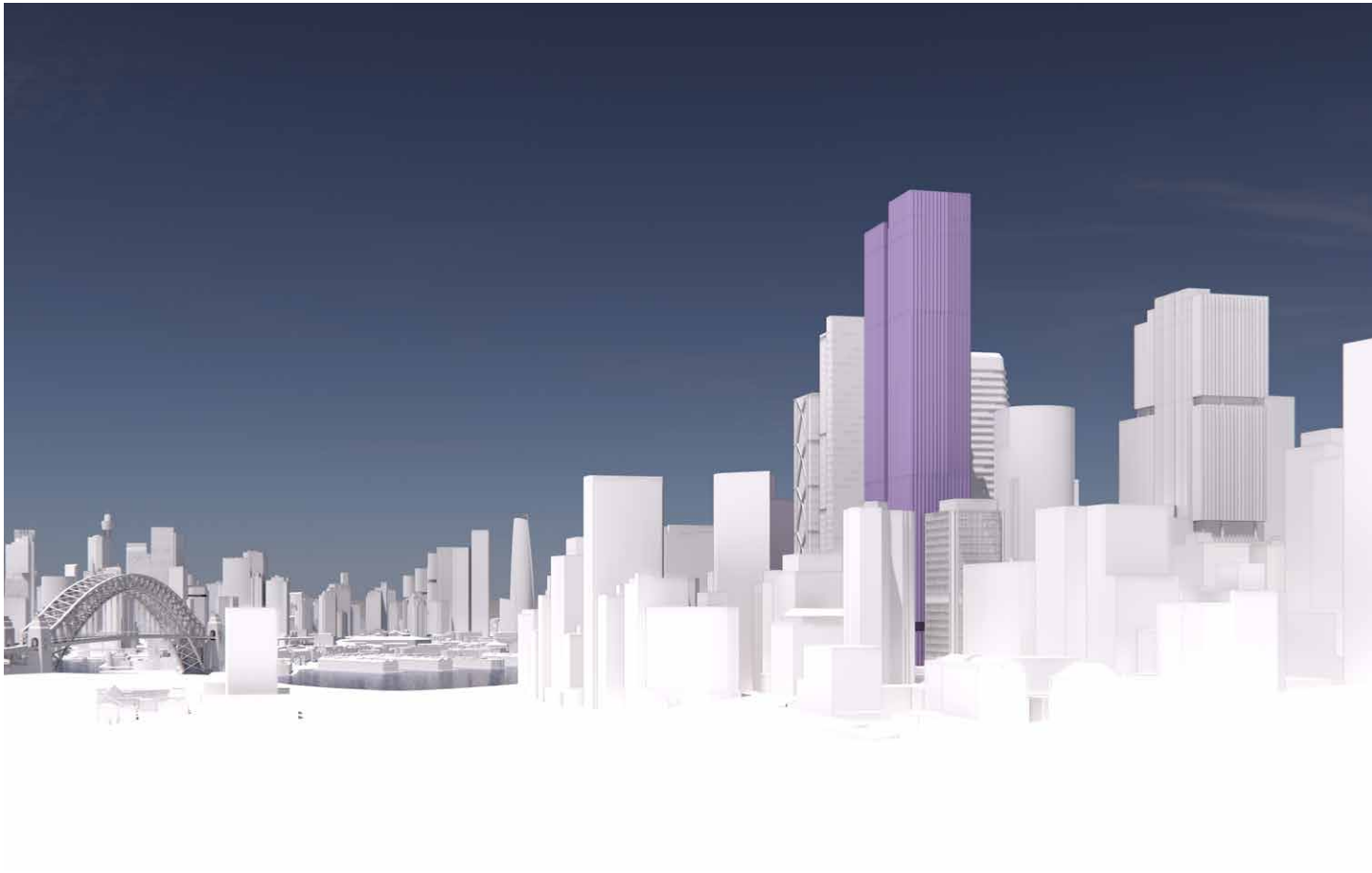
View 01

View from the M1 motorway looking north.



View 02

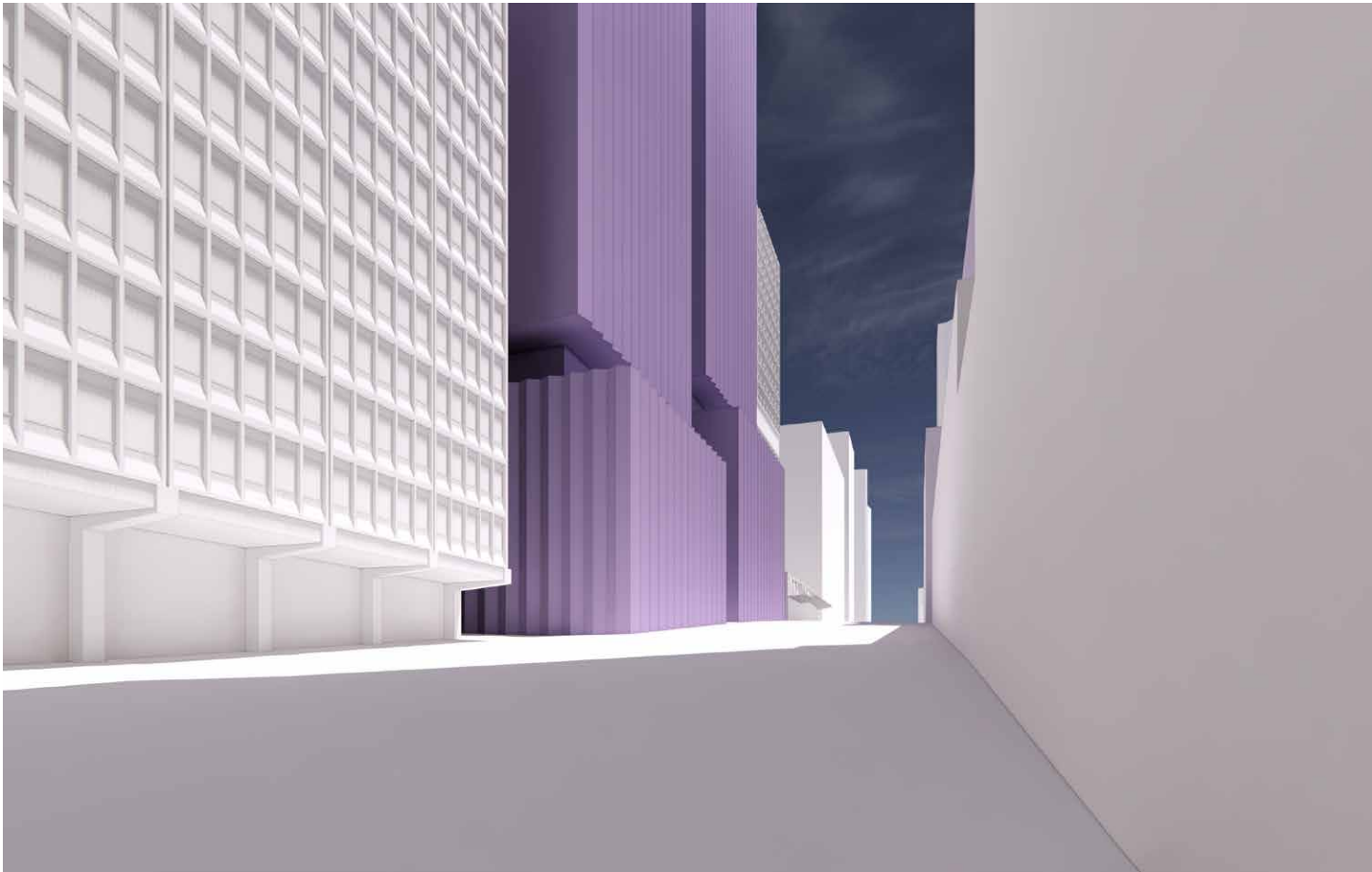
View from M1 motorway looking south.





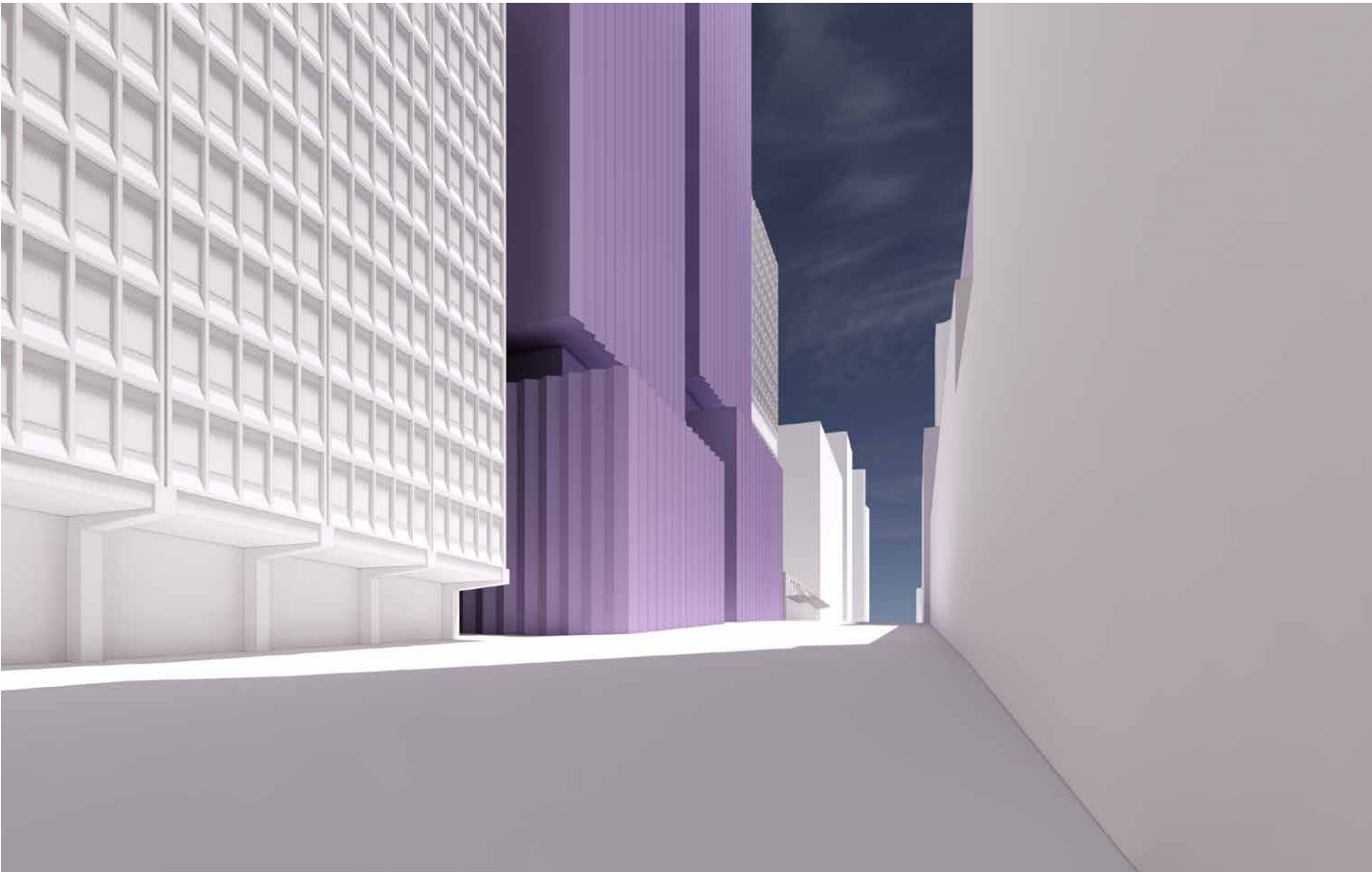
View 03

View from Walker Street looking north.



View 03-b

View from Walker Street looking north.  
5.0m average weighted setback to Walker Street as per the DCP





View 04

View from Walker Street looking south.



View 04-b

View from Walker Street looking south.

5.0m average weighted setback to Walker Street as per the DCP





View 05

View from Greenwood Plaza (110 Walker Street not visible)

Note view provided for consistency with original Design Report, updated scheme with reduced height and increased setback is not visible in this view.



View 06

View from Brett Whiteley Place (110 Walker Street not visible)

Note view provided for consistency with original Design Report, updated scheme with reduced height and increased setback is not visible in this view.





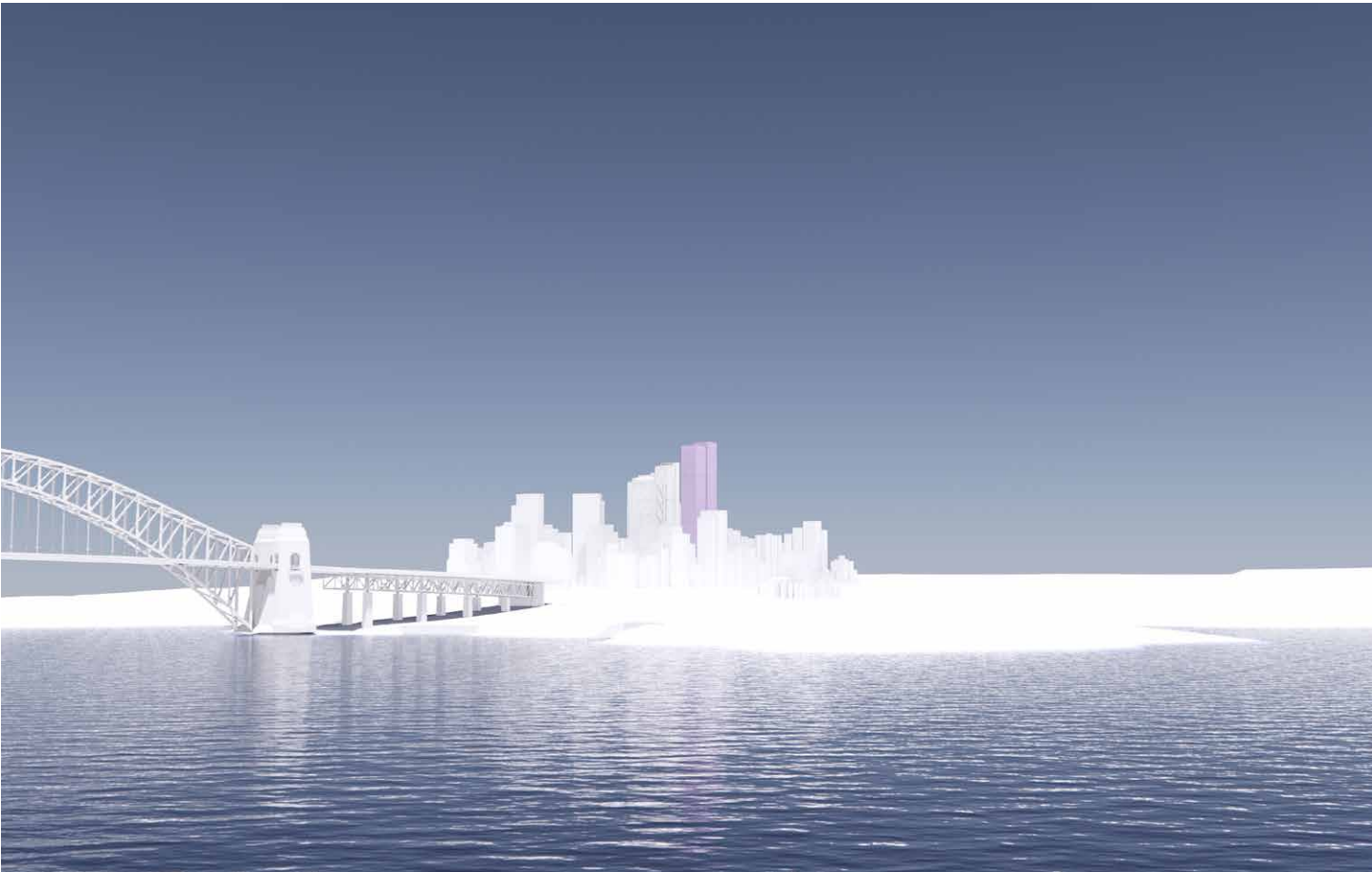
View 07

View from 105 Miller Street.



