100 Mount Street North Sydney

Preferred Project Report

December 2009

urbis

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Job Code	SA4064
Report Number	Draft PPR v1

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TABLES:

Executive Summary

After receiving comment and having consulted further with the Department of Planning, North Sydney Council, various government agencies and the community, amendments have been made to the scheme and this Preferred Project Report is submitted for assessment.

The report includes a response and additional information in relation to each of the issues raised by the above stakeholders. Since submission of the original proposal and environmental report in July 2009, further consultation has been had with, in particular, officers at the Department of Planning, officers at North Sydney Council and the North Sydney Council Design Excellence Panel.

The Preferred Project has included amendment to the following aspects of the original proposal:

- Through-site link
- Levels adjacent to Mount Street
- Servicing arrangements and presentation to Spring Street
- Setback to Walker Street at the upper levels
- Podium façade design
- Structural frame addressing Walker Street
- Overall building height
- Public domain concept design
- Wind impact mitigation

As outlined in the body of the report, it is considered that the amendments to the proposal and additional information appropriately respond to the issues raised. The preferred scheme represents the optimum balance between achieving the employment growth objectives of the Metropolitan Strategy and impact upon the surrounding area. The proposal includes significant public benefit and will be a centrepiece for the revitalisation of the North Sydney CBD through its high quality design that will appeal to the premium commercial office market.

In relation to height, a further assessment against the relevant heads of consideration has been made. It is considered that it is appropriate that the provisions of Council's draft LEP 2009 be applied with weight over the existing controls as they better represent the strategic direction and role of the North Sydney Centre. In addition, it is noted that Council have recently endorsed the North Sydney Centre in a similar form to that exhibited.

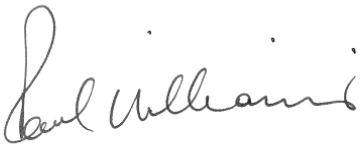
Where the proposal exceeds the existing and proposed height provisions, further detailed assessment reveals that impact upon any residential area is minimal and otherwise the public benefits are significant. Over and above the obvious public benefit of providing significant investment and employment for the North Sydney Centre, other specific public benefits including those arising out of the recent amendments include:

- Better level integration of the widened footpath and ensuring covered pedestrian access can be created along the length of Mount Street within the site boundary.
- Creation of a through-site link.
- Relationship with 88 Walker including the reduction in the width of the service dock entrance and ensuring all manoeuvring occurs on site.
- Further resolution of a comprehensive public domain plan.

- Creation of a vastly improved public domain experience along Mount Street due to the use of the site for significant widening of the footpath and creation ‘human scale’ podium with void above that expands the street level vista and adds interest to the pedestrian experience.

In conclusion, it is considered that the proposed Preferred Project reasonably addresses all concerns raised by all stakeholders. The proposal will not have any unreasonable adverse environmental impacts and will greatly assist the Government in achieving the Metropolitan Strategy for Global Sydney.

The report has been written by Urbis, with input from a number of other expert consultants, on behalf of Surfside (Mount Street) Pty Ltd and Laing O’Rourke Mount Street Pty Ltd. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based on information and facts that were correct at the time of writing the report.



Paul Altree-Williams

Associate Director

1 Introduction

After receiving comment and having consulted further with the Department of Planning, North Sydney Council, various government agencies and the community, amendments have been made to the scheme and this Preferred Project Report is submitted for assessment.

The report includes a response and additional information in relation to each of the issues raised by the above stakeholders. Since submission of the original proposal and environmental report in July 2009, further consultation has been had with, in particular, officers at the Department of Planning, officers at North Sydney Council, North Sydney Councillors and the North Sydney Council Design Excellence Panel.

A summary of the proposed amendments is included in **Section 2** and the architectural plans illustrating the preferred proposal are attached separately.

2 Amendments to the Proposal

In response to the issues raised through submissions and consultation with the Department of Planning, North Sydney Council, various government agencies and the public, a number of amendments have been made to the scheme as originally proposed. The amendments include:

- **Through-site link** – a through-site link between Spring Street and Mount Street has been included. The link extends along the alignment of Little Spring Street and provides for additional pedestrian permeation of the surrounding area – better engaging with the proposed redevelopment of 88 Walker Street to the north. The link is considerable in size, being 4.4m wide and 2 storeys high, and is lined by retail activity along its length to ensure activation. The link is seen as a glass lane between Mount Street and Spring Street with the Spring Street face forming part of an integrated artwork along this façade. The airy volume of the thru-site link will encourage pedestrian movement along this spine and act as a fitting extension of Little Spring Street through to Mount Street. The Mount Street Façade has also been amended to include the lobby façade now extending to the underside of the plant room volume over and the introduction of an awning in front of the lobby to mitigate wind impacts and provide cover along the full extent of Mount Street.
- **Levels adjacent to Mount Street** – the setback area between the building and Mount Street property boundary has been refined to ensure all retaining walls are removed. The amended design allows for pedestrians to walk parallel to Mount Street within the site completely undercover without obstacle. The area features a series of stepped level changes and platforms that are still capable of accommodating tables and chairs associated with the retail spaces adjacent providing activity and vitality to the street.
- **Servicing arrangements and presentation to Spring Street** – the loading dock off Spring Street has been moved to the basement to eliminate the impact of vehicle manoeuvring in Spring Street and improve the amenity of the area as it relates to the property to the north. The truck hoist entrance has been reduced down to a single door and through installation of a vehicle lift and turn table at basement level, all manoeuvring can now occur on site. Forward gear entry and exit to the building improves pedestrian safety. The presentation of the façade and door has been improved through its integration in an artwork screen that forms the façade of the truck hoist, plant spaces, adjacent retail and the entry to the through site link providing a quality façade to the street. An impact of this change has been the lowering of the basements to accommodate the loading dock and the subsequent additional excavation of 2.1m.
- **Setback to Walker Street at the upper levels** – levels 22 to 42 have been set back a further 1.5m to reduce the perceived visual impact of this element from street level vistas. The additional setback has resulted in a reduced floor plate down to 1210m2 NLA (levels 22 to 35) and 1240m^2 NLA (levels 36 to 41).
- **Podium façade design** – the podium façade to Walker Street has been split into 2 elements picking up on the implied terrace rhythm of the firehouse hotel adjacent. The two elements are defined by a split on plan of 600mm and through the introduction of timber cladding onto half the façade facing Walker Street and returning around to Spring Street thus defining the corner building. The cladding is intended to add depth and interest to this prominent corner, picking up on the width of the Firehouse Hotel adjacent and ensuring consistent rhythm in the presentation to Walker Street.
- **Structural frame addressing Walker Street** – the exposed structural frame above the podium has been refined to improve its presentation. The amended design features more curvilinear lines and makes a feature of the structural joints, thus improving the quality of the feature.
- **Overall building height** – floor to floor height in the mid and high rises has been reduced at each level to reduce the overall height down to RL 199.7 at the parapet of the uppermost plant room roof which is below RL 200 envisaged for the highest building in North Sydney CBD under Council's Draft LEP. In addition all office levels are below RL 195 with the roof of the office component being at RL189.7.

- **Public domain concept design** – further design development of the concept for the public domain surrounding the site. The concept further details the way the proposal will integrate with the surrounding area and picks up Council's desired public domain for the area extending the qualities and character of Mount Street Plaza further east towards Walker Street while still accommodating through traffic on Mount Street.
- **Wind impact mitigation** – further modelling of the potential wind impact has been undertaken to account for key design changes, namely the through-site link, together with the cumulative impact of the adjacent proposal with the proposal at 88 Walker Street. The assessment includes a number of additional measures recommended to ameliorate wind impact, such as additional landscaping and awnings.

Further description and discussion of the above amendments is made throughout the report. The list of architectural plans amended on the 15 December 2009 includes:

- DA00 cover sheet
- DA01 photomontage
- DA02 photomontage
- DA03 photomontage
- DA04 photomontage
- DA05 photomontage and section
- DA06 photomontage and perspectives
- DA07 photomontage
- DA08 photomontage
- DA09 location and survey plans
- DA10 levels 1, 2 and 3
- DA11 levels 4 and 5
- DA12 podium introduction
- DA13 level 6
- DA14 levels 7, 8 and 9
- DA15 levels 10 and 11
- DA16 tower introduction
- DA17 levels 14, 20 and 21
- DA18 levels 23, 31 and 36
- DA19 levels 41, 42 and 43
- DA20 north elevation
- DA21 south elevation
- DA22 east elevation
- DA23 west elevation
- DA24 podium elevations
- DA25 north_south section
- DA26 west_east section
- DA27 setbacks

3 Height Assessment

3.1 Status of height standard

The site is subject to a set of existing height provisions under LEP 2001 and a set of exhibited draft height provisions under Council's comprehensive LEP. The provisions vary greatly and therefore weighting of each set of provisions in the assessment is very important. We submit that determining weight should be attributed to the draft LEP provisions for the following reasons:

- The development of this central CBD site is fettered by an onerous technical overshadowing restriction, under the existing LEP (restricting overshadowing of public open space before 12 noon in mid summer, with no account for daylight saving) which has been corrected with the draft LEP.
- The draft LEP has been prepared in response to the objectives for North Sydney's growth as outlined in the Metropolitan Strategy and therefore more appropriately caters for both the Council's and Department of Planning's vision for the North Sydney CBD.
- The commencement of draft LEP is sufficiently imminent to attribute determining weight. The draft LEP has been publicly exhibited and more recently rolled into Council's Comprehensive LEP and was endorsed by the Council on 30 November 2009 (a copy of the LEP and associated plans are attached at **Appendix B**). The following key aspects of the latest version should be noted:
  - The overall height for the site is now expressed as RL 195m AHD (formerly 138m above ground level). This maximum height is now expressed the same as it is in the existing LEP.
  - No FSR limit is included (formerly 30:1).
  - No change to the overshadowing restriction criteria of public open space areas and special areas – which remains at 12noon to 2pm, Eastern Standard Time.
- But for the removal of the onerous technical overshadowing restriction, the standard under the existing and draft LEP are ostensibly the same.
- Council's Design Excellence Review Panel has not raised an issue with the overall height of the building in each of the two briefings. In the second briefing the DEP suggested that the fin architectural features could be set back to improve overshadowing impact upon residential properties if necessary. As discussed in **Section 3.3.2**, this set back is not considered necessary.

3.2 Extent of variation

3.2.1 The standard

The height standard under both the existing LEP and the draft is dictated by two mutually exclusive measurements - the first being overall height limit and the second being a measure of overshadowing impact upon public spaces within and residential properties outside the CBD.

The overall height control is the same for both the existing and draft LEP, being RL 195 AHD.

However, the effect of the overshadowing impact differs greatly between the existing LEP and the draft. Under the existing LEP, the envelope is severely restricted by the requirement not to have impact upon public open spaces and special areas within the CBD between the hours 10am to 2pm all year round. The key restriction being before 12noon, which being outside lunchtime hours, we submit is an onerous requirement for the development of any site within a CBD locality. Nevertheless, a very complex reverse engineering exercise reveals that the maximum height would be up to RL 155 AHD (as illustrated in the variation diagram below).

Under the draft LEP, the onerous nature of the overshadowing restriction is acknowledged and corrected. The correction enables the prescribed overall height of RL 195 AHD to be achieved (as illustrated in the variation diagram below).

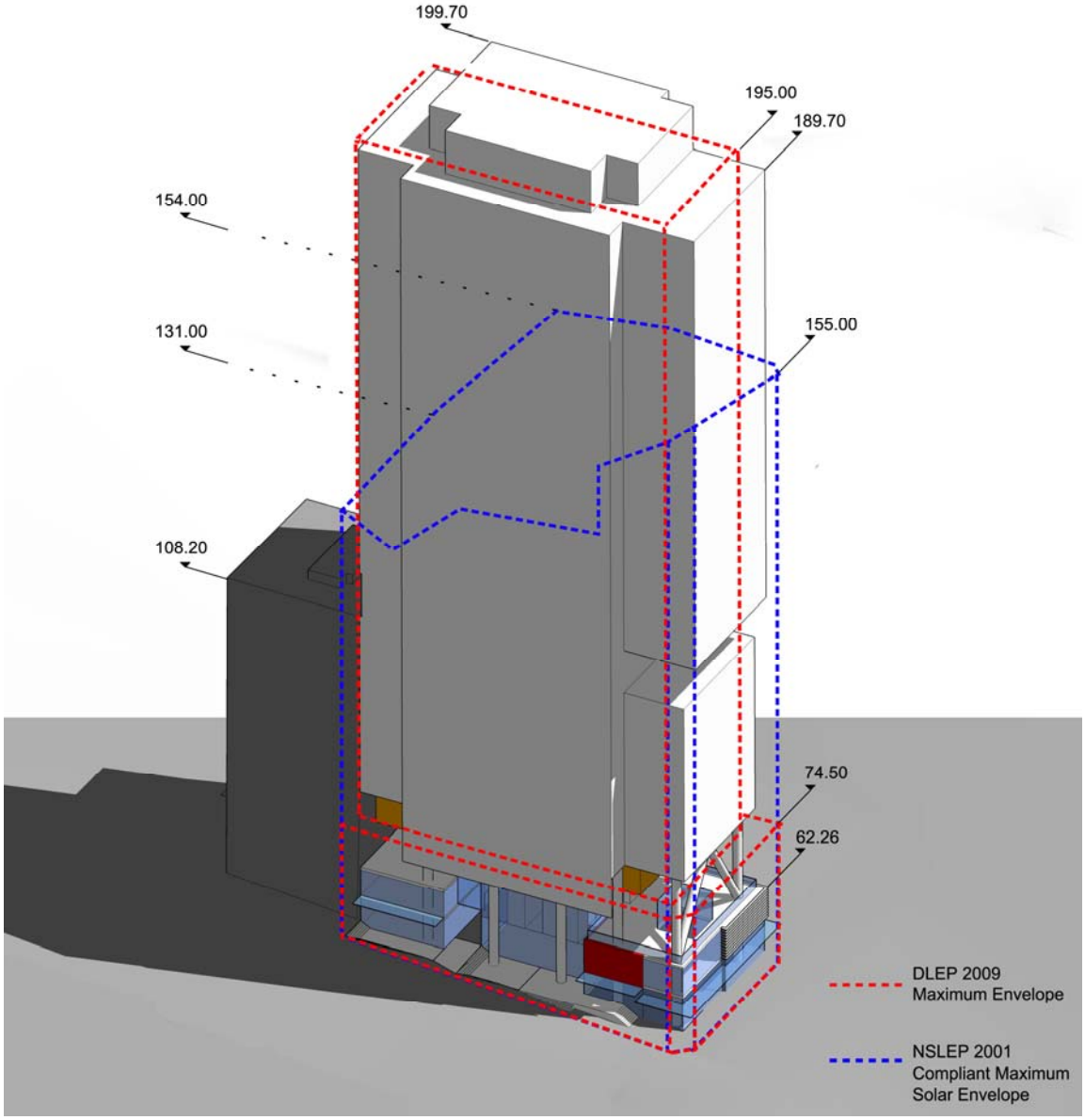
3.2.2 The extent of variation

The existing overall height standard under LEP 2001 is RL 195 AHD. An amended reverse engineering exercise of overshadowing impact reveals that the actual maximum envelope achievable reaches up to RL of 155m and therefore the extent of variation is at least 45m at the northern property boundary.

