

The Transit Hall

The Transit Hall - materiality

The architecture of the soffit is utilised to provide instinctive wayfinding and direction. The urban room retains a distinctive and homogenous material which delineates the public spaces and route beneath the tower. The definition is captured using a series of large glass reinforced concrete (GRC) coffered panels that span across the space.

Each of the coffers are illuminated by using perimeter up-lighting, enabling the coffers to act as reflectors bouncing light back down to floor level.

The soffit will be free from services with any essential services being contained in the recessed junctions between the panels.

The reduction of services in the soffit, combined with the GRC material selection will ensure that maintenance at high level is minimised. This will allow the soffit of these public spaces to retain a high quality appearance with minimal maintenance.

City of Sydney specified granite will be used for the floor material at the George Street level of the transit hall. This will ensure visual continuity across the external and internal ground threshold and a high quality of finish within the urban room.

At Concourse Level the granite flooring will match the floor finish being used in the Wynyard Station upgrade and in Wynyard Walk. This will ensure continuity of finish and quality throughout.



Extract from DA9002 approved - Illustrative View 03 Laneway View from George Street

Glass reinforced concrete (GRC) panels



Extract from DA9002 proposed - Illustrative View 03 Laneway View from George Street

The Transit Hall

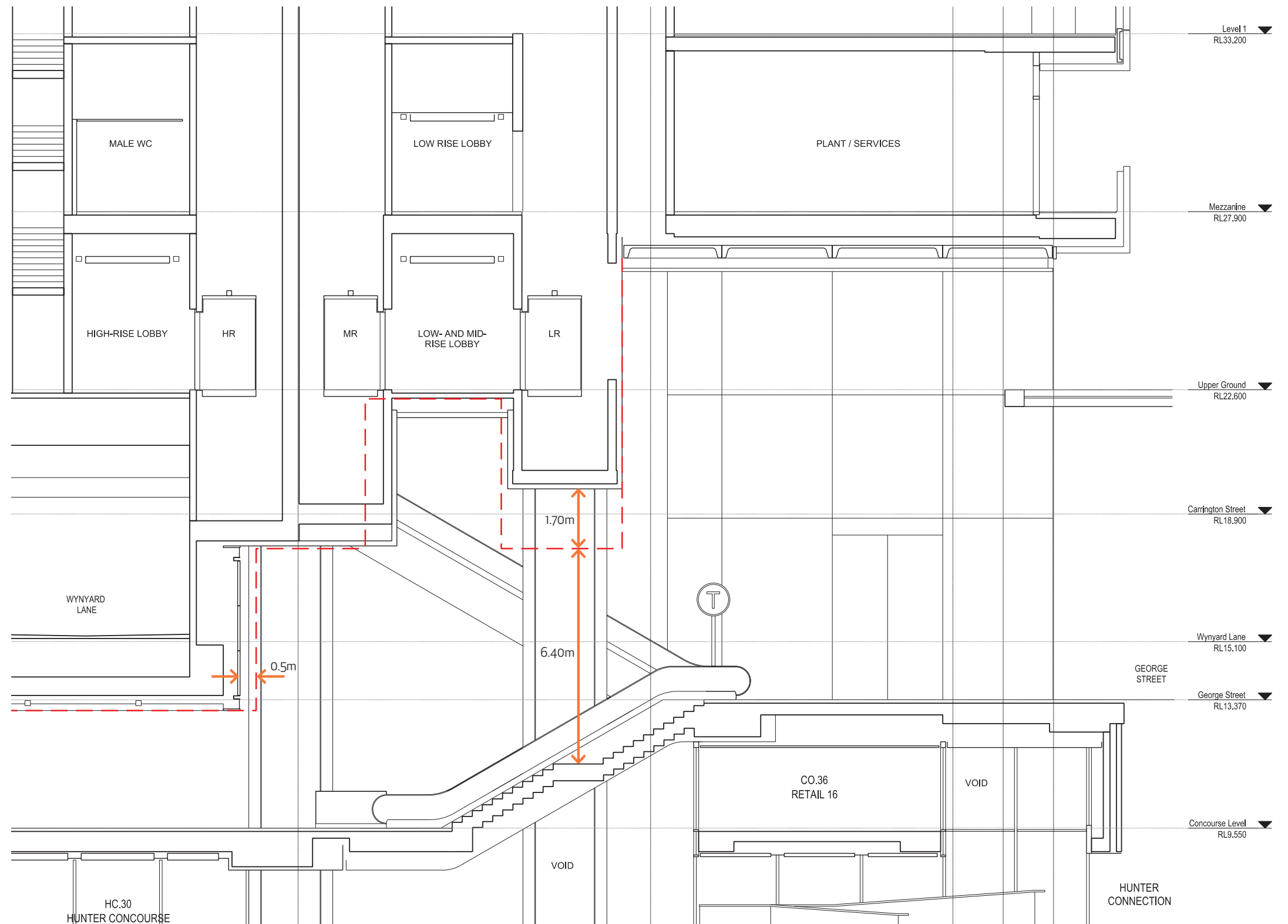
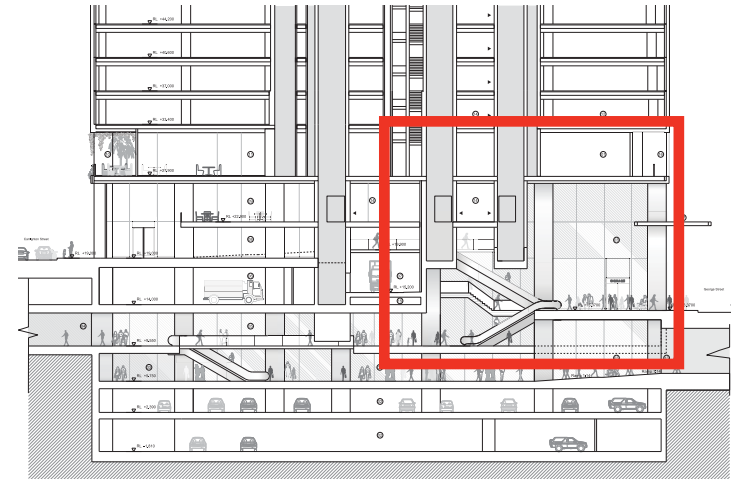
Office passenger lift pit arrangement

