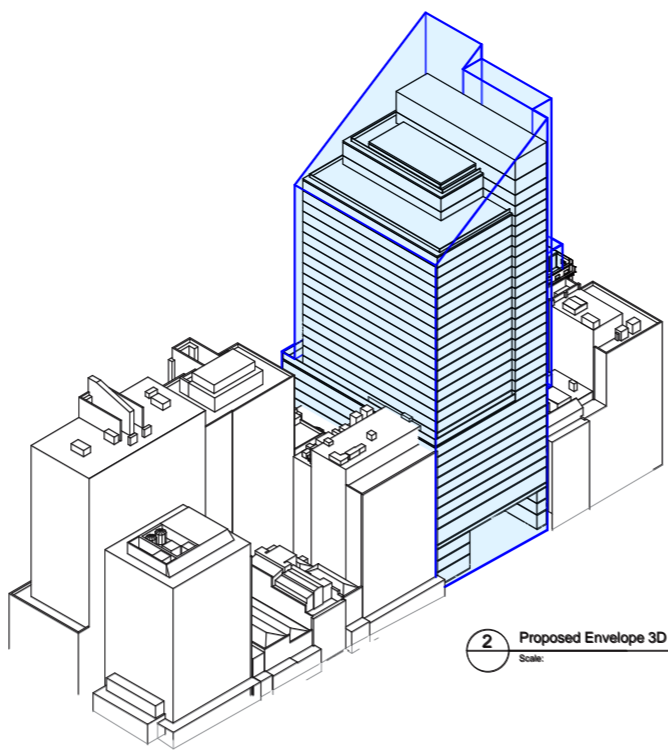
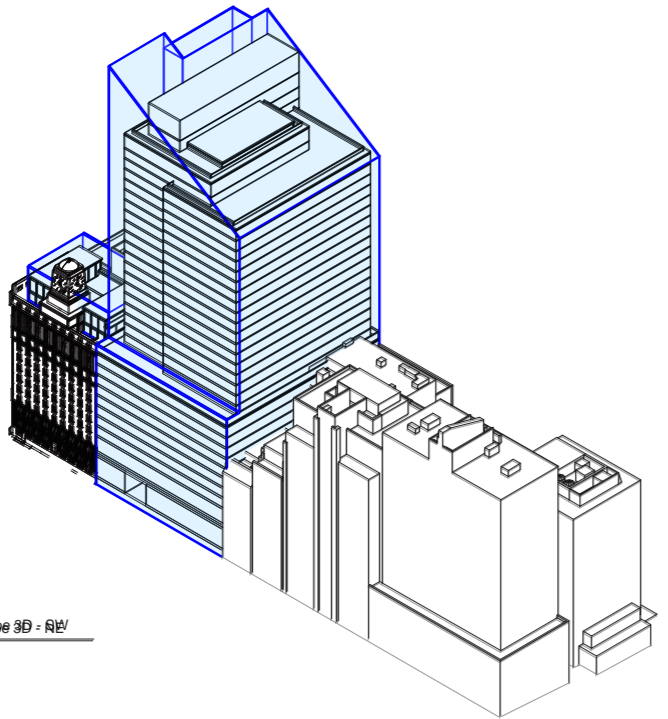


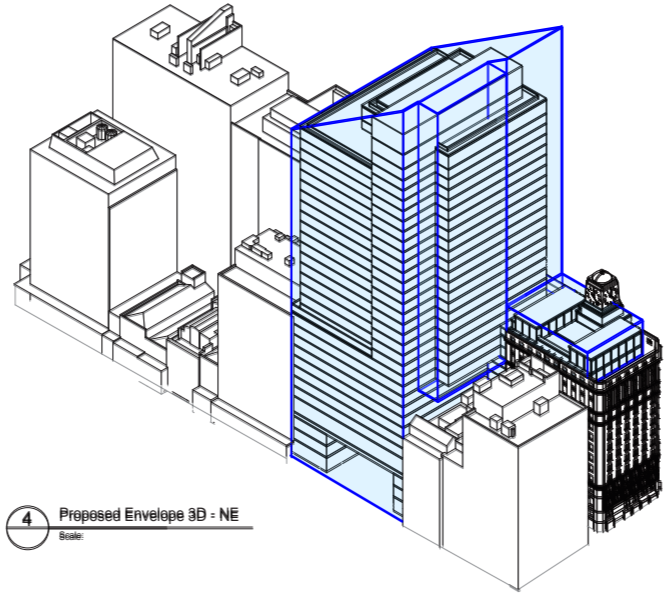
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Scale:



2 Proposed Envelope 3D - SE
Scale:



3 Proposed Envelope 3D - NW/
Scale:



4 Proposed Envelope 3D - SW
Scale:

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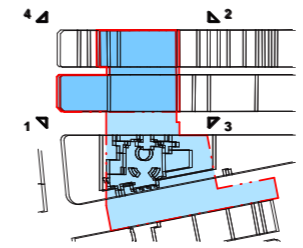
Do not scale drawings. Verify all dimensions on site. Dimensions in millimetres unless otherwise stated. Levels are in metres above Australian Height Datum unless otherwise stated. All discrepancies to be notified in writing to Make+Architectus.



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LEGEND:


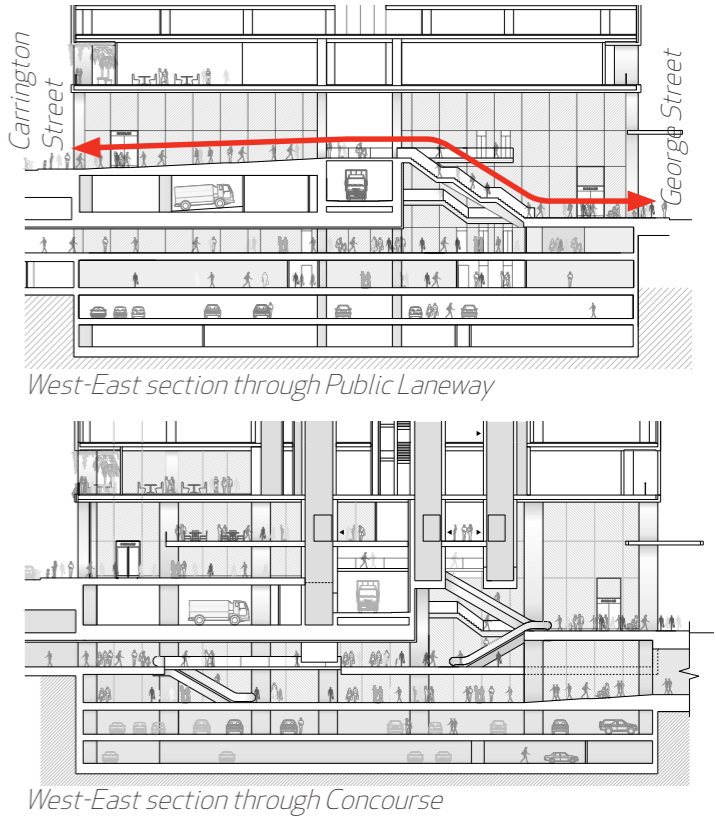
CONCEPT APPROVED ENVELOPE





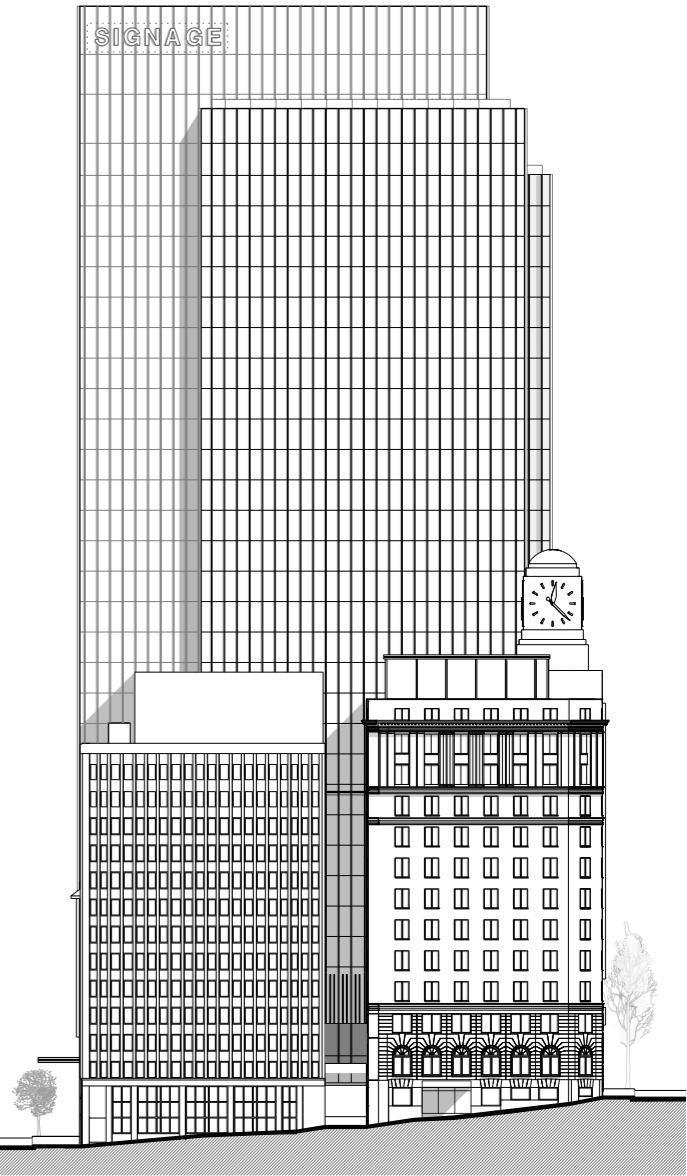
issue	reason for issue	date	checked
Rev 00	Development Application Submission	17.03.2014	MC

Brookfield
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Consistency with Design Criteria

Design Criteria	Consistency	Alternative Solution
1.0 Site objectives		
1.1 The detailed design for the City One development is to:		
1.1.1 Establish a primary eastern gateway into the Wynyard Station precinct.	Yes	-
1.1.2 Provide new station entries of significantly increased pedestrian amenity on both the western side of George Street and the eastern side of Carrington Street.	Yes	-
1.1.3 Regenerate and activate pedestrian connectivity between George Street and Carrington Street.	Yes	-
1.1.4 Provide a clear and direct east-west pedestrian connection through the development site between George Street and Carrington Street.	Yes	-
1.1.5 Provide unimpeded pedestrian access across Wynyard Lane.	Yes	<p data-bbox="1053 1176 1469 1491">Following detailed investigations and establishment of a 'Working Group' with the relevant authorities, it is no longer proposed to close Wynyard Lane. However, the design provides for unimpeded pedestrian access across Wynyard Lane through taking pedestrians above and below the lane within the site. See further discussion in the EIS.</p> <p data-bbox="1053 1522 1469 1837">The principal factors in the decision were the physical restrictions of the existing road north and south of the site, and concerns for public safety. Unimpeded pedestrian access is being provided over and under Wynyard Lane in an east-west direction, providing access from George Street to both Carrington Street/Wynyard Park and the station concourse.</p> <div data-bbox="1484 1176 2166 1575">  <p data-bbox="1484 1585 1988 1617"><i>Cross sectional perspective through Transit Hall</i></p> </div> <div data-bbox="2181 1176 2849 1942">  <p data-bbox="2181 1522 2641 1554"><i>West-East section through Public Laneway</i></p> <p data-bbox="2181 1900 2597 1932"><i>West-East section through Concourse</i></p> </div>

Design Criteria	Consistency	Alternative Solution
1.1.6 Provide for convenient and legible access by persons with a disability from George Street and Carrington Street to the station concourse level.	Yes	-
1.1.7 Improve the public domain within the site.	Yes	-
1.1.8 Provide a contemporary office development and associated retail development.	Yes	-
2.0 Building Design		
2.1 Objectives		
2.1.1 Relate to and complement the site's urban context, including the street wall and building heights established by adjacent existing built form, site topography and the site's location immediately adjacent to Wynyard Park.	Yes	-
2.1.2 Provide a sense of containment and reinforcement of the geometry of Wynyard Park.	Yes	-
2.1.3 Create direct and convenient pedestrian access to Wynyard Station from George Street and the eastern side of Carrington Street that improves pedestrian permeability through the site.	Yes	-

Design Criteria	Consistency	Alternative Solution
<p>2.1.4 Encourage north-south atria over Wynyard Lane and east-west atria that provide solar access between Shell House and the new development.</p>	<p>Yes.</p>	<p>The Concept Plan Heritage Impact Statement recommended that a clear distinction be maintained between the new building form and the solid masonry form of the former Shell House. The provision of an atria over Wynyard Lane, and between Shell House and the new development, were specific design responses in the Hassell scheme to address this relationship.</p> <p>The proposed design does not provide an atria but addresses the intent of providing an atria by providing a clear distinction between the new building form and the solid masonry through the proposed materiality of the podium.</p> <p>The building has been designed to allow an internal atrium above Wynyard Lane in the lower levels of the tower which will be visible from the lane looking south.</p> <p>The solid masonry of Shell House is contrasted against the bronze finish fins projecting from the glazed facade of the tower (fig 1 and 2). The tone of the finish is different to the faience of Shell House, allowing the building to be clearly read within the streetscape. The simplicity of the northern elevation (fig 3) allows the clock tower to be read clearly and framed.</p> <p>The use of fins allows the oblique views of the street-level base or podium facing Wynyard Park to be read as a solid block, continuing the built street edge visually and physically along Carrington Street.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>Fig. 1: Carrington Street-Margaret Street junction looking south</p> </div> <div style="text-align: center;">  <p>Fig. 2: York Street-Margaret Street junction looking east</p> </div> <div style="text-align: center;">  <p>Fig. 3: North elevation</p> </div> </div>

Design Criteria	Consistency	Alternative Solution
2.1.5 Provide at least one major view corridor through the site, connecting George Street to Wynyard Park.	Yes	-
2.1.6 Provide an identifiable and access-compliant entry to Wynyard Station from George Street and the eastern side of Carrington Street.	Yes	-
2.1.7 Provide an identifiable entry into City One commercial building with safe, secure and equal access for all.	Yes	
2.1.8 Ensure the public (including mobility impaired people) have access to Wynyard Station and all levels of the associated retail environment, public space and access corridors between the buildings.	Yes	-
2.1.9 Enhance the character of the Carrington Street frontage and respect the scale of the adjacent Shell House heritage building.	Yes	-
2.2 Controls.		
See next page		

Design Criteria	Consistency	Alternative Solution
<p>C - 6m tower setback from the northern site boundary between Wynyard Lane and Carrington Street (adjoining Shell House). The tower may cantilever or step out beyond this setback above RL 63 (45m), but only in such a manner as to allow daylight to penetrate the setback link between the tower proper and the renovated and redeveloped Shell House.</p>	<p>Yes</p>	<p>As noted above the provision of an atria between Shell House and the new development, was a specific design response in the Hassell scheme. Accordingly a setback that requires daylight to penetrate that atria is unnecessary if no atria is being provided. In order to provide an improved relationship between the future tower and Shell House the proposed development provides a greater setback from Carrington Street to 9m at that interface. See further discussion in the EIS.</p>

Design Criteria	Consistency	Alternative Solution
		<p>The proposed setbacks are inter-related and should not be viewed in isolation. They are a direct consequence of both the alternative massing proposed as part of the design competition, and the subsequent addition of 285 George Street to the development site, with the associated increase in permitted development area.</p> <p>Their impacts are considered on the four respective frontages or boundaries:</p> <ol style="list-style-type: none"> 1. Northern boundary – Wynyard Lane 2. Southern boundary – Wynyard Lane 3. Eastern boundary – George Street 4. Western boundary – Carrington Street <div data-bbox="1498 571 2843 1948" style="border: 2px solid red; padding: 10px;"> <p>1 Concept Envelope - South West Scale: _____</p> <p>2 Concept Envelope - North West Scale: _____</p> <p>1 Concept Envelope - South East Scale: _____</p> <p>2 Concept Envelope - North East Scale: _____</p> </div>

1: Impact on northern boundary - Wynyard Lane

This area has been unified by the removal of the 4m setback over Wynyard Lane and given new drama and identity by the cantilevered section over the northern section of Wynyard Lane and 285 George Street.