The proposal extends up to RL 199.7 AHD and the non-compliance against the draft standard is 4.7m (above the RL 195 AHD).

But for the onerous overshadowing standard, the existing LEP 2001 and proposed LEP 2009 building envelope would be the same. Removal of the onerous overshadowing standard now allows the full potential of the existing LEP envelope to be achieved.

A graphic illustration of the maximum envelope under both the existing and draft LEP is included below.



3.3 Assessment of impact

3.3.1 Relevant assessment criteria

The height standard under both LEP 2001 and the Draft LEP include provisions that allow variation to the standard on certain grounds. The grounds for variation in both instances relate to:

- Merits of the development and the public benefit to be gained.
- Overshadowing will not reduce the amenity of any land.

In determining the relevant criteria for a merits assessment it is noted that there are a set of objectives (Clause 28D(1)) that relate to the standard and a set of criteria (Clause 28D(5)) titled building design and public benefits that should be considered. The relevant objectives are:

- *To achieve a transition of building heights from 100 Miller Street… down toward the boundaries of the North Sydney Centre.*
- *To promote height and massing that has no adverse impact on land in the public open space zone and… special areas.*
- *To minimise overshadowing of land in the residential and public open space zones*
- *To promote scale and massing that provides for pedestrian comfort in terms of weather protection, solar access and visual dominance.*
- *To encourage consolidation of sites for provision of high grade commercial space and provision of public benefits.*

The relevant building design and public benefits criteria are:

- *The impact of the proposed development in terms of scale, form and massing within the context of the locality and landform, the natural environment and neighbouring development and in particular lower scale development adjoining the North Sydney Centre.*
- *Whether the proposed development provides public benefits such as open space, through-site linkages, community facilities and the like.*
- *Whether the proposed development preserves important view lines and vistas.*
- *Whether the proposed development enhances the streetscape in terms of scale, materials and external treatments and provides variety and interest.*

It is noted that the objectives of the development standard do not include the protection of views from private property. Where views are mentioned under building design and public benefits criteria it is submitted that the important view lines and vistas referred to are those from public spaces only.

In addition, it is noted that the consideration of view loss from private property is not listed under the zone objectives of both the existing and draft LEP. In fact, the objectives encourage prohibition of further residential development. It is submitted that any residential development located in the Commercial Core zone should be secondary to the principal objectives of the zone in encouraging employment growth.

The absence of private views as a consideration of building height of massing reinforces our assertion that the loss of private views in the CBD is not a consideration that should carry weight in the assessment of merit. The LEP simply does not contemplate the restriction of development potential of a central CBD site due to protection of views. To do so would unreasonably limit the potential of an important commercial centre from fulfilling its economic role in Sydney.

3.3.2 Justification of variation

The objectives and criteria contained within the existing and draft LEP (summarised above) are discussed below.

Transition of building heights

As illustrated by the Comparative Height Study (at **Appendix J**), the site is located almost dead centre of the CBD and surrounded by a number of tall buildings. The site is located within close proximity of the sites nominated to be the tallest in the CBD under the draft LEP. The overall height of the building has been reduced to RL 199.7 AHD, which is below the highest RL 200 AHD.

Although slightly higher than the draft maximum of RL 195 AHD, the non-complying portion relates to a plant room and two fin architectural features only. Notwithstanding the architectural fin features, which add to the architectural integrity of the building, at this elevated height, it is considered that the additional height, amounting to a floor of plant is virtually undetectable from any vantage point looking back into the CBD. From closer proximity within the CBD, the setback of the non-complying plant room will ensure that it is completely hidden from most public vantage points.

Due to its central location, a building of this height will still provide for the transition of building heights toward the edge of the CBD.

No adverse impact upon public open space zone and special areas

Under the existing LEP the non-complying portion of the building only overshadows the public open space zones and special areas within the CBD prior to 12 noon at some times of the year. Under the draft LEP this affectation would disappear. For the reasons outlined in **Sections 3.1 and 3.2**, it is considered that the draft LEP provisions should carry weight.

Therefore, where the proposal would not have any additional overshadowing impact upon any public open space zone or special area during lunch hour Eastern Standard Time, the proposal is not considered to have any adverse impact upon the amenity of these areas.

Minimise overshadowing in residential and public open space zones

Revised overshadowing diagrams have been prepared which illustrate the impact of the non-complying portion of the proposal upon residential and public open space areas outside of the CBD (refer to **Appendix E**).

In relation to both the existing and the draft LEP, the impact is similar. A discussion of impact is included with the overshadowing report at **Appendix E**. In summary, the impact is not considered to reduce the amenity of any residential or public open space for the following reasons:

- The only additional shadowing of public open space occurs for 10 mins from 2:50pm in mid-winter (impact up until 3pm in mid-winter being the relevant parameter) and dissipates to zero 3 weeks either side of mid-winter. In addition to the short time frame, the effect of the shadow will be difficult to detect due to the heavily treed nature of the space.
- The only additional overshadowing of residential property is that on the wall of No.26B High Street and 49-51 High Street.
- In relation to No.26B High Street, the additional shadow falls on a predominantly blank wall and no windows will be shadowed. No impact on residential amenity will result on this property.
- In relation to No.49-51 High Street, the additional shadow falls on the western wall from 2:58pm - a affectation of 2mins prior to 3pm in mid-winter. This affectation will abate after a period of 3 weeks

before and after mid-winter. The maximum affectation would be up to first floor level. The affectation would be limited to the west facing walkway at the ground and first floor level for between 1 and 2 mins during mid-winter only. As no private open space areas or key windows are affected, the extent of this impact is not considered to result in any reduction of amenity of the occupants of this unit.

Scale, form and massing within the locality

The only portion of the building that exceeds the maximum under the draft LEP relates to the plant room at the upper level and a glass fin walls facing east and south. Relative to the remainder of the building which extends up to a height of RL 195 AHD (a tower of approximately 140m in height), the variation is minor and does not add significantly to the scale or mass of the building.

Under the existing LEP, everything above RL 155 AHD exceeds the height. The top 40m of the tower would significantly add to the scale, form and massing of the building, but a building of this scale is considered entirely appropriate in this central CBD location. The appropriateness of the height is reinforced by the changes (or release of the onerous overshadowing restrictions) to the height control under the draft LEP.

Provision of high grade commercial space and provision of public benefits

The proposal includes features to ensure a high grade commercial space. These include maximising floor plate, A-grade lifts, a service vehicle lift and turn table, 5 star Green Star sustainability rating, high quality building facilities and a high quality design and finishes.

In addition, the proposal has been designed to integrate well into the surrounding public domain and with it there will be the upgrade of one of the busiest public spaces in central North Sydney. Some of the significant public benefits that have been improved in the revised scheme include:

- Better level integration of the widened footpath and ensuring covered pedestrian access can be created along the length of Mount Street within the site boundary.
- Creation of a through-site link.
- Relationship with 88 Walker including the reduction in the width of the service dock entrance and ensuring all manoeuvring occurs on site.
- Further resolution of a comprehensive public domain plan.

These enhancements are further discussed below:

The Mount Street setback has been further resolved to ensure the levels better align with the existing Mount Street footpath. As illustrated in the attached plan by Occulus, a series of steps have been incorporated to minimise the need for retaining walls and balustrades. The area still allows for the location of outdoor seating to activate the street and will now allow pedestrians continuous passage undercover parallel to Mount Street and within the site property boundary – a genuine expansion to the width of Mount Street.

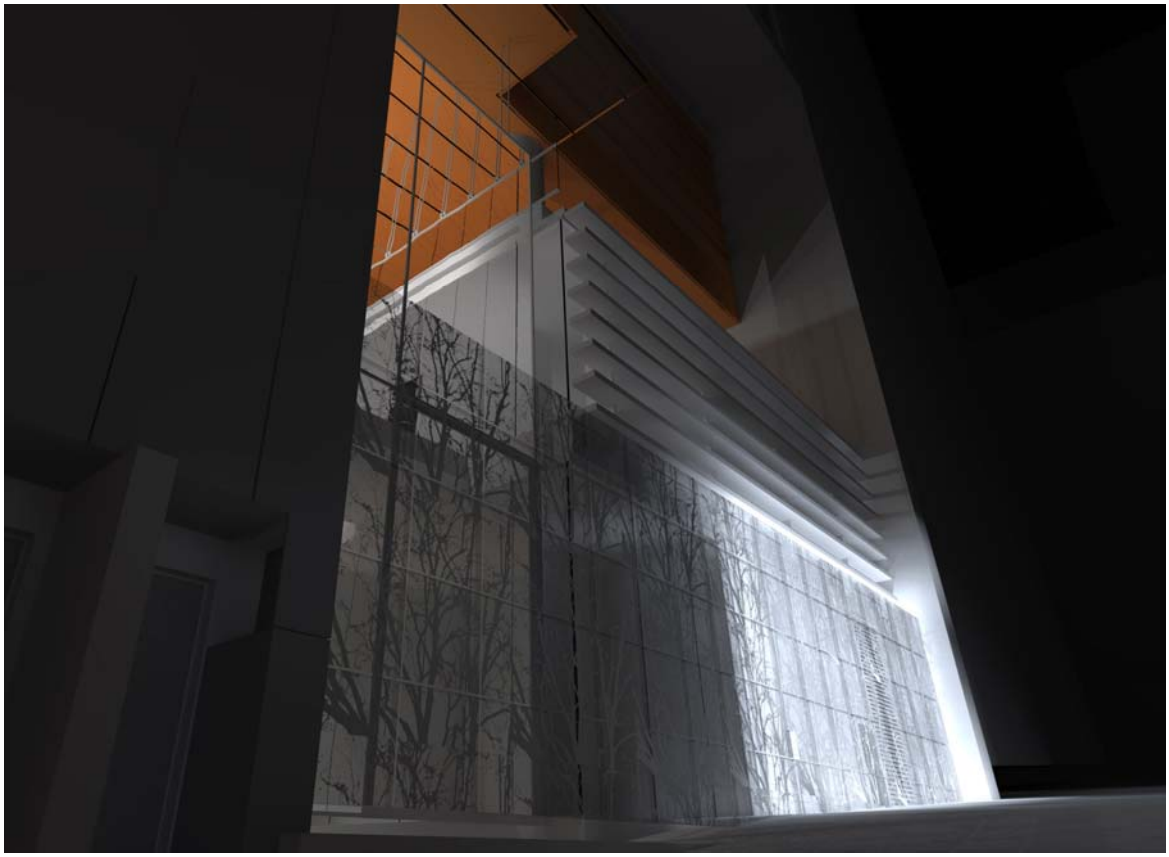
A through-site link has been incorporated. The size of the through-site link has been maximised to provide a safe and attractive passage for pedestrians. In addition, the link is lined with retail space to ensure activation.

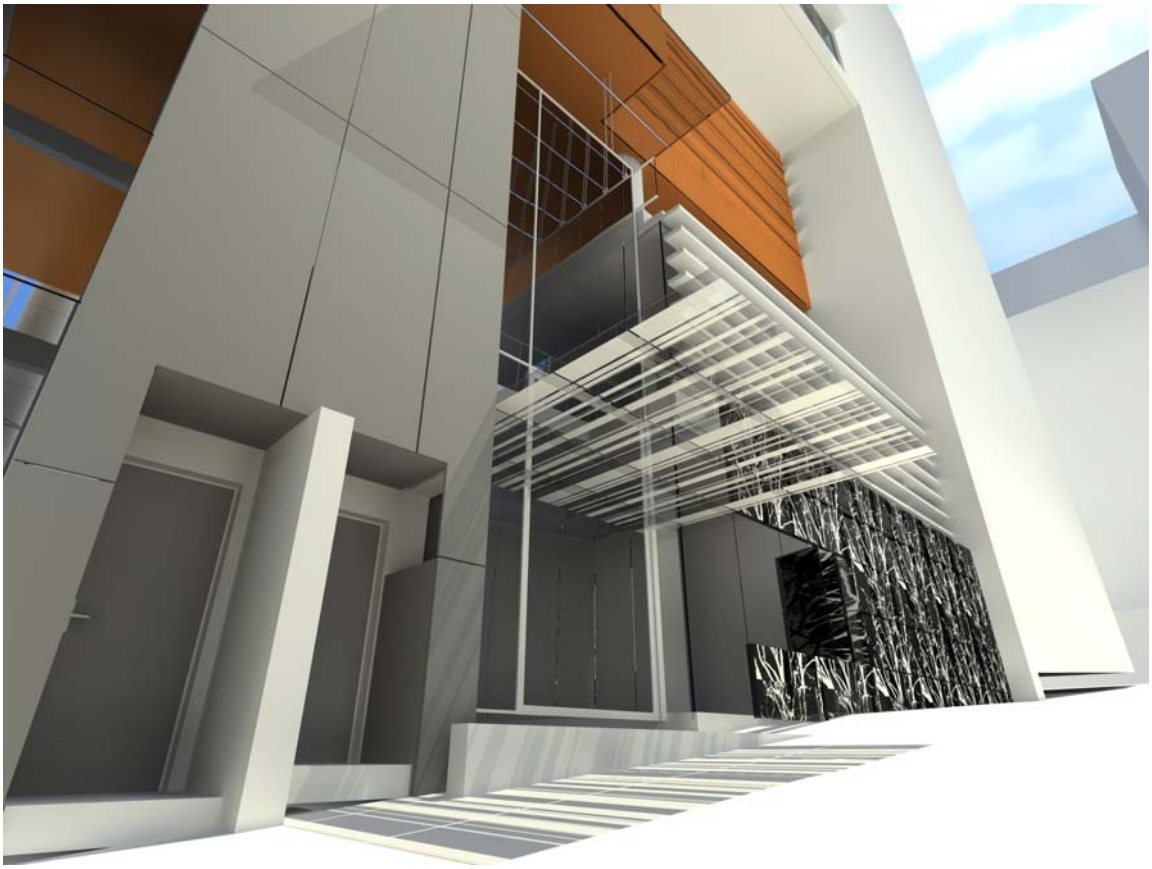
Extensive design options analyses were undertaken in an attempt to improve the relationship of the proposal with the adjoining No.88 Walker Street development and its associated public space to the north. Deletion of the service vehicle entry fronting the space was explored and is not considered possible due to issues of clearance, swept path at entry/exit, ramp gradients and impact upon the retail space fronting Mount Street. As a result, it was not possible to amalgamate the service entry with the car park entry. The best alternative involves the reduction of the service entry to single width. In

