

The hall

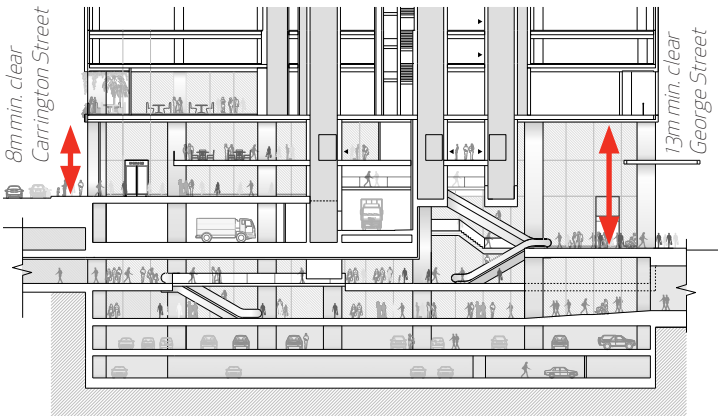
A new generously proportioned public room opens up to George Street and Wynyard Park – a place to meet people, protected and secure with clear, direct sightlines, street views and daylight.

This new space is defined by a lofty canopy of constant height, stretching from George Street up through to Carrington Street, with clear heights from the street of 13m to 8m respectively. The retail and office lobby activities of this room are housed in pavilions that sit below this canopy, protected and integrated. Wynyard Station is accessed centrally via wide, clean, direct grand stairs and escalators in the centre of the site. A laneway continues the east-west route of Hunter Street through the site to Wynyard Park and York Street.

This is the base upon which the tower rises, first with a tighter grain, then widening and opening up as it rises above the historic street line into the skyline.

The site is firmly held in place by its neighbours on George and Carrington Streets. The expression on these frontages echoes the varying size of the historic and existing plots, thus breaking down the scale of the proposals in relation to the neighbouring heritage assets.

These bays sit above a mezzanine level, where the structure of the tower is transferred out to the perimeter. This elevated level houses plant, loggias and special functions, both directly representing the building's formal and structural layout and adding lower horizontal datums to tie into the streetscape..



West-east section – Carrington Street to George Street



East-west sectional perspective – George Street to Carrington Street

The street podium

A regular bronze-finished capping fin extends forward from the floor-to-ceiling office glazing on a constant 1.50m planning grid to provide a regular vertical rhythm to the experience of the building. Depending on the approach angle, these fins present alternately a more closed reading, for example along George Street, or disappear almost entirely at times from Wynyard Park. To the east and west, these fins are 300mm deep, while to the north and south they reduce to a 100mm capping.

The bays are expressed as dark 500m-wide and deep recesses, that also serve to accentuate the vertical rhythm.

George Street
Characterised by a wide central bay, defining the access to Wynyard Station, flanked by two bays north and south containing the retail functions.

The streetscape of George Street is recognisable by its varying building heights and cornice lines, with the occasional punctuation of a tower or spire. The proposals respond and celebrate this.

There is no requirement in the Concept Approval or Design Criteria for a setback to George Street.

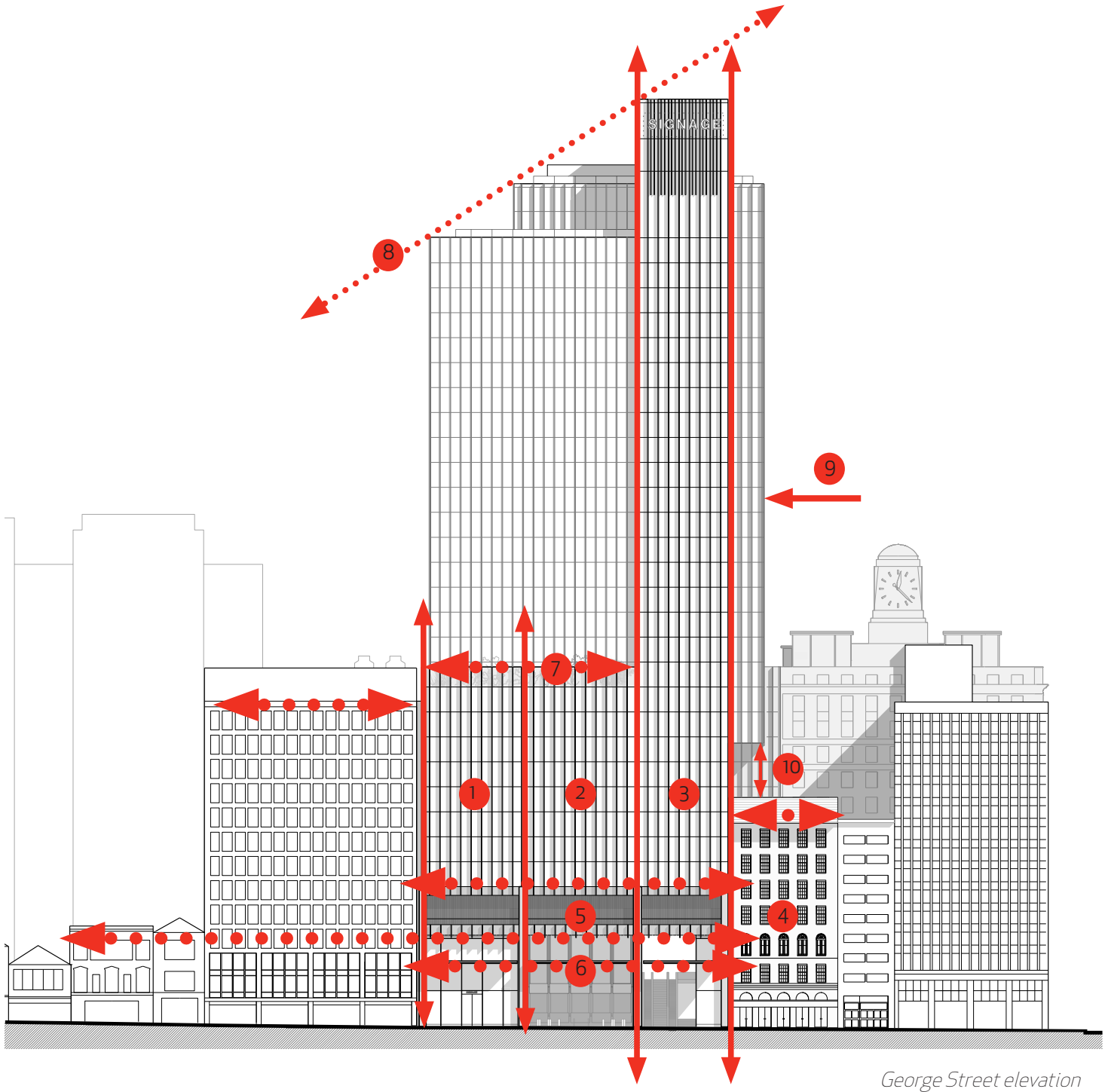
The southern bays are set back to create a George Street cornice line. This both reinforces the historic building lines, ensures the scheme takes its place in the lively skyline and urban form of George Street and does not overwhelm at street level. This bay is set one storey higher than the southern neighbour, to maintain the varied and stepping form of George Street.

The mezzanine level sitting between the hall and office floors houses the plant displaced from the station concourses below. It is articulated as a fine, vertically proportioned screen, adding a lower cornice and lower datum to respond to the southern neighbours.

The northern bay, aligned with George Street for its full height, extends up beyond the others to accentuate the elegant vertical proportions and act as a marker or signpost for the station within the city. The upper plant levels are expressed with a finer grain, to visually crown the new building.

285 is refurbished and restored to a flagship store with office space above. The additional floorspace is cantilevered over 285 George Street and set back some 13m from George Street, to not affect the proportions of the original and enhance the interlocking aesthetic of the tower design.