The uninterrupted section above Wynyard Lane creates a unified, more elegant backdrop against which the silhouette of the Shell House roofscape and clock tower can be clearly showcased (fig 1 & 2).

1. Viewed from Hunter Street, the cantilevered section:
 - Adds drama and visual excitement to the composition.
 - Improves the legibility of the interlocking nature of the design by exposing the cantilevered soffit.
 - Introduces an additional, slimly-proportioned tower element, to sit alongside the elevated northern George Street bay and enhance the elegant proportions of the whole (fig 3).
 - Allows the additional permitted area from 285 George Street to be located within the tower and not added to the volume of 285, thereby preserving the proportions of 285 George Street, a heritage asset (fig 3).



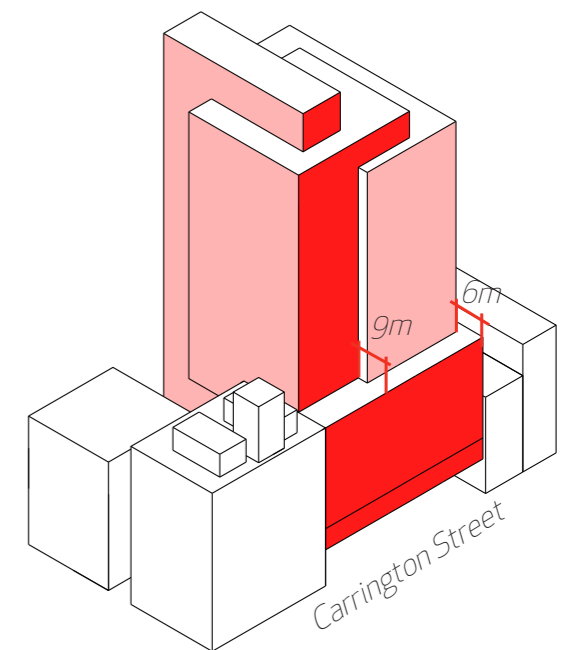
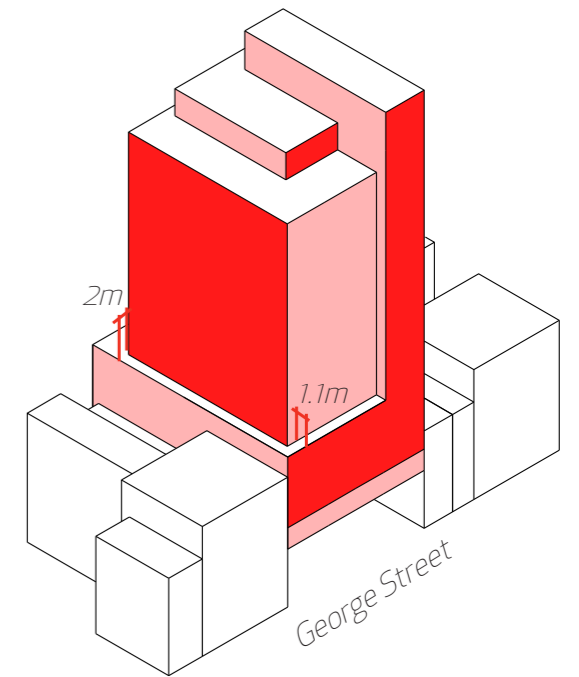
Fig. 1: Carrington Street-Margaret Street junction looking south



Fig. 2: York Street-Margaret Street junction looking east



Fig. 3: Looking west along Hunter Street at high level



2: Impact on southern boundary - Wynyard Lane

This elevation has been unified by the variation of the 4m setback between George Street and Wynyard Lane to a single 2m setback along the length of the elevation.

This simplification and reduction of depth has allowed setbacks to be added to George Street and increased on Carrington Street.

There are the following townscape and massing positive impacts that follow the change to the controls:

1. The clear reading of the setback tower as an independent simple volume improves the legibility of the interlocking block concept. (fig 1)
2. Viewed across Wynyard Park, the additional setback on the west of Wynyard Lane defers to the scale of Lisgar House and also ensures that Wynyard Park is defined as a room with consistent walls (fig 1 & 2).
3. This shift and setback is emphasised in the street views along Carrington (fig 2).
4. Views along George Street are tightly contained, with the building heights rising south as the daylight controls to the GPO fall away. Thus this elevation is read only in tightly focussed glimpses – a clean shard of facade cutting through the clutter to enhance the elegant proportions and distinctive composition (fig 3).



Fig. 1: Looking north-east at York Street and Erskine Street junction

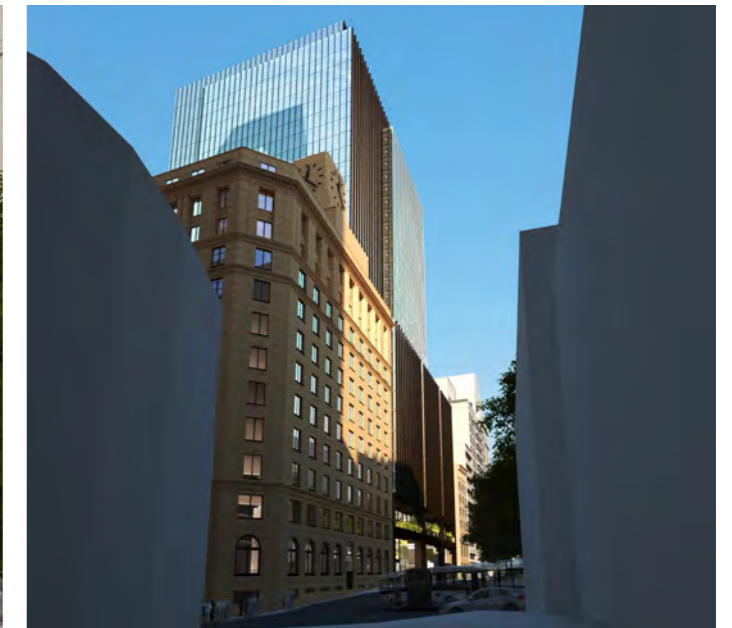




Fig. 2: Carrington Street-Margaret Street junction looking south



Fig. 3: Building heights looking southwards

Design Criteria	Consistency	Alternative Solution
		<p>3: Impact on eastern boundary - George Street</p> <p>A control is added to effect a setback to at least two thirds of these elevations, at a minimum setback of 1m.</p> <p>This opportunity for a setback is in effect created by reducing the southern setback of the Concept Approval envelope and relocating it to George Street, where the impact and benefit is stronger.</p> <p>The existing controls allow a sheer frontage to the height of the tower along George Street. This is at odds with the existing character of this street. Although the building line steps up and down quite vigorously, the only towers to spring from the street line are the discrete clock tower and spires that punctuate the street, or a series of newer towers set back from the street within their own plazas.</p> <p>While the new control allows the northernmost bay of the base to extend up the full-height permissible and anchor the view down Hunter Street and the eastern CBD approach (<i>fig 2</i>), the remainder of the base is held within the neighbouring buildings of the street block, interacting with the city rather than seeking to dominate (<i>fig 1</i>).</p> <p>The relative narrowness of George Street allows the modest 1m minimum setback to work in combination with the modified 2m southern setback and the projecting fin articulation of the facade, in creating a clear and definite setback reading (<i>fig 1</i>).</p> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p data-bbox="1567 1913 1923 1944"><i>Fig 1: George Street looking south</i></p> </div> <div style="text-align: center;">  <p data-bbox="2243 1913 2807 1944"><i>Fig 2: Looking west along Hunter Street at street level</i></p> </div> </div>