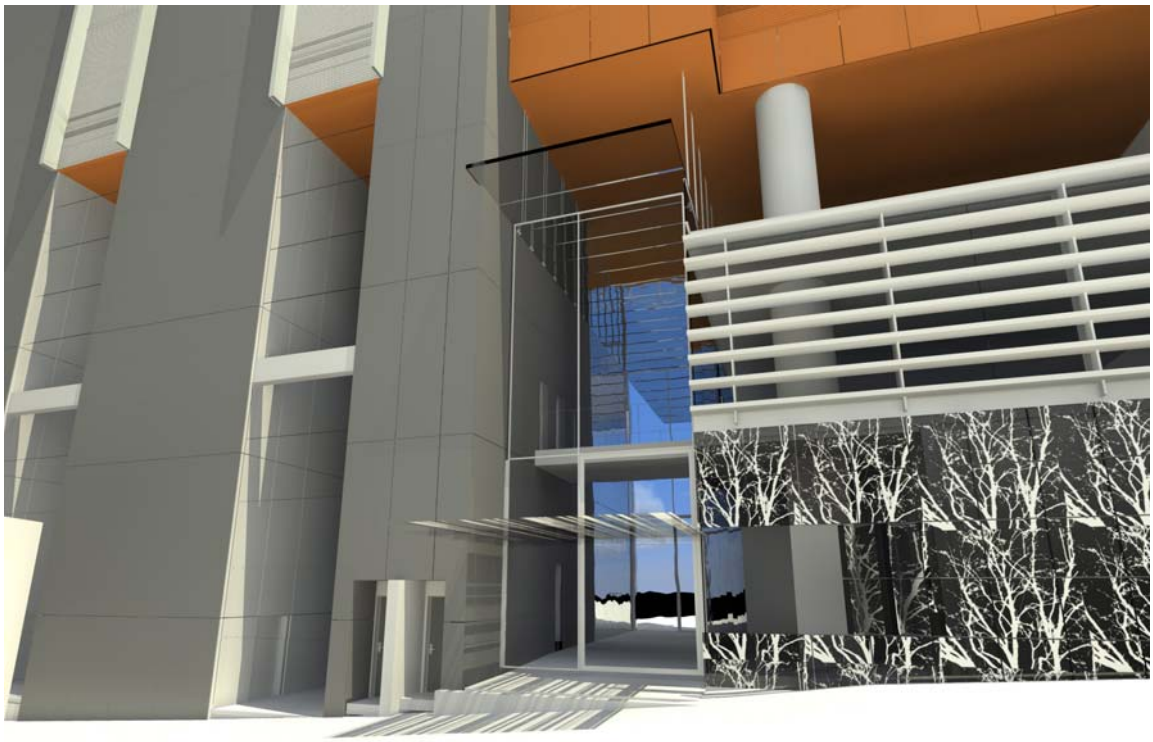
addition, incorporation of a turn table at basement level will allow forward entry and exit of trucks and eliminate any manoeuvring of trucks on Spring Street. This improvement comes at great expense but brings with it significant improvements within Spring Street. A storyboard of the design exercise is included in **Section 4.1.2** below

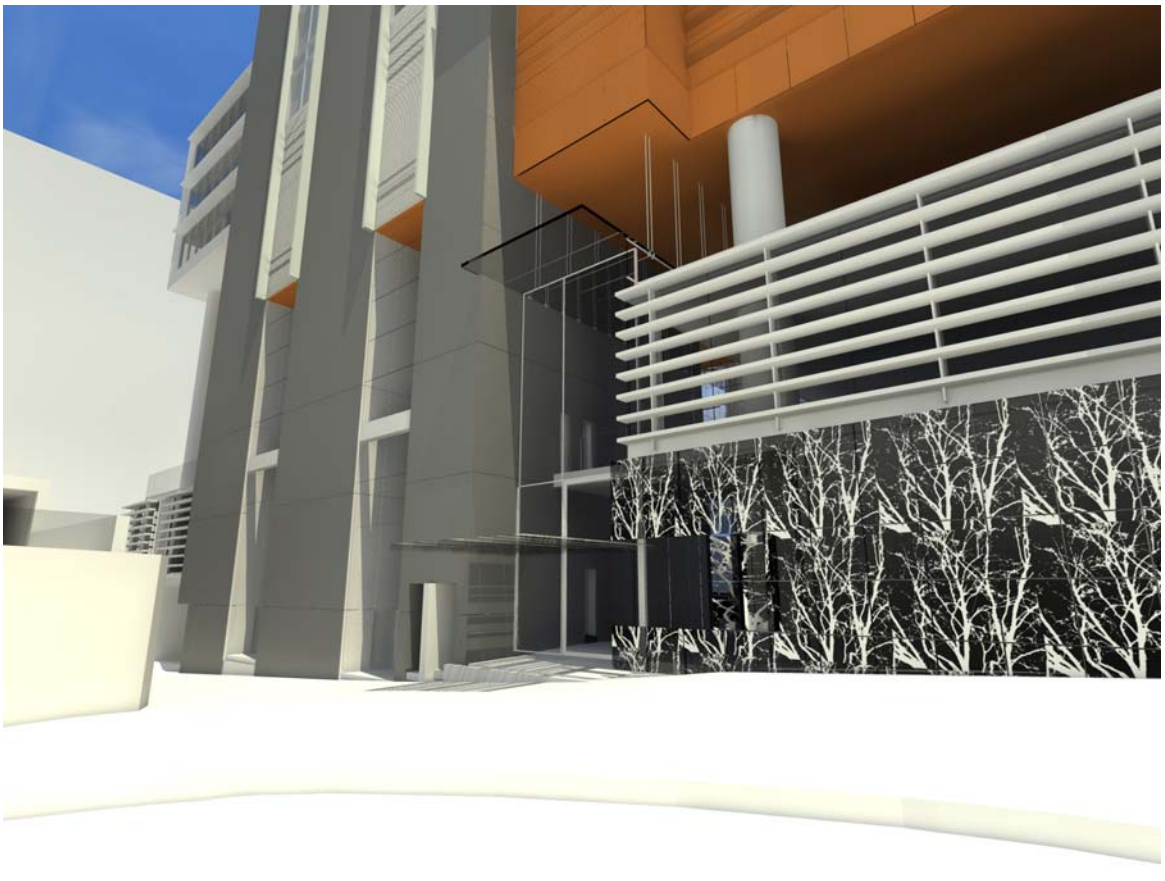
To demonstrate the way public domain works relate to the surrounding area, a comprehensive public domain plan has been prepared by Occulus, refer **Appendix C**. The plan incorporates the preferred elements of Council's Public Domain Plan including rearrangement of car parking, street tree planting, materials and finishes. The plan pays attention to the resolution of Spring Street where it is ensured that the road width adequately caters for vehicles at the same time as widening the footpath and creating a shared zone. In this regard, the preference is to widen the northern side of Spring Street to direct pedestrians away from the car park entry area, refer **Appendix C**.

Improvements to the Spring Street interface are illustrated in the images below.









Important view lines and vistas

As outlined in the Character Statement for the area, the important view lines and vistas are considered to include:

- View from the public spaces around the CBD.
- View from public spaces from within the CBD.

The views from existing private spaces, including those from within the CBD such as the dwellings in Beau Monde, are not considered to be the views that the criteria contemplates. Principally the height control is determined by reverse engineering overshadowing impact. It is not considered that view impact from private spaces was to be the determinate of building height.

The following observations can be drawn from an assessment of important view lines and vistas:

- The overall height of the building fits comfortably within the dome of heights in the CBD from the most prominent vantage points to the east and south of the CBD.
- The variation under the draft LEP (4.7m) does not have any significant impact upon views from any public spaces from within the CBD. The additional 4.7m to a large tower has no bearing upon the impact of that building at street level from any angle.
- The variation under the existing LEP in the order of 40m plus is clearly detectable, however, the extension to a RL 155m tower would not have any adverse detrimental impact upon any public space. From ground level, where the lower portion of any development is more readily apparent to the pedestrian, the height of the tower is of a lesser consequence.

Enhances streetscape

Particular attention has been paid the lower levels of the building and way they relate to the streetscape built form context and the pedestrian experience. As outlined in the Architectural Design Statement at **Appendix D**, the proposal is considered to significantly enhance the streetscape.

Relative to the effect of the podium and the lowers levels on streetscape, the height of the tower has minor effect on the streetscape. Whether it's a tower around the RL 155 AHD mark or around the RL 200 AHD mark, this upper portion of a tower would be significantly removed from the point of view of pedestrians close to the tower. Where the upper portion of a tower is visible in the street from a distance within the North Sydney Centre, a tower form of significant scale fits comfortably within the context of a number of other towers.

3.3.3 Summary

Amendments have been made to better address matters such as overshadowing, bulk and scale, amenity impact and public benefits. It is considered that the proposal is of exceptionally high quality in its interface with the public domain and without unreasonable impact upon the amenity of the surrounding locality and therefore the height variation under both the existing LEP and the draft LEP is considered reasonable in the circumstances.

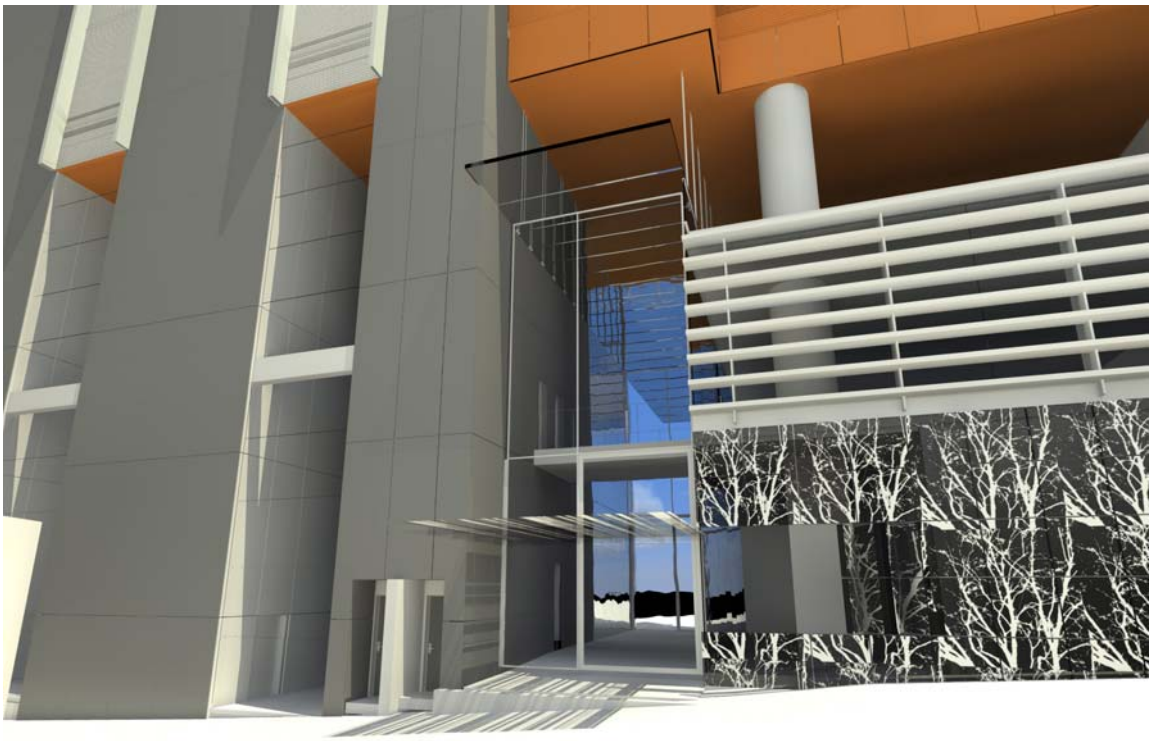
4 Design Elements

4.1 Public Domain

4.1.1 Through-site pedestrian link

A through-site pedestrian link has been incorporated into the proposal. The size of the link has been maximised in terms of width and height. This has been enabled through the reduction in the width of the service dock entry and inclusion of a turn table at basement level. The link is also activated by retail space along the western side.

Further description of the through site link is included in the Architectural Design Statement at **Appendix D**.



4.1.2 Location of loading dock and service areas on Spring Street

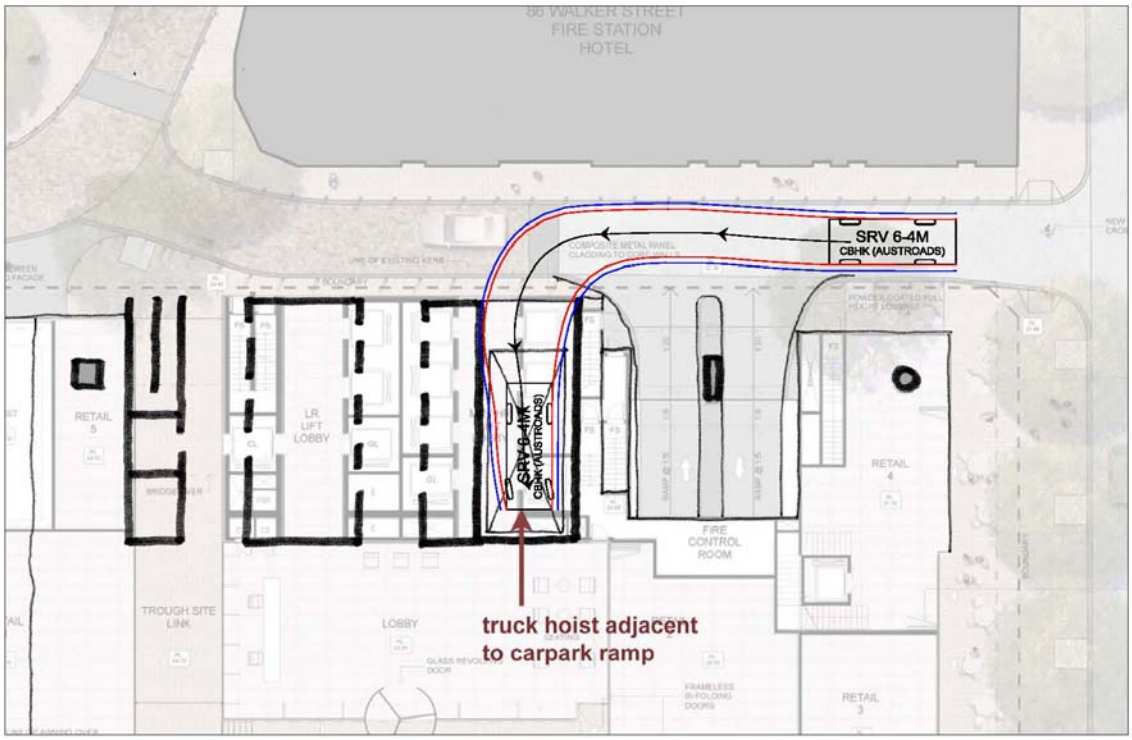
A comprehensive design option analysis was undertaken in relation to the service loading dock. The option of consolidating the dock with the car park entry was explored further and found not possible due to:

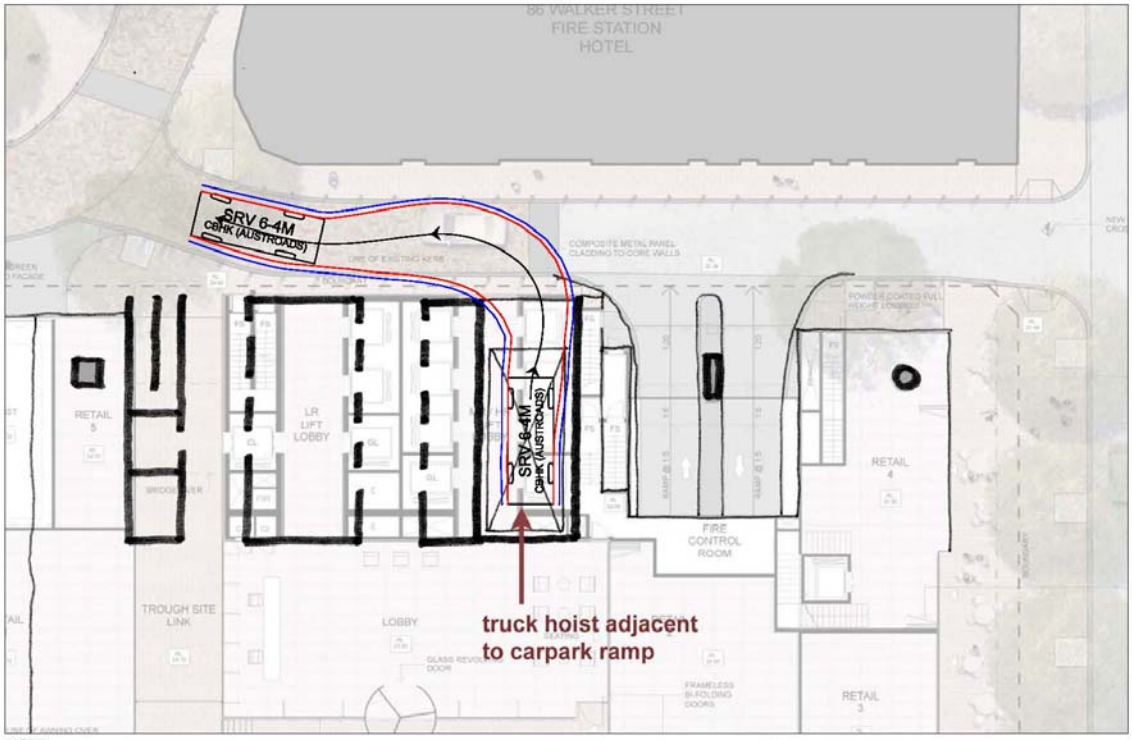
- clearance height impact upon ground level retail space fronting Mount Street.
- inability to make ramp grades work on a site of restricted width.
- Inability to provide access for medium rigid vehicles to service the building.
- Proximity of a combined entry to Walker Street.

Refer to the series of **swept path diagrams below** demonstrating the above.

Alternatively, it was found that the service entrance could be rationalised down to a single width if a truck lift could be installed and an associated turn table at basement level.

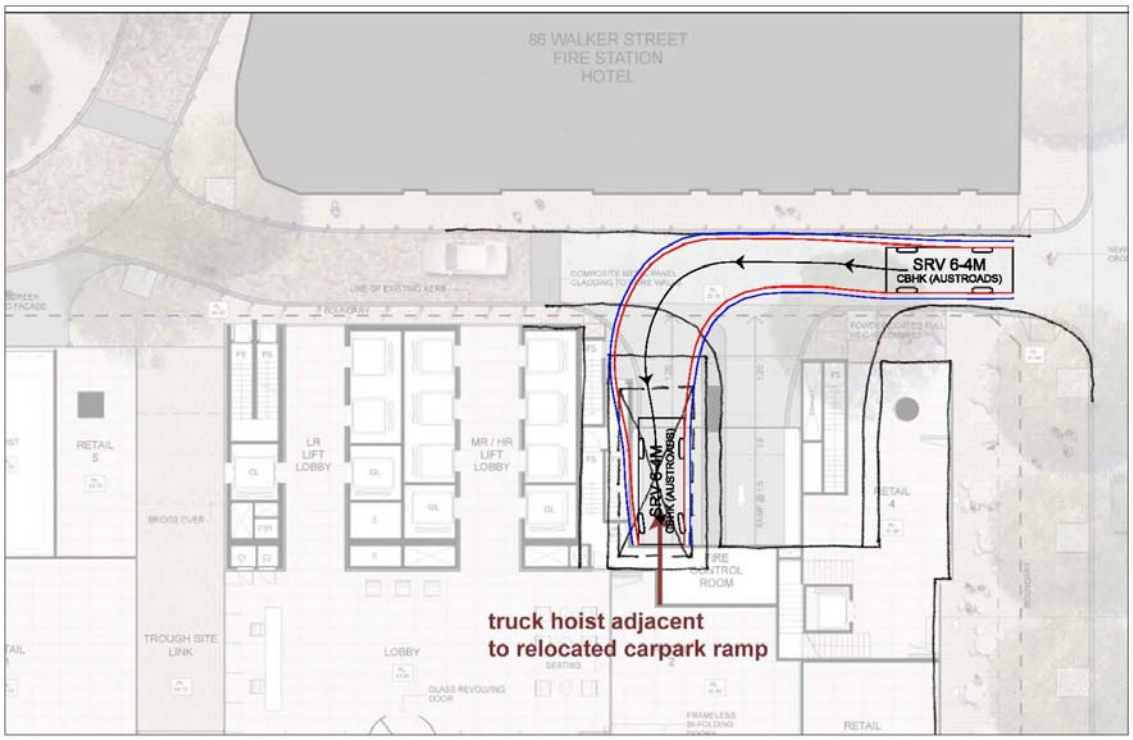
This option enables improvement of the presentation of the façade facing north and ensures manoeuvring can occur on site, thus reducing potential traffic conflict on Spring Street.

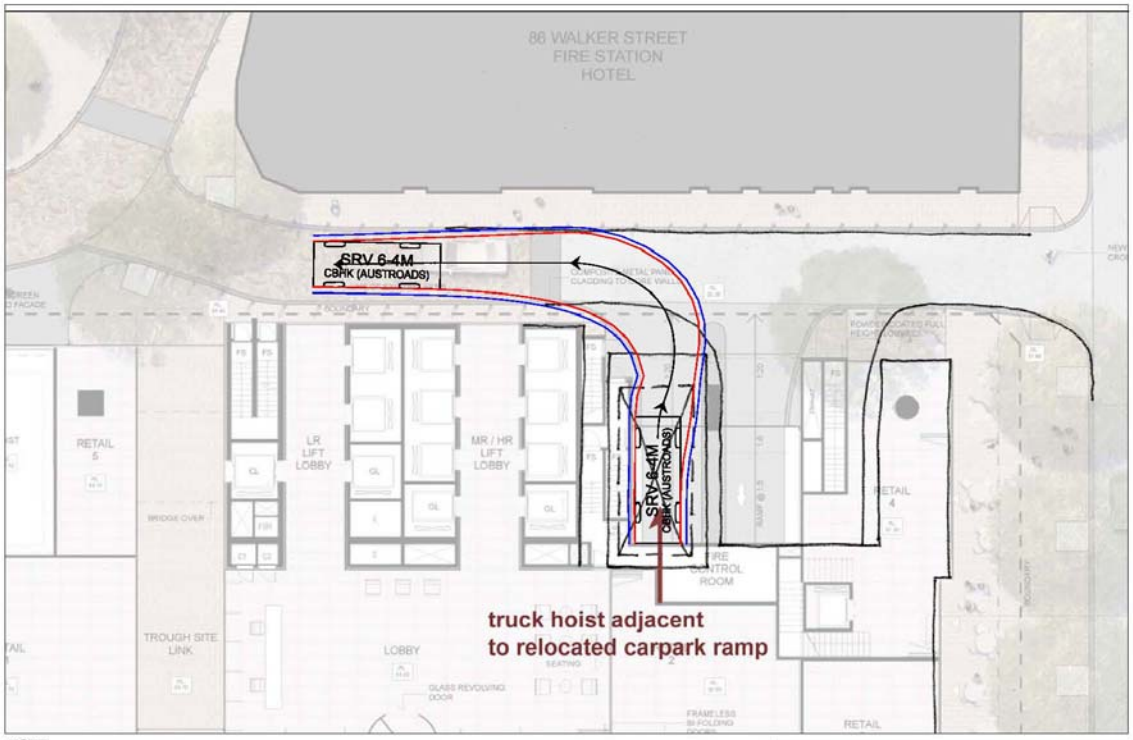




NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

6.4m SMALL RIGID VEHICLE SWEPT PATHS - OPTION 1 **1**





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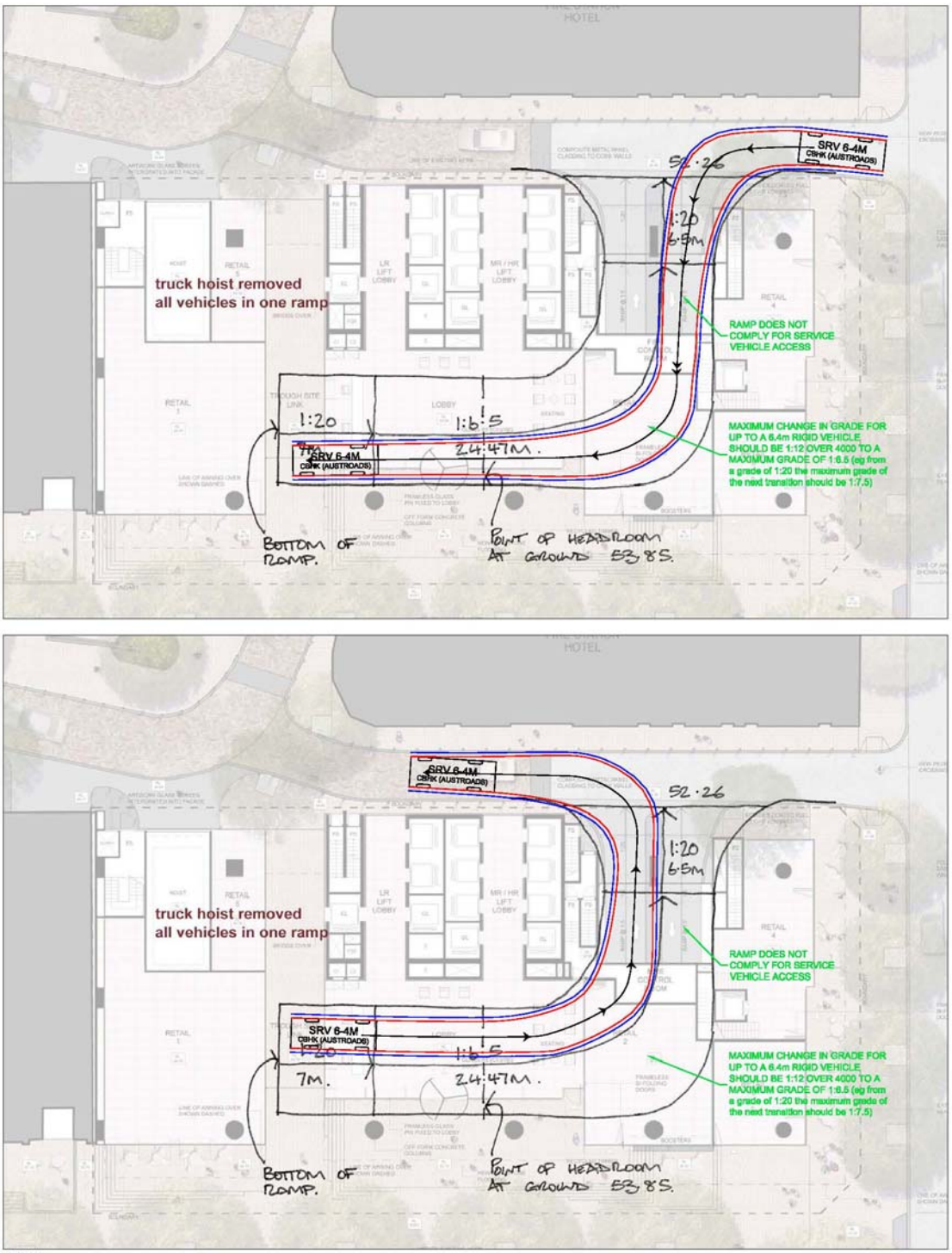
6.4m SMALL RIGID VEHICLE SWEPT PATHS - OPTION 2 **2**



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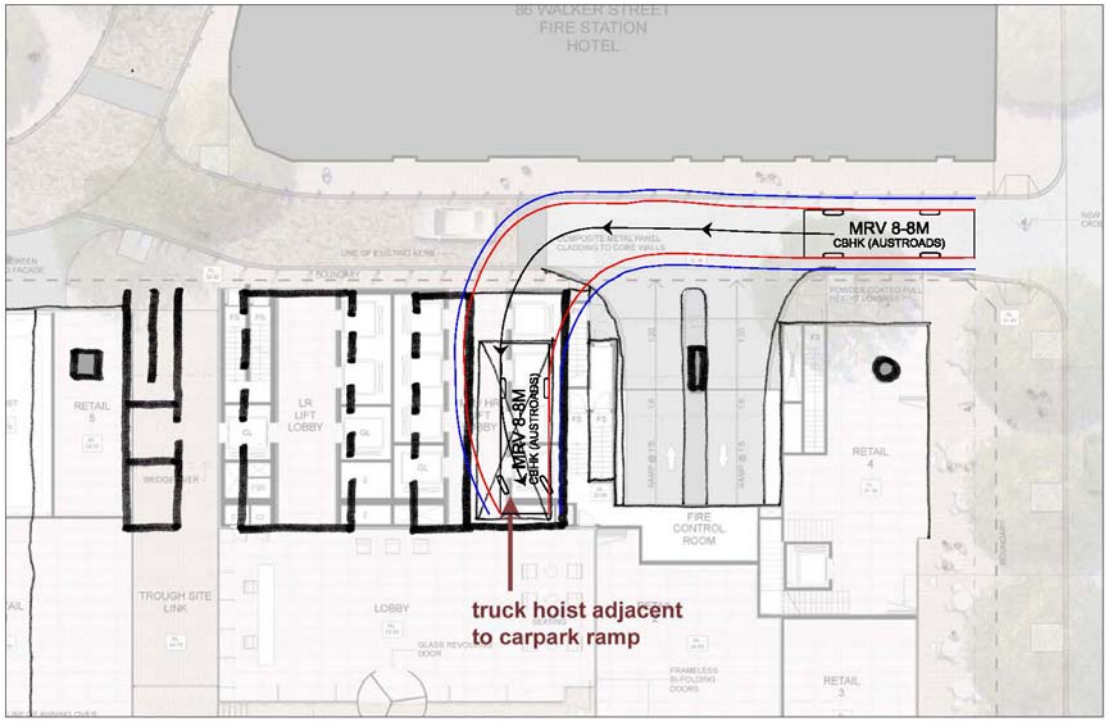
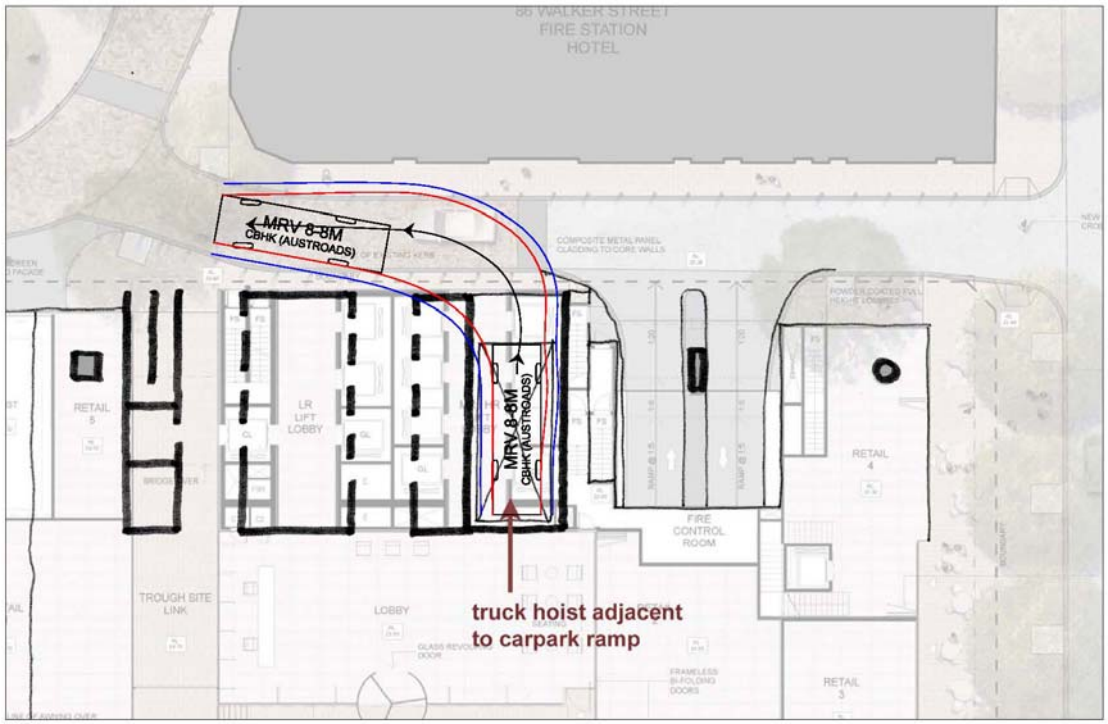
6.4m SMALL RIGID VEHICLE SWEPT PATHS - OPTION 3 **3**