- 1. Bay 1- 3 storey flagship retail
- 2. Bay 2- Wynyard Station entrance
- 3. Bay 3- Carrington Street connection
- 4. Bay 4- 285 George Street
- 5. Plant and structural mezzanine
- 6. Awning
- 7. Street podium height
- 8. Solar plane to Martin Place (not breached)
- 9. 6.0m cantilever to north
- 10. 3 storey separation between cantilever base and roof of 285 George Street



View south along George Street

George Street elevation

Carrington Street

The commercial tower plot is significantly wider and taller than the neighbouring Shell House. The new building breaks down and expresses its components into a scale sympathetic with its context.

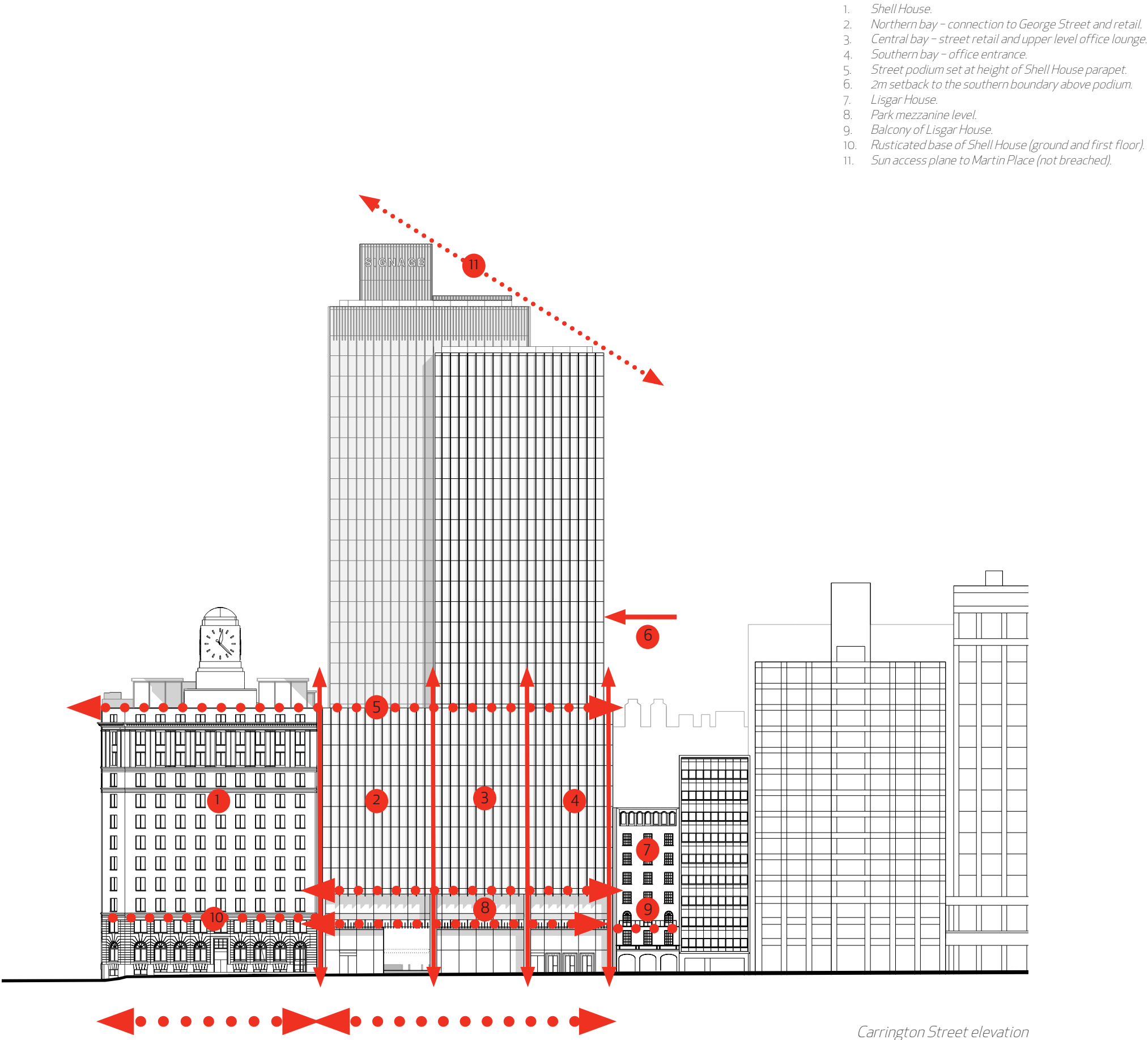
The base is expressed as three bays of varying width, with the widest northern bay defining the new laneway and allowing clear direct line of sight from Wynyard Park to George Street. The southern and narrowest bay houses the office lobby entrance. The height of that bay is reduced from the current Menzies Hotel building height, to match the parapet level of Shell House. The balustrade is extended up to form a 2m-high glazed protected terrace at level 9.

These three bays reinforce the street edge and so define the external public room that is Wynyard Park, while also providing an appropriate civic presence to Carrington Street and the west.

A recessed loggia at mezzanine level runs the length of the frontage, unifying the composition and acting as a break or springing point to the office floors above, while also introducing a lower-level component relating to Lisgar House.



View north across Wynyard Park to Carrington Street



George Street

Station and transport interchange

The George Street entrance has a total width of 22.5m, with a height at street level of 13m enclosing a new generous public space. The George Street access width to the station concourse exit of 16.5m comprises a pair of three wide escalators (six in total) which flank a wide stair.

Two elevators are located adjacent to the top of the escalators and stairs, connecting George Street with the Wynyard Station Concourse, the Hunter Concourse and Carrington Street. The stairs, escalators and lifts arrive on the station concourse with a direct, clear line of sight to the station's paid concourse.

When the station concourse is closed, a barrier will close access to the stair and escalator at the top and the elevators will be switched to provide access between George and Carrington Streets only.

There is a secondary route provided to Wynyard Lane adjacent to the Carrington to George Street laneway, with elevator access provided from the western car.

Retail

A pair of three-storey retail units flank the George Street frontage and station entrance. Both units enjoy expansive 13m-high glazed frontages and maximum visibility to the transit hall and obliquely along George Street. While these units can be split into smaller units, the preference is to provide single flagship stores.

The southern unit is a single tower bay with a 12m frontage. The northern unit functions as a large vitrine and access, as part of the restoration of 285 George Street back to a major stand-alone retail store.

Both units lie directly above the units at the station and Hunter concourses, should connections be required to create multi-level retail accommodation. There is the opportunity to open both units to Wynyard Lane, either with the same or different offer, or by providing access down to restaurants, bars or units at concourse levels.

Signage is integrated above the door to each unit, with allowance for further signage as part of the shop fit-out, behind the shop front glazing. There are no projecting signs

- 1. Integrated store sign above entrance
- 2. Additional signage behind shop window