View 08

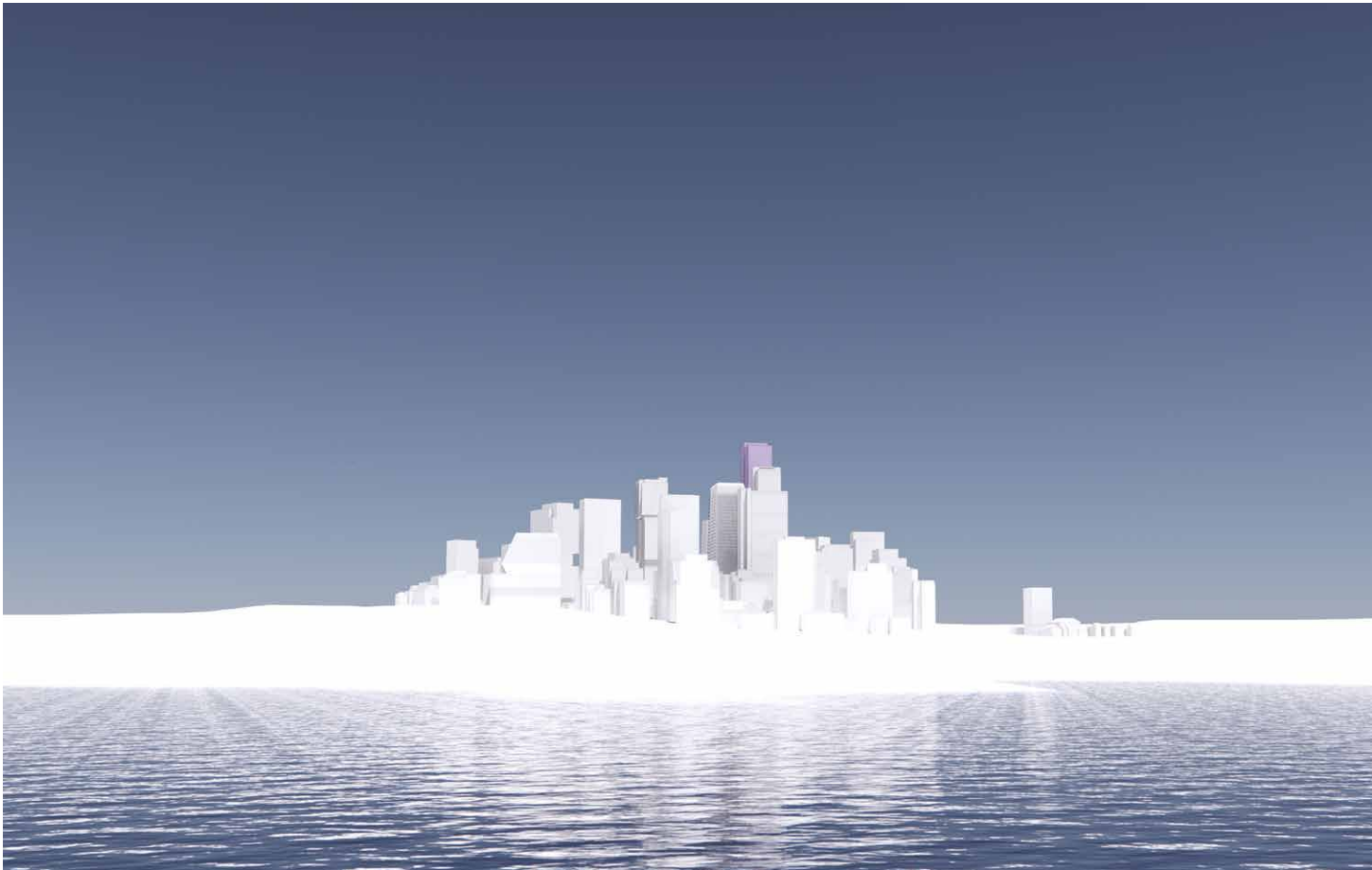
View from Mrs Macquarie's Chair





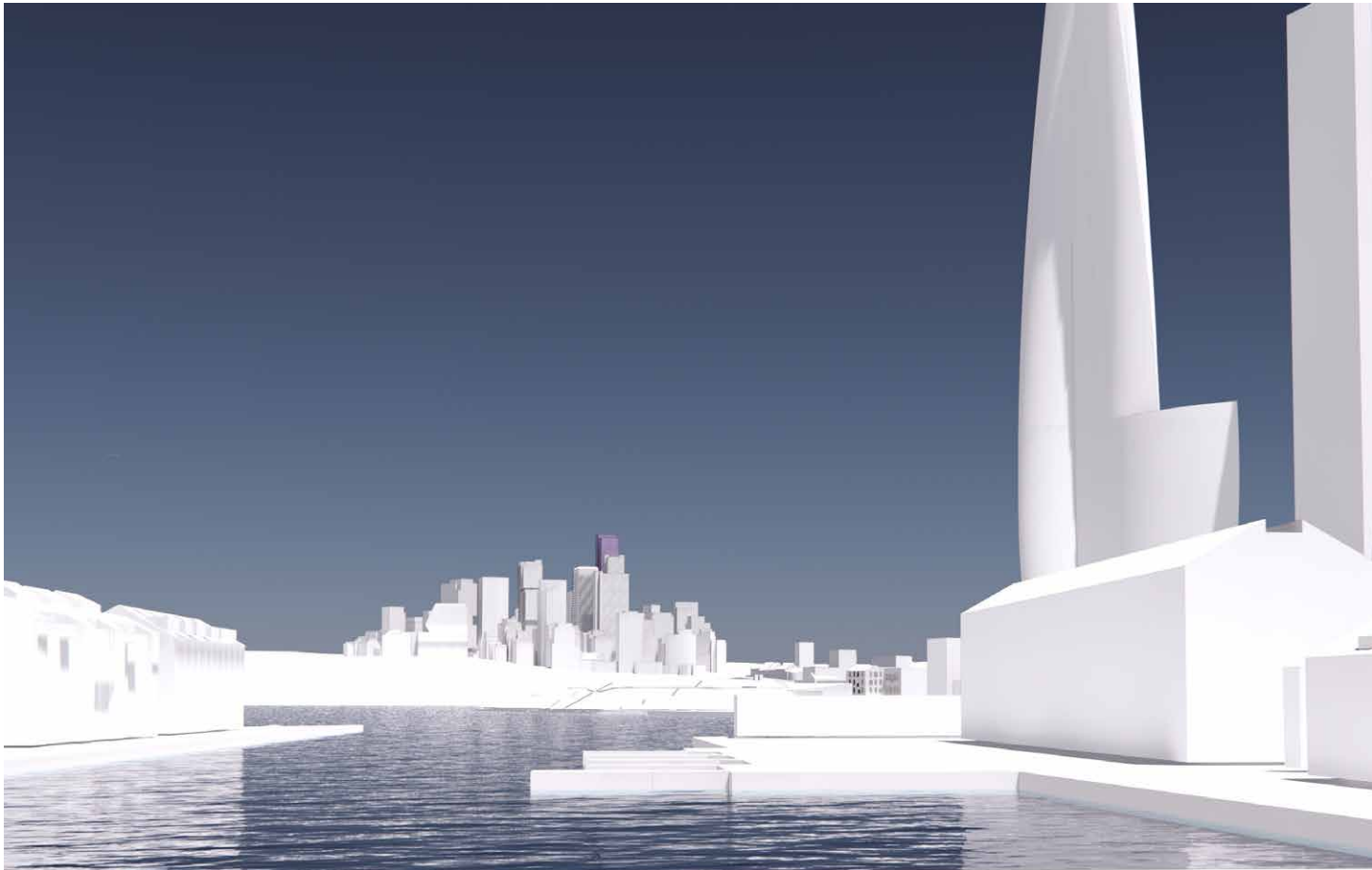
View 09

View from Barangaroo Headland park.



View 10

View from Pymont.





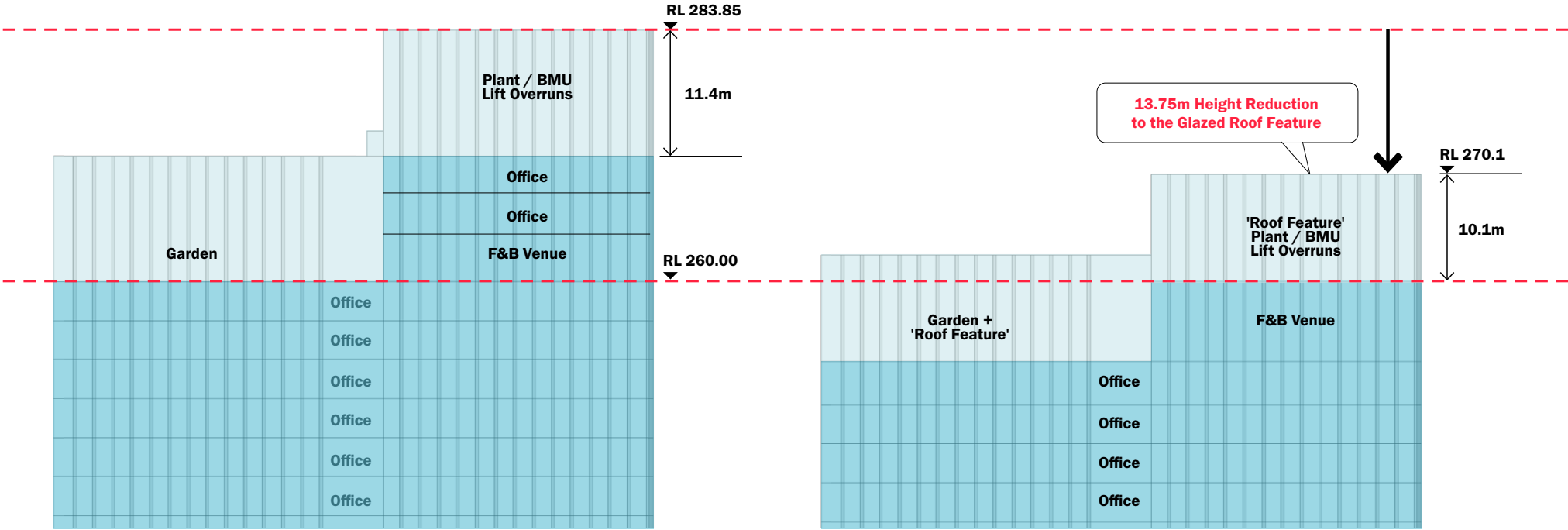
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# BUILDING HEIGHT

The North Sydney LEP outlines the opportunity for increased building height provided overshadowing controls outlined in Clause 6.3 to 'Special Areas' and land outside the CBD are met. The following pages demonstrate the analysis undertaken to reduce the building height and ensure the objectives of the controls are met.

- The amended proposal has a reduction in height of 13.75m.
- No habitable space (GFA) is above RL 260. The destination rooftop garden and F&B venue are below RL 260.
- 3 floors of commercial office deleted.
- The roof feature has been reduced to the minimum height required to screen plant and lift overruns.



Original DA Proposal

Amended DA Proposal

Note: Goods Lift over to RL 270.3



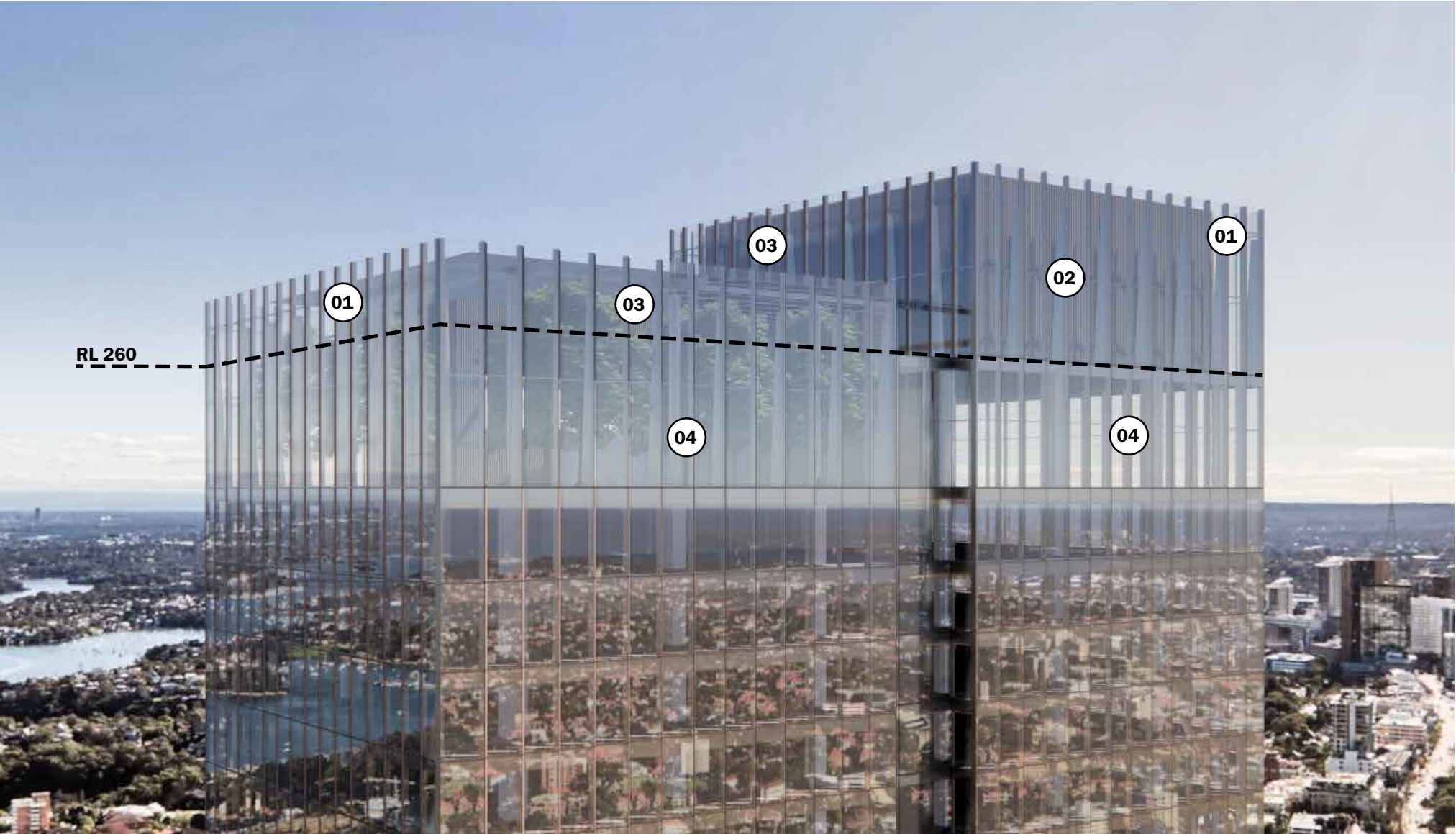
# BUILDING HEIGHT

## An Integrated Roof Top

**The top of the building is designed to provide comfortable amenity to the roof garden and act as an enclosure to the plant and lift overrun within. It provides an integrated solution to ensure an appropriate and considered architectural response at the top.**

As outlined by clause 5.6  
(Architectural Roof Features) of the  
LEP, the proposal:

- provides a 'decorative element on the uppermost portion of the building'
- is not an advertising structure
- incorporates and visually screens plant spaces, lift motor rooms, and fire stairs in an integrally designed roof feature
- will cause minimal overshadowing



- 01. Glazed screen
- 02. Plant rooms (behind glazed screen)
- 03. Lift motor rooms (behind glazed screen)
- 04. Garden + F&B venue

# PROTECTING 'SPECIAL AREAS'

## Complying with Clause 6.3 (2) of the NSLEP

The adjacent diagrams illustrate the ability of the potential building envelope to satisfy Clause 6.3 (2) of the NSLEP which ensures no additional overshadowing to designated 'Special Areas' or RE1