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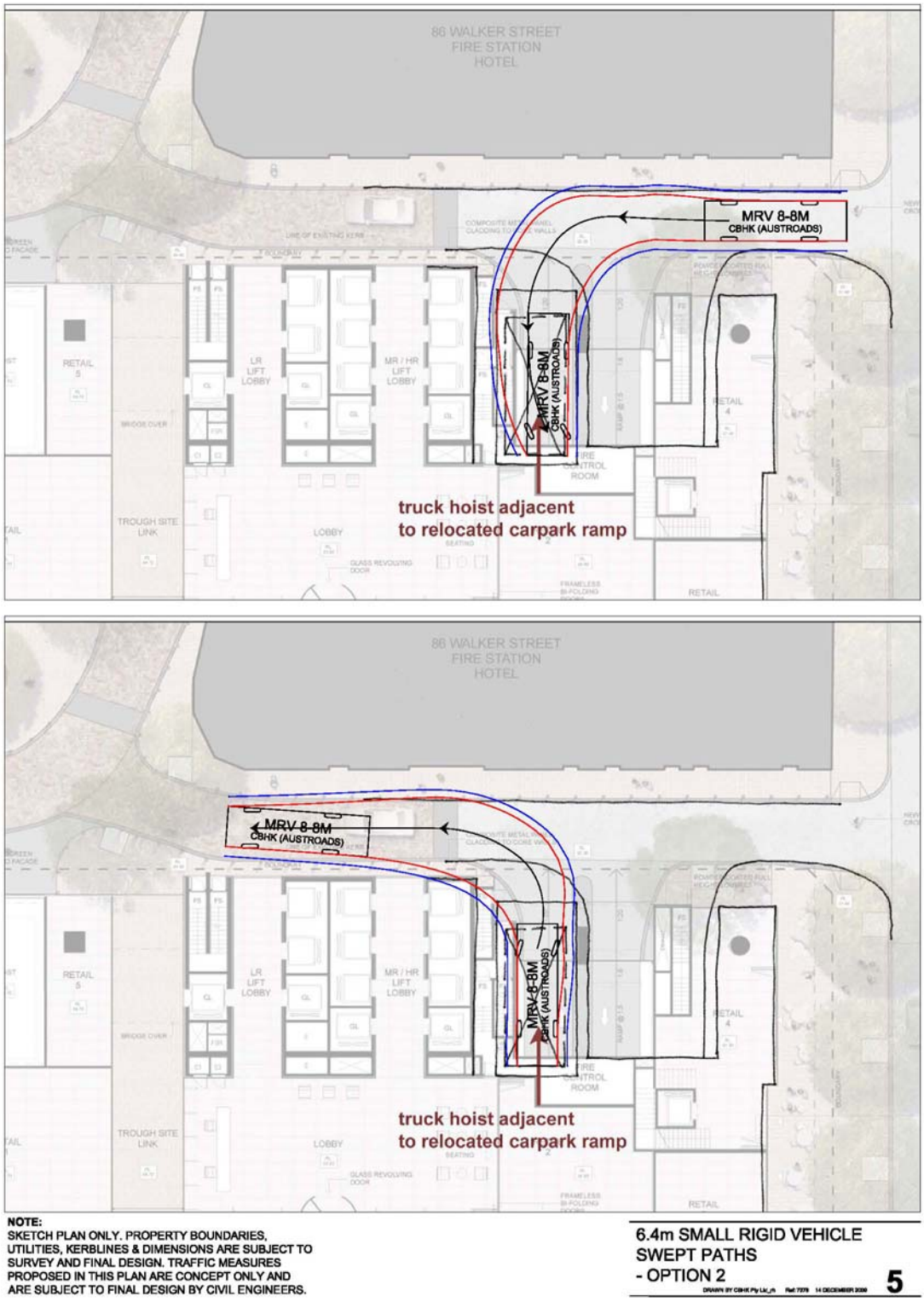
8.8m MEDIUM RIGID VEHICLE SWEPT PATHS
- OPTION 1

4



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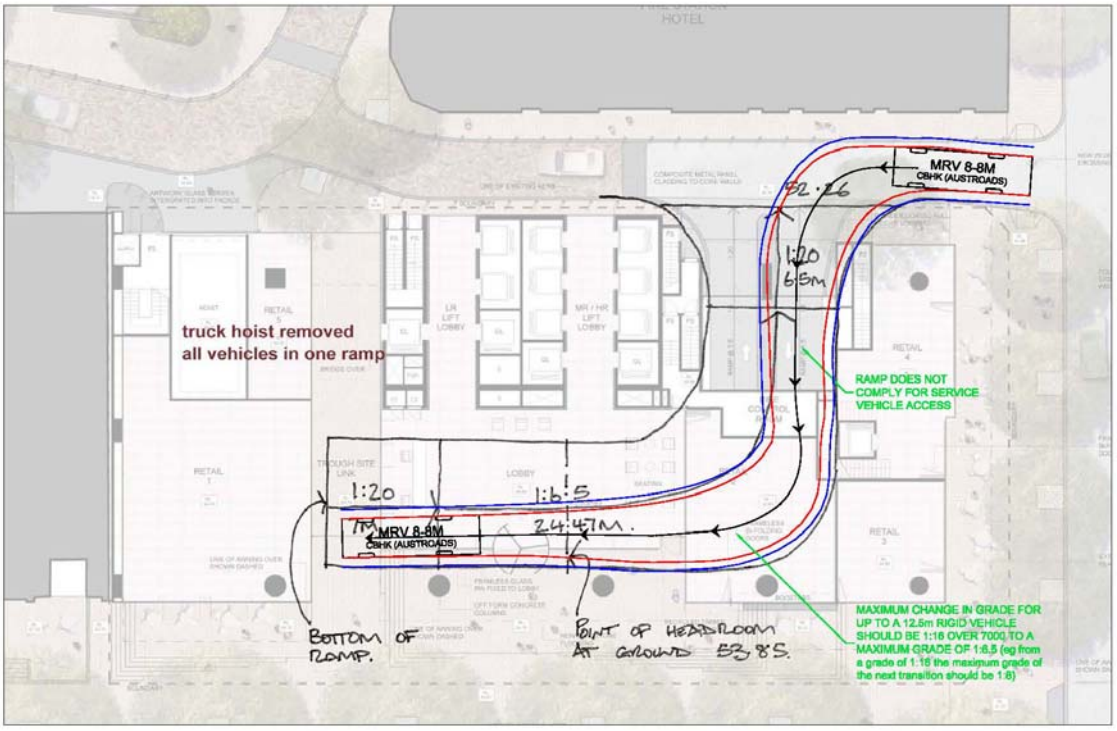
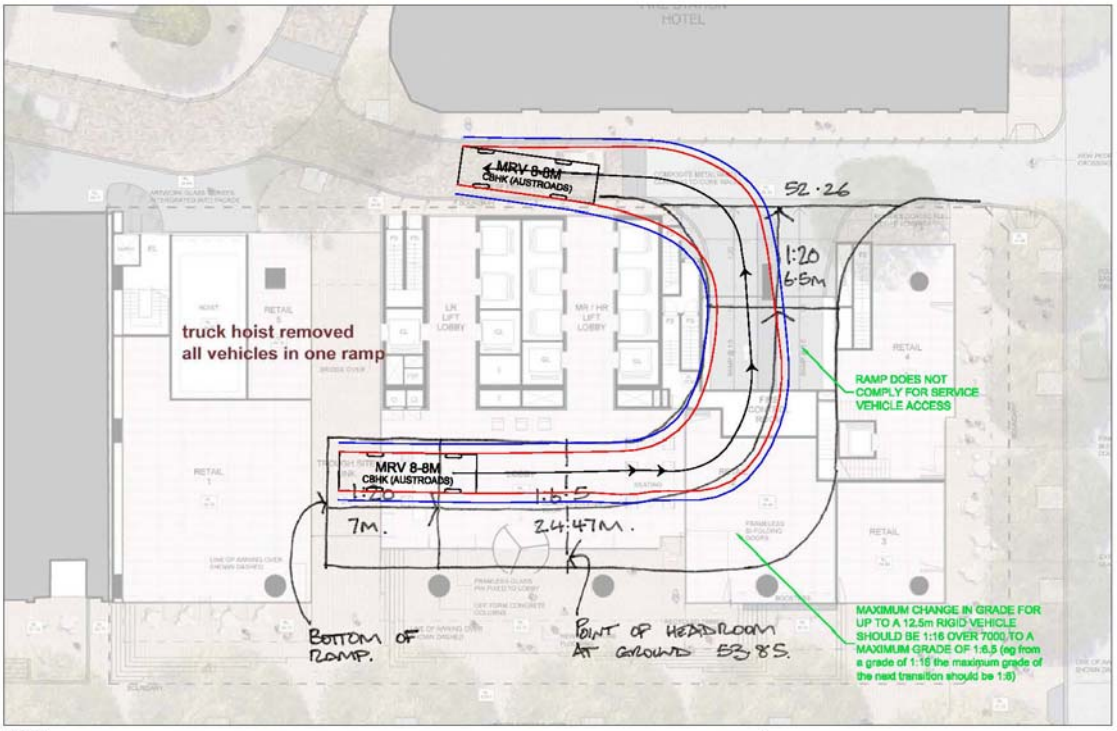
6.4m SMALL RIGID VEHICLE SWEPT PATHS - OPTION 2 **5**





NOTE:
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6.4m SMALL RIGID VEHICLE SWEPT PATHS - OPTION 3

DRAWN BY C8HK Pty Ltd_rh Ref: 7379 14 DECEMBER 2009

6

4.2 Built Form

4.2.1 Mount Street setback levels

The finished ground level within the Mount Street setback has been amended and all obstacles like retaining walls and services have been removed. Pedestrians can now walk uninterrupted under cover within the site parallel to Mount Street. The changes also make way for the removal of the existing retaining wall on the adjoining site at 80 Mount Street and allow for the widening of public space for the length of the entire block.

The changes have been tabled to Council's Design Excellence Panel and the improvement to this aspect of the scheme was noted as 'a positive change'.

The improvements to the Mount Street setback are illustrated in the plans by Occulus at **Appendix C** and the photomontage below.

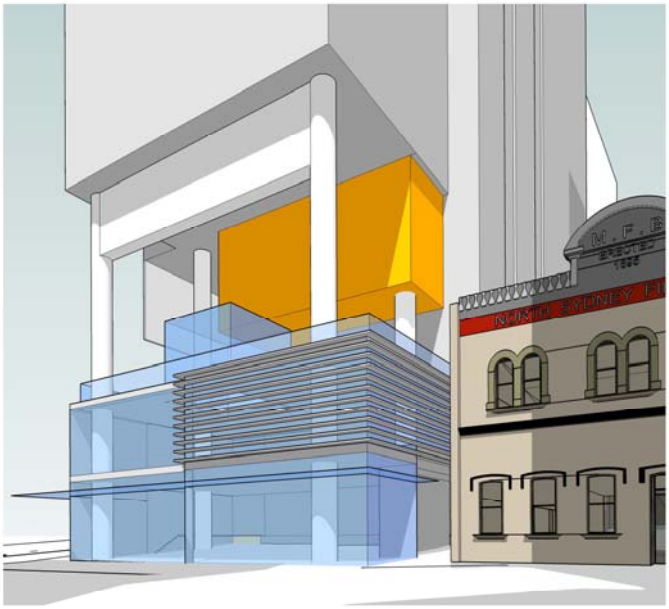
Photomontage - Corner of Mount and Walker Streets, Close Up

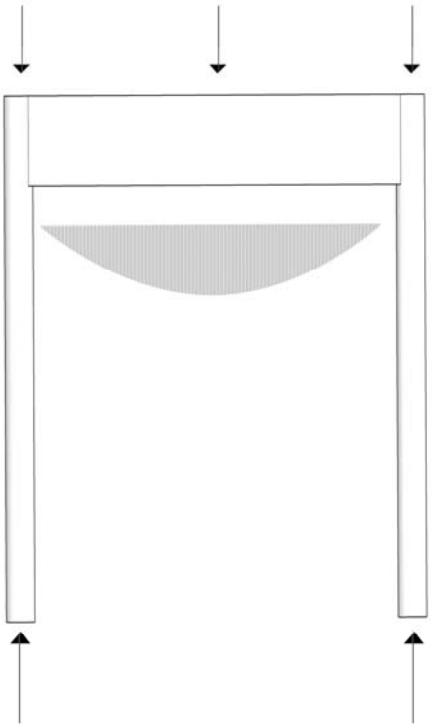
Walker Street podium setback

The proposed design resolution between levels 8 and 12 was revisited. As outlined in the attached architectural design statement at **Appendix D**, the 'reverse podium' design has been chosen to project a strong architectural message and create a building with identity befitting its central CBD location.