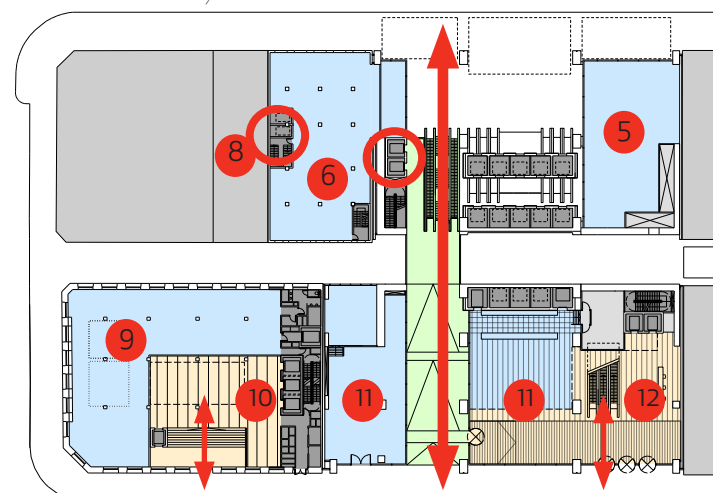


View looking south down George Street

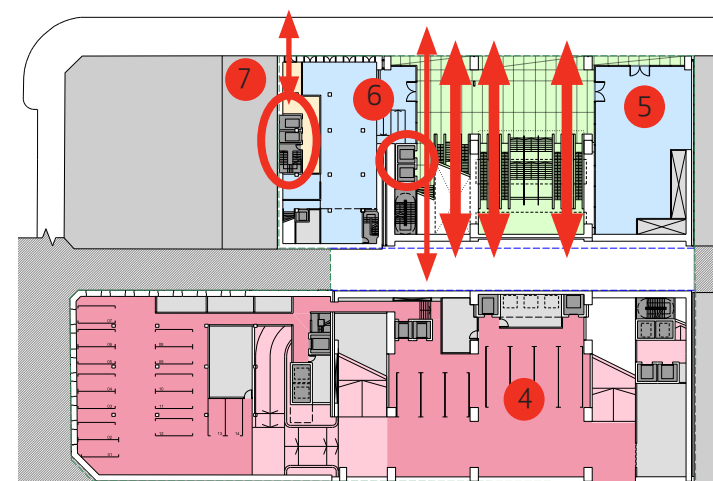


Bay 1 Flagship retail Bay 2 Wynyard Station Bay 3 Carrington Street/Wynyard Lane/285 vitrine Bay 4 Flagship retail (285 George Street)

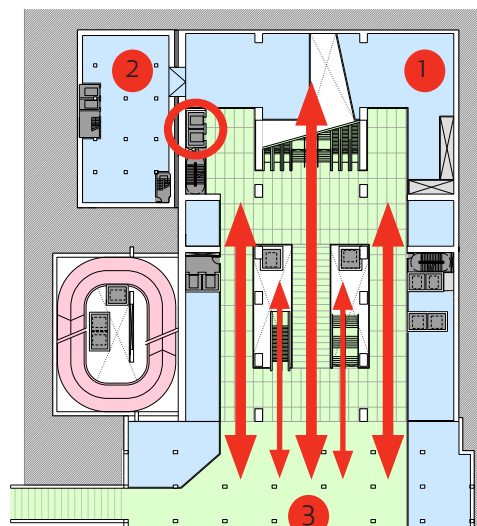
1. Retail concourse.
2. 285 basement retail.
3. Station concourse.
4. Loading bays.
5. Flagship retail.
6. 285 retail.
7. 285 commercial lobby, utilising existing core
8. Existing core within 285 George Street.
9. Shell House retail/restaurant.
10. Shell House lobby.
11. Retail.
12. Office reception.
13. Shell House office.
14. Tower reception lounge.
15. Tower lift lobby.
16. 285 commercial/office.
17. Plant.
18. Tower office.
19. Terrace.



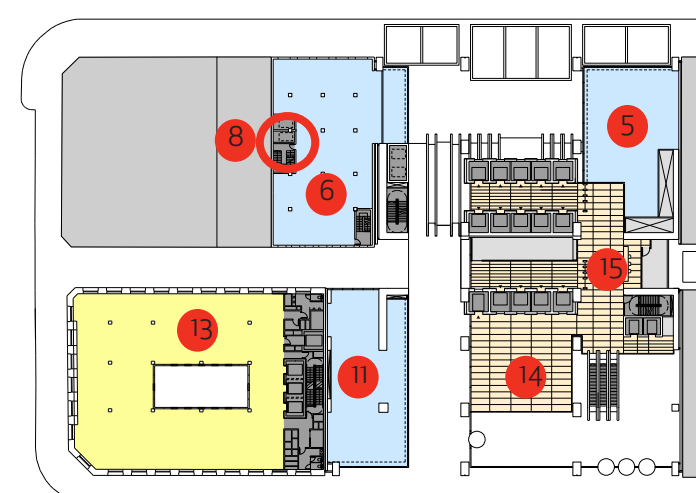
Carrington Street level



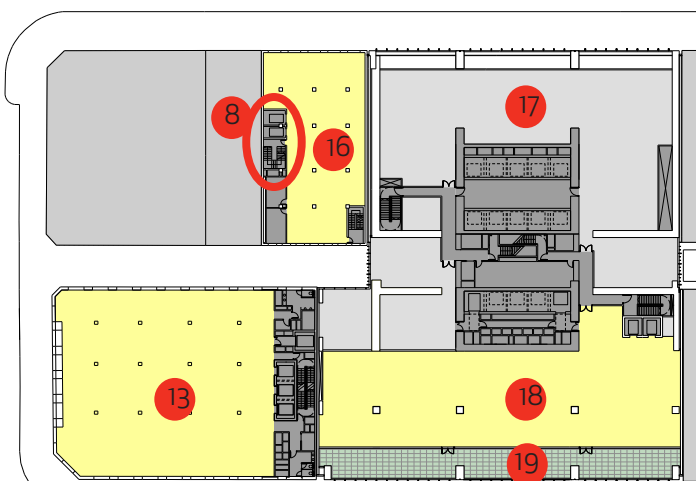
George Street level



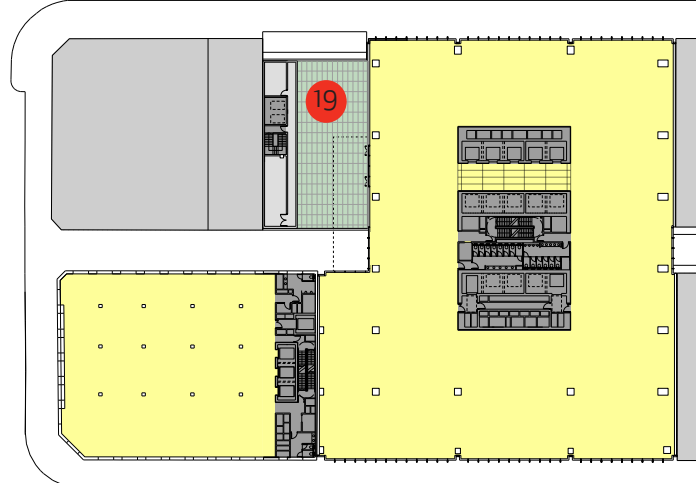
Station concourse



Upper ground level



Mezzanine level



Level 4 (tower)



Vitrine/shop window to 285 George Street



Illustrative view looking west along Hunter Street at street level

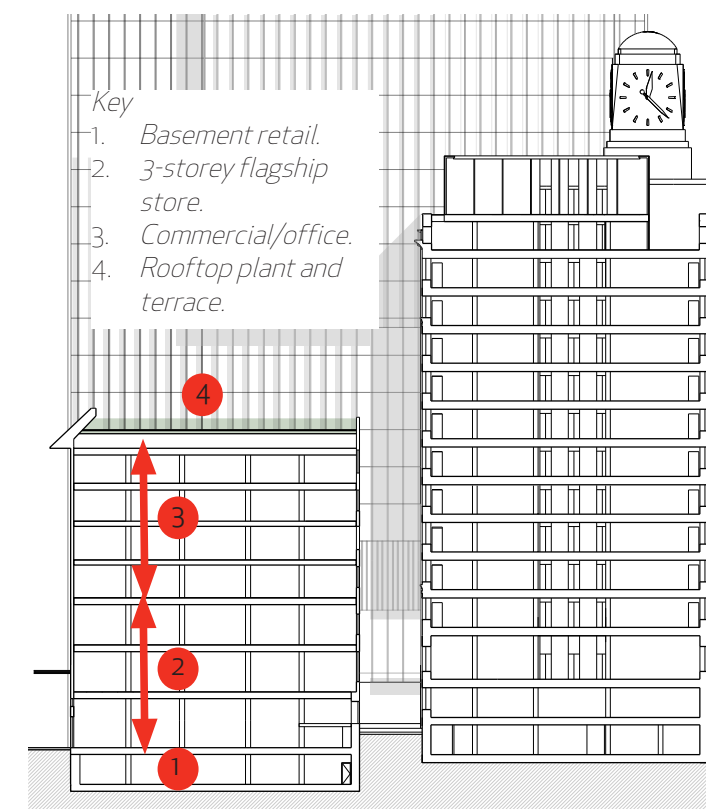
285 George Street

285 George Street comprises a basement level, three retail levels and four self-contained office floors, with a roof level hidden behind the existing fake pitched roof and cantilevered eaves.