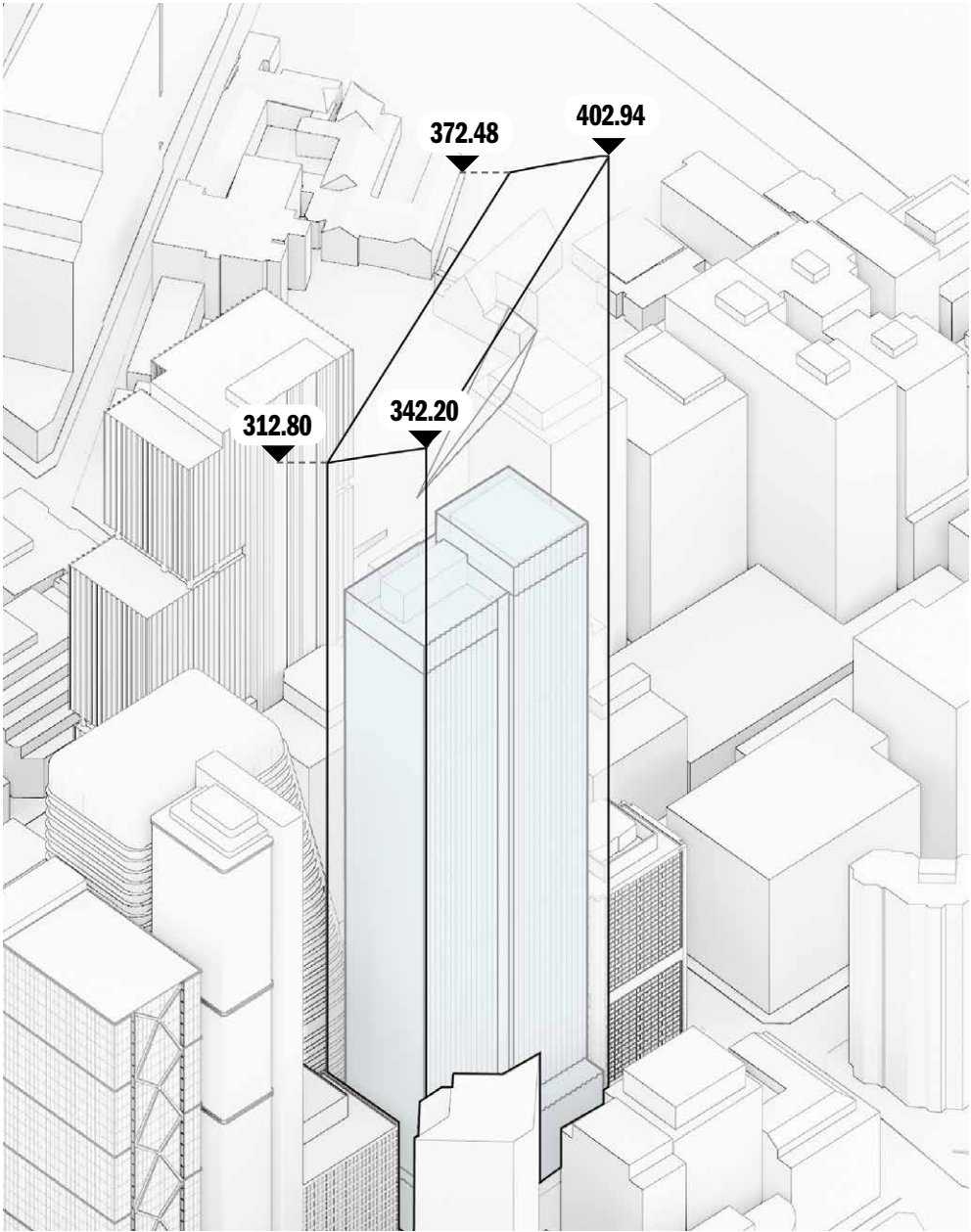
The adjacent building envelope diagrams were generated without considering the shadow impacts of any existing surrounding developments. Therefore, the envelopes represent a conservative approach that ensures no additional overshadowing to the protected areas within the North Sydney Centre.

Refer to the following page for the shadow analysis of the proposed massing.

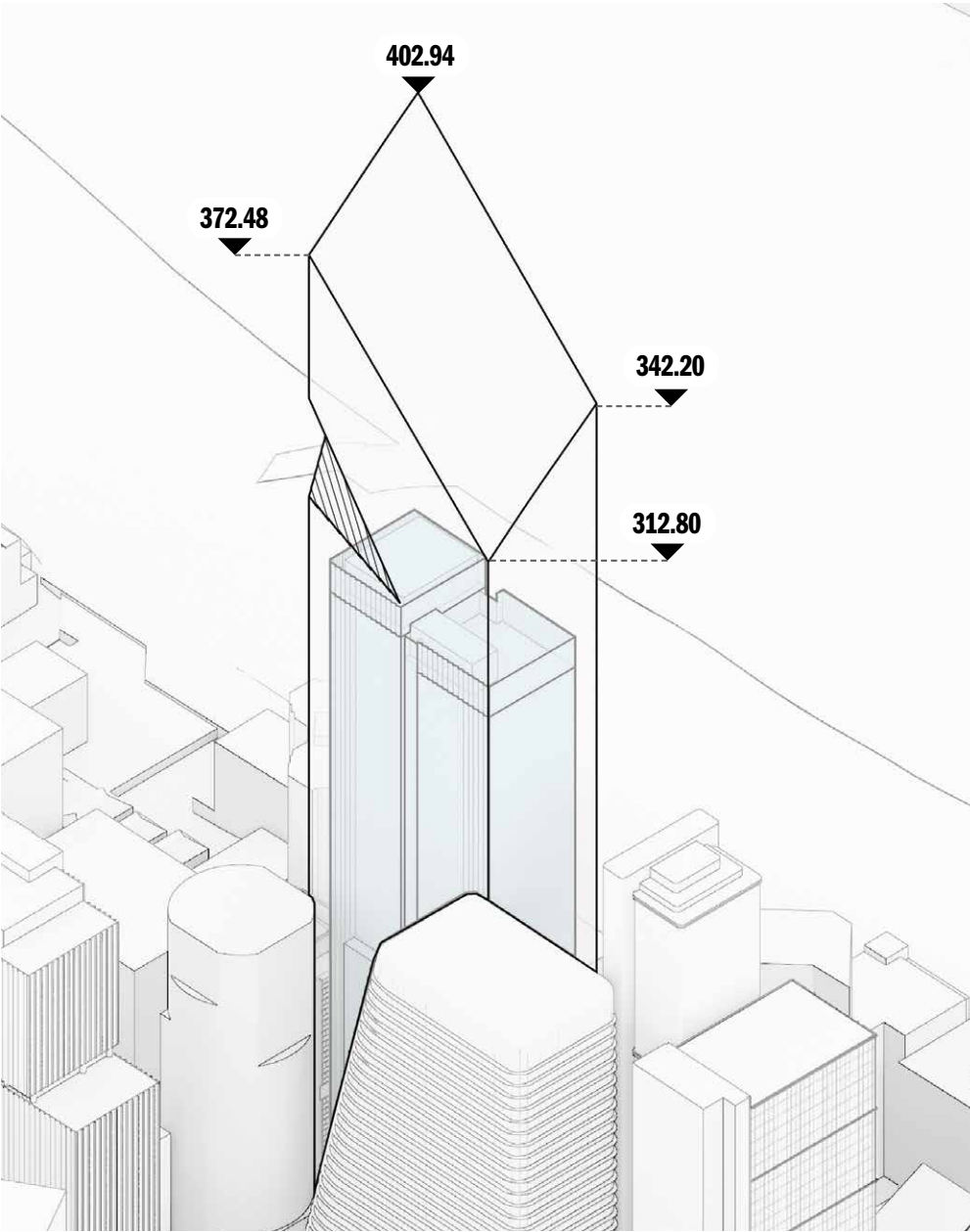


- North Sydney Centre Boundary
- Project Boundary
- Special Area
- RE1 Area

North Sydney Centre Map



Southeast Axo Diagram - Additional Envelope Volume Satisfying Clause 6.3(2) and (3) of North Sydney LEP



Southeast Axo Diagram - Additional Envelope Volume Satisfying Clause 6.3(2) and (3) of North Sydney LEP



# PROTECTING 'SPECIAL AREAS'

## Complying with Clause 6.3 (2) of the NSLEP

The below diagrams clearly illustrate that the amended proposal's shadows do not create any additional overshadowing to the designated areas within the North Sydney Centre.

Clause 6.3 (2) of the North Sydney Local Environmental Plan 2013 states that: Development consent must not be granted for the erection of a building on land to which the Division applies if:

(a) The development would result in a net increase in overshadowing between 12 pm and 2 pm from the March Equinox to the September Equinox (inclusive) on land to which this Division applies that is within Zone RE1 Public Recreation or that is identified as 'Special Area' on the North Sydney Centre map.

Note:  
These studies only considered the proposal's own shadows and not those of existing surrounding developments to clearly illustrate compliance with the NSLEP 2013.

- North Sydney Centre Boundary
- Project Boundary
- Special Area
- RE1 Area
- Shadow of enclosed building (including plant and lift overrun)
- Shadow of glazed screen



**Autumn Equinox** 12:00 PM Solar Azimuth Angle 26.4° Altitude 52.8° 2:00 PM Solar Azimuth Angle 335.4° Altitude 53.2°



**Winter Solstice** 12:00 PM Solar Azimuth Angle 359.2° Altitude 32.7° 2:00 PM Solar Azimuth Angle 328.6° Altitude 25.7°



**Spring Equinox** 12:00 PM Solar Azimuth Angle 354.8° Altitude 55.5° 2:00 PM Solar Azimuth Angle 311.1° Altitude 43.8°



# OUTSIDE THE NORTH SYDNEY CENTRE



## Complying with Clause 6.3 (3) of the NSLEP

**North Sydney CBD is surrounded by residential housing and other smaller scale developments. The proposed 110 Walker Street is carefully designed to ensure it complies with the North Sydney LEP clause 6.3 (3). The updated design casts less shadow compared to the original submission.**

Clause 6.3 (3) of the North Sydney Local Environmental Plan 2013 states that:

The consent authority may grant development consent to development on land in the North Sydney Centre that would exceed the maximum height of buildings shown for the land on the Height of Buildings Map if the consent authority is satisfied that any increase in overshadowing between 9 am and 3 pm from the March equinox to the September equinox (inclusive) will not result in any private open space, or window to a habitable room, located outside the North Sydney Centre receiving—

- (a) if it received 2 hours or more of direct sunlight immediately before the commencement of North Sydney Local Environmental Plan 2013 (Amendment No 23)—less than 2 hours of direct sunlight, or
- (b) if it received less than 2 hours of direct sunlight immediately before the commencement of North Sydney Local Environmental Plan 2013 (Amendment No 23)—less direct sunlight than it did immediately before that commencement.

 North Sydney Centre Boundary  
 Project Location



Aerial map of North Sydney

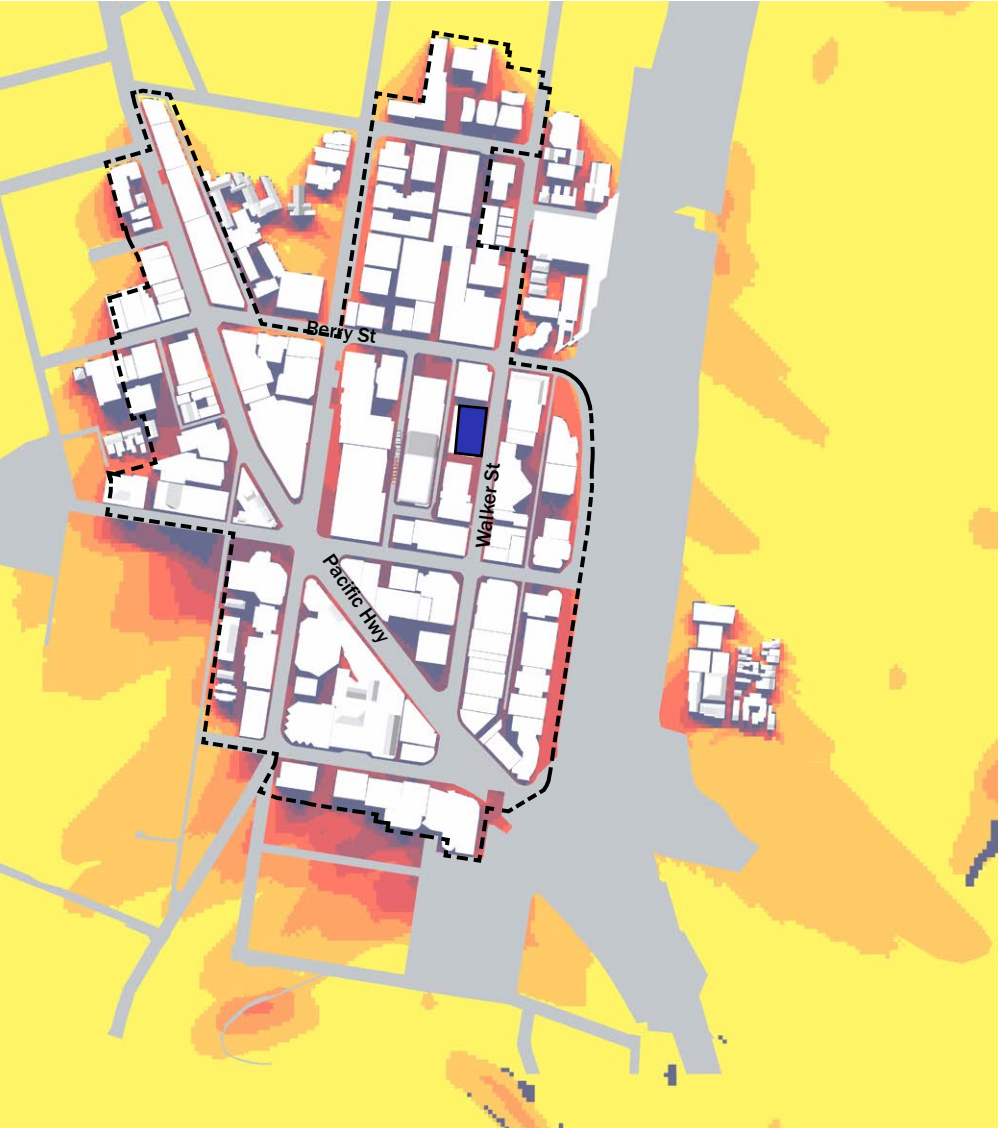


The proposed additional height is compliant with the objectives and controls of the North Sydney LEP to limit overshadowing to areas outside the North Sydney Centre.

As demonstrated by the diagrams adjacent, there is reduced and minimal additional impact of the solar envelope compared to the LEP RL 260 height. All areas impacted by the additional height of 110 Walker Street retains at least 5 - 6 hour of solar access.