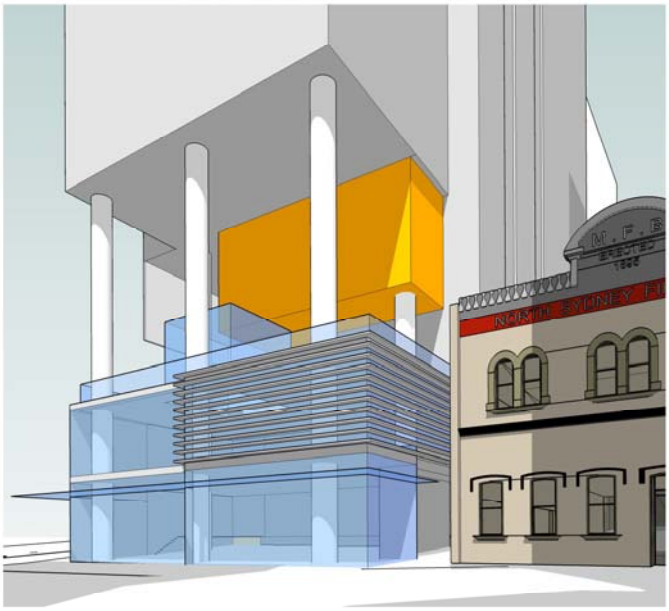
The form and resolution of the exposed structural frame was also revisited and found to be a superior option, refer to design analysis below. The materials and finishes of the structure are further discussed in the attached architectural design statement.

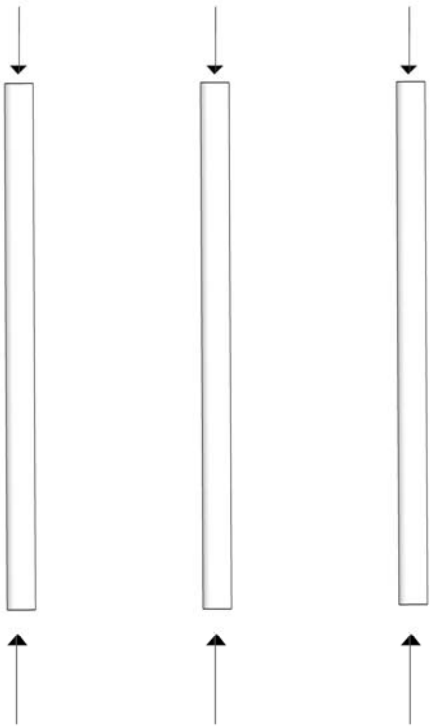
Photomontage - Corner of Walker and Spring Street



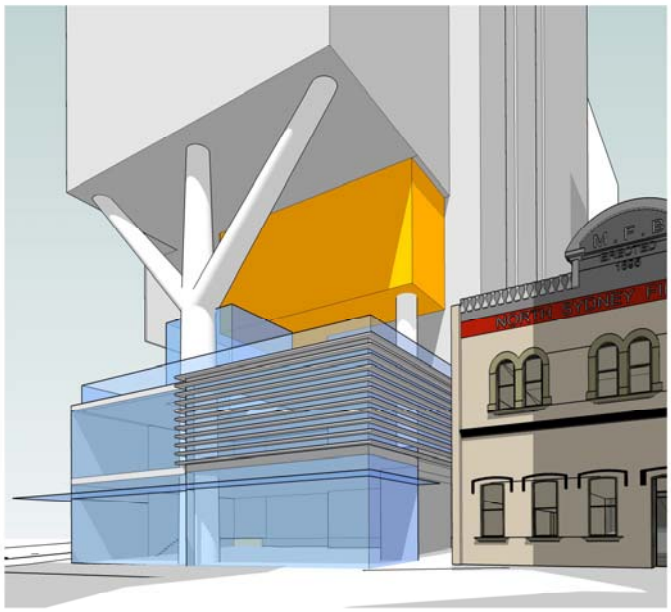


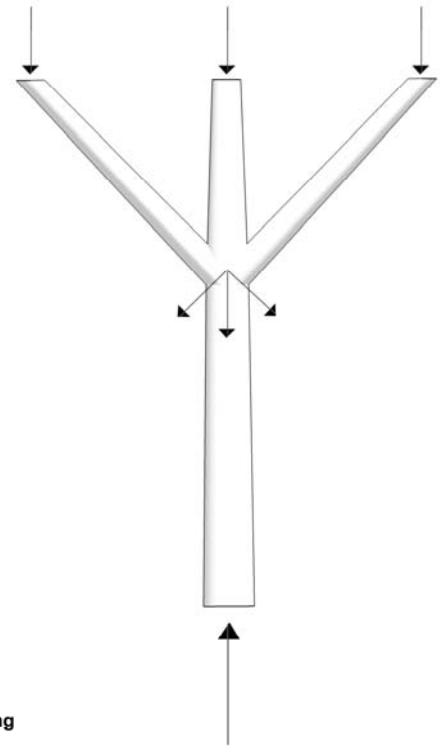
Option 1 Transfer beam solution.
Analysis:
Solid concrete beam at least 7-8m deep
Plain and lacking appeal, does not draw the eye up
Reduces the visual appeal of removing the column
Cuts down on the amount of light in the space below



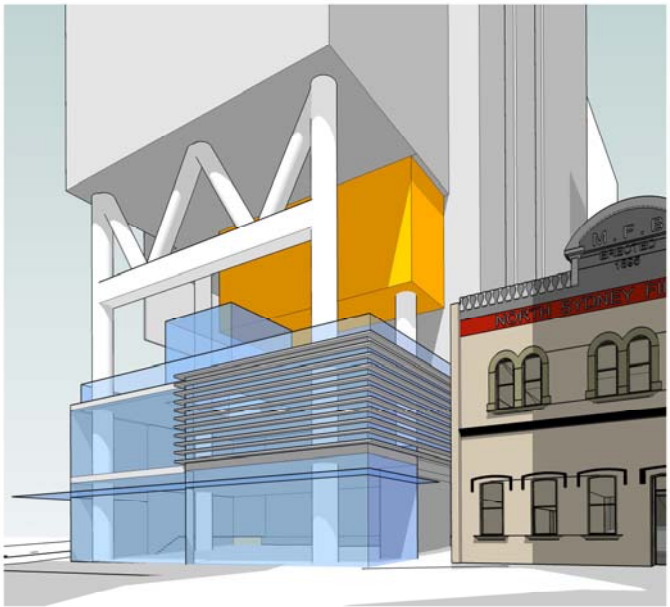


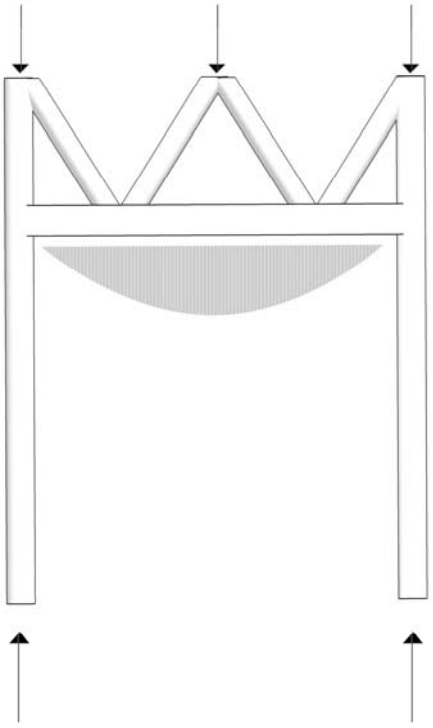
Option 2 Continue columns
Analysis:
Plain and uninspiring
Does not allow for the division of the podium building into two elements.



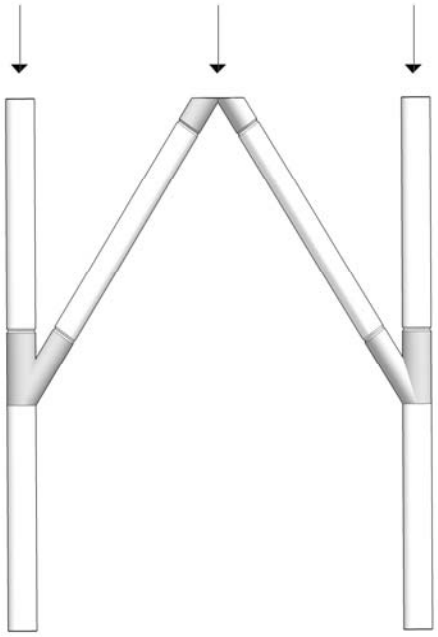


Option 3 Collector column
Analysis:
Structurally complex and not very elegent due to scale of building over and the resulting size of columns.
Does not allow the division of the podium building into 2 elements.
Does draw the eye up to the tower.





Option 4 Expressed Truss
Analysis:
Depth of bottom cord means this solution is less dynamic this option also impacts more on the roof garden and as it is heavier than the preferred option reduces the visual impact of removing the column



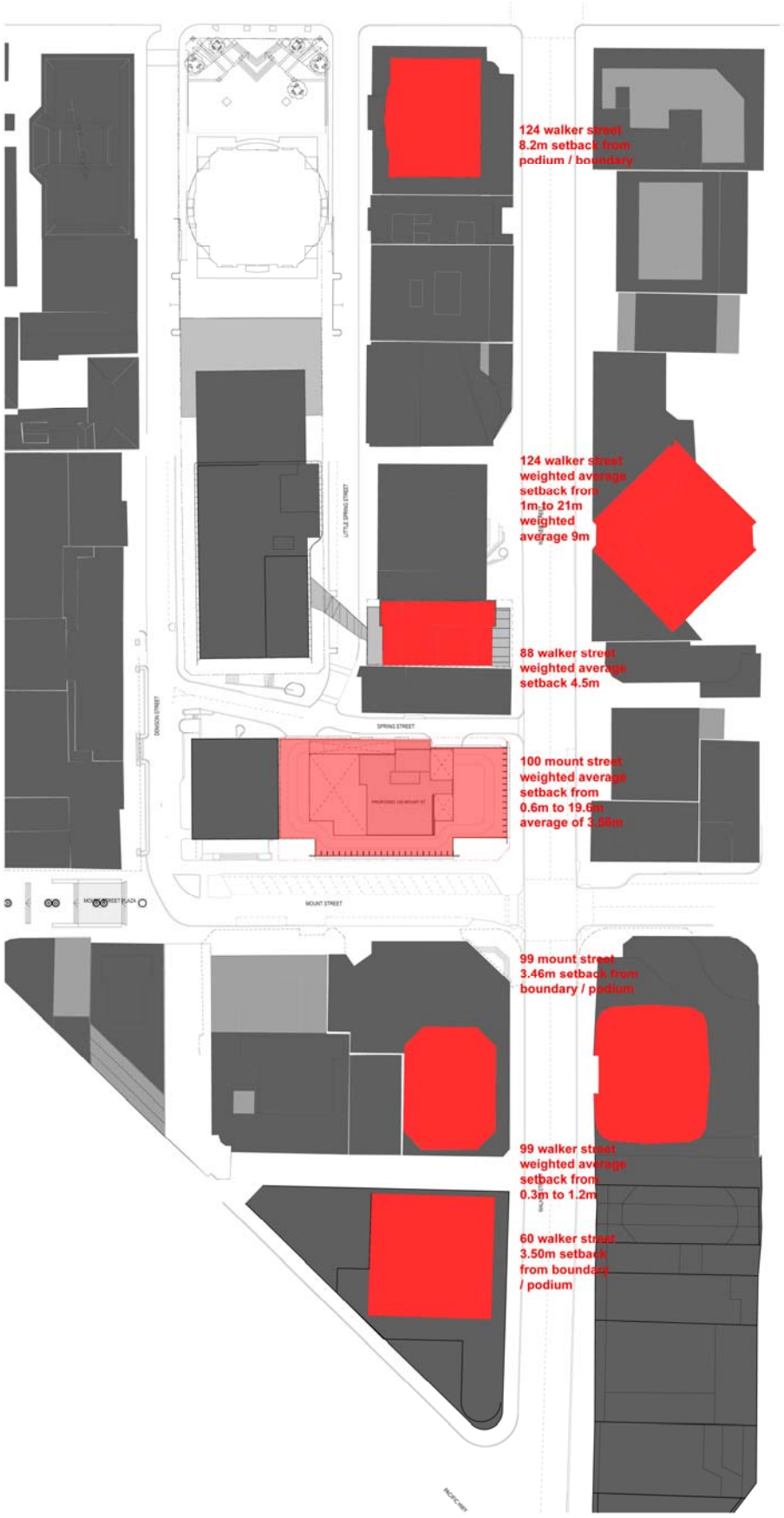
Option 5 W columns
Analysis:
Spreads the structural load efficently to the two outer columns
draws the eye up
Allows the podium to divide into two elements
Maximises open space and thus light penetration.

4.2.2 Walker Street elevation

The purpose of proposed projection forward at the upper levels is:

- To achieve a desired minimum floor plate of greater than 1,200m^2. A large floor plate is considered necessary to ensure the building is attractive to premium commercial tenants.
- To assist in the architectural language of the building. As outlined in the attached architectural design statement, the projection forward at the upper levels is an integral part of the design intent. The intent being to present a bold and unconventional statement that befits its central CBD location and challenges the observer.

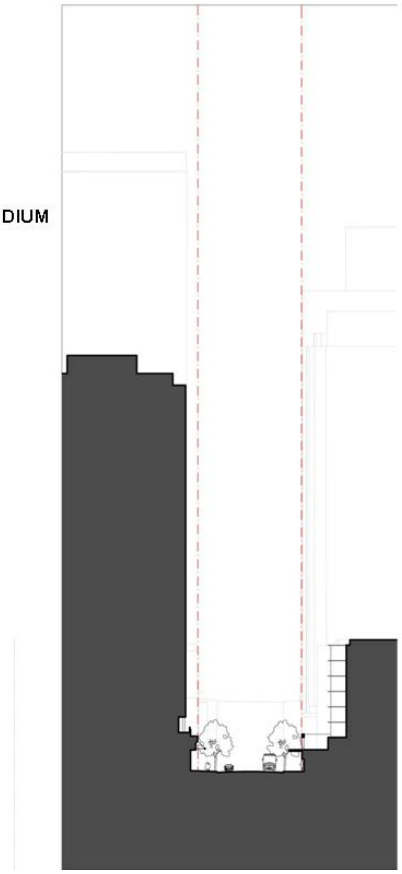
In terms of impact of the upper level projection, when considered in context with the entire Walker Street façade, which includes a variety of setbacks, the projection is considered balanced. It is noted that the streetscape along Walker Street includes a variety of tower setbacks which range between nil to 5m. With setbacks ranging from 19.6m at the lower levels and 2.1m at upper levels, the Walker Street presentation ensures that the bulk of the building is removed from the street level experience.