Design Criteria	Consistency	Alternative Solution
		<p>4: Impact on western boundary - Carrington Street</p> <p>The existing 6m setback control along the Carrington Street frontage is extended and increased by an additional 3m (9m in total) at the interface with Shell House.</p> <p>This simplification and reduction of depth has allowed setbacks to be added to George Street, in addition to this increased setback on Carrington Street.</p> <p>There are the following townscape and massing positive impacts that follow the change to the controls:</p> <ol style="list-style-type: none"> 1. Allows the tower to physically and visually defer to Shell House and in particular the clock tower, which rises above the tower podium base (fig 1 & 2). 2. In conjunction with the continuous 2m setback along the southern boundary, the control: <ul style="list-style-type: none"> • Enhances the legibility of the interlocking volumes. • Sets the massing back further from Lisgar House, a heritage item directly to the south of the site. (fig 1 & 2).



Fig. 1: York Street - Erskine Street junction looking northeast

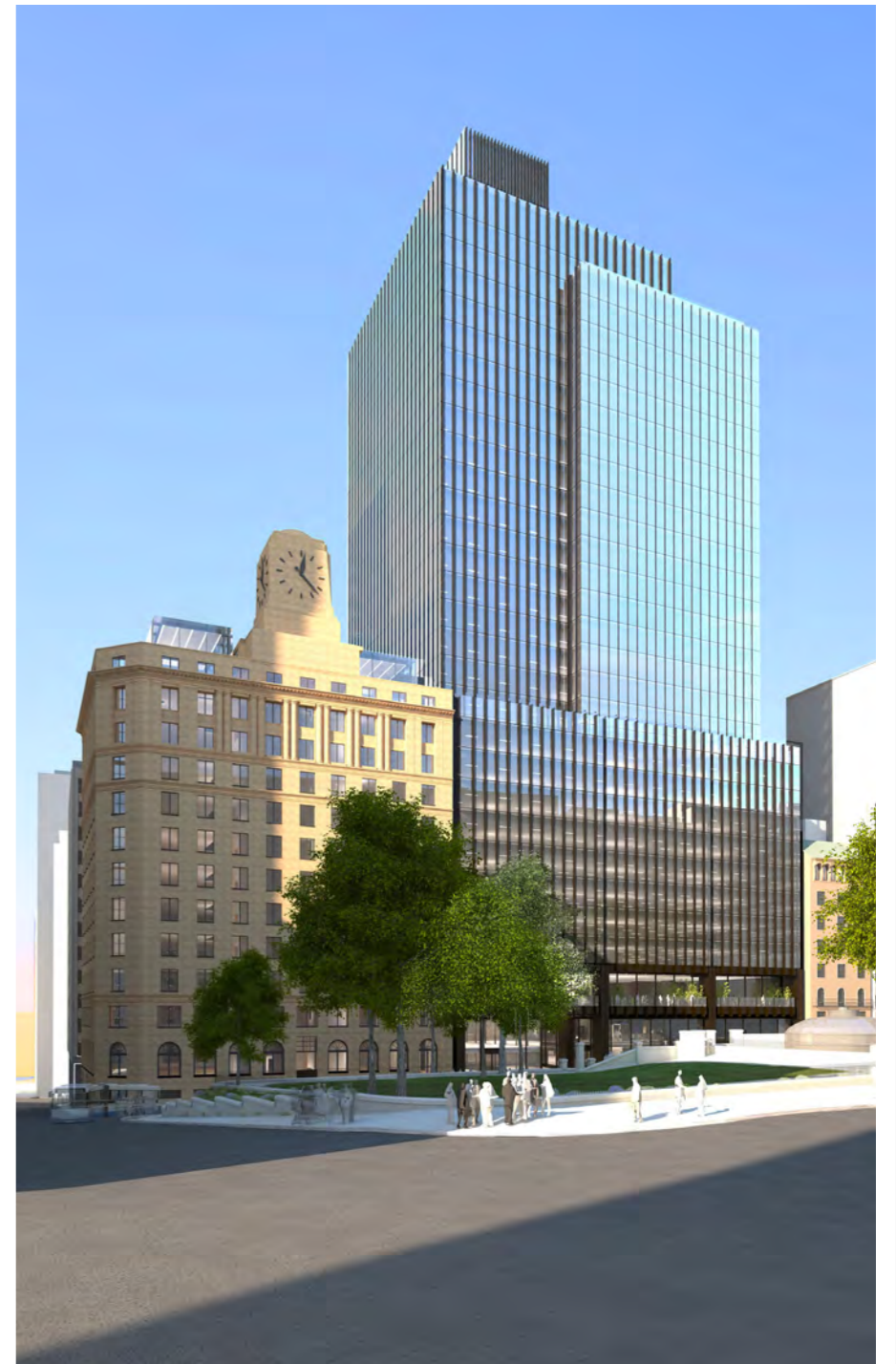




Fig. 2: York Street - Margaret Street junction looking east

Design Criteria	Consistency	Alternative Solution
2.2.2 Provide a provisional minimum total combined pedestrian exit to the east via George Street and the Hunter Connection of 20m (including the 4m width of the Hunter Connection) and unimpeded flow to the street.	Yes	-
2.2.3 Demonstrate that the unimpeded combined exit width to the east is via the most convenient route from the concourse to street level, and not impeded by obstructions to pedestrian movement.	Yes	-
2.2.4 Provide high void spaces at the Carrington (8m minimum) and George Street (13m minimum) station entries to maximise visual connections, sunlight and natural ventilation to the lower concourse levels of the station.	Yes	-
2.2.5 Provide a development that is compliant with the Disability Discrimination Act 1992 and the BCA.	Yes	-
2.2.6 Provide minimum floor-to-floor heights of 4m (ground to first floor) and 3.6m (first floor and above).	Yes	-
2.2.7 Demonstrate no significant additional overshadowing of Wynyard Park between 12 noon and 2pm at the winter solstice.	Yes	-
2.2.8 Demonstrate no additional overshadowing of the GPO facade or steps at any time.	Yes	-

Design Criteria	Consistency	Alternative Solution
3.0 Building Articulation		
3.1 Objectives		
3.1.1 Provide high quality architecture and design excellence which complements the Wynyard Precinct.	Yes	-
3.1.2 Provide a positive contribution to City One Wynyard's site attributes	Yes	-
3.1.3 Ensure the building's function is legible from Wynyard Park and Wynyard Lane	Yes	-
3.1.4 Articulate the lower level facade to respond to the adjoining heritage items.	Yes	-
3.1.5 Provide active frontages to George Street and Carrington Street and safe and enhanced pedestrian environments along all frontages.	Yes	-
3.2 Controls		
3.2.1 Provide non-congruous balconies, awnings or louvre screens on the tower facades.	Yes	-
3.2.2 Enliven the tower facades by providing fixed and/or operable sun screens and articulation.	Yes	-
3.2.3 Vary façade treatments, cantilevers and materials to provide visual interest and to break up the height and massing of the tower.	Yes	-
3.2.4 Define the office building entries clearly using a selection of architectural methods including transparent materials, canopies, different materials, textures and colours.	Yes	-
3.2.5 Articulate roofs to provide a quality roofscape	Yes	-
3.2.6 Provide for activation of the Shell house roofscape where appropriate.	Yes	-
3.2.7 Articulate the building or provide a recessed junction of the tower with Shell House and Lisgar House.	Yes	-