Through design development the position and height of the suspended lift pits have been developed to offer a more generous spatial configuration when experienced from George Street and Concourse Levels. This has resulted in more natural day light penetrating deeper into the concourse level.

- The soffit of the low rise lift pits have been raised by 1.7m to increase the height below them and improve day light levels at Concourse Level
- The original position of the vertical face in front of the escalators has also been pushed back by 0.5m creating a more generous opening to the Concourse Level

----- Original DA submission section line

Key section



Extract from DA2221 proposed - Section 2 Concourse Section



Extract from DA9002 approved - Illustrative View 03 Laneway View from George Street



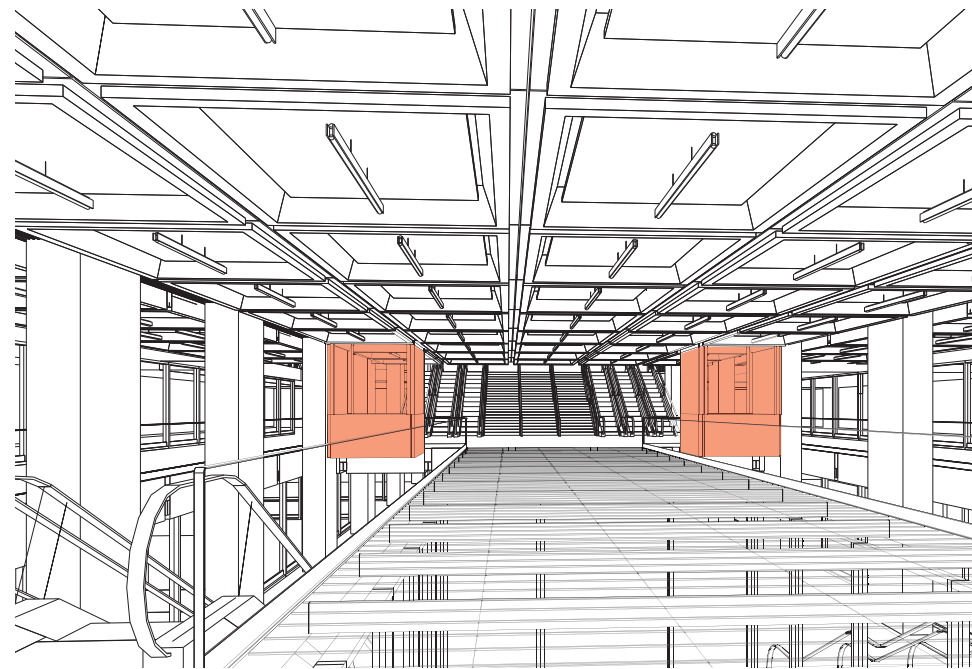
Extract from DA9002 proposed - Illustrative View 03 Laneway View from George Street