124 walker street
8.2m setback from
podium / boundary
124 walker street
weighted average
setback from
1m to 21m
weighted
average 9m
88 walker street
weighted average
setback 4.5m
100 mount street
weighted average
setback from
0.6m to 19.6m
average of 3.58m
99 mount street
3.46m setback from
boundary / podium
99 walker street
weighted average
setback from
0.3m to 1.2m
60 walker street
3.50m setback
from boundary
/ podium
SPRING STREET
MOUNT STREET

100 MOUNT STREET

WALKER STREET SECTIONS 1 OF 6

WEIGHTED AVERAGE SETBACK ABOVE PODIUM ON THE WEST SIDE OF THE STREET 3.5M

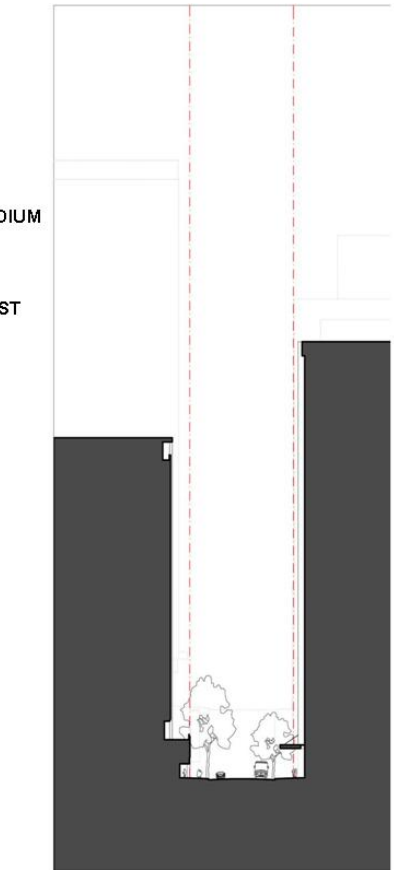


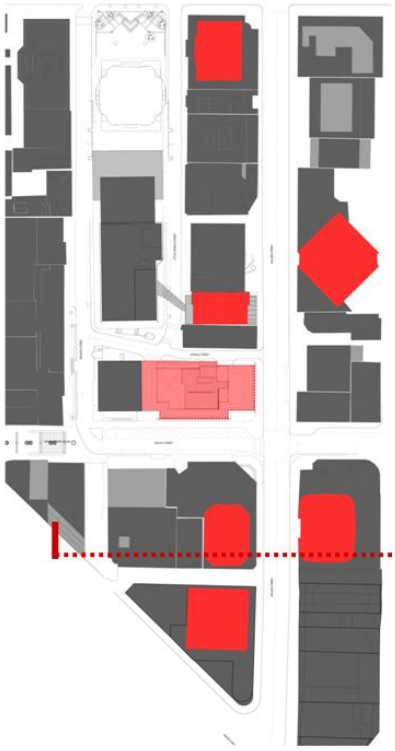
100 MOUNT STREET

WALKER STREET SECTIONS 2 OF 6

WEIGHTED AVERAGE SETBACK ABOVE PODIUM ON THE WEST SIDE OF THE STREET 3.46M

WEIGHTED AVERAGE SETBACK ON THE EAST SIDE OF THE STREET 0.3 – 1.2M





100 MOUNT STREET

WALKER STREET SECTIONS 3 OF 6

WEIGHTED AVERAGE SETBACK ABOVE PODIUM ON THE WEST SIDE OF THE STREET 0.6M TO 19.6M AVERAGE OF 3.58M

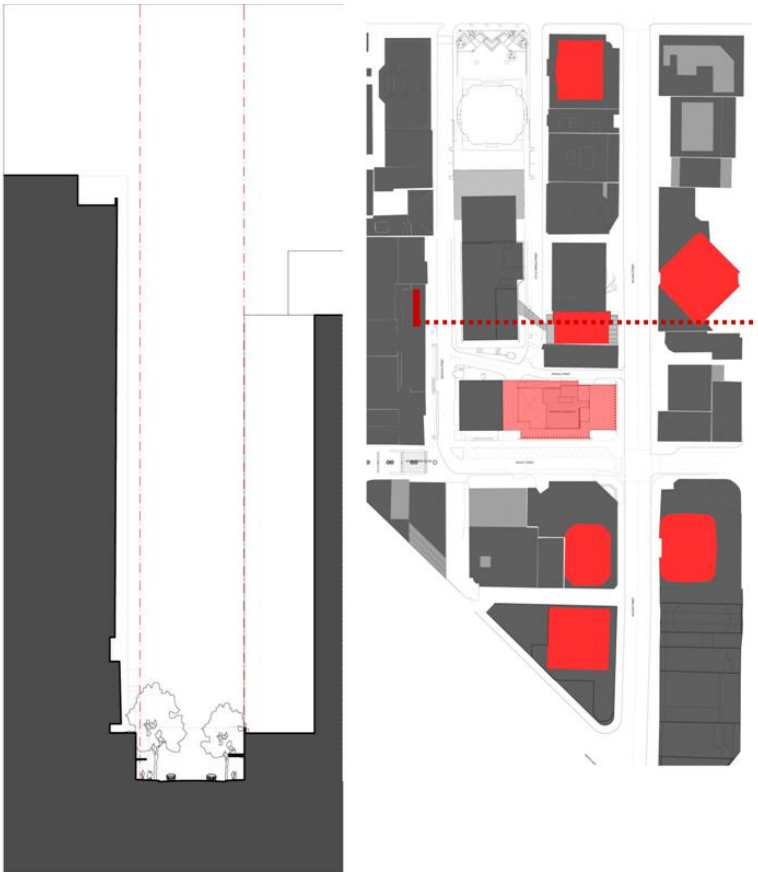
WEIGHTED AVERAGE SETBACK ON THE EAST SIDE OF THE STREET 0M

100 MOUNT STREET

WALKER STREET SECTIONS 4 OF 6

WEIGHTED AVERAGE SETBACK ABOVE PODIUM ON THE WEST SIDE OF THE STREET 4.5M

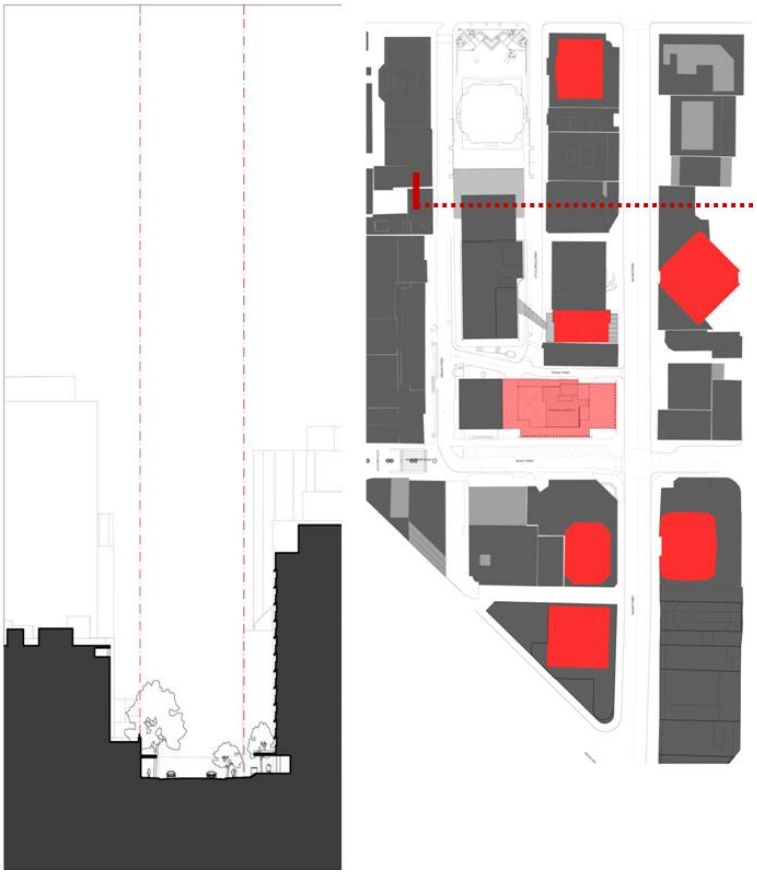
WEIGHTED AVERAGE SETBACK ON THE EAST SIDE OF THE STREET 1 – 21M AVERAGE 9M



100 MOUNT STREET

WALKER STREET SECTIONS 5 OF 6

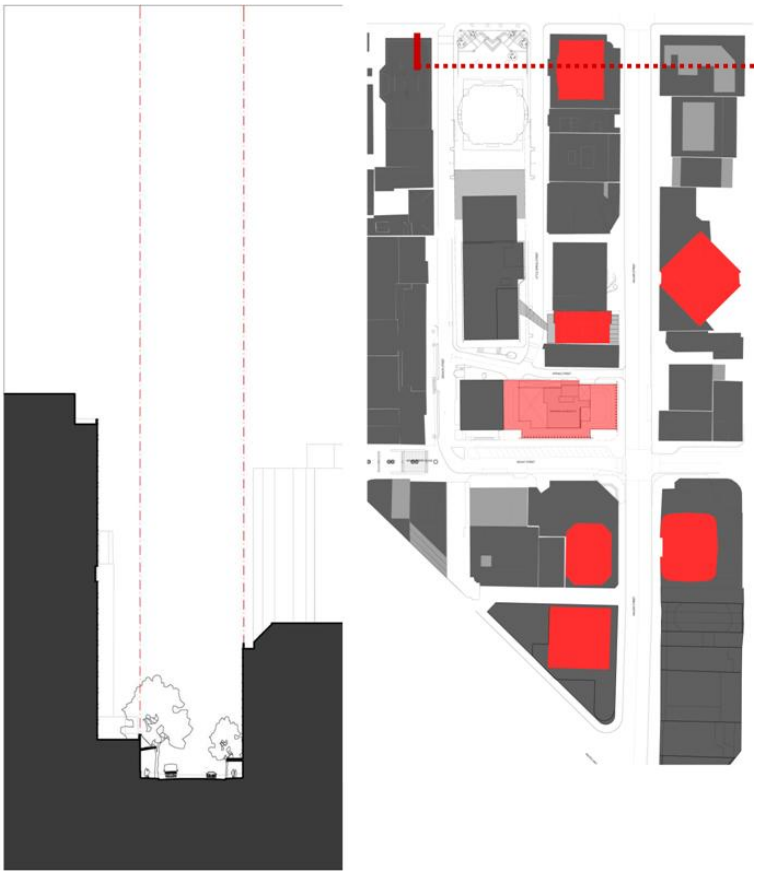
WEIGHTED AVERAGE SETBACK ABOVE PODIUM ON THE WEST SIDE OF THE STREET 5M



100 MOUNT STREET

WALKER STREET SECTIONS 6 OF 6

WEIGHTED AVERAGE SETBACK ABOVE PODIUM ON THE WEST SIDE OF THE STREET 8.2M



5 Wind Impacts

Windtech Consultants have undertaken wind report assessment of the cumulative impact of the proposal and the adjoining proposal at 88 Walker Street, refer to **Appendix G**. The peer review draws the following conclusion:

"The results of this wind tunnel study indicate that most of the outdoor areas of the various developments, including all ground level areas, will require ameliorative treatments to be implemented to result in acceptable wind conditions. Many forms of treatments have been investigated in this study to treat the adverse winds affecting the outdoor areas of the proposed development sites. A set of treatments have been recommended in this report to ameliorate these effects, and are summarised as follows:

- *A strategic layout of densely foliating trees for the ground level areas within and around the two development sites.*
- *The addition of an awning above the street level along Walker Street for the 88 Walker & 77-81 Berry Street development.*
- *The addition of an awning above the street level along the eastern and southern aspects of the 100 Mount Street development.*
- *The addition of wind deflectors/awnings above the street level on the northern and southern aspects of the street linking Denison Street with Little Spring Street (which cuts through the podium of the 88 Walker & 77-81 Berry Street development).*
- *Additional awning along the western aspect of the 88 Walker & 77-81 Berry Street development or the use of evergreen trees along Denison Street.*
- *Strategic placement of portable 1.2m high impermeable screens within and around the Ground Level of the 100 Mount Street development site.*
- *Maintaining existing 1.5m high shrub at the corner of Denison and Mount Streets and the existing 1.2m high Garden Wall at the corner of Denison and Spring Streets.*
- *1.2m high impermeable balustrades along the perimeter of the two terrace areas on the Restaurant Level of the 88 Walker & 77-81 Berry Street development, and a strategic layout of densely foliating shrubs.*
- *1.5m high impermeable balustrades along the perimeter of the Level 8 Roof Garden terrace areas of the 100 Mount Street development.*
- *1.5m high impermeable balustrade along the perimeter of the Level 20 Sky Garden terrace area of the 100 Mount Street development, setback from the edge. A densely foliating tree is also recommended for this area.*

Note that for vegetation to be effective in mitigating adverse winds, particularly westerly winds which tend to occur predominantly during the winter months for the Sydney region, the trees along Denison Street and Spring Street should be of a densely foliating evergreen species as indicated in the report. With the recommended treatments listed above included into the final design of the various developments, the wind conditions within and around the proposed development sites will be acceptable for their intended uses. The trees along Mount and Walker Streets are required to have a canopy which overlaps the recommended awning to be effective.

The effect of the proposed developments on the wind conditions in the outdoor areas pertaining to the existing neighbouring buildings were also tested in this study. This included four existing outdoor eatery areas around the 100 Mount Street development, the outdoor area within the Tower Square and Fire House Hotel buildings, and the balcony and podium areas within the Beau Monde residential tower on Berry Street. With the addition of the proposed developments it was found that wind conditions to these surrounding areas will generally be similar to or better than the existing."

The above recommendations will be incorporated into the design. A statement of commitment is recommended in this regard.

6 Traffic Assessment

The attached traffic assessment addresses the four matters that require additional attention. Each of these are addressed below. Refer to **Appendix I** for the full assessment.

The cumulative effects of future developments surrounding the subject site (in particular the proposed development at 88 Walker Street and 77-81 Berry Street)

This matter has been addressed in a report(2) prepared for the proposed development at 88 Walker Street and 77-81 Berry Street by Halcrow MWT.

That report assessed the combined effects of the additional traffic generation of both proposed developments at 100 Mount Street and 88 Walker Street and 77-81 Berry Street. It notes as follows:

1. *"Report on the Traffic Implications of a Proposed Commercial Development, 100 Mount Street, North Sydney", Colston Budd Hunt & Kafes, May 2009.*
2. *"Proposed Development at 88 Walker Street, Response to Traffic Submissions to Public Exhibition".*

"The revised forecast including both developments for the evening peak is lower than our original forecast which was used in our analysis. This means that, as it turns out, our original evening peak analysis is still applicable to the combined developments.

From this we conclude that our original findings that "the traffic and parking impacts of the development can be accommodated on the adjoining road network without detrimental effect and are therefore satisfactory" was correct."

