

1 DENISON STREET NORTH SYDNEY

S75W AMENDMENT

MOD. 7
NOVEMBER 2016

CLIENT

Winten Property Group



CONSULTANTS

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PROJECT NUMBER

s12055

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1.0 INTRODUCTION

This design report has been prepared by Bates Smart on behalf of Winten Property Group and forms part of a revision to the existing section 75w Application currently approved for the site.

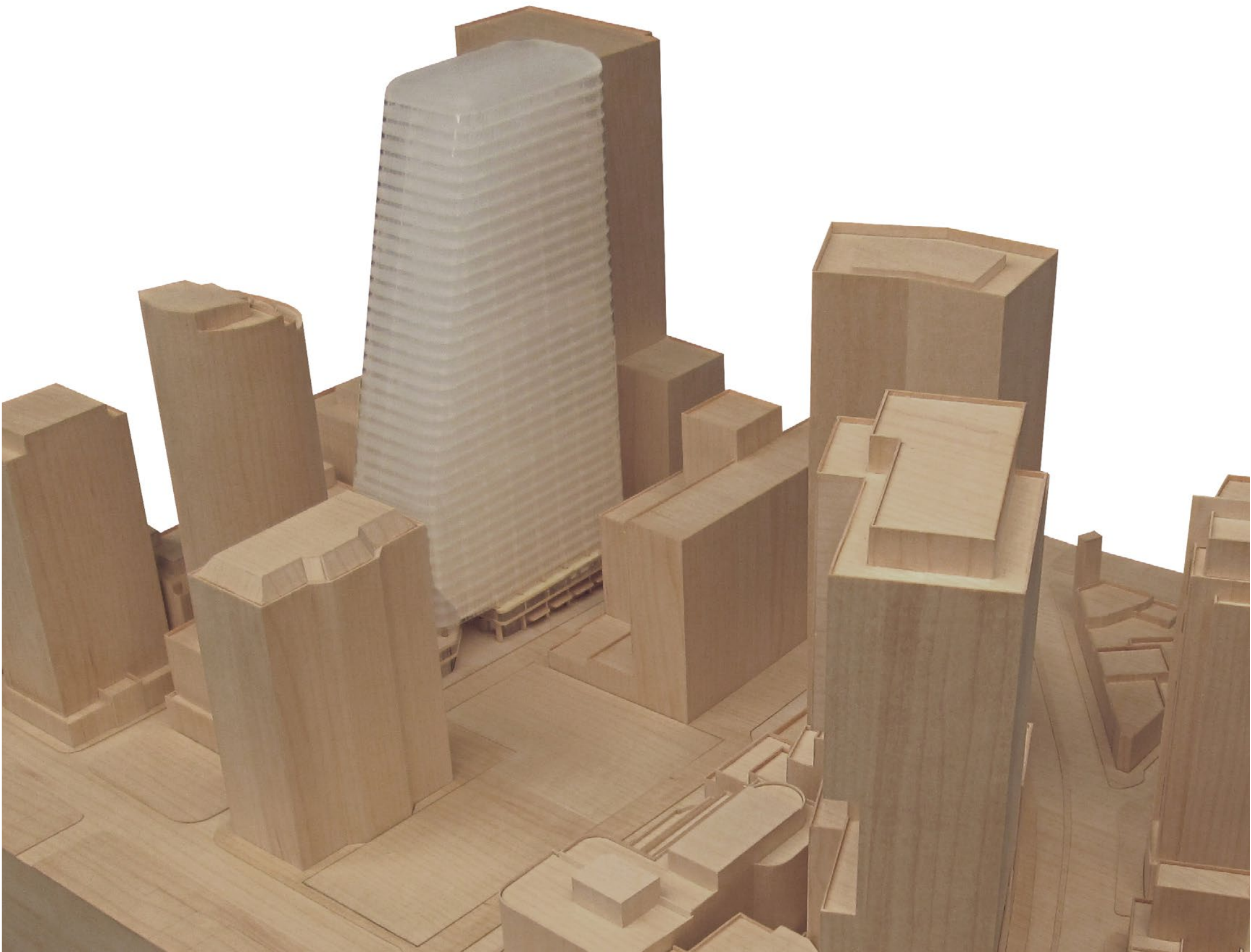
It describes the proposed architectural design amendments for a site known as 1 Denison street, North Sydney. The proposal references the approved section 75w architectural drawings dated 14/06/2011.

In summary, the development proposes:

/ The construction of a single mixed use tower comprising three podium retail / mixed use and landscaped terrace floors (Ground, Mezzanine, Level 01, Level 02) and 33 commercial floors (Levels 03-35)

/ Plant floors are located at Level 2 concealed beneath the Tower and two further floors are located at Levels 36 and 37

/ Parking levels are accessed on grade due to the large falls of the site and located on 5x levels from Lower ground to Level B4. Parking facilities are provided for Car Share, Commercial tenancies, retail tenancies and other ancillary requirements



2.0 VISION

Our aim is to contribute to the public realm of North Sydney with a podium that creates a human scale to the laneways; above which sits a timeless and efficient office building with premium commercial floor plates.