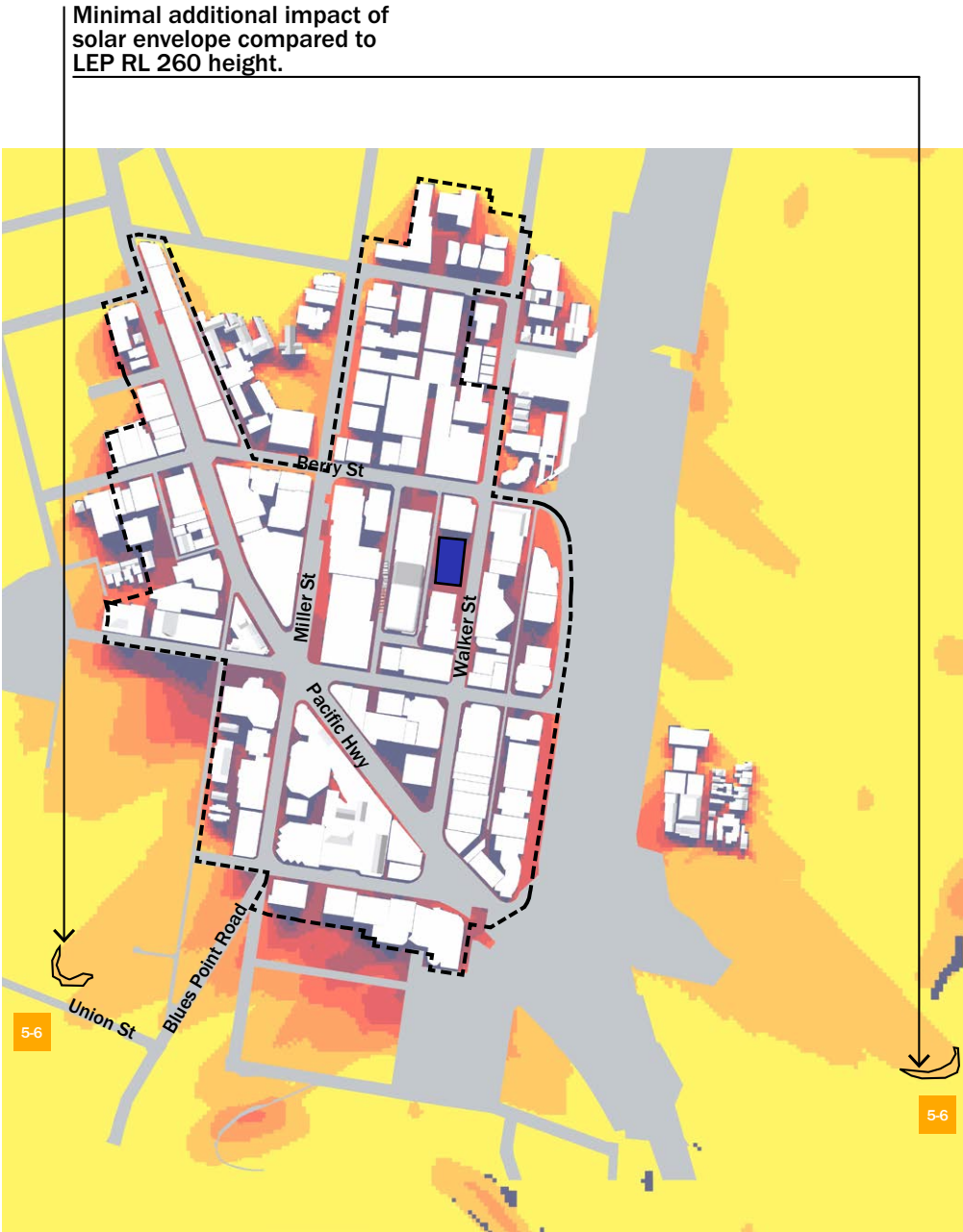
The following pages examine in more detail the two areas highlighted in the adjacent diagrams to further demonstrate the scheme's compliance with the LEP.

- North Sydney Centre Boundary
- Project Location



Planning Envelope Overshadowing Map  
LEP Height Limit and DCP Setbacks

0 0-1 1-2 2-3 3-4 4-5 5-6 6+  
Hours of Solar Access



Additional Envelope Volume Overshadowing Map  
Satisfying Clause 6.3(2) and (3) of North Sydney LEP

0 0-1 1-2 2-3 3-4 4-5 5-6 6+  
Hours of Solar Access

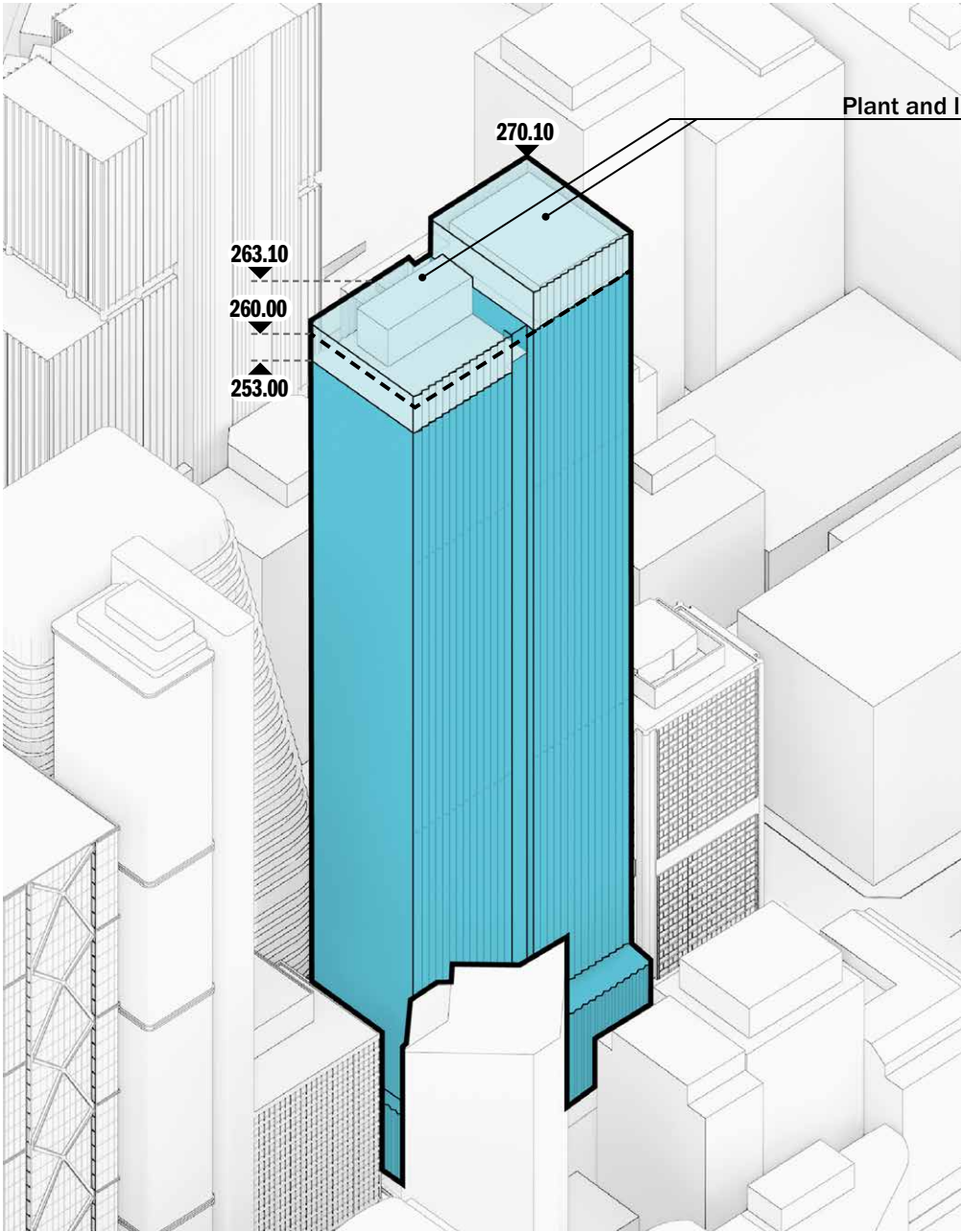


# OUTSIDE THE NORTH SYDNEY CENTRE

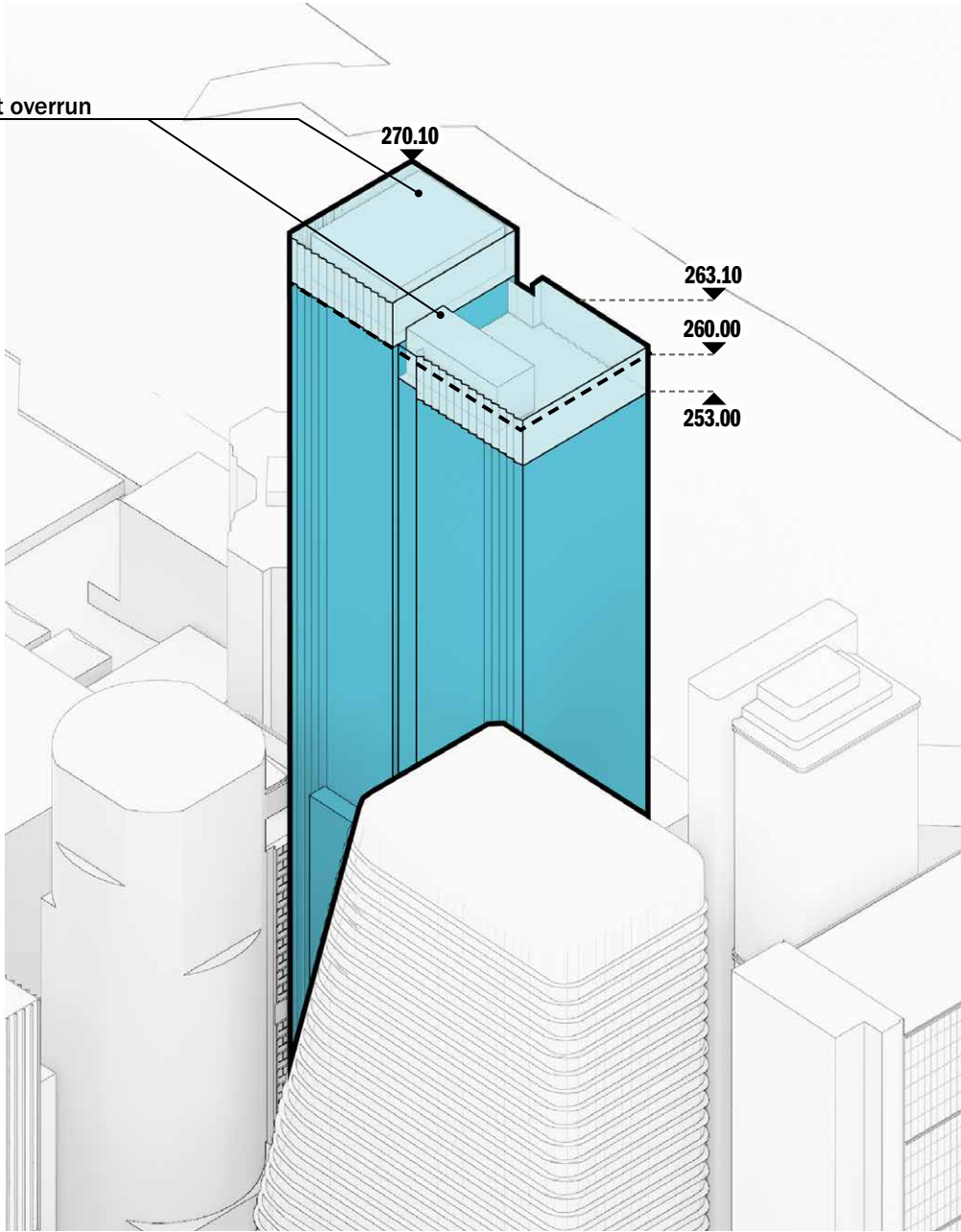
Complying with Clause 6.3 (3) of the NSLEP

The following shadow studies have been updated to reflect the reduction in building height and distinguish between the roof feature shadows and the enclosed floor areas.

- Enclosed Building GFA up to RL 260
- Shadow of Roof Feature (including lift overruns and plant)
- LEP envelope at RL 260.00



Southeast Axo Diagram  
Amended proposal Massing



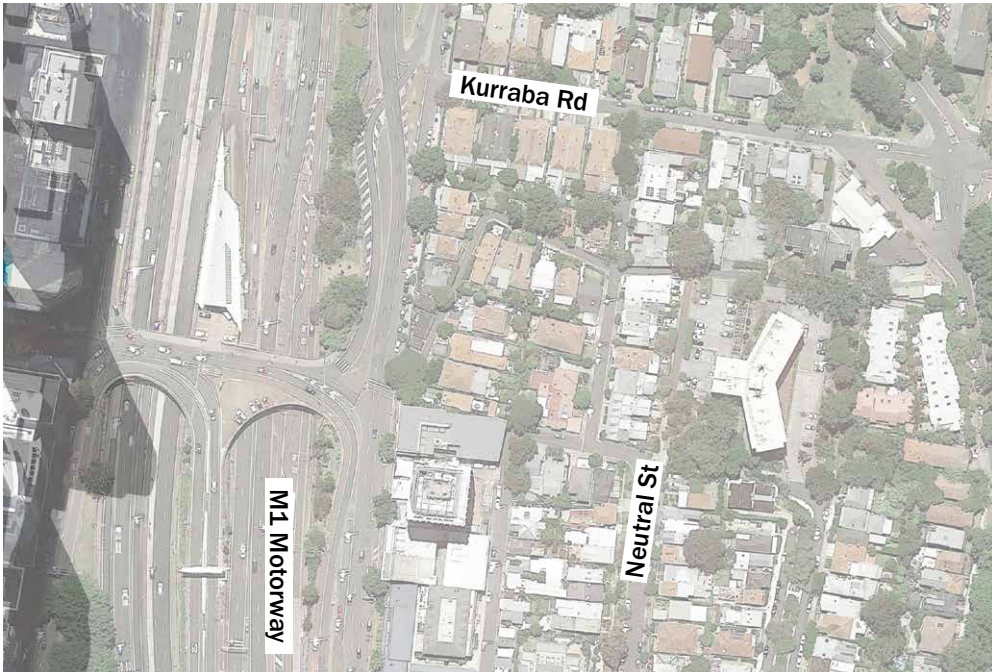
Southwest Axo Diagram  
Amended proposal Massing



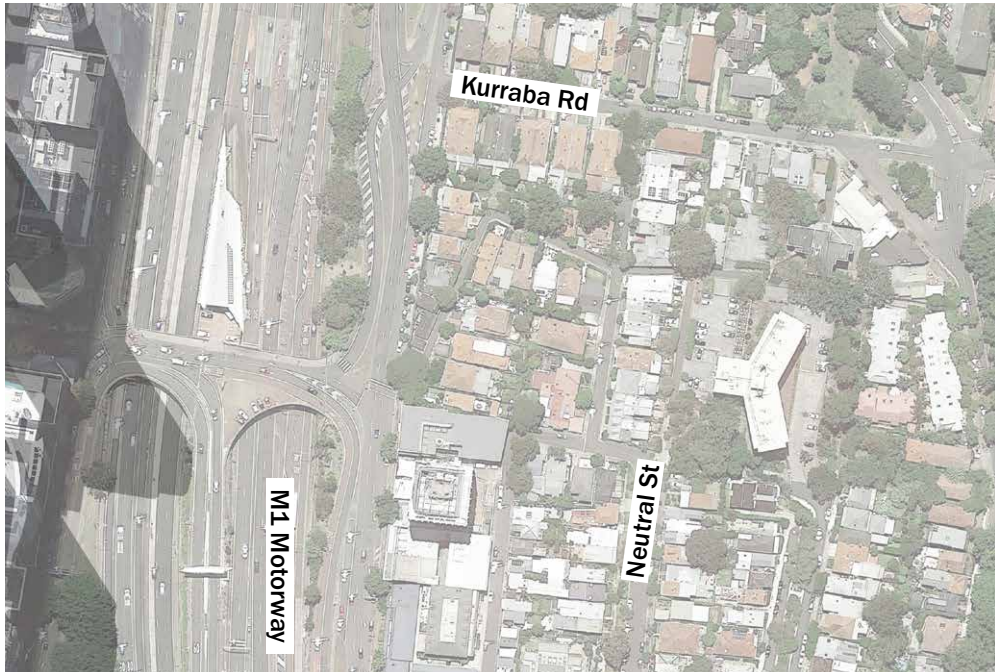
# OUTSIDE THE NORTH SYDNEY CENTRE

## Detailed Analysis of March Equinox to the Southeast of M1 Motorway

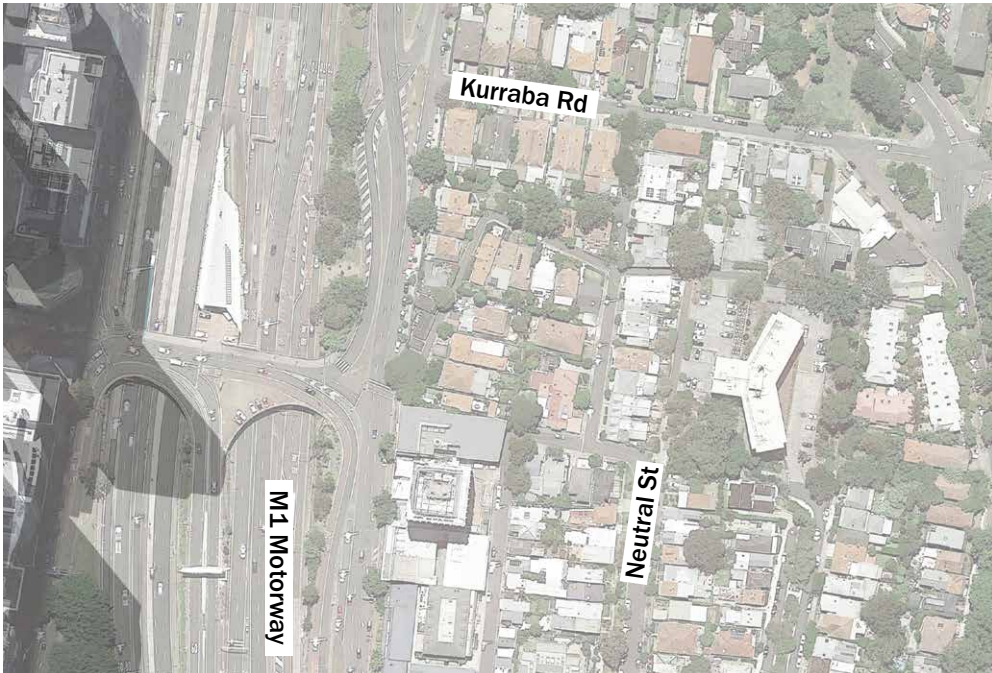
As demonstrated in the adjacent diagrams, there is no overshadowing impact to the RE1 zones, residential and small developments to the southeast of the M1 Motorway between the control time of 9:00AM and 3:00PM in March equinox. The updated design casts less shadow compared to the original submission.