The Transit Hall

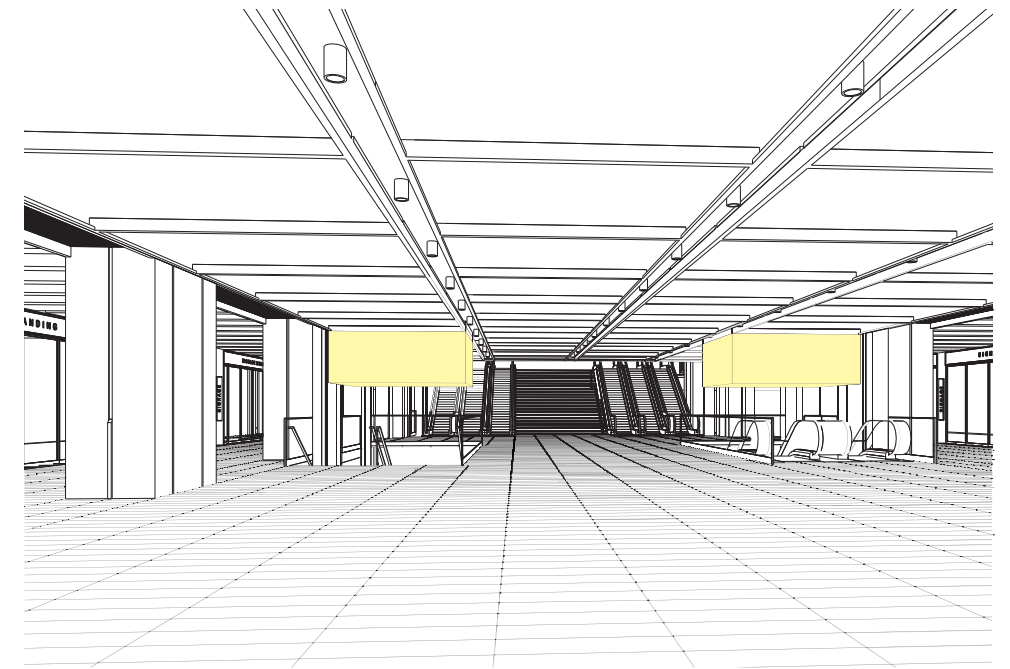
Office goods lift pit arrangement

In response to one of the comments from the Design Review Panel the position and depth of the suspended goods lift pits have been reduced to improve sight lines across the Concourse Level

- The soffit of the goods lift pits have been raised to 2.25m above the Concourse finished floor level. This allows unobstructed visual connectivity throughout the space.



The position of the goods lifts pits at Concourse Level for the approved development

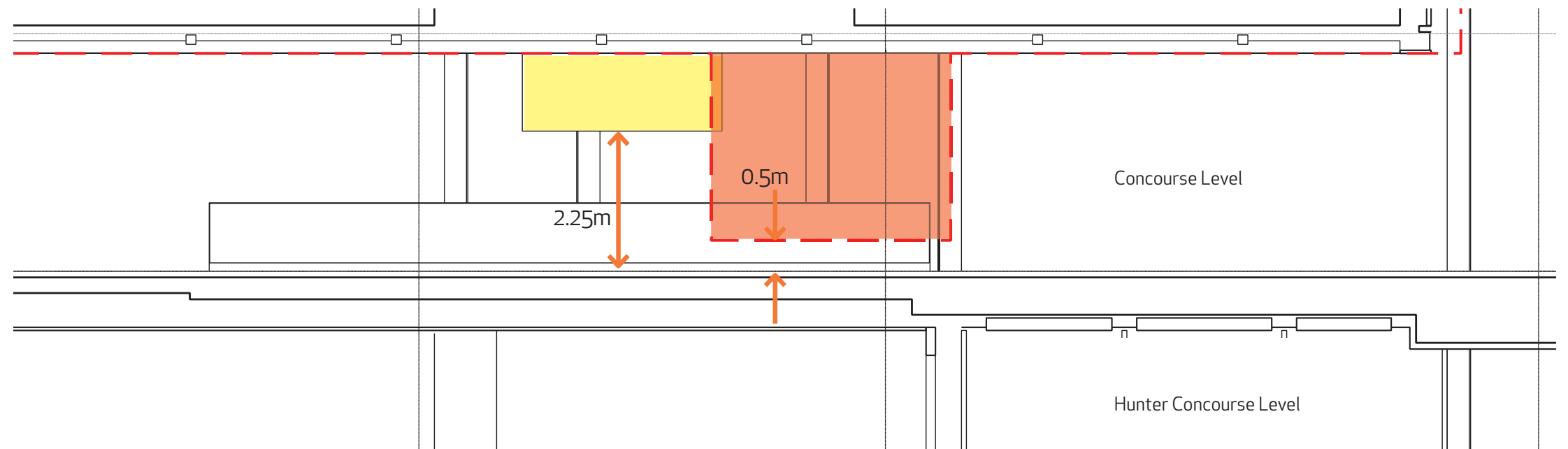
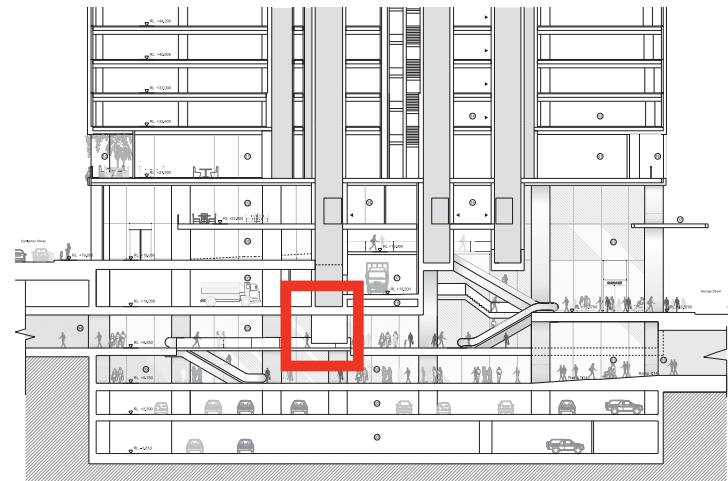


The position of the goods lifts pits at Concourse Level for the proposed development

- Approved goods lift pit position and height
- Revised goods lift pit position and height