The retail levels have their later mezzanine levels and additions removed, to form three generous levels of accommodation suitable for a flagship retail store. This store finds expression through extension into a new 'vitrine' within the new public room, created under the tower. To Wynyard Lane the building can be opened up by the insertion of a mezzanine level to provide access to either a separate unit at basement level, or an extension of the George Street store.

The office levels retain their discreet access from George Street, with the existing single stair and pair of passenger lifts, augmented by an additional stair to meet premium office requirements.

The existing roof is overlooked by both Shell House and the office tower. The roof level will be replanned to minimise plant and screen, to create a roof terrace accessible as an amenity from the office tower.

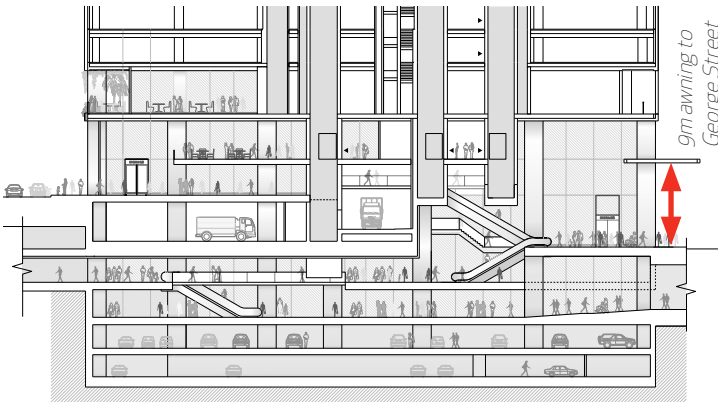


East-west cross-section through 285 George Street and Shell House

Awnings

Awnings are provided to the George Street frontage, visually and physically extending the new public spaces and transit hall.

- Various heights were tested and have been set at a two-storey height:
- 1. This responds to the scale and relationship to the transit hall, allowing views to the street to be maintained from the base of the escalators at the station concourse while also providing solar protection.
 - 2. From Hunter Concourse the canopy height maximises the direct visual connection to the buildings and activity of George Street.
 - 3. Views along the laneway between George Street and Carrington Street are to be open and framed, rather than concealed.
 - 4. The civic nature of the space they enclose and the entry the station needs is to be signified within the architecture. The elevated height against the surrounding awnings will be read clearly in the oblique George Street views.



West-east section - Carrington Street to George Street



View from station concourse
Height of awning maintains view of George Street



Existing George Street awnings



View of George Street frontage



View of George Street frontage with awnings

Street activation: Open spaces and edges

George Street is the prime retail frontage, with no office lobby access. Carrington Street is allowed to regain its former importance, with both the new office tower and Shell House having their addresses and entrances to the north and south of the site. Between these two uses, retail flanks a new laneway connecting George and Carrington Street.

The key activators are the retail functions that define the street frontages and line the new routes created through the site between George and Carrington Street, and down through the concourse levels at Hunter and station levels. There is a variety of unit sizes, from three-storey flagship units to small kiosk units. Along George Street, where a new wide public room is created continuous through the concourses, the retail facades return around to flank and activate the new space. This protected space provides urban punctuation along George Street, clearly signalling the civic nature of this new space and transport interchange. This is an arrival point or portal into Sydney.

The office lobby is concentrated within a single bay to the south of Carrington Street, but is expressed civically as a larger volume across two bays. The second bays is split into two levels, with the lower occupied at street level by a cafe that occupies the Carrington Street frontage and the new link to George Street. The upper level provides the space for office lounges and expansive lobby areas required for the functioning of a large office tower, but which often do not contribute activity to the same scale as a retail unit. The location of the cafe unit adjacent to the bus interchange and opposite Wynyard Park will increase the opportunities for this unit to trade longer than other CBD units.

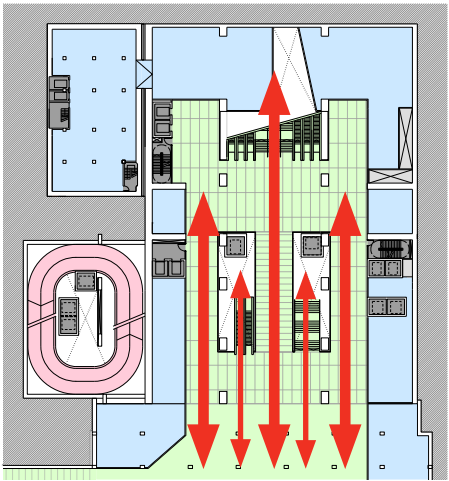
Passive surveillance is provided both by the retail uses, but also by designing out hidden corners which have the potential for anti-social behaviour and maintaining clean lines of sight through the site to ease wayfinding and create a sense of security. The proposals continue the building line of their surroundings, to remove any lost corners against the blank party walls familiar elsewhere in our cities.

Shell House will have retail uses reintroduced at the raised Carrington Street and Margaret Street/Wynyard Lane levels. This can be either a large combined unit, or a series of smaller units. The frontage of 285 George Street to Wynyard Lane is being set up to allow the unit to either continue through, or provide access to a separate basement unit.

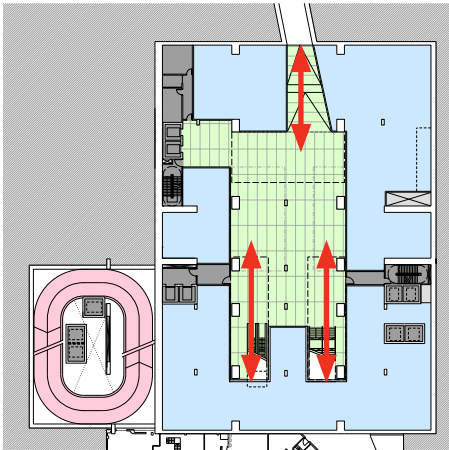
The awnings extending over George Street visually extend the new public room, providing access to Wynyard Station. This is deliberately generous in scale and activated over three levels. Thus while the street plane may be given over to large movements of people, the vantage points in the upper storeys above provide views of the action. A kit of facade bays has been developed to allow the glazed retail bays to retract, thereby animation can be provided without intruding on the public thoroughfares.

The Hunter concourse is designed as a new marketplace, with views up to George Street and within the station concourse. This large open space, with excellent transport and no residential neighbours, has the potential to host a series of markets and events throughout the week and day.