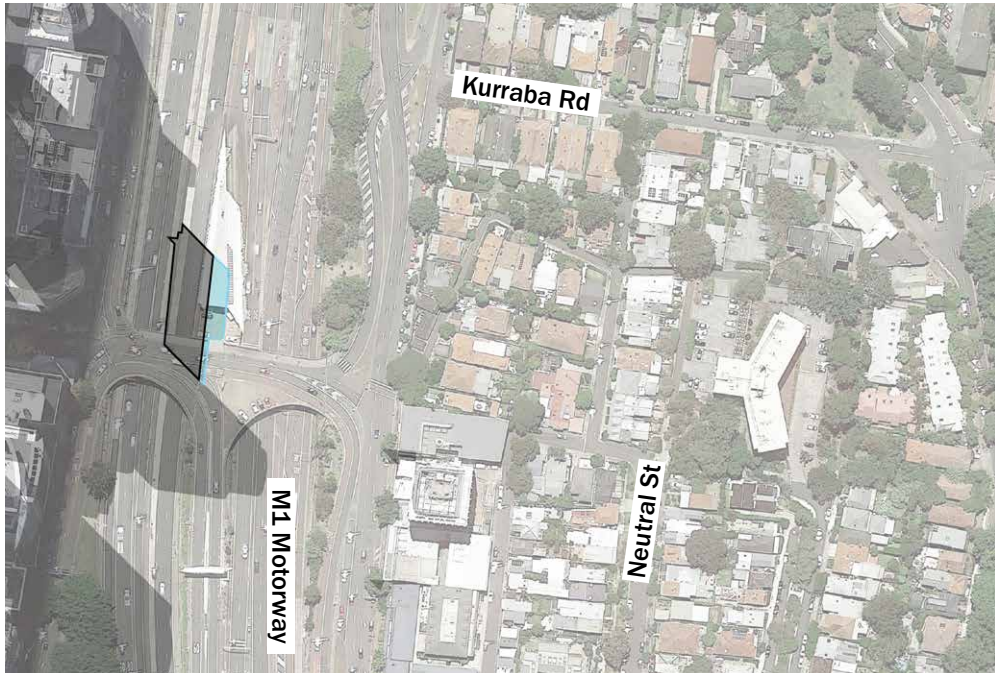
2:00 PM



2:20 PM



2:40 PM



3:00 PM

- Shadow of Roof Feature (including lift overruns and plant)
- Shadow of existing buildings
- Shadow of approved LEP envelope height RL 260.00



# OUTSIDE THE NORTH SYDNEY CENTRE

## Detailed Analysis of Winter Solstice to the Southeast of M1 Motorway

To the southeast of the M1 Motorway, a minimal area fast moving shadow falls between the control times of 2:00PM and 3:00PM on the Winter Solstice. Between the control time of 9:00AM and 3:00PM, the RE1 zones, residential and small developments within the area shown in the adjacent diagrams have access to sunlight for at least 5 hours between 9am and 2pm.

The reduced height and mass of the of the updated design reduces the amount of shadow and improves overshadowing compared to the original DA submission.

Two RE1 zones on the eastern side of the M1 motorway will see a minor increase of overshadowing from 1:50pm to 3:00pm on the winter solstice with the permissible LEP envelope, where the majority of overshadowing is caused by existing buildings.

The impacted areas on the eastern side of the M1 motorway currently receive at least 5 hours of sunlight mid-winter between 9am and 1:50pm and would continue to receive well above the minimum required two hours.

The additional shadow above the LEP envelope is fast moving as demonstrated in the adjacent diagrams - only affecting areas late in the winter afternoon. The area impacted by the additional shadow is heavily planted and would be shaded by existing trees.

- Shadow of Roof Feature (including lift overruns and plant)
- Shadow of existing buildings
- Shadow of approved LEP envelope height RL 260.00



2:00 PM



2:15 PM



2:30 PM



2:45 PM



# OUTSIDE THE NORTH SYDNEY CENTRE

## Detailed Analysis of September Equinox to the Southeast of M1 Motorway

To the southeast of the M1 Motorway, a minimal area fast moving shadow falls between the control times of 2:00PM and 3:00PM on the September equinox. Between the control time of 9:00AM and 3:00PM, the residential and small developments within the area shown in the adjacent diagrams have access to sunlight for at least 5 hours between 9am and 2:20pm.

The reduced height and mass of the of the updated design reduces the amount of shadow and improves overshadowing compared to the original DA submission.

- Shadow of Roof Feature (including lift overruns and plant)
- Shadow of existing buildings
- Shadow of approved LEP envelope height RL 260.00



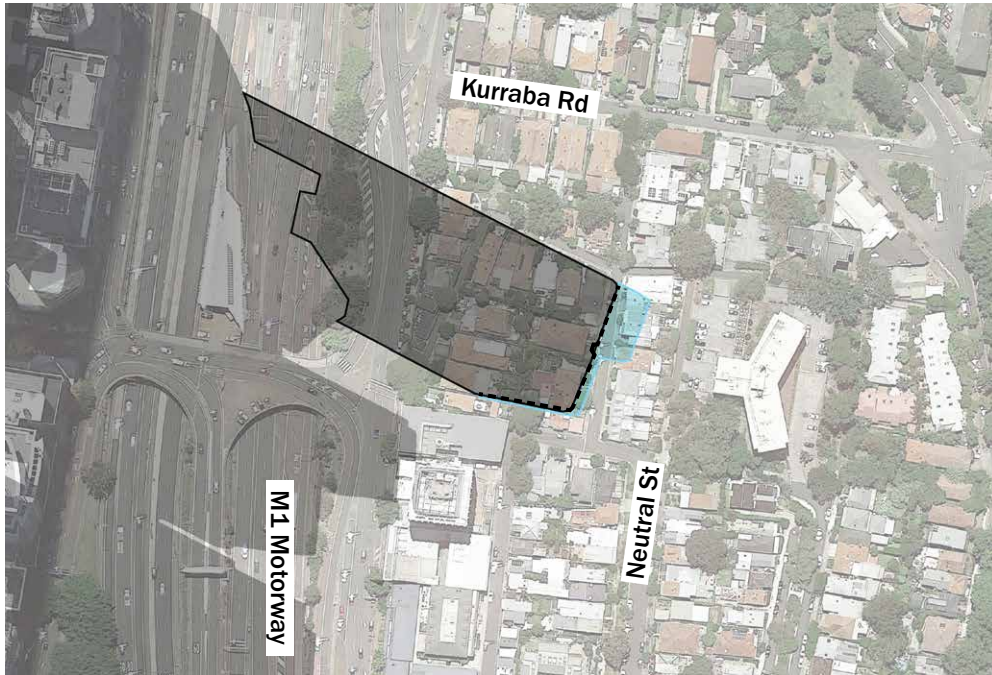
2:00 PM



2:20 PM



2:40 PM



3:00 PM



# OUTSIDE THE NORTH SYDNEY CENTRE

## Detailed Analysis of Winter Solstice to the Southwest

To the southwest, a minimal area fast moving shadow falls between the control times of 9:00AM and 9:30AM on the Winter Solstice. After 9:30 AM, the proposals shadows fall within other existing shadows throughout the middle of the day. 2 hours or more direct sunlight access is maintained.

The reduced height and mass of the of the updated design reduces the amount of shadow and improves overshadowing compared to the original DA submission.



9:00 AM



9:10 AM



9:20 AM



9:30 AM

- Shadow of Roof Feature (including lift overruns and plant)
- Shadow of existing buildings
- Shadow of approved LEP envelope height RL 260.00



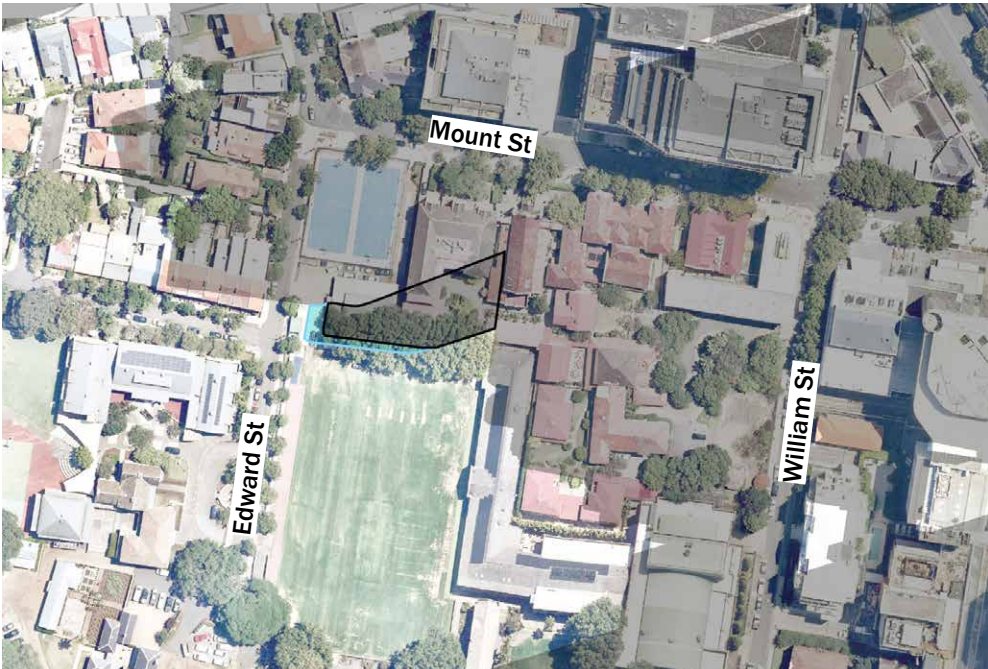
# OUTSIDE THE NORTH SYDNEY CENTRE

## Detailed Analysis of September Equinox to the Southwest

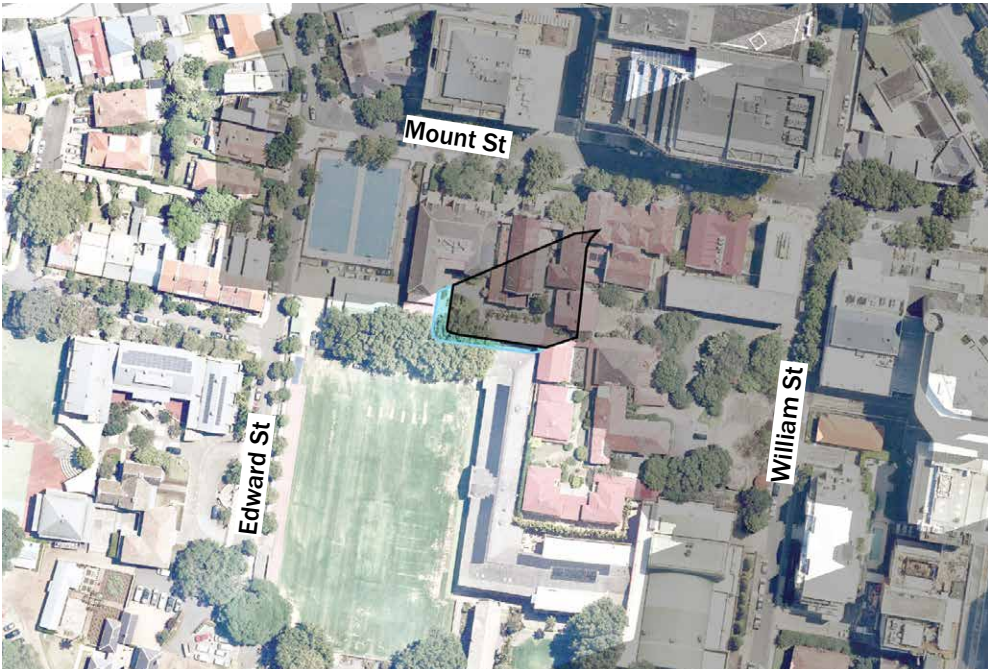
**A minimal area fast moving shadow falls between the control times of 9:00AM and 9:30AM on the September Equinox. After 9:30 AM, the proposals shadows fall within other existing shadows throughout the middle of the day. 2 hours or more direct sunlight access is maintained.**

The reduced height and mass of the of the updated design reduces the amount of shadow and improves overshadowing compared to the original DA submission.