Design Criteria	Consistency	Alternative Solution
4.0 Building materials		
4.1 Objectives		
4.1.1 Select material and façade treatments to enhance the appearance of the Carrington and George Street frontages.	Yes	-
4.1.2 Select materials generally compatible in quality and durability, with the newer buildings in the Wynyard precinct where appropriate.	Yes	-
4.1.3 Encourage building materials which minimise adverse impact on the environment and assist in the building's sustainability programme and increase the transparency of the development.	Yes	-
4.1.4 Protect the Wynyard precinct from reflective glare.	Yes	-
4.2 Controls		
4.2.1 Use materials which are generally in accordance with the requirements of an 'A'-grade commercial building.	Yes	-
4.2.2 Select materials that generally acknowledge the material palette in the City of Sydney.	Yes	-
4.2.3 Use materials on the lower facade (street wall) that differentiate the facade from the tower element.	Yes	-
4.2.4 Use materials on the lower facade that respond to the prominence and heritage significance of the masonry facade of Shell House.	Yes	-
4.2.5 Use low-reflectivity glazing in the facades that does not result in glare that causes discomfort or threatens the safety of pedestrians.	Yes	-

Design Criteria	Consistency	Alternative Solution
<p>4.2.6 Adopt minimum performance characteristics for facade glazing as follows:</p> <ul style="list-style-type: none"> - Shading coefficient no worse than 0.36% where exposed to excessive solar loads, or where no architectural shading devices are utilised. - Solar reflectance of generally between 6% and 14%, noting that the City of Sydney generally permits up to 20%. The transparency of the facade glazing is to be enhanced where practicable, after taking into consideration glare, solar load and privacy issues, and will not exceed 14%. 	<p>Yes</p>	<p>-</p>
<p>4.2.7 The selection of materials and finishes and detailed design of the 3.5m setback on Carrington Street between RL 56 and RL 63.6 is to taken into consideration the heritage significance of Shell House, and the visual appearance of the setback area when viewed from Carrington Street.</p>	<p>Yes</p>	<p>An alternative proposal has been provided to reflect the Concept Approval's requirement for a 6m setback on Carrington Street.</p> <p>Please refer to above.</p> <p>The solid masonry of Shell House is contrasted against the bronze finish fins projecting from the glazed facade of the tower. The tone of the finish is different to the faience of Shell House, allowing the building to be clearly read within the streetscape. The simplicity of the northern elevation allows the clock tower to be read clearly and framed (<i>fig 1</i>).</p> <p>The use of fins allows the oblique views of the tower base at street level to read as a solid block, continuing the built street edge visually and physically along Carrington Street (<i>fig 2</i>).</p> <div style="display: flex; justify-content: space-around;">   </div> <p style="text-align: center;"> <i>Fig. 1: Carrington Street-Margaret Street junction looking south</i> <i>Fig. 2: York Street-Erskine Street junction looking north-east</i> </p>

Design Criteria	Consistency	Alternative Solution
5.0 Public Domain		
5.1 Objectives		
5.1.1 Close Wynyard Lane at the northern and southern boundaries of the site, to improve pedestrian permeability and encourage activation of the lane.	Yes	As previously discussed, it is no longer proposed to close Wynyard Lane, however pedestrian permeability will be provided along with activation of the lane.
5.1.2 Encourage activities which compliment the Council of the City of Sydney's public domain and laneways policies.	Yes	-
5.1.3 Provide access for people with disabilities.	Yes	-
5.1.4 Create safe and secure public and private spaces.	Yes	-
5.1.5 Ensure public access to view corridors during normal business hours.	Yes	-
5.1.6 Coordinate signage through the development.	Yes	-
5.2 Controls		
5.2.1 Prevent creation of a non-direct pedestrian or visual relationship between and George Street, Carrington Street and Wynyard Park.	Yes	-
5.2.2 Create a view corridor between George Street and Wynyard Park.	Yes	-
5.2.3 Visually and physically extend the street and pedestrian areas through the building design, retail links and through site connections.	Yes	-
5.2.4 Provide two means of pedestrian access from George Street to the Wynyard Station rail concourse level.	Yes	-
5.2.5 Provide paving treatments to the main pedestrian access ways to the station concourse and through site links, in such a way that they have the characteristics of extensions of the public domain.	Yes	-

Design Criteria	Consistency	Alternative Solution
5.2.7 Provide an 8m high station entry on Carrington Street and 13m high entry on George Street.	Yes	-
6.0 Car parking and access		
6.1 Objectives		
6.1.1 Provide lighting at the interface of the buildings around the site.	Yes	-
6.1.2 Ensure connectivity with proposed bicycle routes in the city and the existing Wynyard Station car park.	Yes	-
6.1.3 Maintain traffic controlled vehicle access to, from and across Wynyard Lane.	Yes	-
6.2 Controls		
6.2.1 Provide car parking below ground level.	Yes	-
6.2.2 Provide disabled parking compliant with the relevant codes.	Yes	-
6.2.3 Commercial tenant parking spaces to be clearly signposted as private parking and to not be used leased or sold for purposes of commercial or public parking.	Yes	-
6.2.4 The design of the car park facilities to conform with AS2890.1-1993.	Yes	-
6.2.5 Ensure that vehicles enter and leave the site in a forward direction.	Yes	-
6.2.6 Maintain goods lift and service vehicle access to the retail areas and the station concourse level.	Yes	-
6.2.7 Provide bicycle access and parking.	Yes	-

Design Criteria	Consistency	Alternative Solution
6.2.8 Provide vehicular access from Wynyard Lane.	Yes	-
6.2.9 Provide easily identifiable vehicle entries for the general public to the Wynyard Station Car Park.	Yes	-
6.2.10 Provide garbage and loading areas integral with the development.	Yes	-
7.0 Sustainable development		
7.1 Objectives		
7.1.1 Integrate start-of-the art energy efficient systems, features and controls and take into account the future operability and maintainability requirements in the design.	Yes	-
7.1.2 Integrate water collection devices to deliver water to the public domain in Wynyard Park.	Yes	-
7.2 Controls		
7.2.1 Achieve a Green Building Council of Australia, Green Star – Office Design v2 point rating system, minimum rating of 6 stars for the base building.	Yes	This criteria was superseded by the Concept Approval. It is noted that Green Star - Office Design v2 has been superseded by the more stringent Green Star - Office Design v3. The proposed development will achieve a minimum 5 star Green Star - Office Design v3 rating with aspirations to achieve a 6 star.
7.2.2 Encourage all tenants to design their fit-outs to achieve a rating of 5 Star AGBR.	Yes	-
7.2.3 Provide the required overall Green Star Office Design v2 rating, with a focus on the following categories: <ul style="list-style-type: none"> - Transport - Energy - Emissions - Management - Water - Indoor environment quality - Innovation - Land use and ecology 	Yes	-

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Appendix II: Response to jury comments

This section consolidates the information provided within the preceding Design Approach chapter into a single location.

Improved sightlines and pedestrian flow

Maximising the volume of space and natural light penetration through the ground plane in order to:

A- Increase the visibility of Wynyard Park from George Street.
B- Ease the pedestrian flows and increase sight lines between the concourse and George Street and George and Carrington.
 This would include:

1. Increasing the height of the soffit to the underside of the plant room, as much as is practical.
2. Ensuring clear run-off from lifts, particularly on George Street, by reducing the width of the retail frontage, and also on the Carrington Street and concourse levels (this may require some reconfiguring of the plan).
3. Introducing transparency to the lift pits as discussed during the presentation; and, if possible,
4. Increasing the width of the Carrington Street/George Street connection.