Station concourse



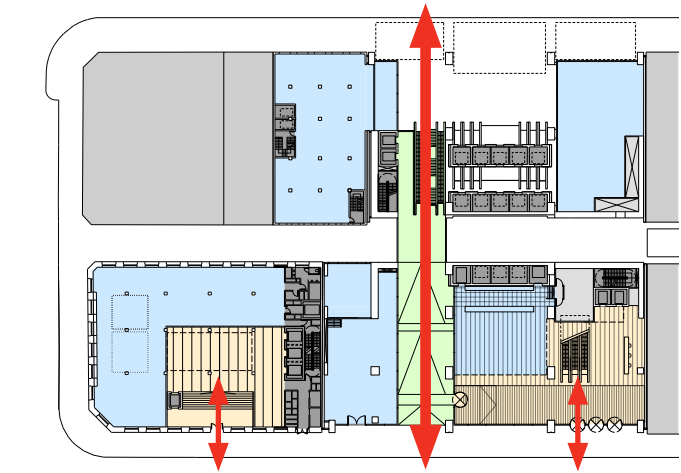
Hunter concourse



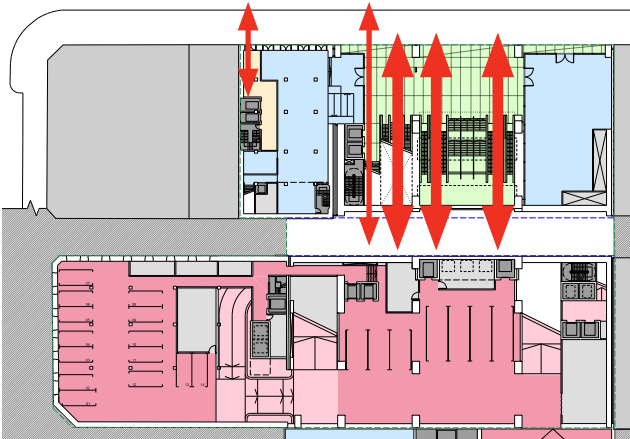
George Street to Carrington Street laneway

A new laneway between George and Carrington Streets is proposed. At over 7.50m in width, it opens a straight, direct line of sight between Wynyard Park and George Street, allowing an easy interchange above ground between the bus and the George Street light rail. The link is open 24 hours. Active frontages and clean lines maximise passive surveillance.

There is a 5.50m change in level up to Carrington Street, which is effected by two escalators, a stair and a pair of elevators, that also provides access to all concourse levels. A secondary route between Wynyard Lane and George Street by means of a short stair and lift is located adjacent to this link.



Carrington Street level



George Street level

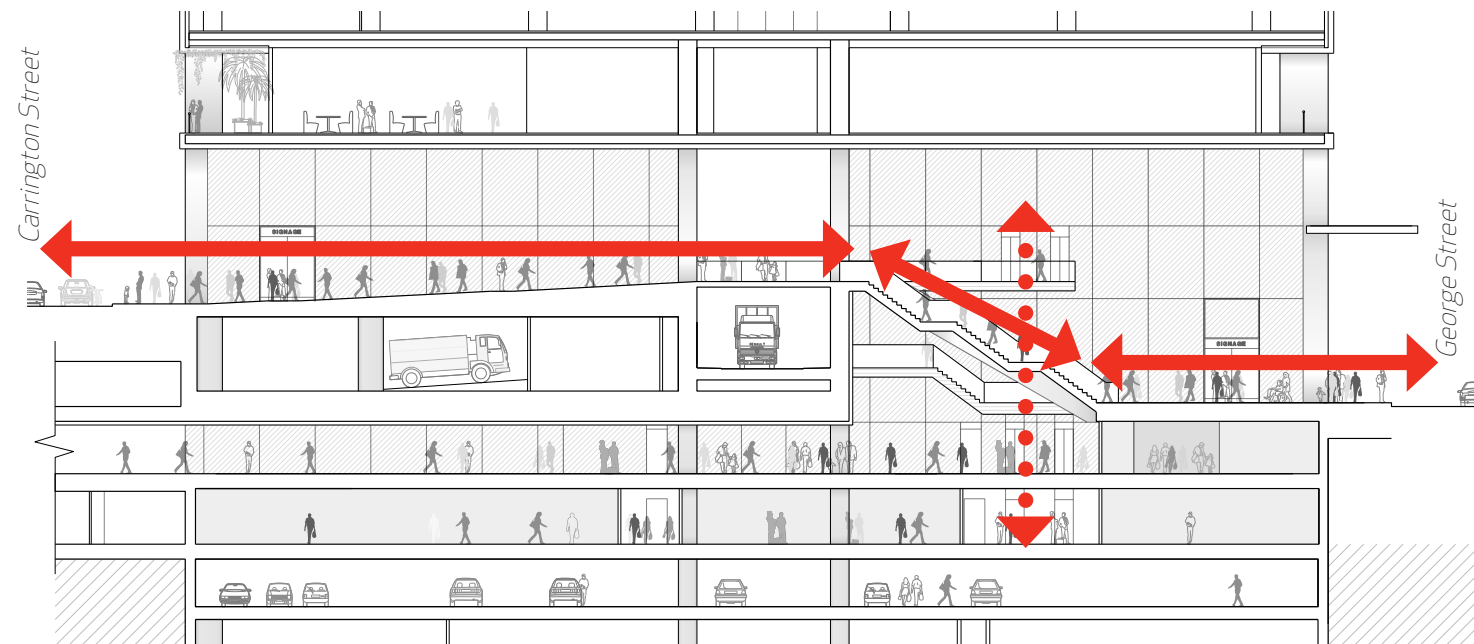


George Street access

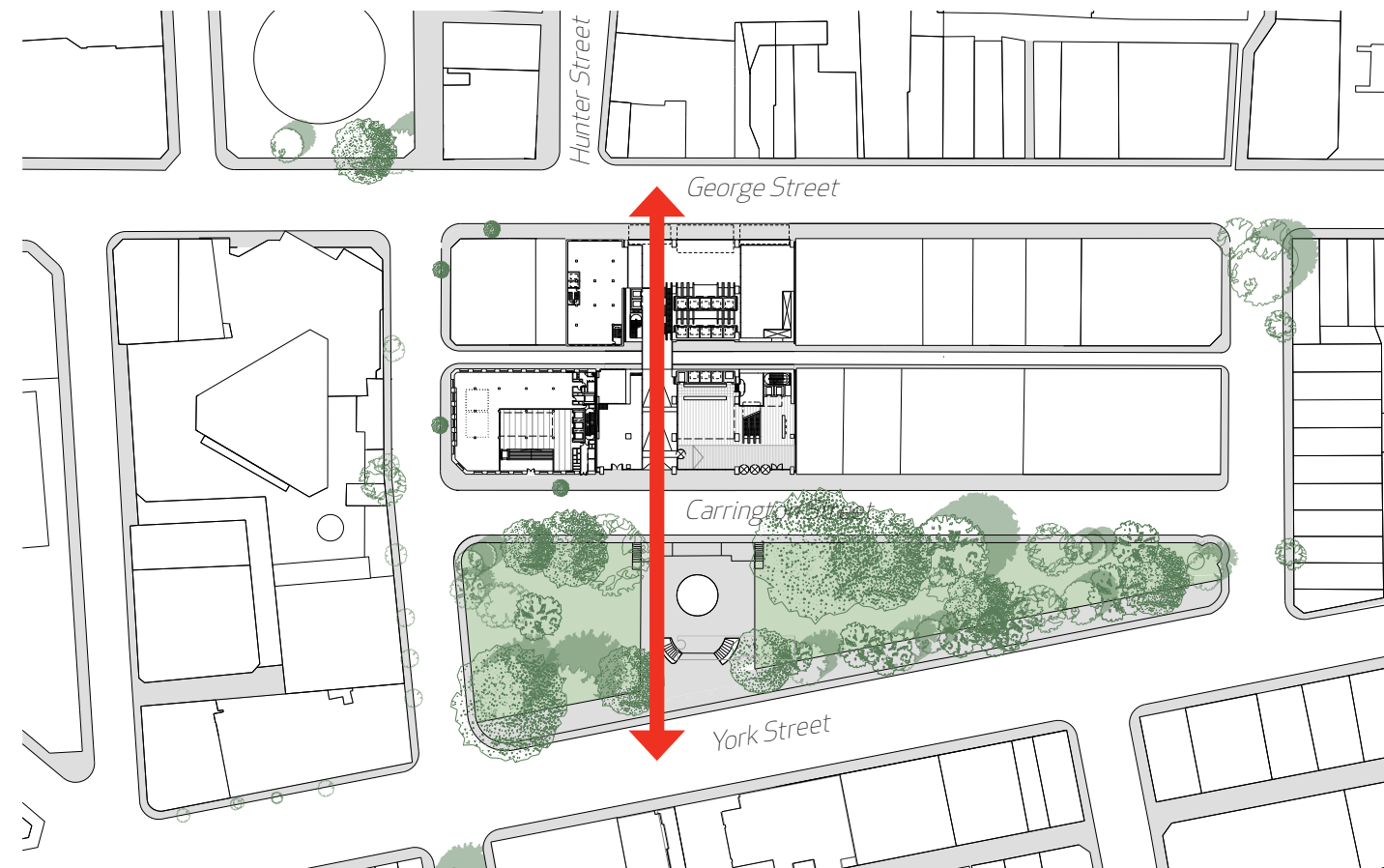


Carrington Street access

Wynyard Park



West-east section



Site plan with street level route from Carrington Street to George Street highlighted

The proposals open out to Wynyard Park, reinstating the commercial addresses of Shell House and the office tower and providing a range of multi-level retail, reorientating and engaging with the park.