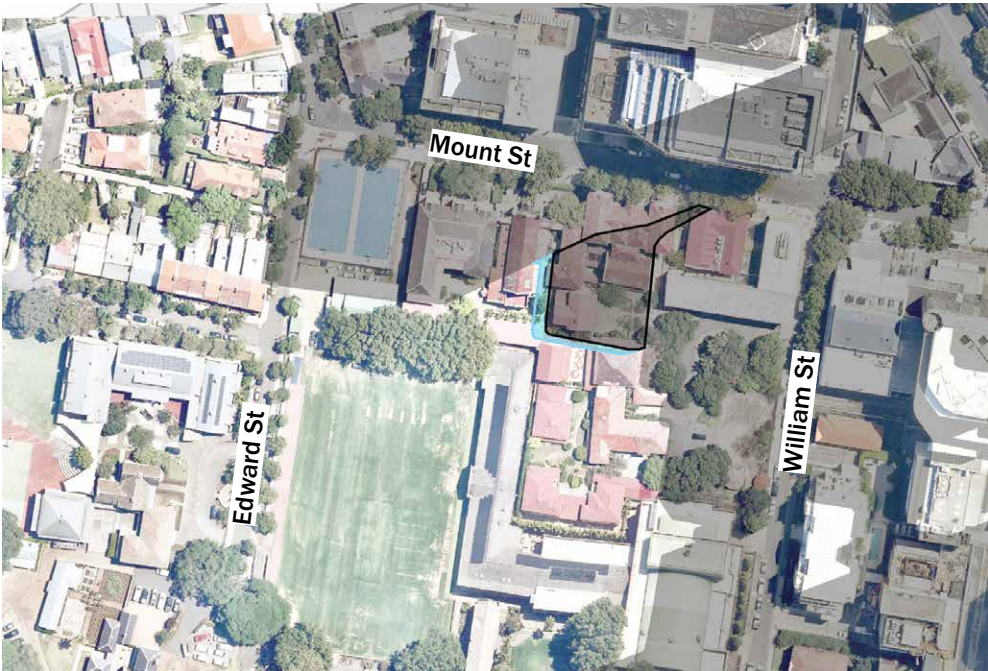
- Shadow of Roof Feature (including lift overruns and plant)
- Shadow of existing buildings
- Shadow of approved LEP envelope height RL 260.00



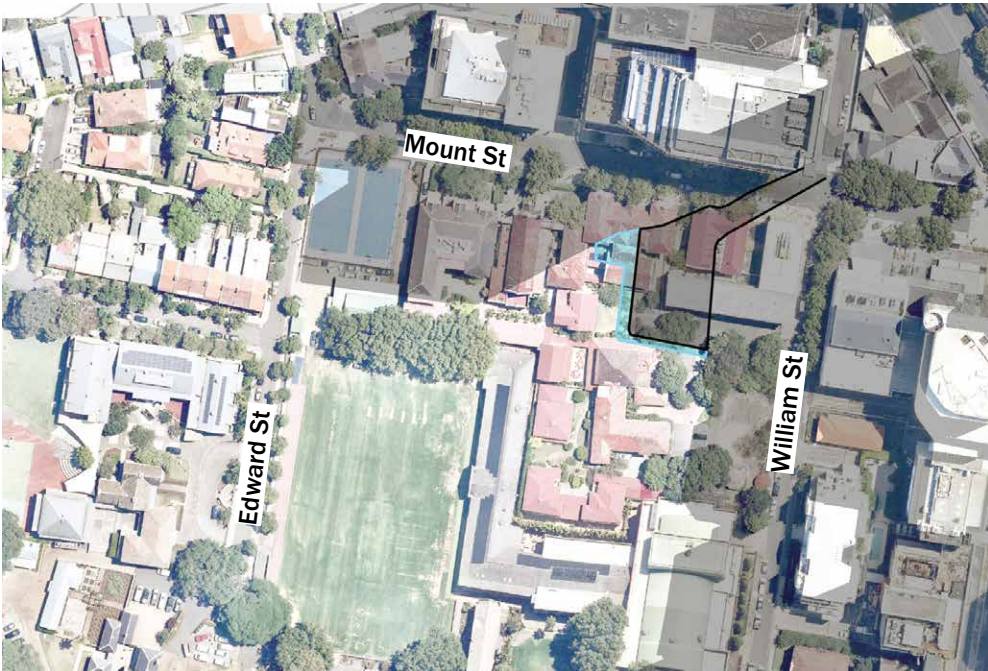
9:00 AM



9:10 AM



9:20 AM



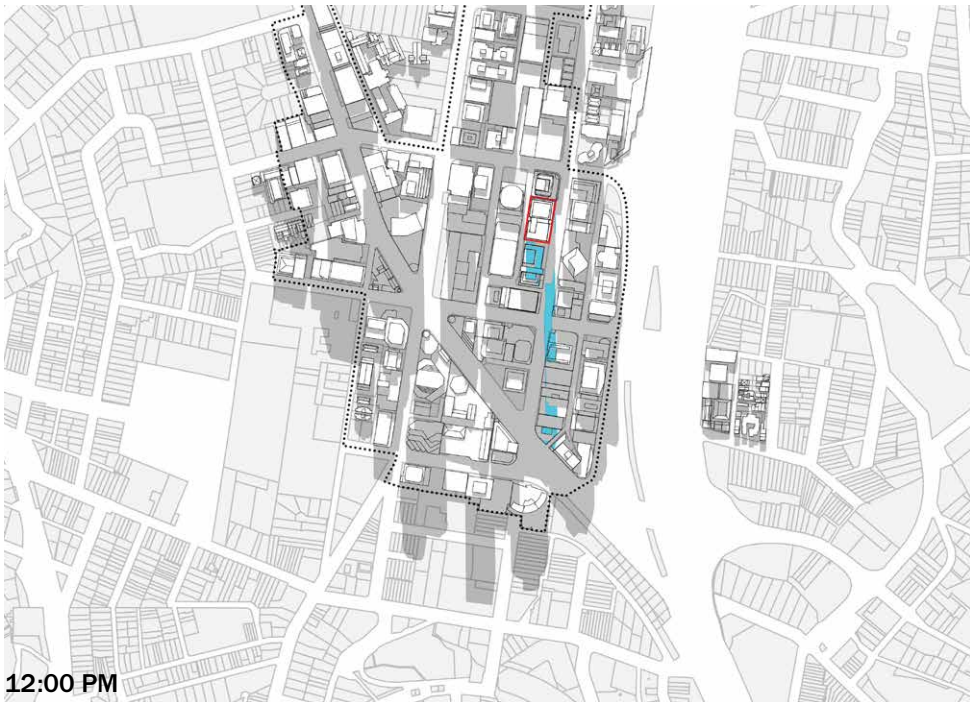
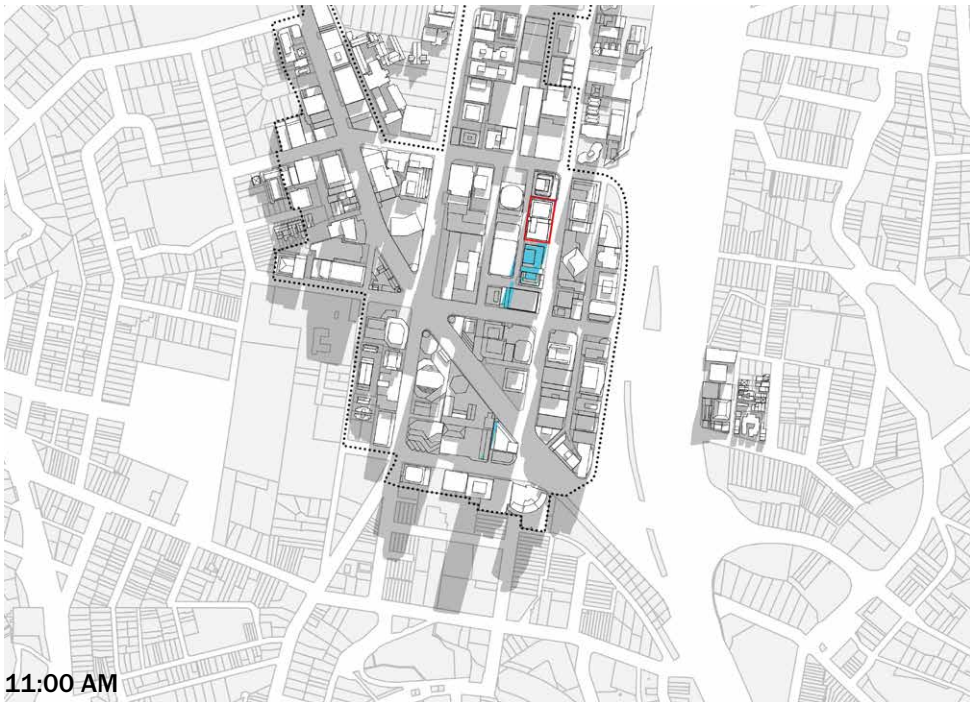
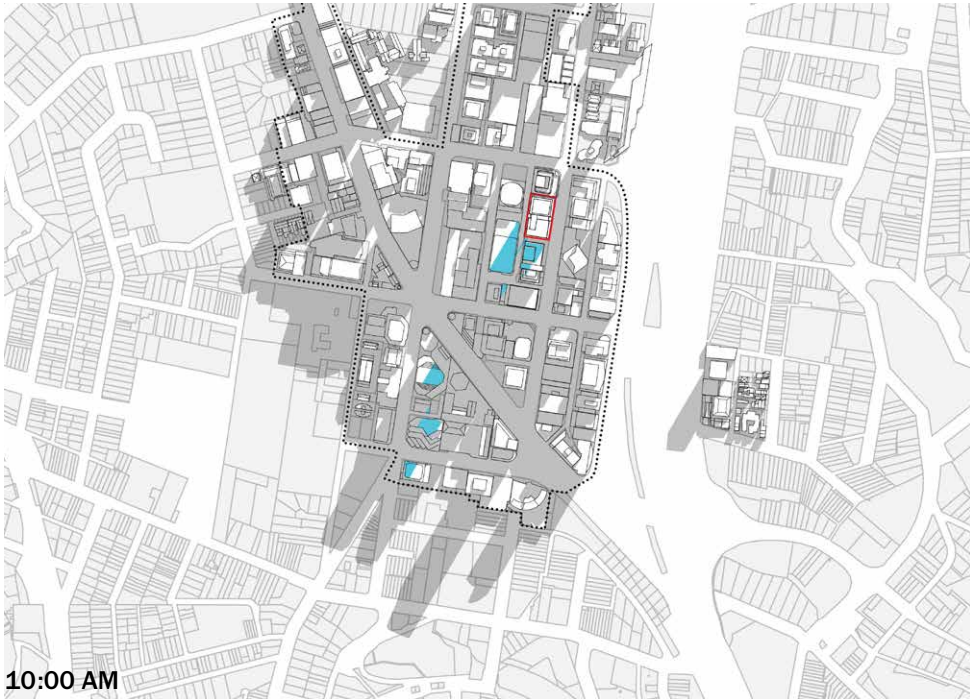
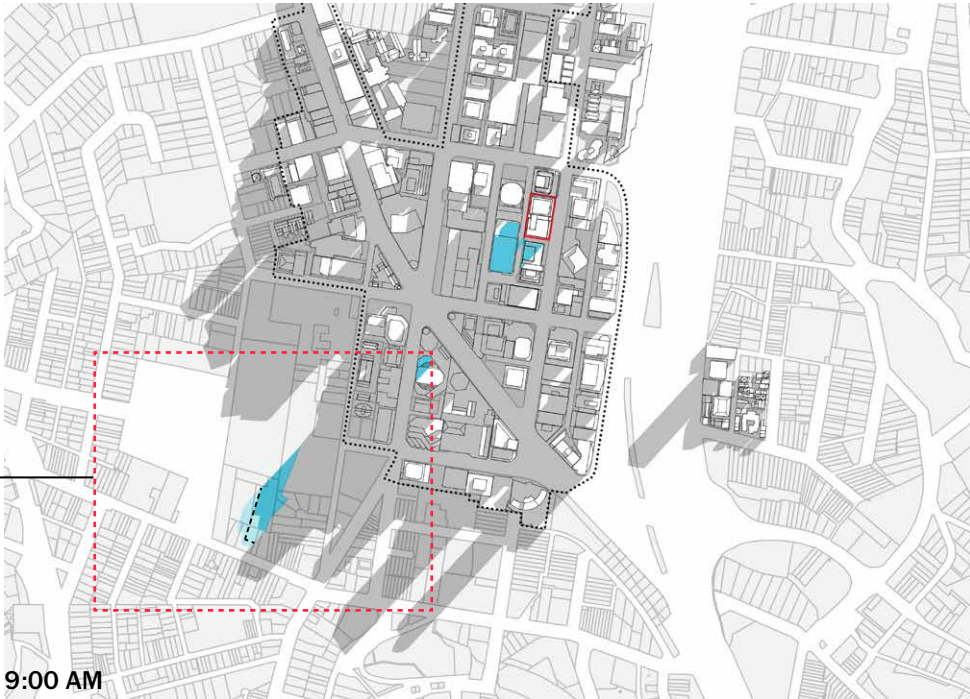
9:30 AM



# SHADOW DIAGRAM

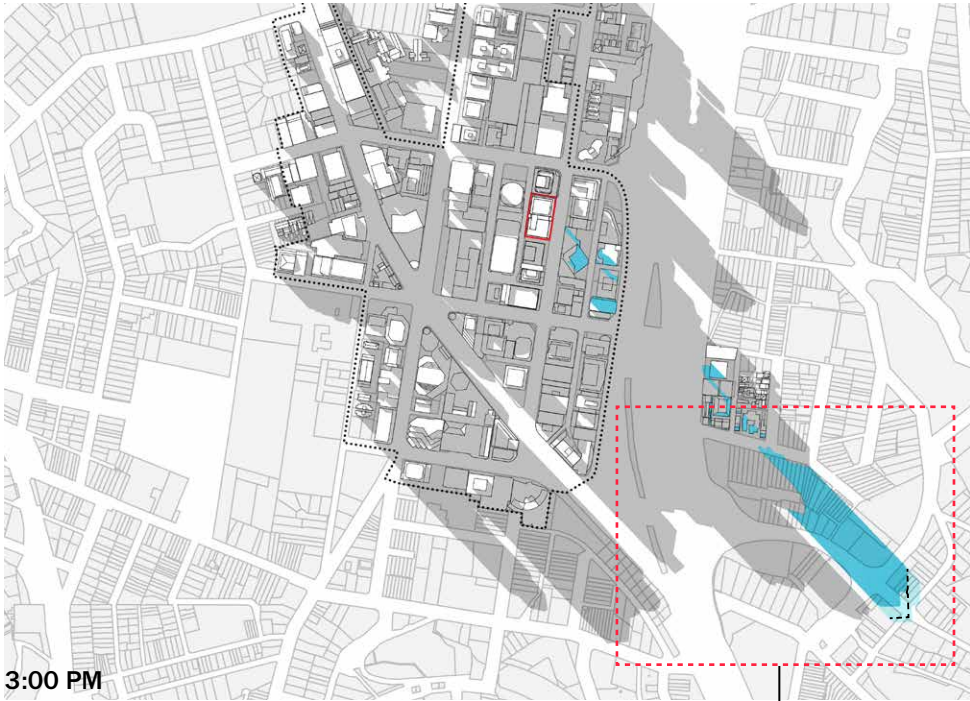
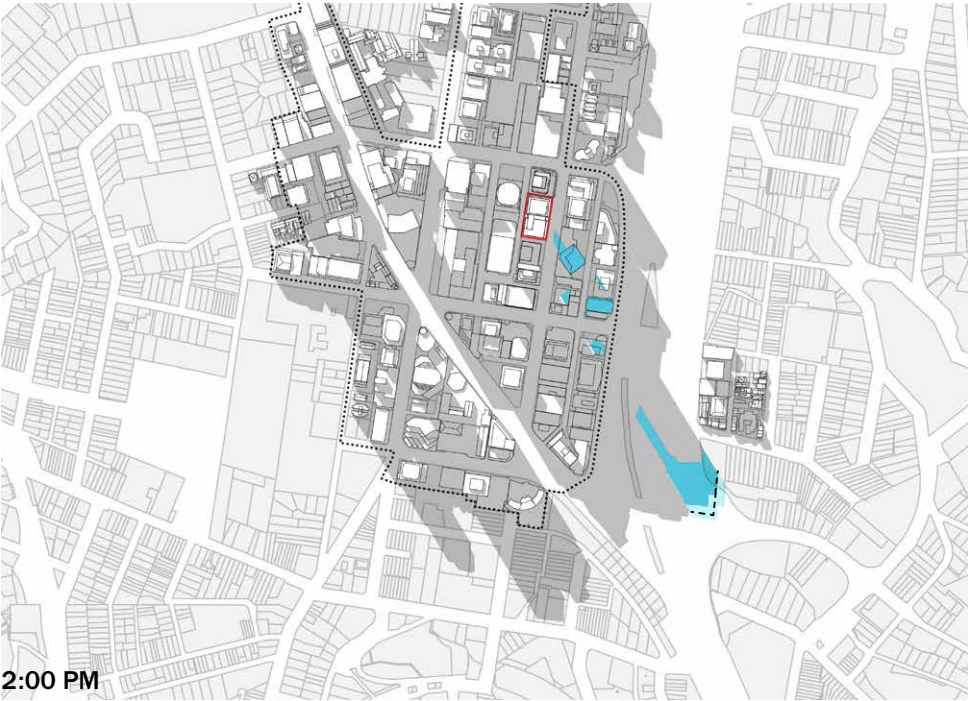
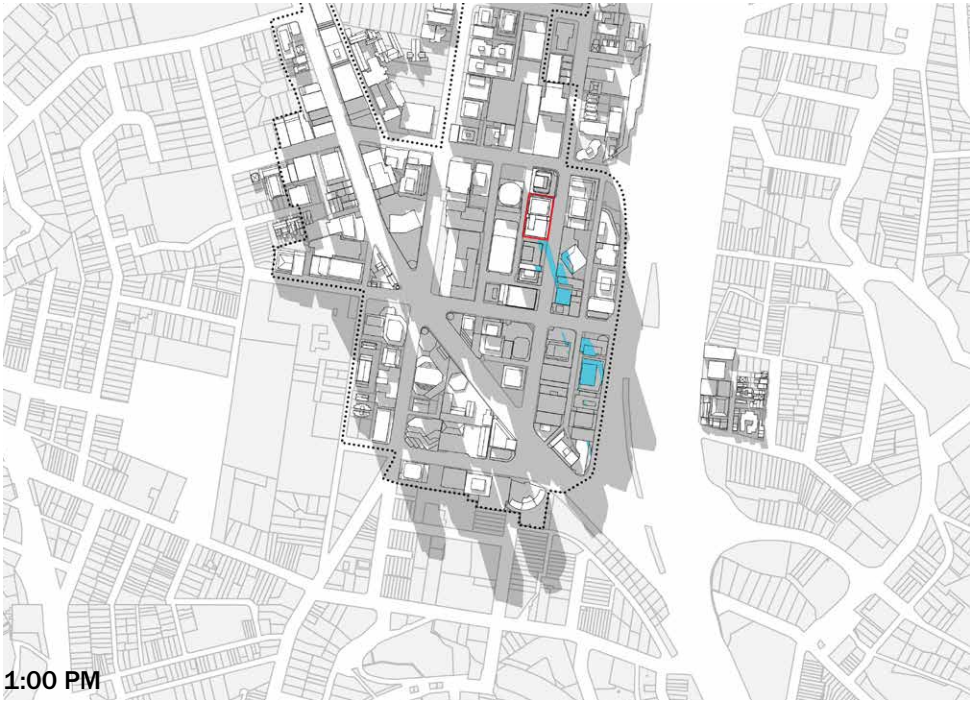
## Winter Solstice

Detail shadow analysis of this area refer to page 64.