Original DA submission section line

Key section



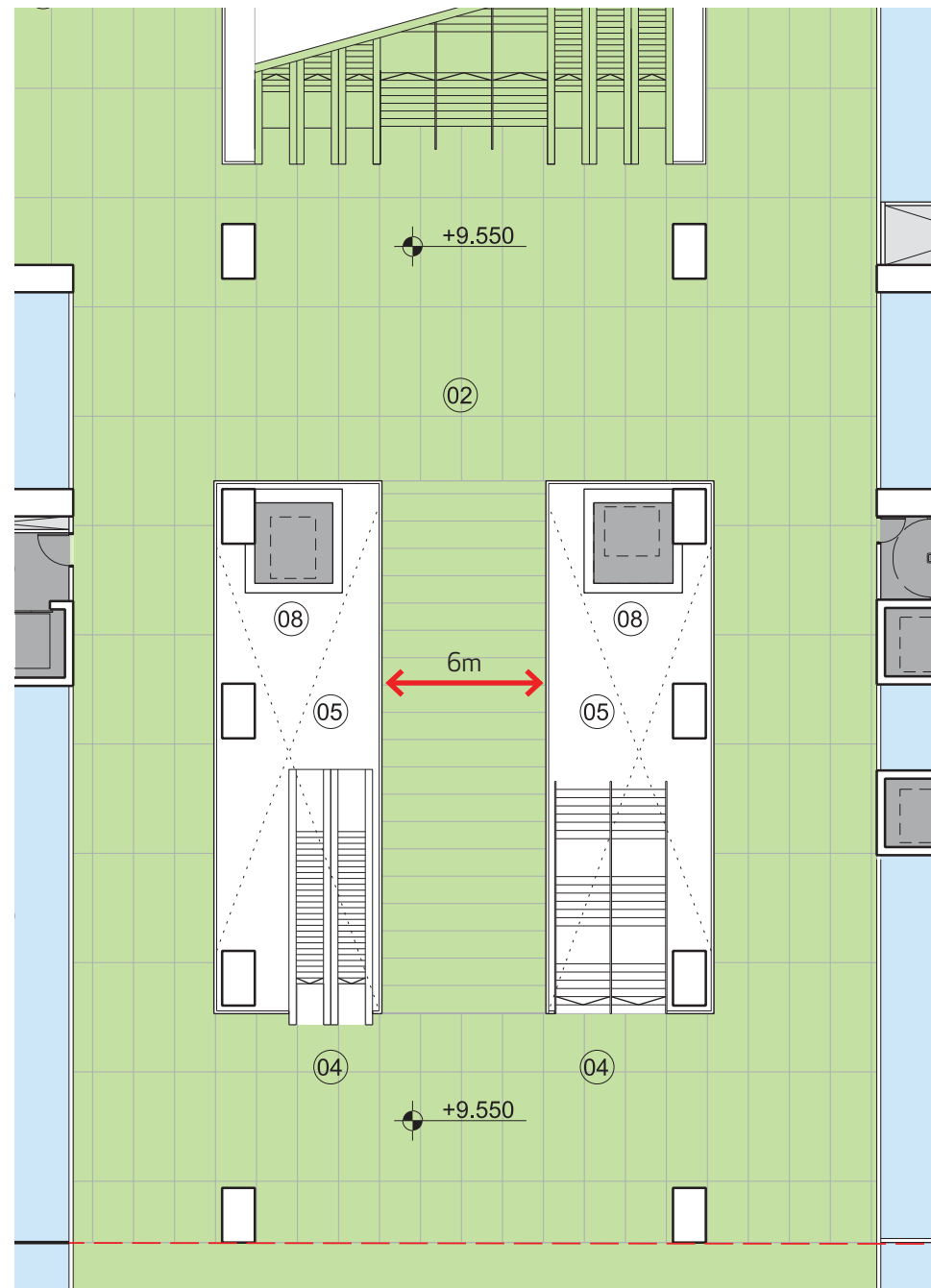
Extract from DA2221 proposed - Section 2 Concourse Section