A- Increase the visibility of Wynyard Park from George Street
B- Ease the pedestrian flows and increase sight lines between George and Carrington Streets.

On the facing page the improvements to the connections between George and Carrington Street and improved visibility of Wynyard Park are set out in more detail.

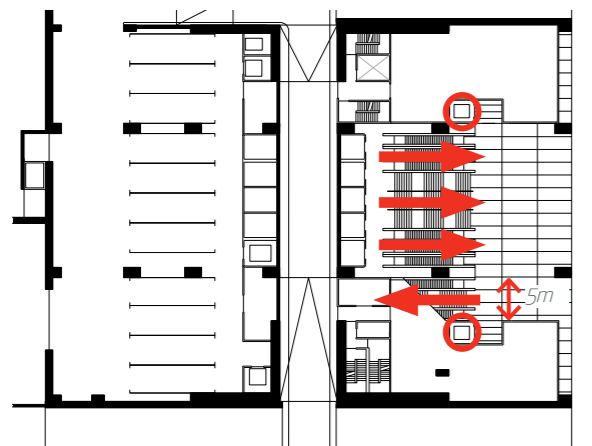
Principal changes:

- Relocation of laneway to the north of the site, following integration of 285 George Street.
- Increased retail activation, depth and frontage to new laneway.
- Flanking retail to both sides of Carrington Street section of link
- Widening of route from 5m to over 7.50m clear.
- Lift access doubles to two no. serving all concourse levels, with increased clear run-off and visibility.

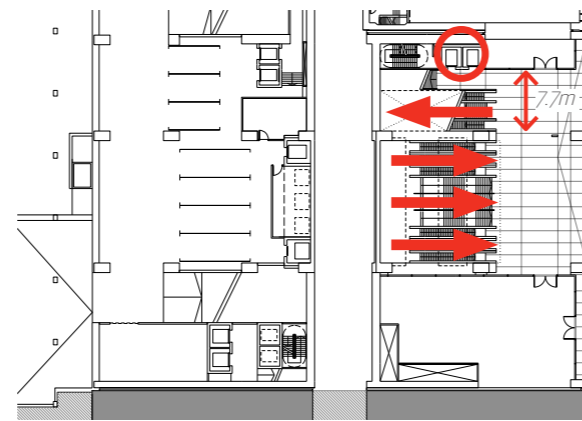
B- Ease the pedestrian flows and increase sight lines between the concourse and George Street

The clear and direct routes east-west through the sites have been maintained and enhanced. The introduction of 285 George Street into the project allows the creation of four bays fronting George Street.

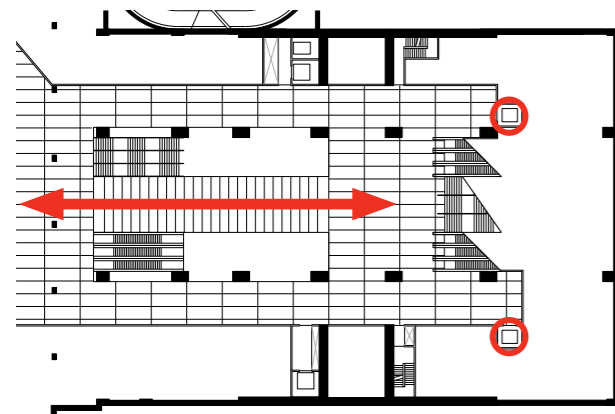
1. Southern bay - single flagship store.
 2. Mid bay - station concourse entrance.
 3. Northern bay - link to Carrington Street and Wynyard Park.
 4. The new 285 George Street bay - a single flagship store with vitrine fronting bay 3.
- This improved legibility eases and simplifies sightlines and pedestrian flows.
 - The lifts serving all Hunter, Station, George, Wynyard and Carrington have been located together, easing use and wayfinding. Waiting and run-off space in front has been increased and visibility enhanced.
 - The lift shafts have glazed central sections to maximise views through and improve the sense of depth, but also with integrated lighting to act as focal point and wayfinding at night. The lower sections of the cladding are used for station information, forming a clear portal into the site.
 - The introduction of awnings to George Street at a level above the prevailing low height, provides a strong visual guide to the civic nature of this new space. The height also allows views of the buildings of George Street from both the Station and Hunter Concourses.



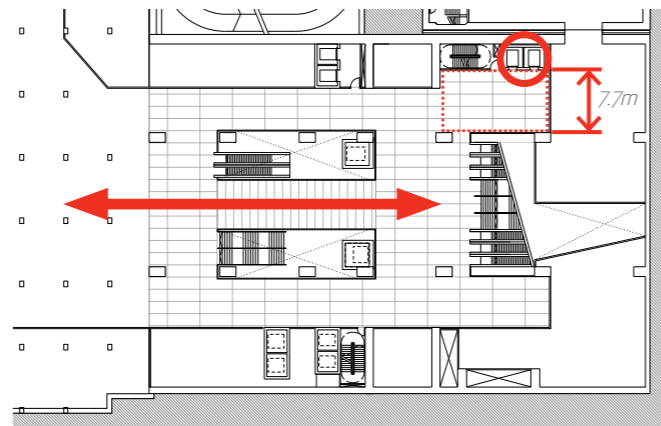
George Street (Stage II)



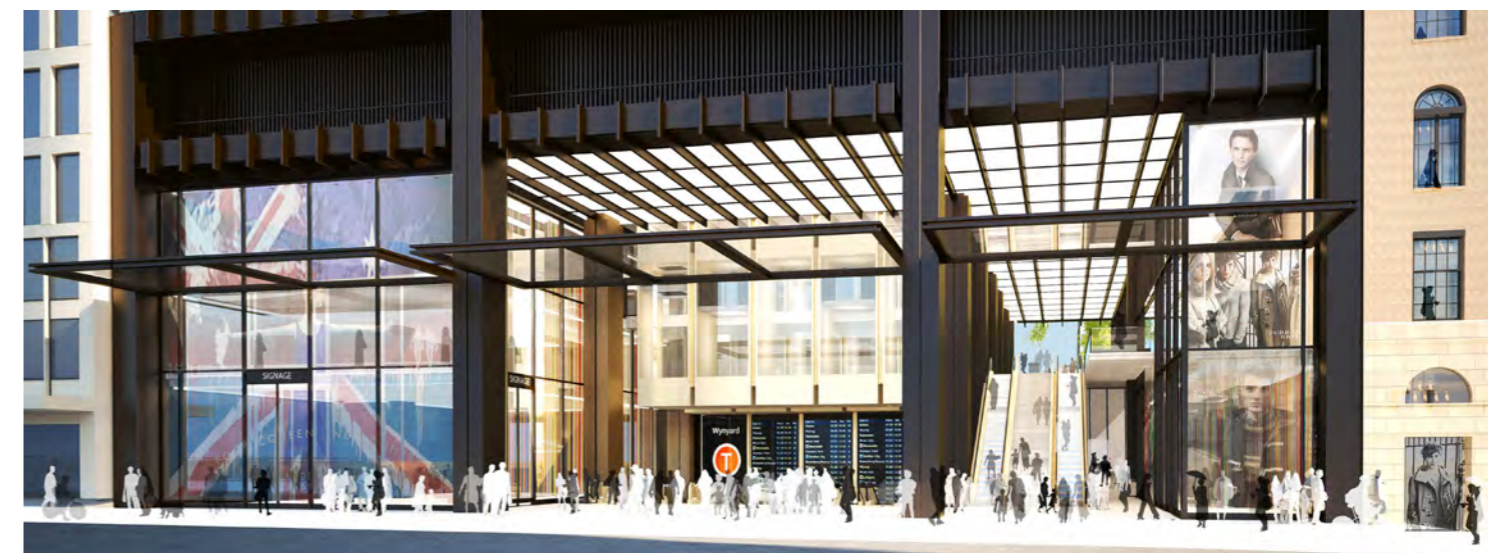
George Street



Concourse level (Stage II)



Concourse level



Illustrative view of George Street frontage and laneway

Widening the George Street to Carrington Street laneway

Widening the Carrington/George Street public entries to optimise flow and sight lines (including access to disabled lifts).