The northern location of the laneway provides visibility to Wynyard Park, but currently terminates at the 1990s station entrance. The construction of this element effectively blocked off a direct visual axis through the site from York Street.

While not part of this submission, the proposals set up a framework that maximises the potential for connections today and also allows future development, such as the reinstatement of the original park levels. This reinstatement could be effected by a simplification of the connection between the station concourse and Carrington Street and an enhancement of the current retail provision.



Historic photograph of Wynyard Park looking south-east

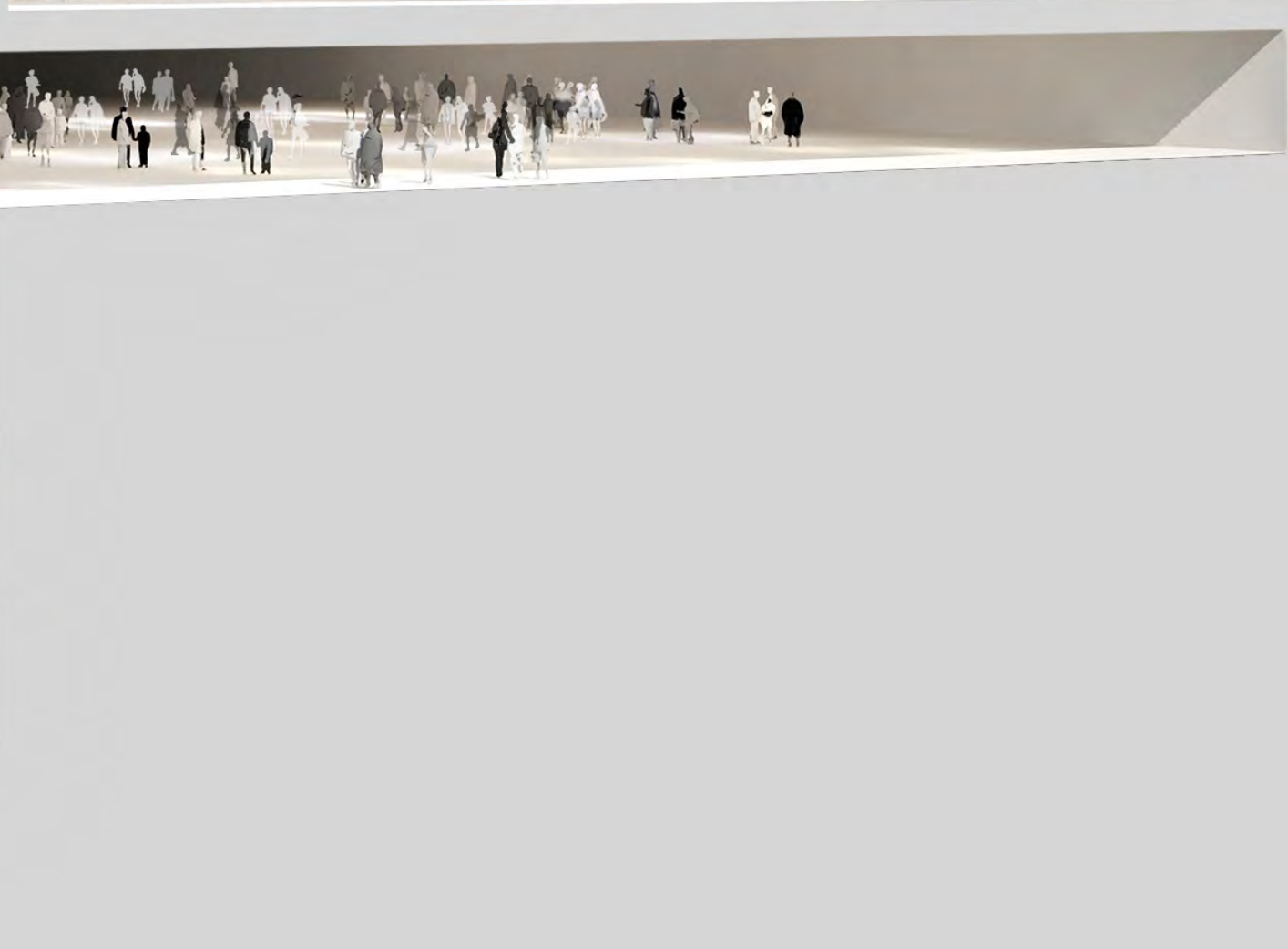


Existing view from York Street to Menzies Hotel



Study section exploring the reinstatement of Wynyard Park levels and a link from York Street to George Street





Station concourse

Station and transport interchange

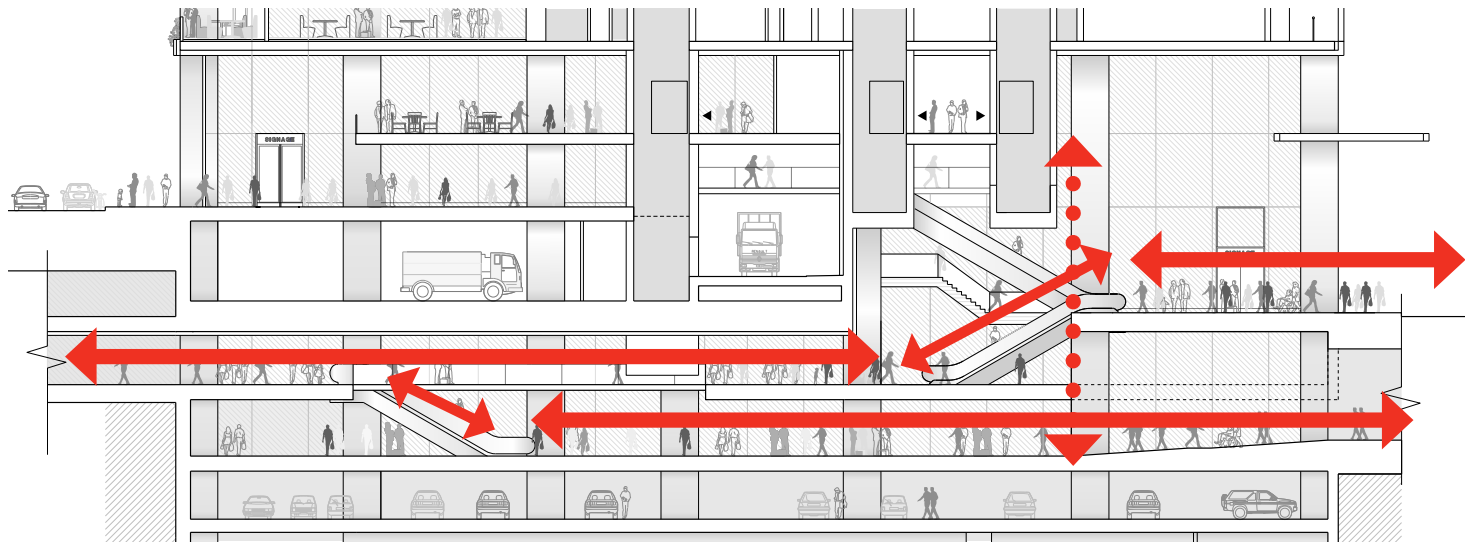
The existing proliferation of stray kiosks and signage is cleared to create a wide east-west route up to George Street or down to the Hunter concourse. All routes are direct, with clear lines of sight. Escalators, lifts and stairs connect the levels which have been sized to exceed future predictions of passenger flows.