Concourse Level

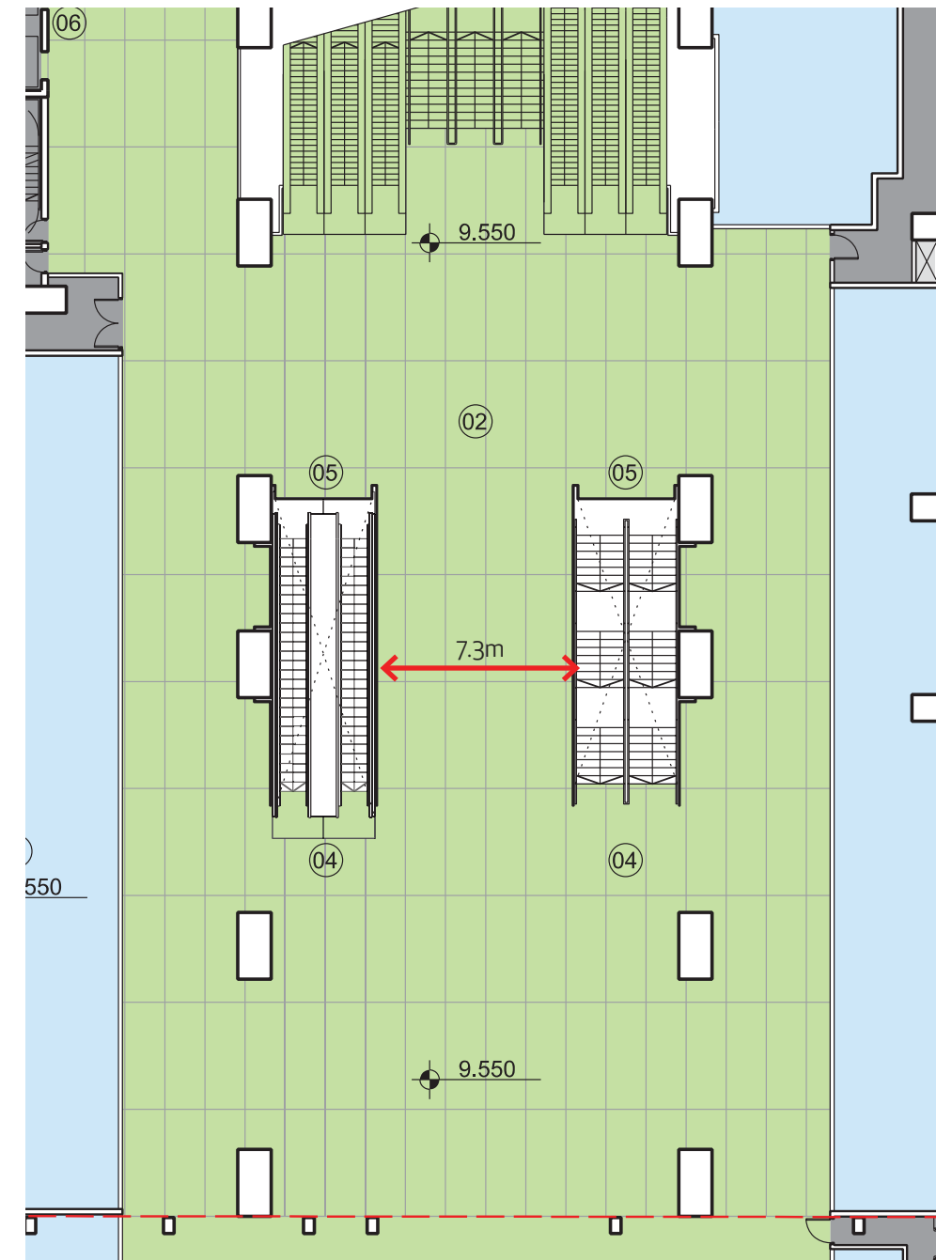
Increase in the public circulation area

Through design development the Concourse Level has been developed to improve public circulation throughout.

- The central thoroughfare has been widened from 6m to 7.3m to improve pedestrian flow, while maintaining the 16m minimum width required.
- The size of the voids to Hunter Concourse Level have been reduced to allow an increase in trafficable area at Concourse Level.
- In response to a comment from the Design Review Panel the north and south pedestrian routes have been made equal in width. This addresses the future demand from the revised location of the ticket gates and the opening of Wynyard Walk.