- North Sydney Centre Boundary
- Project Boundary
- Enclosed Building GFA up to RL 260
- Shadow of roof feature (including lift overruns and plant)
- Shadow of existing buildings
- LEP envelope at RL 260.00



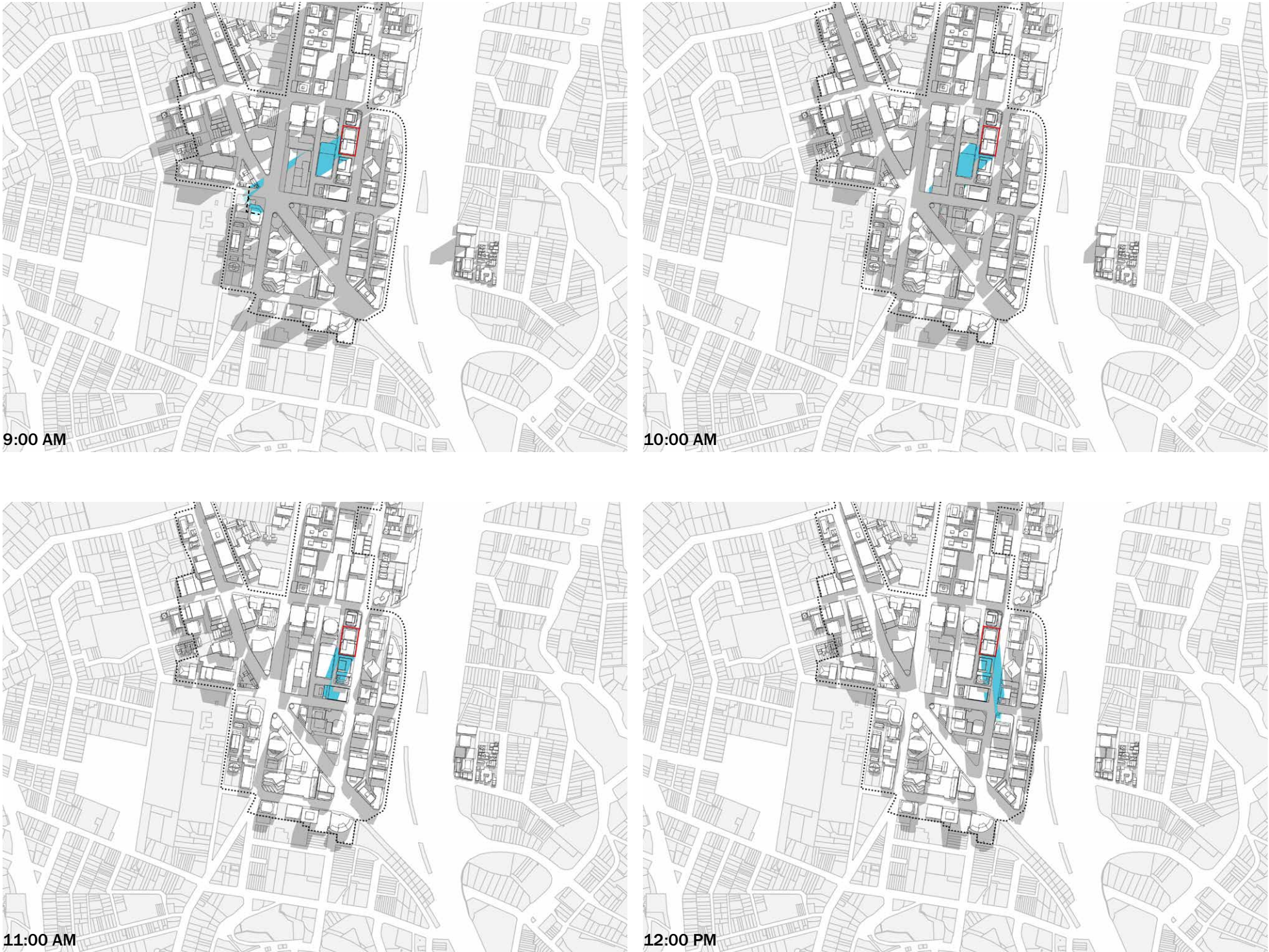


Detail shadow analysis of this area refer to page 62.



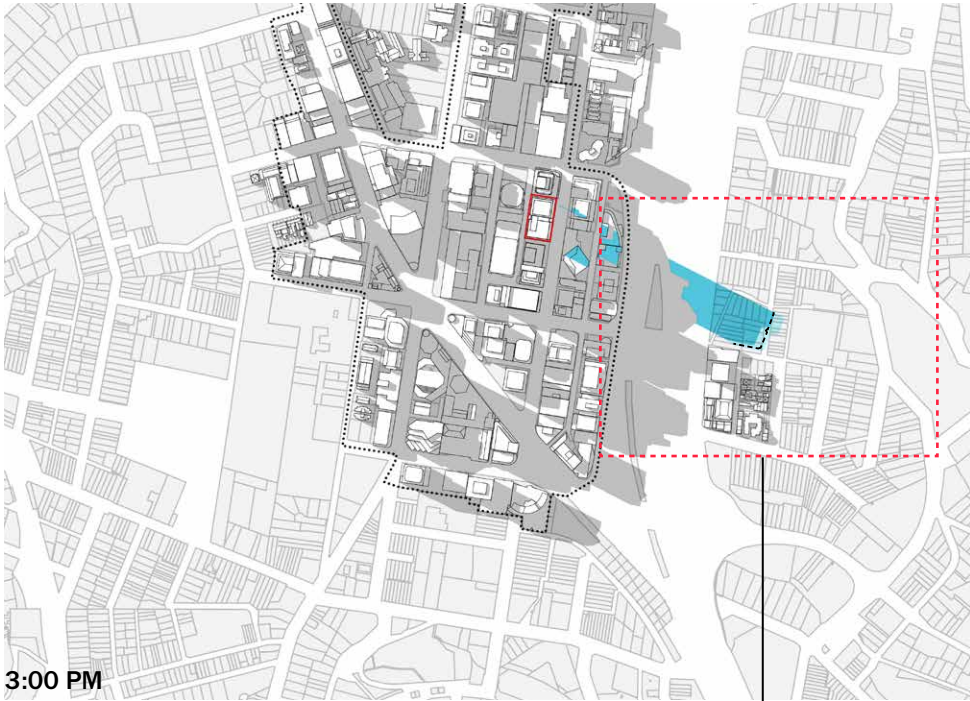
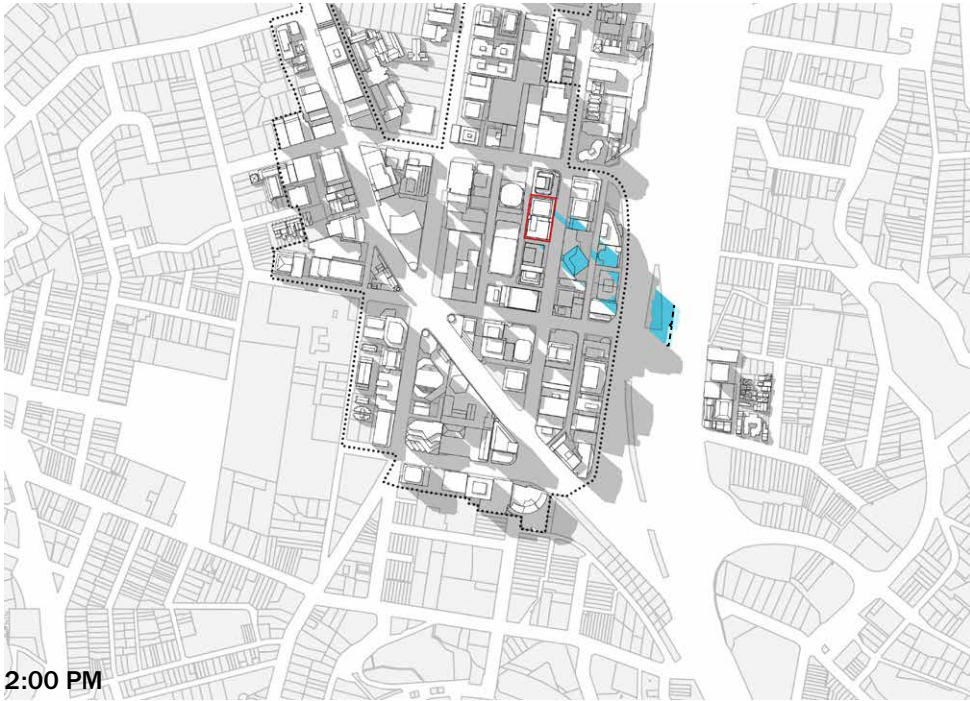
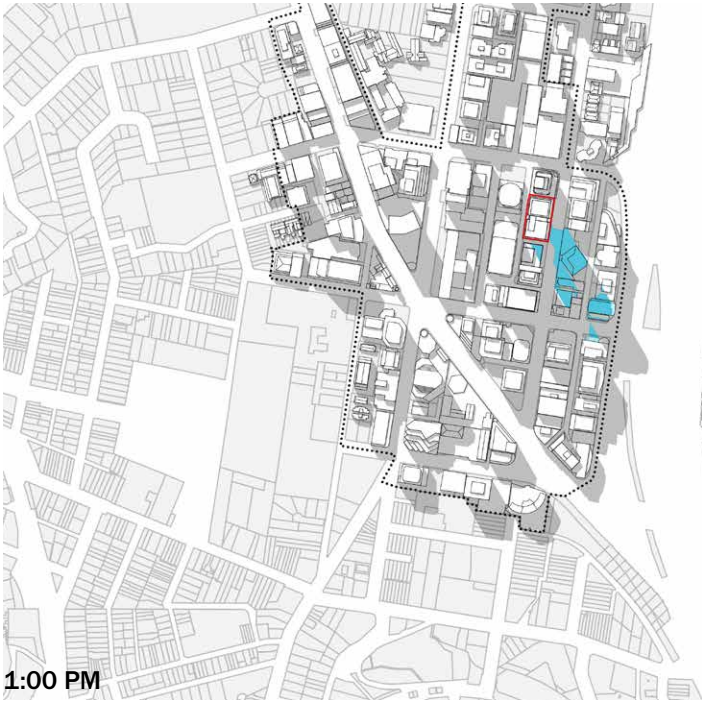
# SHADOW DIAGRAM

## September Equinox



- North Sydney Centre Boundary
- Project Boundary
- Enclosed Building GFA up to RL 260
- Shadow of roof feature (including lift overruns and plant)
- Shadow of existing buildings
- LEP envelope at RL 260.00