The central core spine and east-west route is expressed in the soffit, providing instinctive wayfinding. Overlooking the Hunter concourse, this is the fast route. To either side, the exposed uplit concrete soffits are slower spaces, accessing retail.

There is a minimum clear height of 3.50m.

Retail

The concourse is lined with retail units of varying depths, from kiosk-type units to large-format stores. These units can be linked physically to the adjacent units above to George Street, or below to the Hunter Connection.

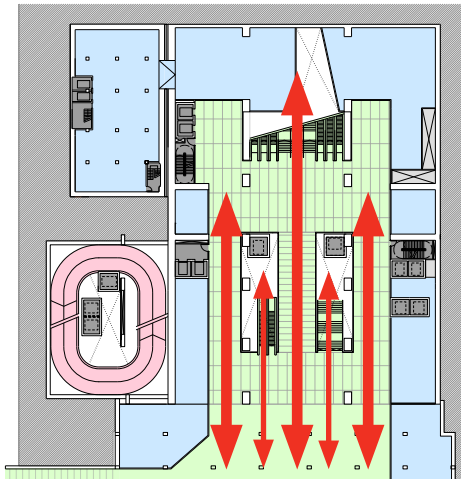


West-east section

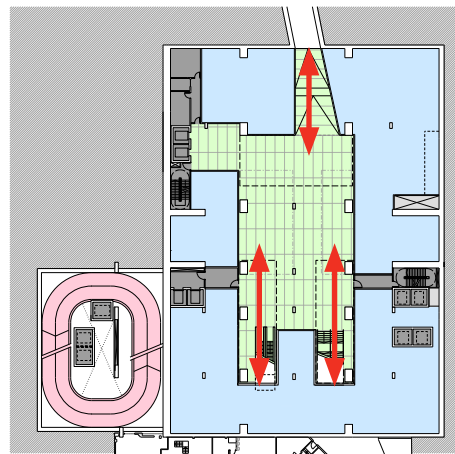


Illustrative view from the station concourse to George Street

Hunter Connection



Station concourse



Hunter concourse

Station and transport interchange

The 4m-wide Hunter Concourse enters a wide marketplace lit with generous skylights from street level and views up to George Street. Two escalators and a wide staircase are located facing the 4m-wide entrance and connect directly to the station concourse facing the paid concourse. Two lifts provide access to all public levels.

There is a minimum clear height of 3m.

Retail

The Hunter Connection opens up into a generous top-lit market hall, with areas for stalls and seating adjacent to a range of unit sizes, including large, deep units. All units have the opportunity to connect to the station concourse above. The market could be widened for alternative uses at weekends or evenings, maximising activity and widening the footfall.

There is a visual connection direct into the hall when exiting the paid concourse and George Street, increasing awareness of the level and its activities.



Illustrative view from Hunter concourse towards George Street

Interface with public transport

The design has been evolved in consultation with TfNSW to provide a solution that seeks to respond to both the current situation, the future projects being brought forward and the emerging ambitions.

First and foremost, the scheme provides a new transit hall and access into Wynyard Station. Learning from the cramped access on York Street, the arrival at George Street is deliberately generous and expansive, providing for the first time at this location an arrival point appropriate for central Sydney. The elevated awnings also signal the civic nature of this space on the approach along George Street.

The concourses are arranged to provide clear, direct routes and lines of sight, reducing the need for signage and learning from the best examples of transport interchange internationally.

Access to the station is signalled by a large interactive portal facing George Street. This is a series of signage and information boards at eye level. A free-standing information totem is provided at the entrance to the transit hall at both George and Carrington Streets.

Should the station need to be closed off, there is a security line at the top of the escalators and stairs onto George Street and at the access to the station concourse. In this case, the lifts would be programmed not to access these levels.

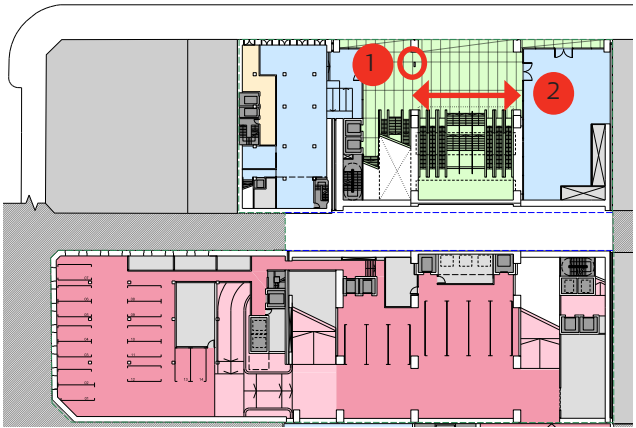
Passengers arriving or leaving Carrington Street by bus can move through the new laneway directly to and from George Street.

Future

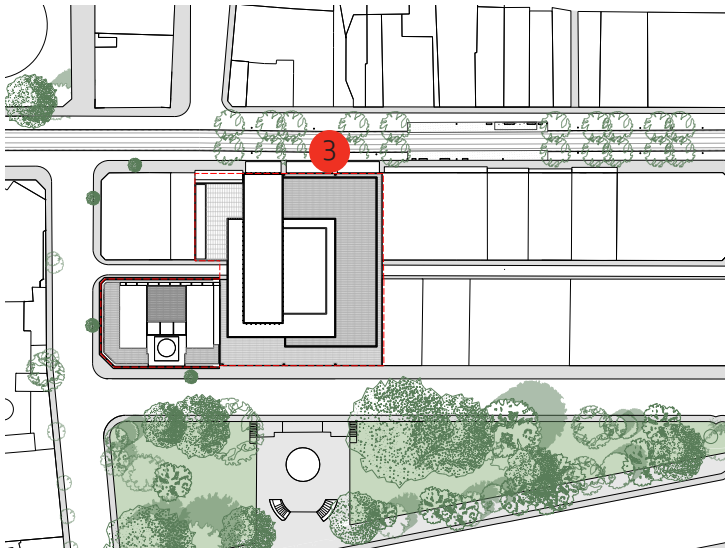
The George Street Light Rail scheme is moving forward and involves the part pedestrianisation of George Street from the south until the junction of Hunter Street. The platform for these trams are to the south of the site.