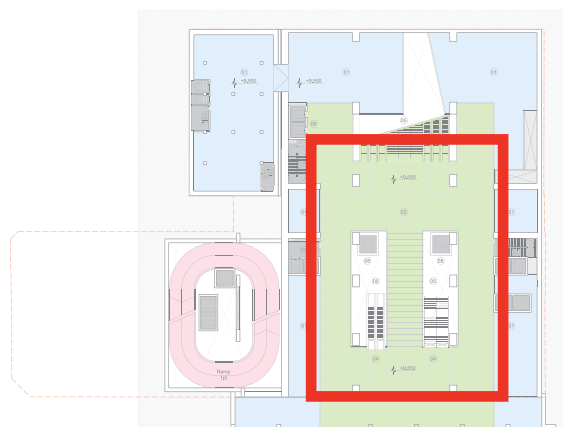


Extract from DA2005 approved - Carrington Street level



Extract from DA2005 proposed - Carrington Street level

Key plan

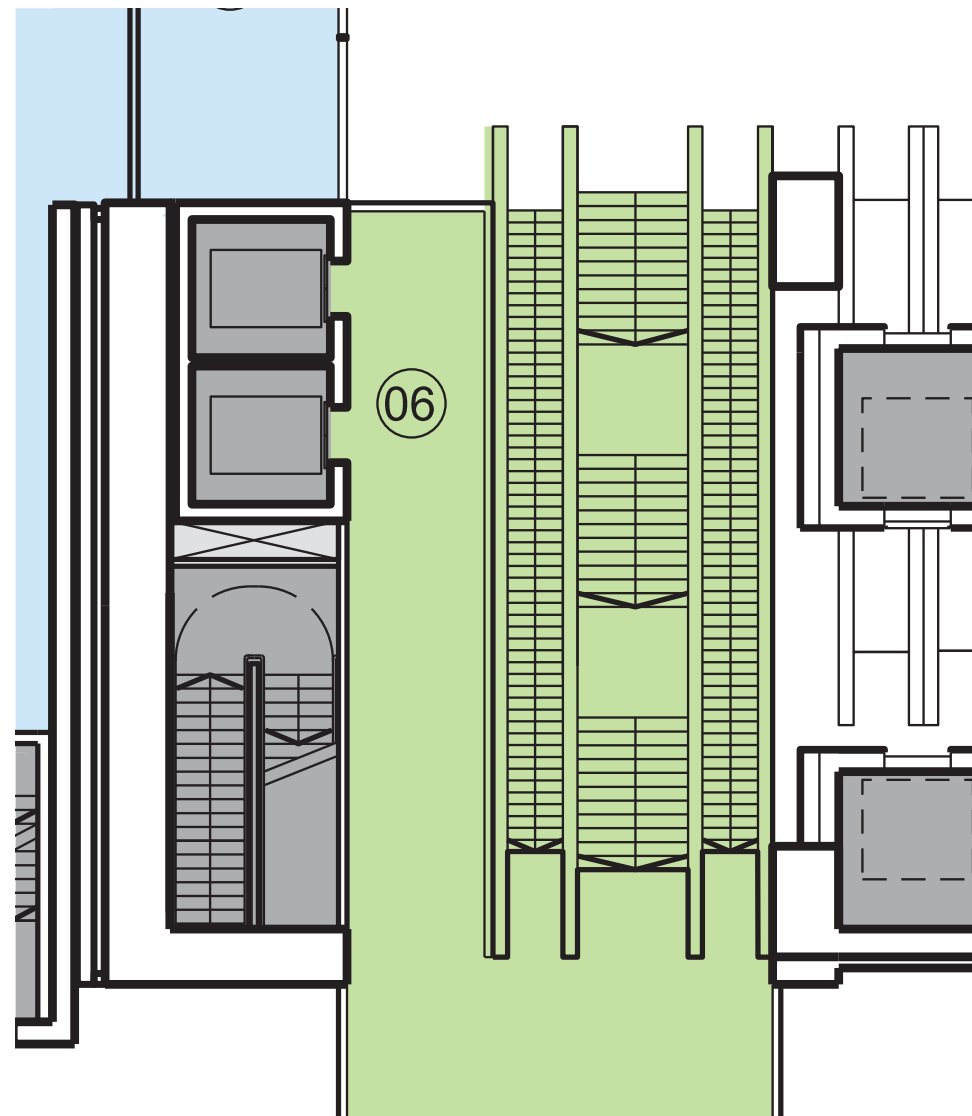


Through site link Stairs and escalators

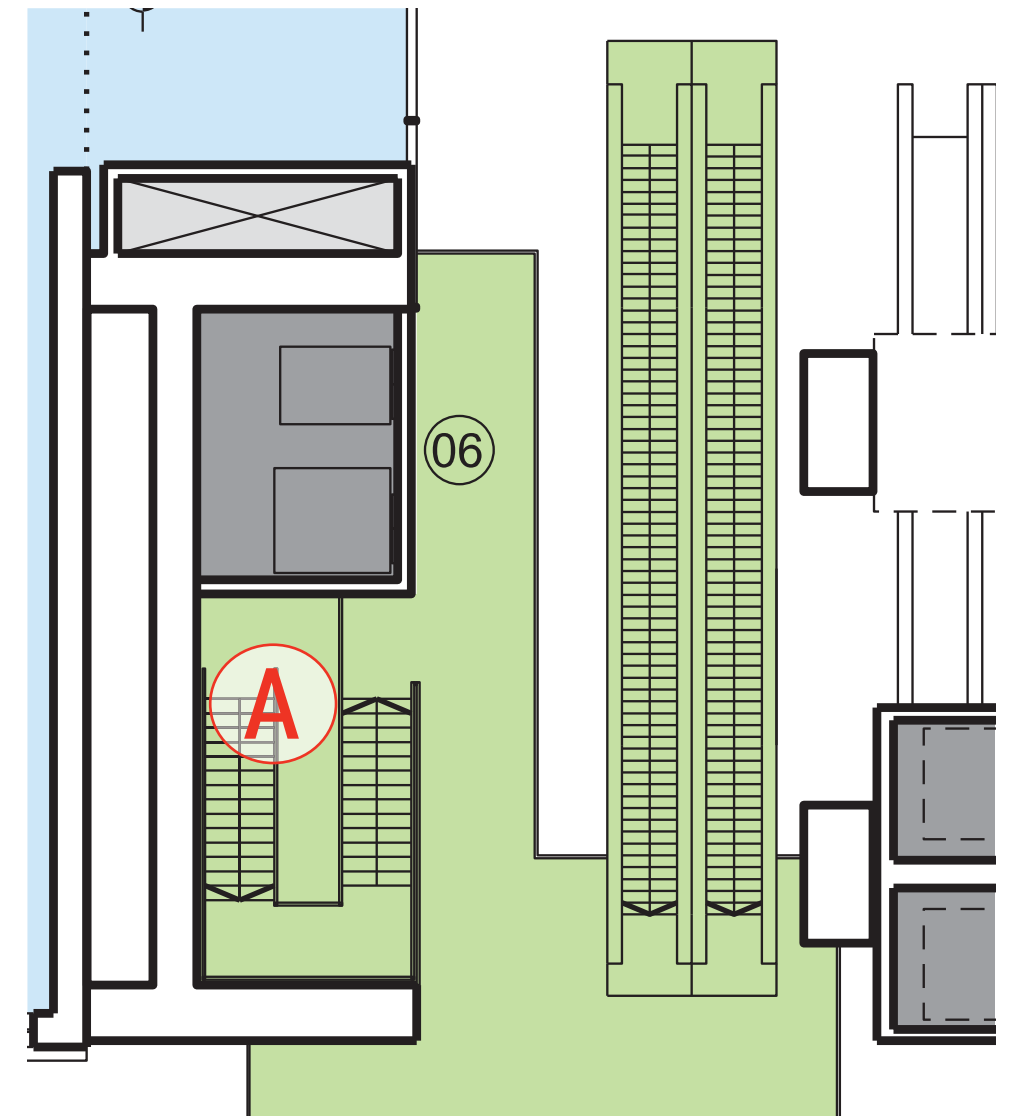
The through site link vertical circulation has been reconfigured to improve the visual connectivity at George Street Level towards Wynyard Lane. The relocation of the central stair has resulted in an increase in width to the Wynyard Lane route from George Street Level and also improved the visibility from Concourse Level to George Street Level by reducing the amount of soffit created by the stair and escalators.