The traffic generation rate of 0.6 veh/space as detailed in the traffic report, which is considered low and requires further analysis;

A series of surveys of commercial car parks in North Sydney has been undertaken by ourselves, as well as by Halcrow MWT in relation to the proposed development at 88 Walker Street and 77-81 Berry Street. These surveys have found the following traffic generations:

- 100 Mount Street (71 parking spaces) - generation of 15 to 20 vehicles during morning and afternoon peak periods;

  - 0.21 to 0.28 vehicles per hour per space;

- Berry Square (117 parking spaces) - generations of 35 and 29 vehicles during morning and afternoon peak periods respectively;

  - 0.3 and 0.25 vehicles per hour per space respectively;

- 88 Walker Street (22 parking spaces) - generations of four and five vehicles during morning and afternoon peak periods respectively;

  - 0.18 and 0.23 vehicles per hour per space respectively;

- 40 Miller Street (107 parking spaces) - generations of 43 and 25 vehicles during morning and afternoon peak periods respectively;

  - 0.4 and 0.23 vehicles per hour per space respectively;

- o 100 Pacific Highway (170 parking spaces) - generation of 44 and 34 vehicles during morning and afternoon peak periods respectively;

  - 0.34 and 0.2 vehicles per hour per space respectively.

The surveys of existing developments in North Sydney therefore found traffic generations of between 0.18 and 0.4 vehicles per hour per space during peak Colston Budd Hunt & Kafes Pty Ltd. Our report assessed 0.6 vehicles per hour per space during peak hours and is therefore considered to be conservative.

In the event that additional trucks arrive when the loading dock is full what measures are proposed to minimise congestion and impacts on the public domain

As noted in our previous report submitted with the Part 3A application, the proposed loading dock will cater for two 8.8 metre medium rigid trucks, plus spaces for vans and courier sized vehicles. The loading dock will be managed and controlled by the loading dock manager.

Since the preparation of that report, revised plans have been prepared by the architect. The revised plans include the two medium rigid truck bays, as previously, as well as seven spaces for vans and courier sized vehicles.

There is additional space available, adjacent to the two medium rigid truck bays, for a third truck to use in the event that the other two bays are occupied.

A swept path analysis is required to demonstrate that large truck vehicles would be able to enter/exist the subject site and local road network.

Swept paths are attached as Figures 1 to 5 [see **Appendix I**] *showing 8.8 metre medium rigid trucks and 6.4 metre small rigid trucks entering the site from Spring Street and Little Spring Street, manoeuvring into the loading bays and exiting in a forward direction."*

7 Other Additional Information

7.1 Reflectivity and glare

Impact from reflectivity and glare has been addressed in the attached study by Windtech (see **Appendix H**). The report concludes:

> *"A review of the recent changes to the podium levels indicates that these changes will have no impact on the results of our analysis of the solar light reflectivity impacts of the proposed development.*
>
> *Our report presents a general condition in relation to the impact on the occupants of neighbouring buildings as opposed to analysing the glare intensity."*

A condition in relation to reflectivity is recommended in the revised Statement of Commitments.

7.2 Comparative height study

The comparative height study undertaken by Rice Daubney is attached at **Appendix J**.

7.3 Architectural drawing DA23 to scale

An amended drawing to the correct scale is included with the revised architectural plans accompanying this report. It is noted that drawing DA23 is now numbered as DA27.

7.4 Updated view analysis

The building envelope available under the existing LEP 2001 has been amended to account for an error in the calculation of overshadowing impact. The view loss diagrams have been amended to account for the change, see **Section 7.4.2** below.

In relation to assessment of view loss the views to be affected and the extent of view loss, the proposal is largely unchanged. As part of a wider panoramic view, views toward the City Skyline are currently available for units in the Beau Monde building facing south from the mid-levels and above. There are approximately one-third of the units affected. The extent of view loss to those units, in a practical sense, is considered to be significant. In terms of the reasonableness of the subject view loss, a fresh discussion is made below.

7.4.1 The reasonableness of the proposal

In assessing the reasonableness of the subject view loss, the following matters need to be considered and weighted accordingly:

- The impact of a proposal on the subject site that complies with the existing LEP.
- The impact of a proposal on the subject site that complies with the draft LEP.
- The impact of other surrounding development built to the potential of the proposed controls.
- The imminence and importance of the draft LEP.

It is evident that some view toward the City skyline from the upper levels of Beau Monde would be retained for a development complying with the existing LEP standards. A complying development would see the views toward the City Skyline, Harbour Bridge and Opera House lost for all units up to approximately the 30th floor (of 36 floors) in Beau Monde.

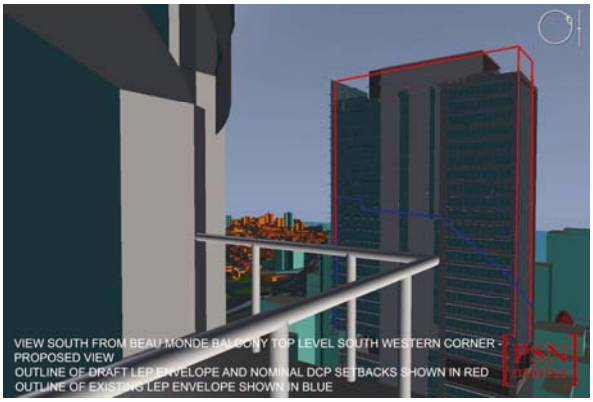
It is evident that all of the identified significant views would be lost if the site were developed to the potential of the proposed draft LEP development standards.

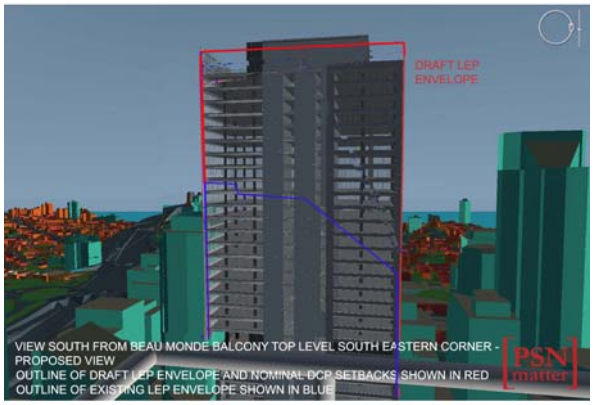
It is evident that all of the identified significant views would be lost if the immediately adjacent buildings were developed to the potential of the proposed draft LEP development standards. Those immediately adjacent sites include the Shopping World site and the commercial sites along Walker Street. These sites sit between Beau Monde and subject site. Were these sites developed to their full potential, only the very top of the proposed development would be visible from the Beau Monde building.

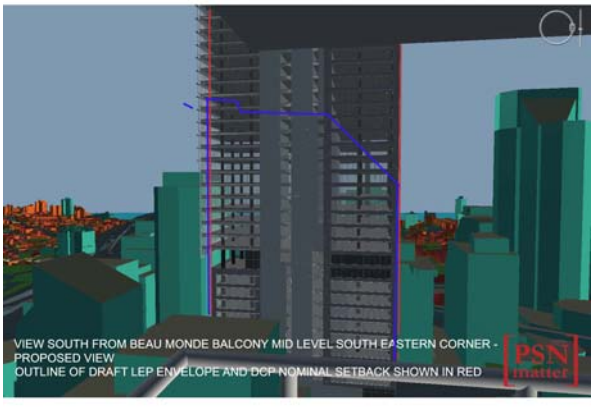
In allocating weight to the above matters, it is relevant to note that the draft LEP is relatively imminent. Having already been exhibited as Amendment 28, the draft LEP (now incorporated into draft LEP 2009) has recently been endorsed by Council on the 30 November 2009. The content of the latest draft is similar to the exhibited version. The draft LEP has been the result of an extensive study of the commercial floor space capacity North Sydney Centre and the proposed LEP represents Council's preferred solution to accommodating the employment targets necessary for North Sydney to maintain its role as an integral part of Sydney as a Global City in the Metropolitan Strategy. Given the extent of the background study and the important role that the proposed LEP will play in the growth of North Sydney, it is considered appropriate to allocate significant weight to the proposed LEP development standards.

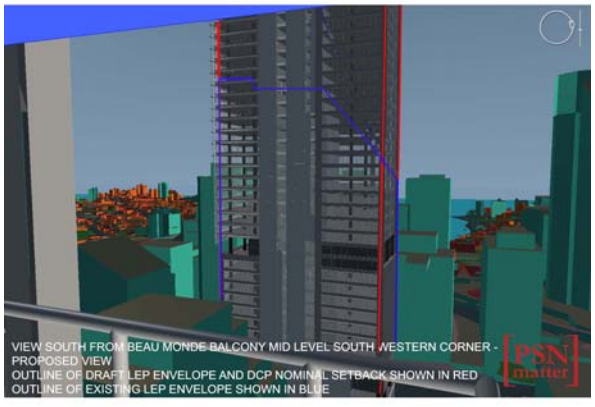
A development complying with the draft LEP controls would result in the identified significant views being entirely lost. Where the proposed development would not contribute to any further loss in views, the proposed development is not considered to have any unreasonable impact.

7.4.2 View loss diagrams









8 Response to Submissions

All matters raised in the submissions, received throughout the exhibition period, are addressed in the table at **Appendix L**. There is nothing additional that would warrant refusal of the proposal and that could not otherwise be addressed by way of condition of consent.

9 Revised Statement of Commitments

Table 1 – Statement of Commitments

Subject	Commitment	Approval Authority (where applicable)	Timing
BCA and Australian Standards	The building will meet all relevant requirements of the BCA and Australian Standards (where applicable). This shall be detailed and certified prior to issue of Construction Certificate.	PCA	Prior to CC issue
Demolition	The demolition work shall comply with the provisions of AS2601:2001 The Demolition of Structures. The work plans required by AS2601:2001 shall be accompanied by a written statement from a suitably qualified person that the proposals contained in the work plan comply with the safety requirements of the Standard.		Prior to CC issue
Excavation	The Construction Management Plan shall address excavation methodology in detail, including how land stability of the site and adjoining land will be maintained, how natural drainage patterns will be protected, and how adverse impacts on surrounding properties will be minimised.		Prior to CC issue
Pedestrian Access during Construction	Pedestrian walkway access shall be retained along Walker Street and Mount Street during construction.		During construction
Accessibility	The proposal will meet requirements of relevant Australian Standards, the BCA and intent of the DDA in relation to access.		Prior to CC issue
Public Domain Works	A Public Domain Plan will be prepared detailing the upgrading of public spaces in the vicinity of the site. The Plan shall be signed off to Council's satisfaction prior to issue of a Construction Certificate for the site. Reconstruction shall be undertaken of the kerb/gutter, crossings, full frontage, footpath pavement and transition works directly adjacent to the sites street property boundary.	Council	Prior to CC issue
Construction Hours	Construction hours shall be limited to between 7am and 6pm weekdays, and 8am and 6pm on Saturdays.		

Construction Management	Commit to communicating key construction milestones with surrounding neighbours in particular in relation to potential disruption during demolition, excavation and construction. The CMP will include the following: ▪ Sound reducing hoardings should be constructed across the Walker, Mount and Spring Street alignments providing a base for site sheds. Where the hoarding and sheds are made continuous with appropriate plywood infill, this will provide a substantial noise reduction (for activities up to say 1st – 2nd levels) to lower level receptors. ▪ The retaining walls for the basement level should where practical reuse the existing basement walls. If this is not possible, in-situ concrete, masonry or pre-cast concrete will be used. This will substantially mitigate noise impacts from this process. ▪ Bulk excavation should be carried out by bulldozer and ripper attachments, with breaking limited to the sandstone bedrock. Where the excavation can exclude breaking to the greatest extent possible, noise and vibration impacts can be minimised. ▪ Work carried out inside the building façade, once installed, should not impose further impacts.	PCA	During Construction

ESD	The proposed development commits to achieve a 5 Green Star Office Design rating and a minimum 5 Star NABERS Energy rating (Base Building) Prior to construction of the building an ESD strategy will be prepared outlining measures to be incorporated into the building designs to achieve the desired ratings. The strategy will include, but may not be limited to the following: ▪ Efficiency of central plant ▪ Natural ventilation to selected areas ▪ Integrated building management system ▪ Stormwater harvesting and re-use ▪ Façade thermal performance ▪ Façade shading ▪ Energy monitoring ▪ Water monitoring ▪ Air-conditioning system management	PCA	Prior to Occupation
Noise	The managing contractor must prepare a Noise Management Plan prior to construction in order to manage and mitigate noise and vibration impacts on the adjacent 80 Mount Street and the distant residential properties. The project must be designed such that operational noise is limited to within acceptable limits imposed by the consent authority. This could be carried our by the principal during the developed design phases or by the managing contractor as part of an enhanced Design and Construct specification.	PCA	Prior to CC issue
Lighting	All selected light is to comply with the requirements of relevant Australian Standards.	PCA	Prior to CC issue
Contributions Framework	S94 Contribution at a rate of $14,322.98/100m2 is to be paid or works to this value to be undertaken in lieu of monetary payment. This payment will cover: ▪ Administration ▪ Child care facilities ▪ Community centres	Council	Prior to CC issue

	▪ Library acquisition ▪ Library premises and equipment ▪ Multi-purpose indoor sports facility ▪ Open space acquisition ▪ Open space increased capacity ▪ Olympic pool ▪ Public domain improvements ▪ Traffic improvements		
Railway Deed	The proponent shall enter into a deed in relation to the retrospective contributions to the upgrade of the North Sydney Railway Station, in accordance with the prescribed form and costing schedule.		
Utilities	Upgrading of utilities shall occur as per the requirements of the relevant agency.		
Wind	The following set of treatments are to be included in the design: ▪ The addition of an awning above the street level along the eastern and southern aspects of the development; ▪ Strategic placement of portable 1.2m high impermeable screens within and around the development site; ▪ Maintaining existing 1.5m high shrub at the corner of Denison and Mount Streets and 1.2m high Garden Wall at the corner of Denison and Spring Streets; ▪ Densely foliating trees capable of growing to a height of 5 metres with a 6 metre canopy on Mount and Walker Streets, and a 6 metre high tree with an 8 metre canopy on the corner of Walker and Mount Street. ▪ 1.5m high impermeable balustrades along the perimeter of the Level 8 (retail roof) Roof Garden terrace areas; ▪ 1.5m high impermeable balustrade along the perimeter of the Level 20 Sky Garden terrace area, setback from the edge. A densely foliated tree is also recommended for this area.	PCA	Prior to CC issue

Safety and Security	A security management plan will be prepared for the building prior to its occupation.	PCA	Prior to occupation
Travel Demand Incentives	Travel demand incentives such as a workplace travel plan and travel access guides shall be prepared and distributed to future tenants.	MoT	Prior to occupation
Civil/traffic signal design	Plans of proposed civil and traffic signal upgrades shall be submitted to the RTA	RTA	Prior to construction of civil/traffic signal works
Reflectivity	Reflectivity levels of proposed external surfaces shall be no greater than 20%	PCA	Prior to CC issue
CBD rail ink	Further geotechnical investigation shall be undertaken throughout the construction to confirm findings that the proposal will not have any significant impact upon the proposed rail corridor	PCA	During construction