The initial layouts include tree planting along George Street. These are aligned with the current buildings. In order to maximise visual connections, the team would like to work with the relevant authorities to optimise their location and interface with the elevated building awnings. (See fig. 3)

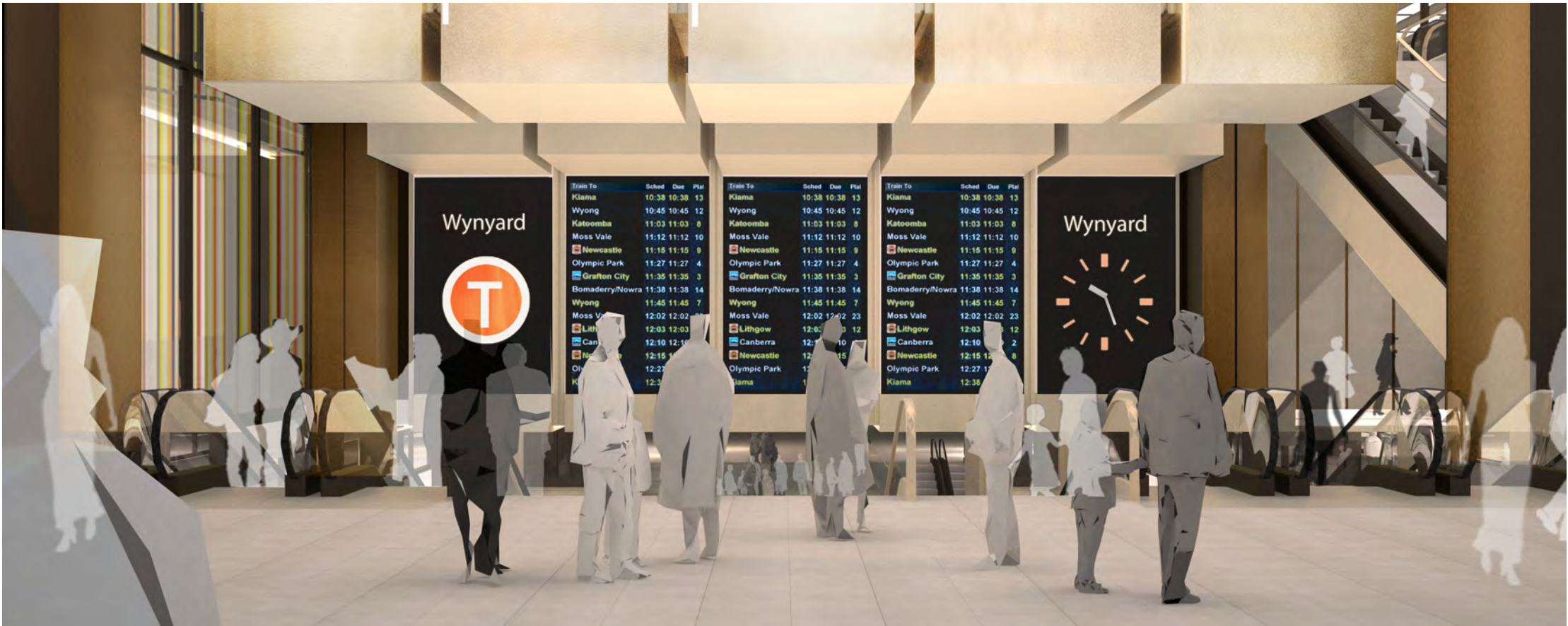
Future upgrades and remodelling of the station, including layout, signage and materials will need to be developed prior to procurement of the materials illustrated within these proposals, in order that the wayfinding and environmental benefits are maximised. Options that include the restoration of levels within the park are set out on preceding pages.



George Street level:
1. Information 'totem'
2. Security screen line to close access to station



Site plan
3. Light Rail platform and tree planting as currently proposed



Illustrative view of George Street access to Wynyard Station

Concourse architectural expression

Shop fronts

Conceived as vitrines, all street-level office and retail pavilions have bronze-finish anodised aluminium framing, with fully-integrated signage, doors, lighting and security. There is a solid reinforced recessed base to both, responding to the change of level and forming a resilient, robust base at street level against the action of for example, cleaning machines or people. A kit of parts for each of the functions has been evolved that can be utilised to suit the varying requirements, and includes pivot doors, revolving doors, fixed panes and sashes/opening sections.

Soffits

The architecture of the soffits is utilised to provide instinctive wayfinding and direction. The 1.50m primary building grid carries under the soffit and through the public areas on an east-west access, leading one through from Carrington to George Street and then down into the station concourse.

These primary and deepest elements are then augmented by recessed cross-metal sections set on a north-south access. These profiles have removable recessed panels, allowing the full and flexible integration of all visible building service elements such as cameras, sprinklers and lighting. Within this grid are recessed illuminated panels.

The layered build-up of elements also provides the opportunity to integrate measures to optimise the acoustic environment of the space.

Lift cores

Metal cladding in a nickel bronze finish, to differentiate from the darker bronze of the main cladding, surrounds each lift shaft, concealing the counterweights and mechanisms that gather dust and quickly become unsightly.

The central section is glazed to show the lift movements behind, exposing the workings of the office above. The prominent pits are suspended sculptures and the lighting of these pits will be designed to express this movement in the pits when in use, and as static chandeliers when not.

This materiality and form continues within the central, core bay of the station concourse.

Floors

Natural stone, either continuing the granite of the street or a similar standard to harmonise in colour and quality with the street, will be carried through the public spaces to emphasise the public nature of the concourse and transit hall.

The current granite pavement finish can be very slippery when wet and the new finish would provide better slip resistance. If the same granite is used, then there may be a desire to change the module or layout to create a subtle shift and signify transition to the station areas.

At concourse levels, a coherent joined-up strategy will be developed to integrate with any emerging proposals. While there may be different materials, the transitions will need to be carefully managed to aid wayfinding and maintain a seamless journey sequence.

Balustrades

In order to maximise light transmission, glazed balustrades are shown, with a bronze finish base, edging and handrail to provide resilience and connect visually with the stair and retail pavilion elements.

Public art

Brookfield has a commitment to a high quality public art programme that is evidenced in all their projects. Make has often had the opportunity to work with artists on a range of schemes, with a preference for integrated works rather than stand-alone trophy pieces.

While artists have not yet been short-listed, a later public art brief would, as well as adhering positively to all public safety issues, seek to draw from the unique characteristics and use of this space:

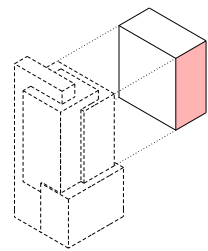
1. The movement and distinct ebbs and flows of people throughout the day.
2. The act of arrival and leaving.
3. The multi-layers and levels, providing vantage points over three or more levels and allowing connections to be made.

Ideally the works should not be immediately apparent. Rather they become visible gradually to the daily users, as they discover the presence of the works and then the connections. The floor surfaces offer a unique canvas: sometimes obscured, others completely open, patterns can be revealed from certain directions or vantage points.



Illustrative view of George Street frontage

Wynyard Window



The upper building sections appear in the longer city views and are the city expression of the new tower. From George Street they form part of the tight oblique street collage, while from Wynyard Park they rise above the dense, evergreen foliage. These sections are read from many angles and vantage points, and it is the design's intention that the appearance should similarly shift and evolve, in response to environment and view.

The architectural expression is rotated by 90 degrees to throw its differences into relief with the base, forming a large window west towards Wynyard Park and Darling Harbour and east to the CBD

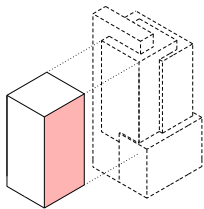
The tower component is in effect a single block that interfaces first with the extended northern George Street bay, and then with a elevated interlocking element to the north. This block sets back from the south, west and east and is held on the north by the extruded George Street bay. The scale of this block mimics that of the surrounding street level buildings, thus forming a tall structure composed of elements drawn from the city rather than imposing a single geometric form.

The internal structural bays are suppressed in the reading of these elements, to form simpler elegant forms of a larger scale. The logic of the facade glazing and fin articulation is as for the base.



Illustrative view:
Carrington Street elevation looking north-east

City Tower



The final piece of the composition is the insertion of a further high-level block. The expression is the same as the lower 'Window' block, but this piece is rotated by 90 degrees and appears to have been pushed into the building by some giant's hand.

To the west this component is set back a further 3m from Carrington Street to a total of 9m, deferring to Shell House and clearly legible from Wynyard Park as a separate volume.

To the north, the component cantilevers at high level 6m over Wynyard Lane and a refurbished 285 George Street, capturing the development area of this plot without the need to add additional floors to the existing building.

The deeper fins on the south help with the solar protection, but are open on the corners and towards Darling Harbour to take advantage of the long views.



Illustrative view:
Carrington Street elevation looking south-east