A new laneway between George and Carrington Streets is proposed at the competition stage. It was 5m in width and was served by a single lift, accessed via a lobby located off the route.

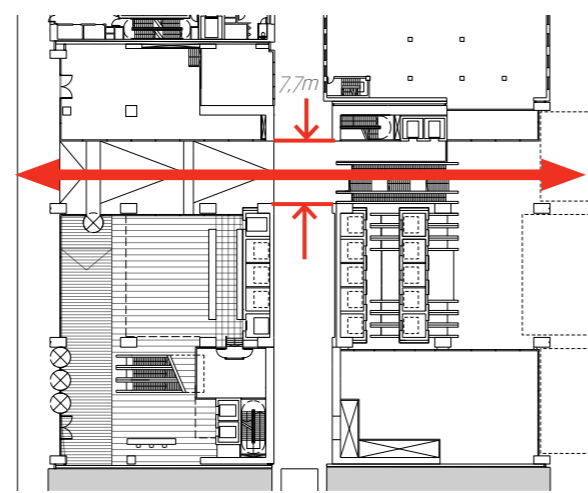
Within the integration of 285 George Street, it has been possible to relocate the route to the north of the site, providing more direct physical and visual connection from Hunter Street to Wynyard Park.

The revised layout widens the route by over 50% to more than 7.50m in width, to open a straight direct line of sight between Wynyard Park and George Street. This route is lined with active retail frontage. As it crosses Wynyard Lane, the route is expressed as a lightweight bridge, providing views into the lane, enhancing passive surveillance and public safety for both areas.

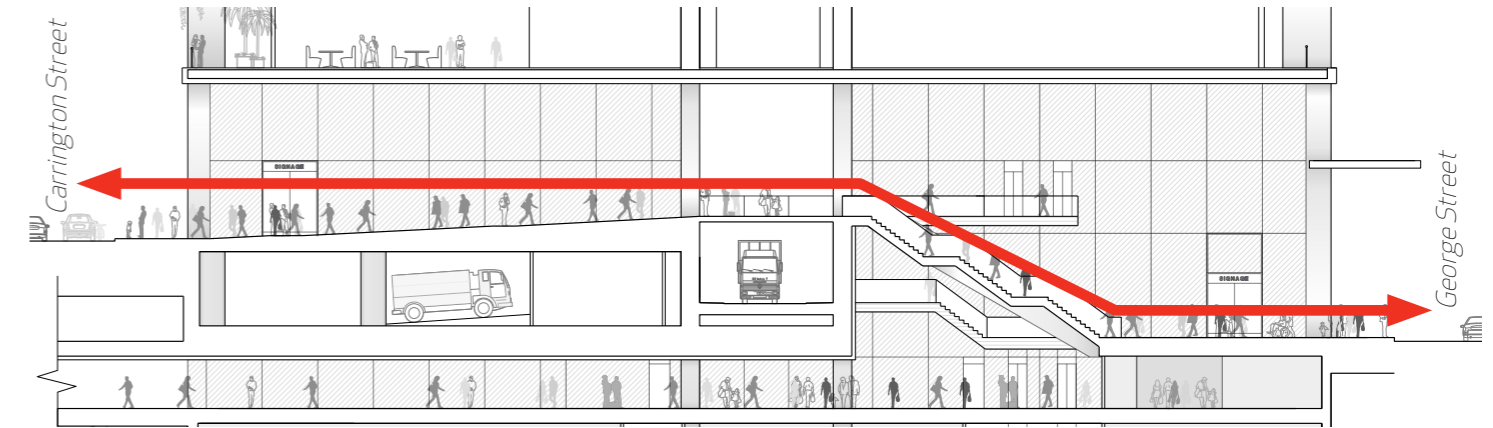
The number of lifts has doubled to two, providing access between Carrington, George, Station and Hunter Concourses. The lifts address the route directly, removing any concealed lobbies or waiting areas



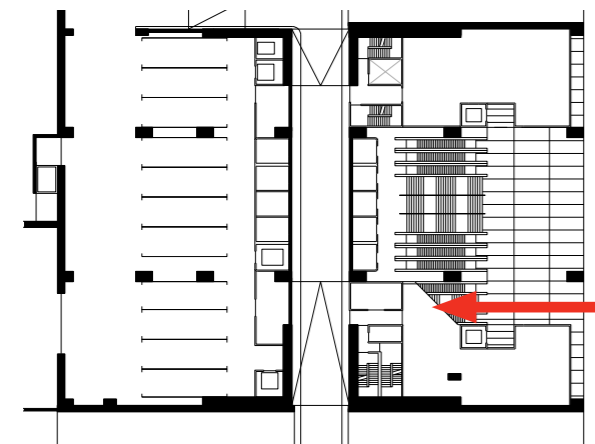
Carrington Street (northern laneway)



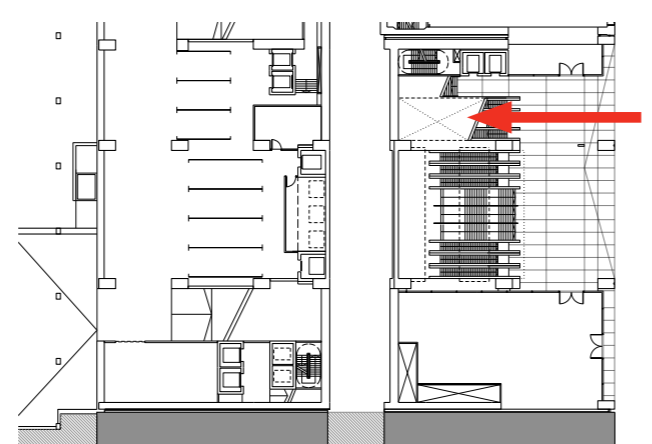
Carrington Street



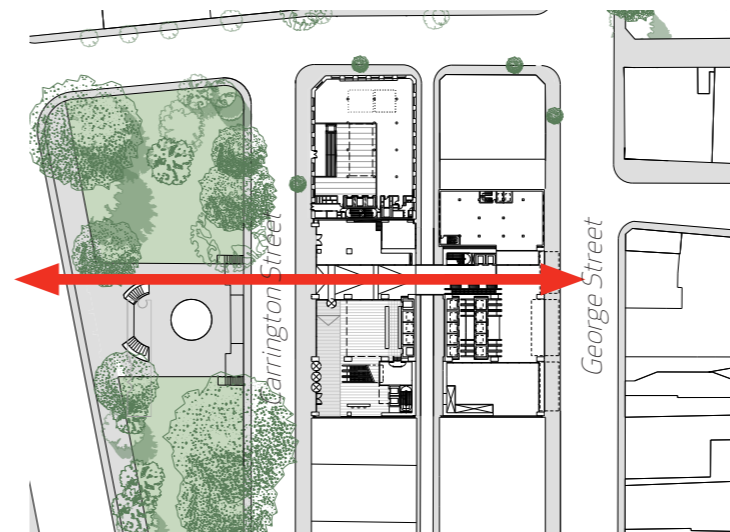
Carrington Street to George Street laneway



George Street (northern laneway)



George Street



Carrington Street to George Street laneway



Illustrative view of George Street frontage and laneway

Wynyard Lane

Undertake a process with relevant stakeholders to develop options for the resolution of Wynyard Lane access in the context of the final scheme. In this process the jury encourages the development of an active and safe laneway by pursuing opportunities for small retail tenancies and, if possible, pedestrian connection and transparency to George Street.