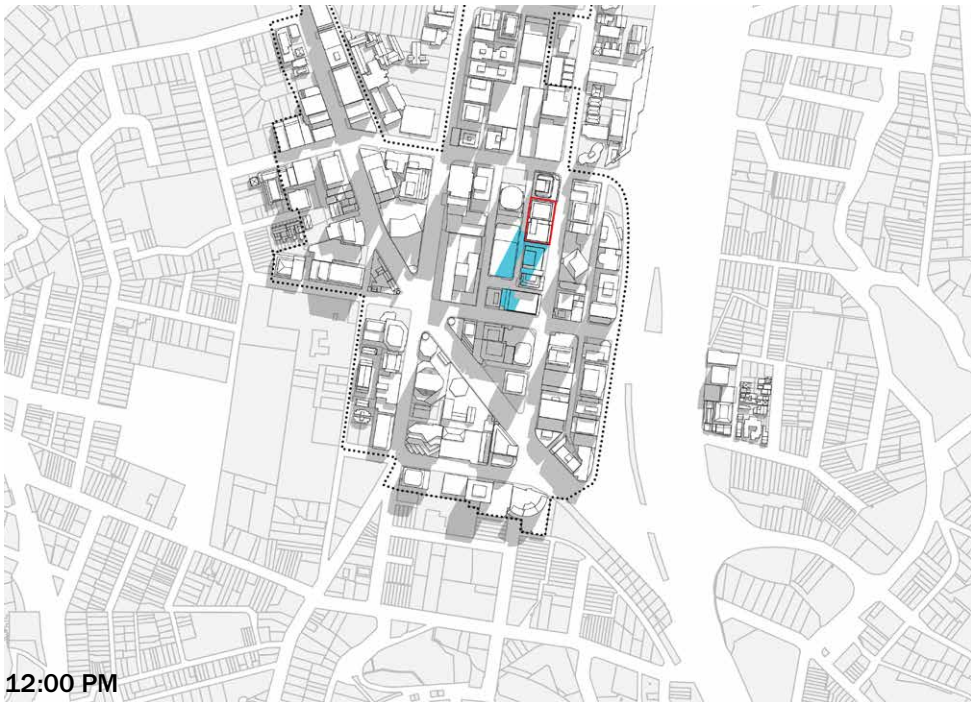
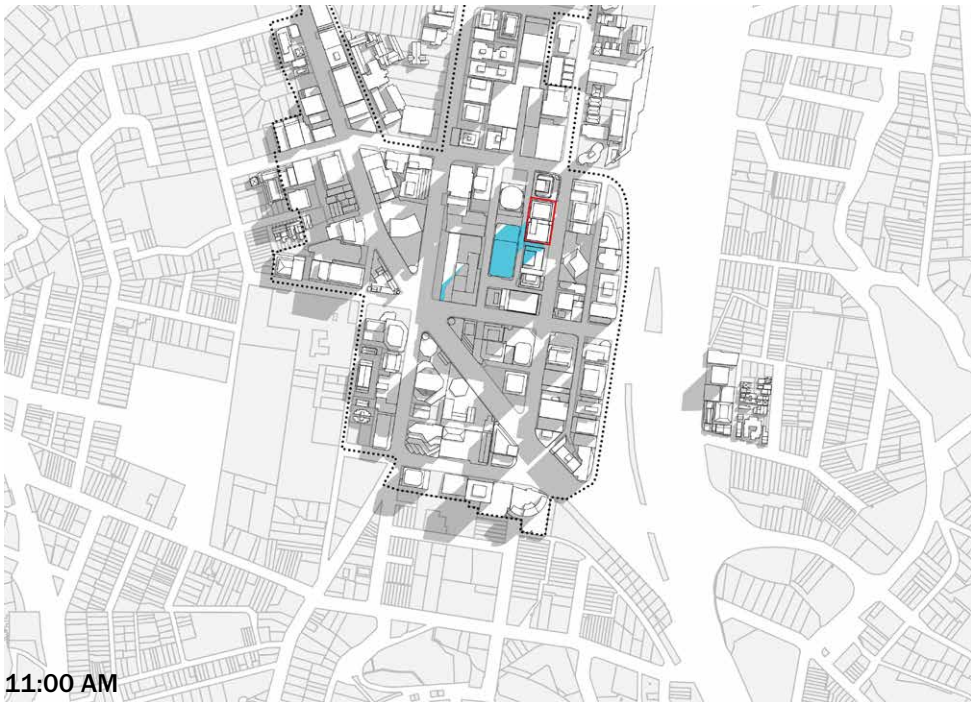
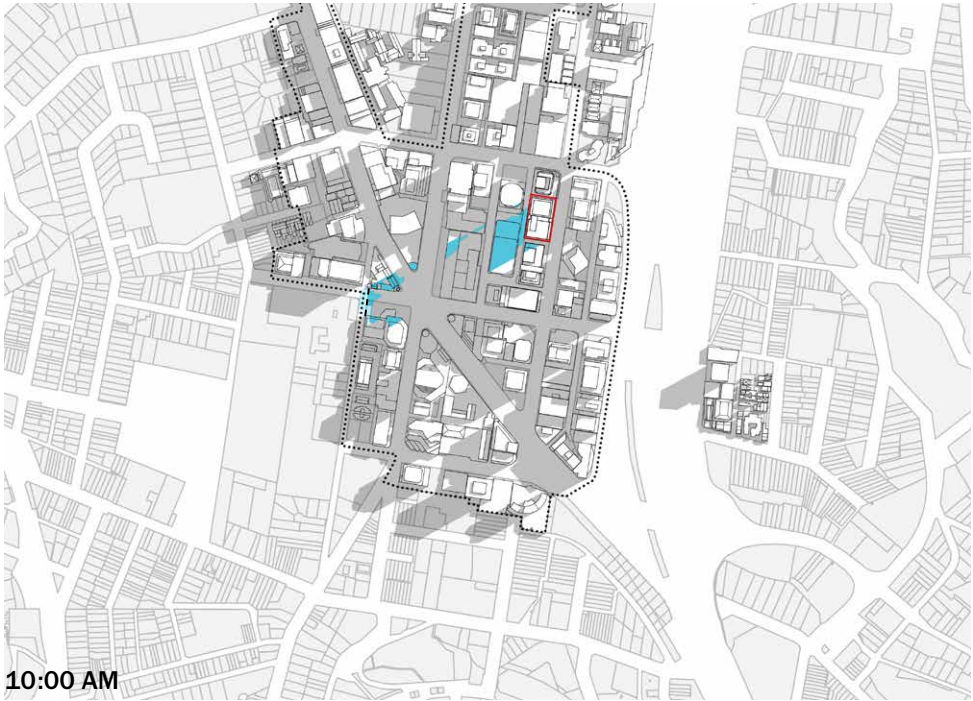
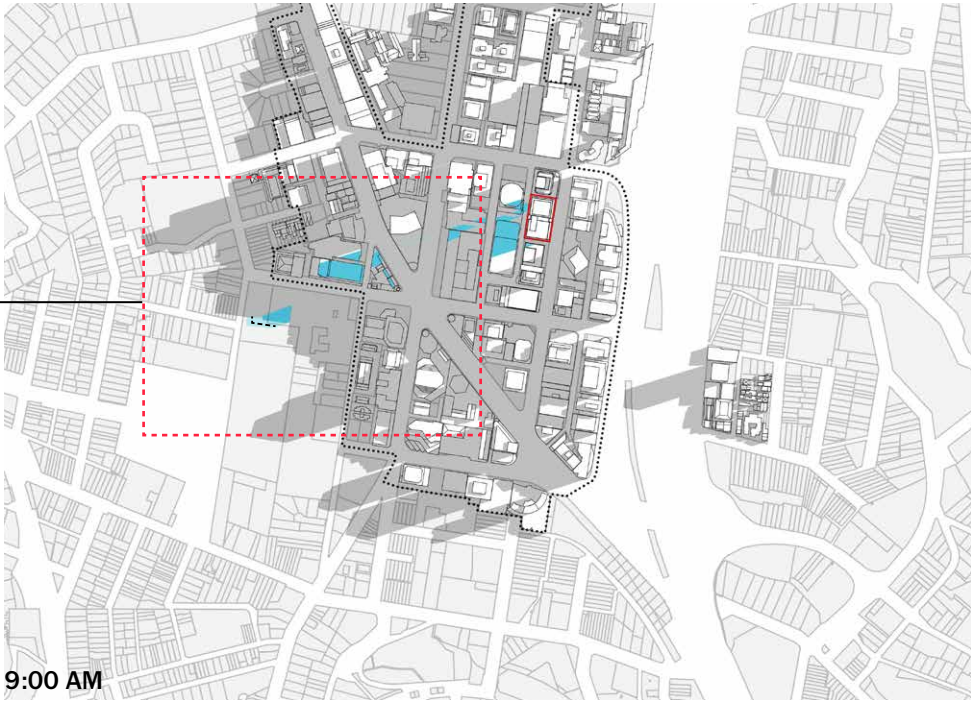
Detail shadow analysis of this area refer to page 63.



# SHADOW DIAGRAM

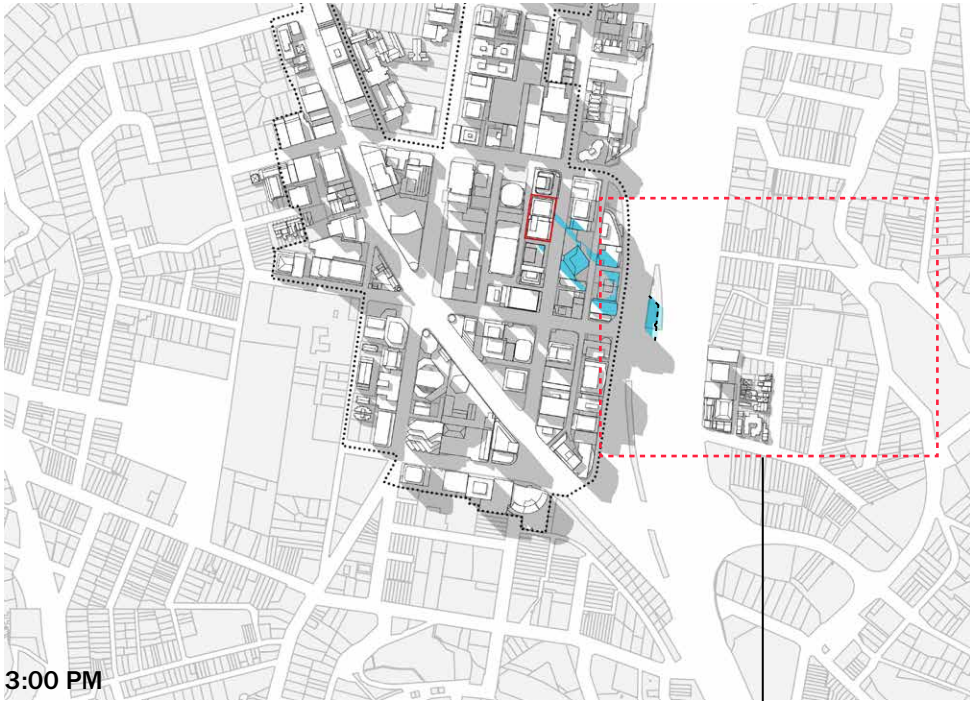
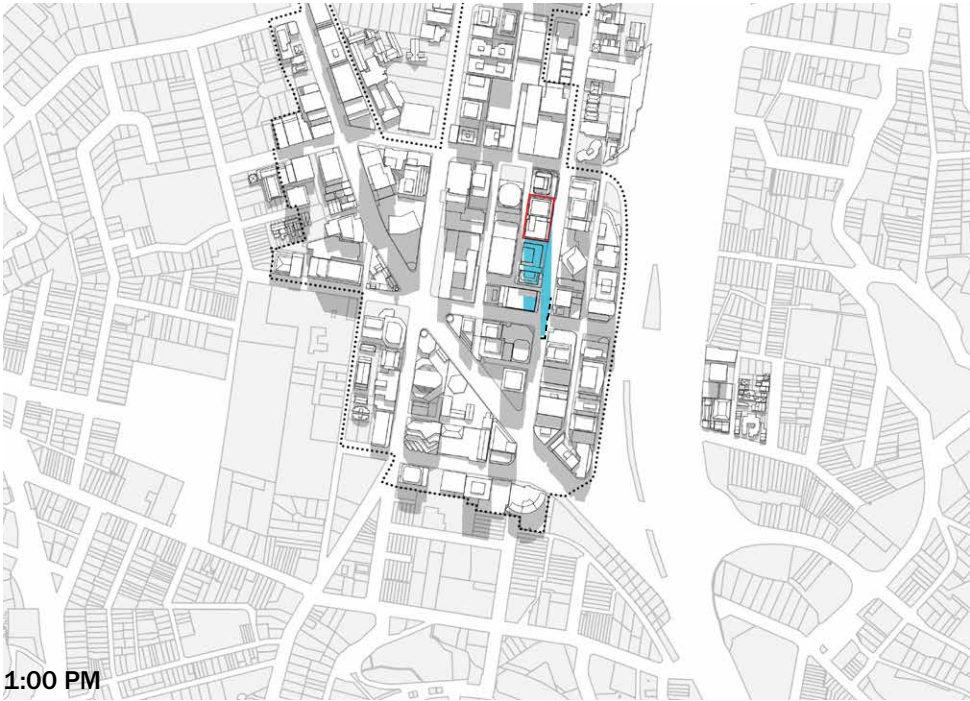
## March Equinox

Detail shadow analysis of this area refer to page 65.



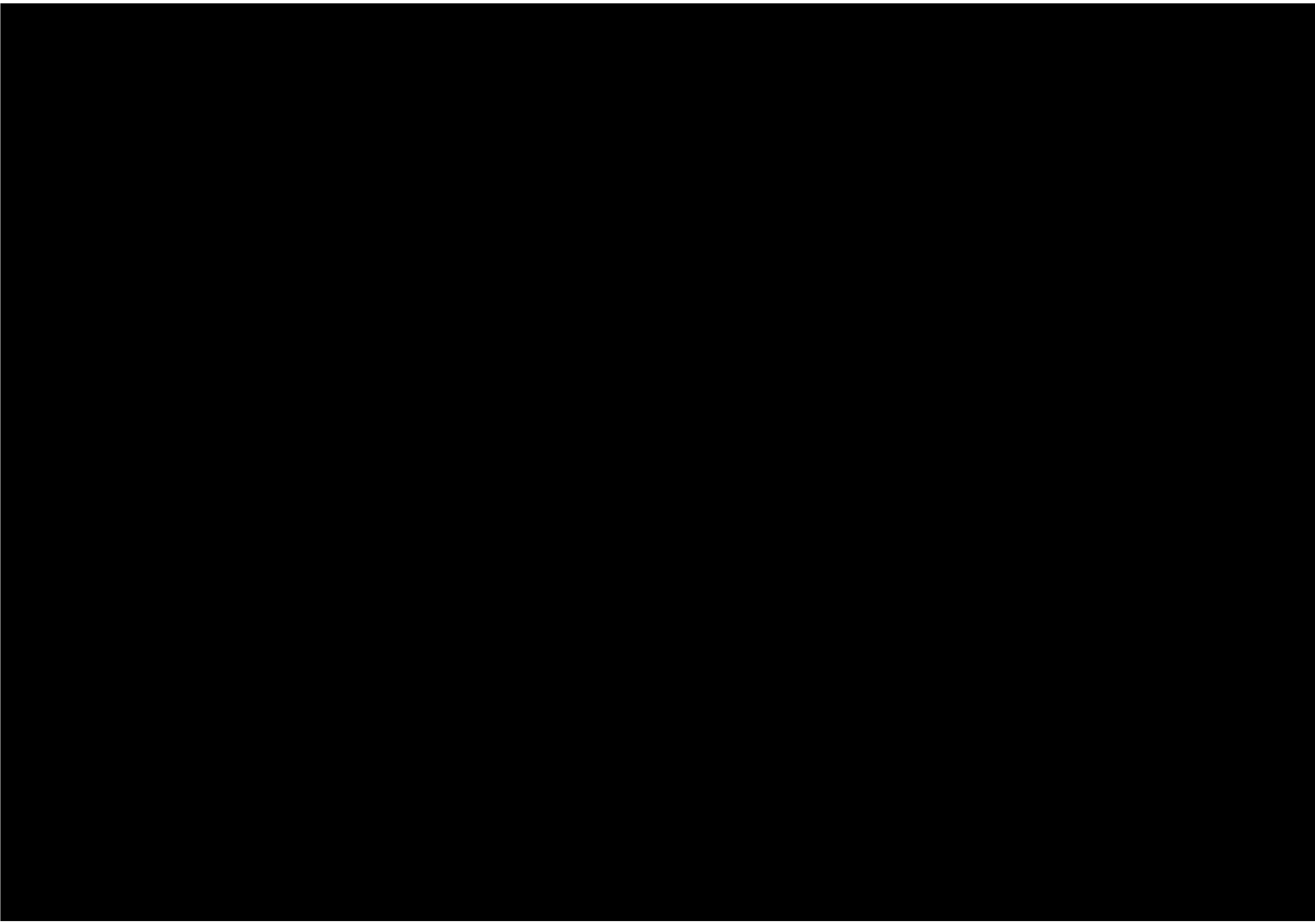
- North Sydney Centre Boundary
- Project Boundary
- Enclosed Building GFA up to RL 260
- Shadow of roof feature (including lift overruns and plant)
- Shadow of existing buildings
- LEP envelope at RL 260.00





Detail shadow analysis of this area refer to page 61.







# SUMMARY



# SUMMARY

**This design report addendum has been prepared to address Council comments and requests for further information.**

**The key design amendments include:**

- Relocated vehicle entry to Little Spring Street
- Updated ground plane, and podium design built to boundary with increased retail
- Activated through-site-link with entries, awnings, signage, seating and landscape
- Rich and diverse materiality
- Increase trees to Walker Street
- Reduced overall building height by 13.75m
- Increased tower setback to 4.5m average weighted setback to Walker Street
- Articulate 3 storey podium height to Little Spring Street
- Articulate 3 and 5 storey podium height to Walker Street

This addendum design report has been prepared in response to comments and requests for further information issued by Council as they relate to development application DA19/21 at 110-122 Walker Street.

Specifically, this report responds to the following:

1. Preliminary Council RFI letter dated 5 February 2021
2. Internal and external referrals RFI letter dated 8 March 2021
3. Design Excellence Panel (DEP) meeting minutes dated 9 March 2021
4. Workshops held with Council on 29 April 2021 and 17 June 2021.

**The following provisions from Part C Section 2.1 of North Sydney DCP 2013 are delivered upon by the proposed development:**

## Desired Future Character

- ✓ – P1 High rise and medium density, commercial and mixed use developments.
- ✓ – P2 Provision of a variety of different sized office, retail, community and entertainment spaces.
- ✓ – P3 Provision of a variety of outdoor and indoor community spaces (e.g. urban plazas, gymnasium, gardens, outdoor and indoor dining areas and food courts).
- ✓ – P4 The commercial focus of the CBD is to be enhanced by preventing any further residential development from occurring in its core.
- ✓ – P8 The Central Laneways precinct will become a major focal point of pedestrian activity and amenity.
- ✓ – P10 A new laneway is provided across the redevelopment of 1 Denison Street to link the Metro site, Denison Street, Little Spring Street and Walker Street.
- ✓ – P13 Provide roof top gardens and/or public facilities that allow the public and/or residents to access district views.
- ✓ – P14 Development should maximise opportunities to incorporate retail, restaurant, bar facilities and other non-residential floor space at ground level to promote street level activation, amenity, diversity and place making objectives.

## Form, Massing and Scale

- ✓ – P3 Buildings should be carefully designed to minimise the impact of their height and bulk on surrounding residential areas.
- ✓ – P4 Roof design contributes to building's appearance from a regional view catchment.