The feature stair has been relocated to position A on the adjacent plan. This public stair is an open stair and is highly visible from the adjacent public areas.

Key plan



Extract from DA2008 approved - Carrington Street Level

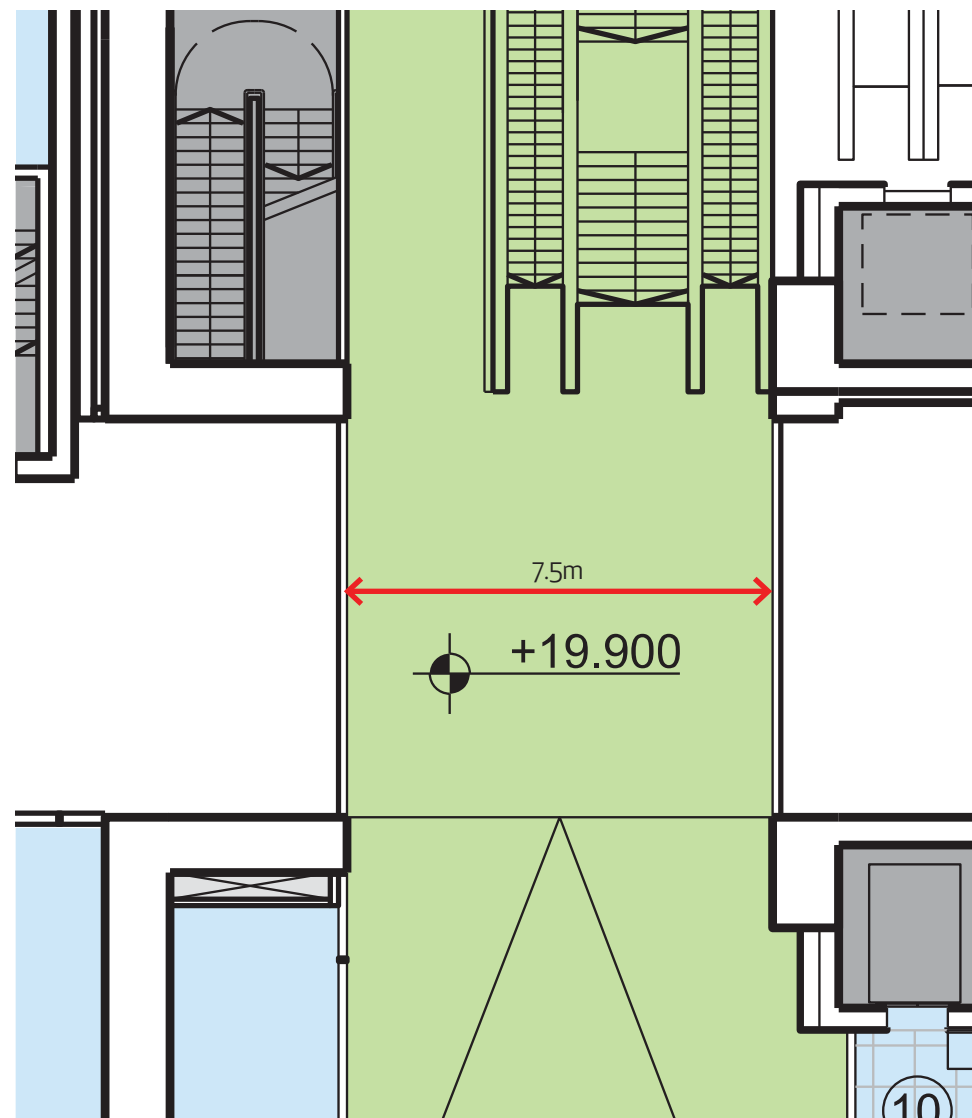


Extract from DA2008 proposed - Carrington Street Level

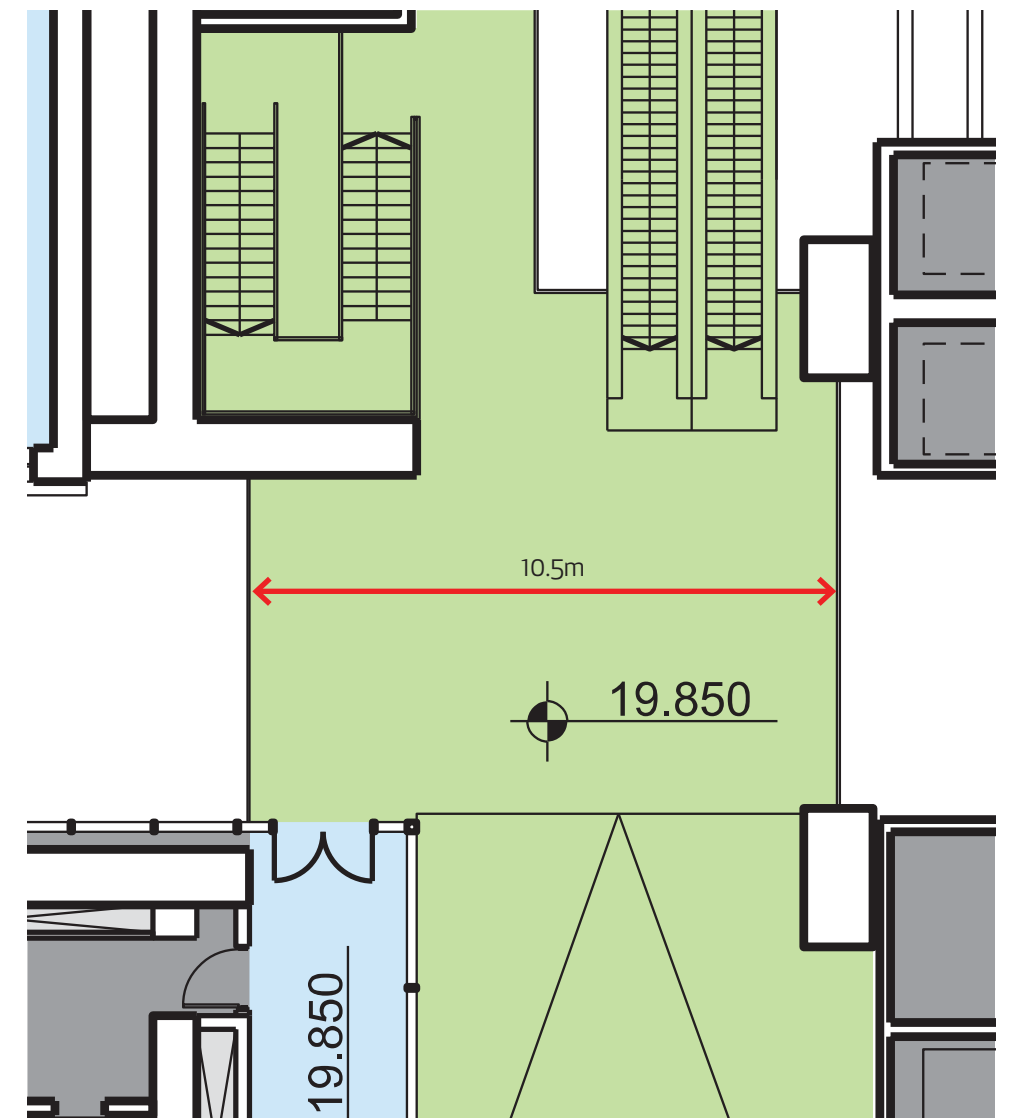
Through site link Width of bridge over Wynyard Lane

The bridge link from George Street to Carrington Street over Wynyard Lane has been increased in width. This has been amended to allow for an area off of the main thoroughfare for seating.