Following the setting up of a Working Group and the consequent studies, it was confirmed that Wynyard Lane will be retained as a one-way access road running north-south through the site. The existing alignment and width is maintained, and there is a minimum clear height of 4.50m. Wynyard Lane is a secondary route, and as with all the laneways in Sydney, derives its character as such, in contrast to the main thoroughfares such as George Street.

East-west access

Unimpeded and safe pedestrian access across Wynyard Lane is provided above and below the roadway in an east-west direction. An additional link between George Street and Wynyard Lane is provided along the same alignment. At this point there is a short stair and one of the lifts is configured to stop at this mid-way point. There is a visual connection into Wynyard Lane at this connection, through from George Street and up from the station concourse.

The George/Carrington Street laneway, at this point a slim 300mm-deep bridge, crosses Wynyard Lane where it provides views into the lane and there is direct lift access between all public levels. The bridge is extended south to form a seating area serviced from the neighbouring retail units, maximising activity and passive surveillance.

Servicing and retail activation

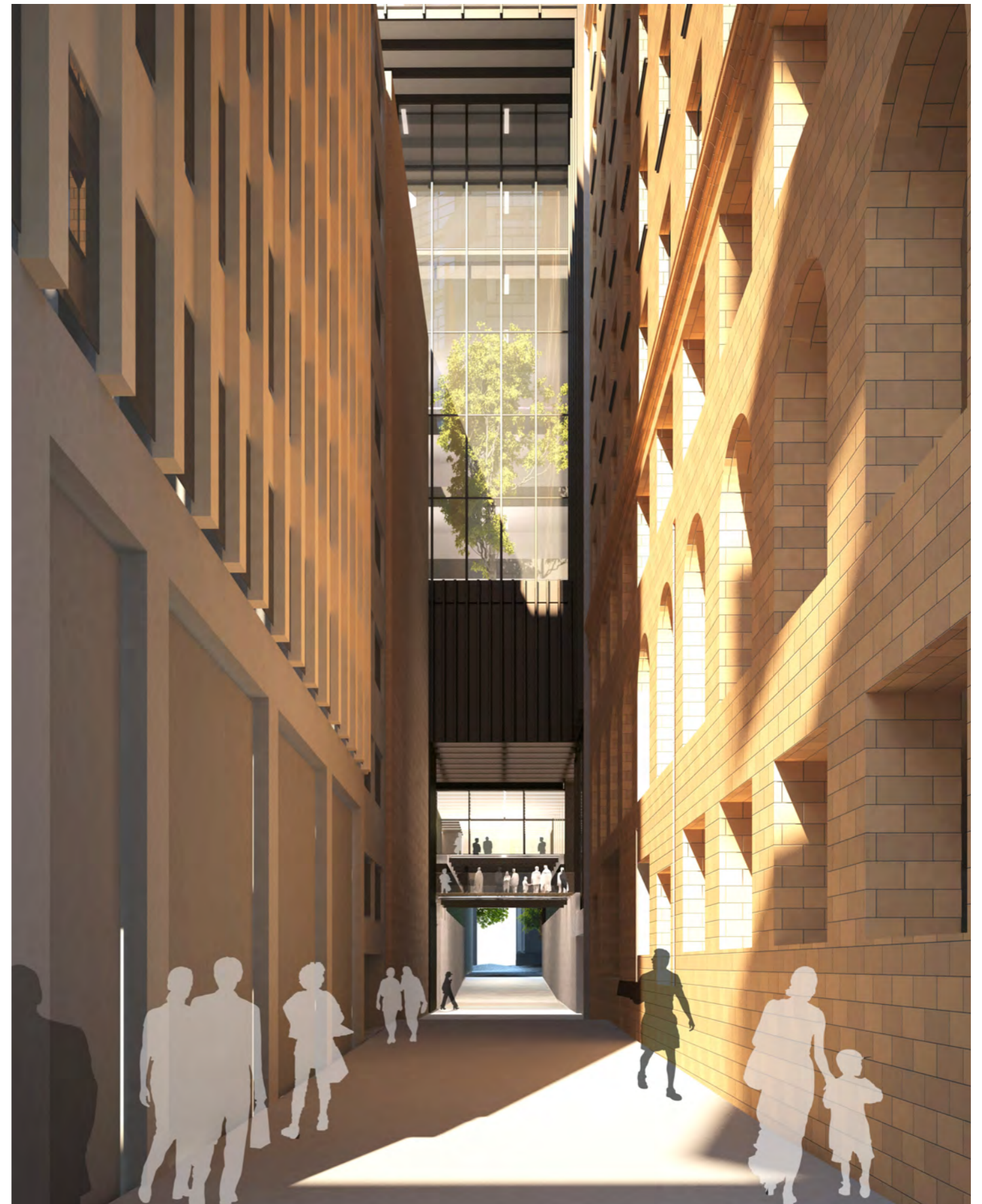
With the addition of 285 George Street, there is the opportunity to control much of the character of the northern section. The southern section has many service bays directly fronting the lane, with waiting and loading on-street, but in this section servicing access for Shell House and the tower will be housed wholly within the new tower, via two points.

Shell House at the junction with Wynyard Lane and Margaret Street will be reoccupied with retail uses. The next section is occupied by the access requirements of Ausgrid to their substations.

285 George Street can be opened up the lane with access to the main unit, a series of smaller street side units or a new basement retail unit. The large southern unit can also be configured to address the lane, or provide smaller units, with the potential for links down to the station concourse.



Wynyard Lane level



Illustrative view of Wynyard Lane looking south, with the laneway lightweight bridge beyond

Visibility of Shell House clock tower

The visibility of the Shell House clock tower by pedestrians on Hunter Street will be further studied and, if required, adjustments made to the structures on the roof of Shell House reviewed to maintain or increase this.

Response

Along Hunter Street, the clock tower is visible but easily lost amongst the visual clutter of the context. Although the Concept Approval allows for massing to be built in front of the clock which would obscure certain views, the proposals seek an alternative approach: that is to maximise views of the restored clock.

The proposed roof pavilions and glazed link have been relocated to preserve the view of the clock face along the length of Hunter Street. Due to the rising topography of Hunter Street towards the eastern CBD, the elevated aspect allows this to be achieved simply. The tightest view and lowest elevation is further west at the junction of Little Hunter Street, and Hunter Street is the last view of the clock face before disappearing behind the Shell House parapet. This is the controlling view that sets out the heights of the roof elements, to ensure that visibility of the face is maintained.



Photograph of Shell House clock tower from Hunter Street



Illustrative view of Shell House Pavilion from Hunter Street

Appendix III:
Architectural
illustrative renders



View 01: Elevational perspective of George Street frontage

Stitched sequence of views to provide illustrative overview



View 02:
Access to station concourse
Illustrative view



View 03: Cross-sectional perspective through transit hall

Illustrative view running from George Street to Carrington Street



View 04:
George Street looking north
Illustrative view



Detail of view



View 05:
George Street looking south
at junction with Hunter Street
Illustrative view



Detail of view



View 06:
Carrington Street looking south
at junction with Margaret Street
Illustrative view



View 07:
Elevational perspective of Carrington Street frontage – south
Illustrative view



View 08:
Elevational perspective of Carrington Street frontage – north

Illustrative view



View 09:
Internal view of office lobby looking north
Illustrative view



View 10:
Wynyard Lane looking south

Illustrative view