The extra width will provide the opportunity of increased activation of the through site link while providing improved natural surveillance over Wynyard Lane below.

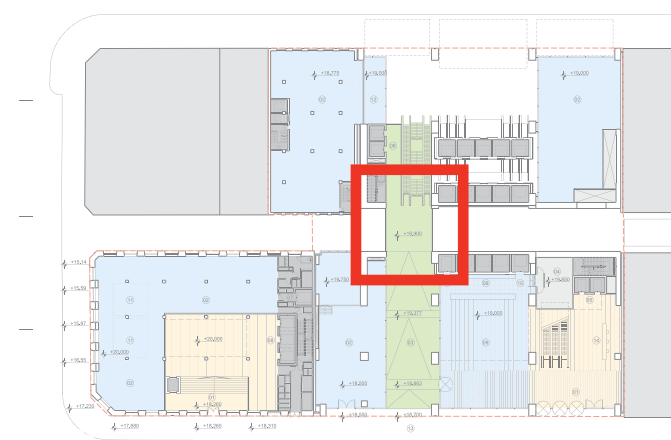


Extract from DA2008 approved - Carrington Street level



Extract from DA2008 proposed - Carrington Street level

Key plan





Extract from DA9004 Rev 00 - Illustrative View 05 Sectional Perspective



Extract from DA9004 Rev 01 - Illustrative View 05 Sectional Perspective