Our podium is truly a connective space between the public realm and the private realm of the workplace. We have created a space where people are comfortable to meet, work and socialize – an active laneway that is an extension of the work environment. This highly open & permeable space is literally an expression of the modern workplace as work becomes less private and more integrated into the city; responding to the casual nature of today's tech savvy generation.

In the office we have created a highly flexible, and contiguous floorplate, based on a side core typology. This premium floorplate typology maximises connectivity, encouraging communication & collaboration, which are the hallmarks of good contemporary workplaces.

The facades respond to the context by creating a simple, elegant & timeless design that differentiates itself from the rectilinearity of the existing commercial buildings. The buildings unique form and geometry is derived through careful consideration of how a major tower can reduce its impact on the amenity of its neighbours



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3.0 SITE ANALYSIS

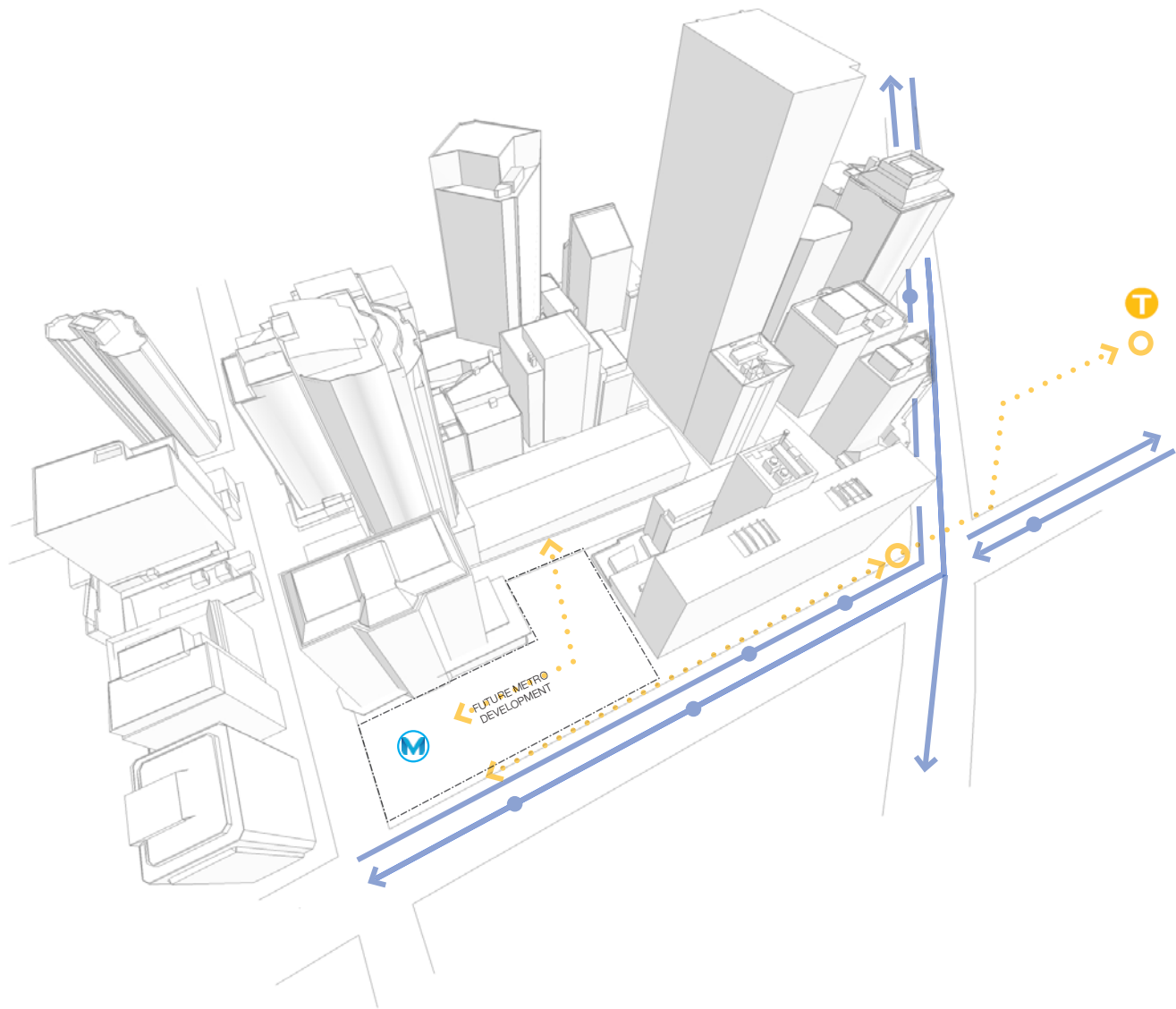
We have thoroughly analysed the existing and future context of North Sydney to conceive a new tower that compliments the existing & proposed designs.

3.1 LOCATION

1 Denison is located near the northern boundary of the North Sydney Commercial Core, and adjacent to the new Sydney Metro site.

The site is in the centre of the main block in the North Sydney CBD, bounded by Miller Street to the west, Walker Street to the east, Berry Street to the north, and Mount Street to the south. It has three street frontages in the mid-block, Denison Street to the west, Spring Street to the east, and Little Spring Street to the south, and adjoins the Beau Monde apartment building to the north.

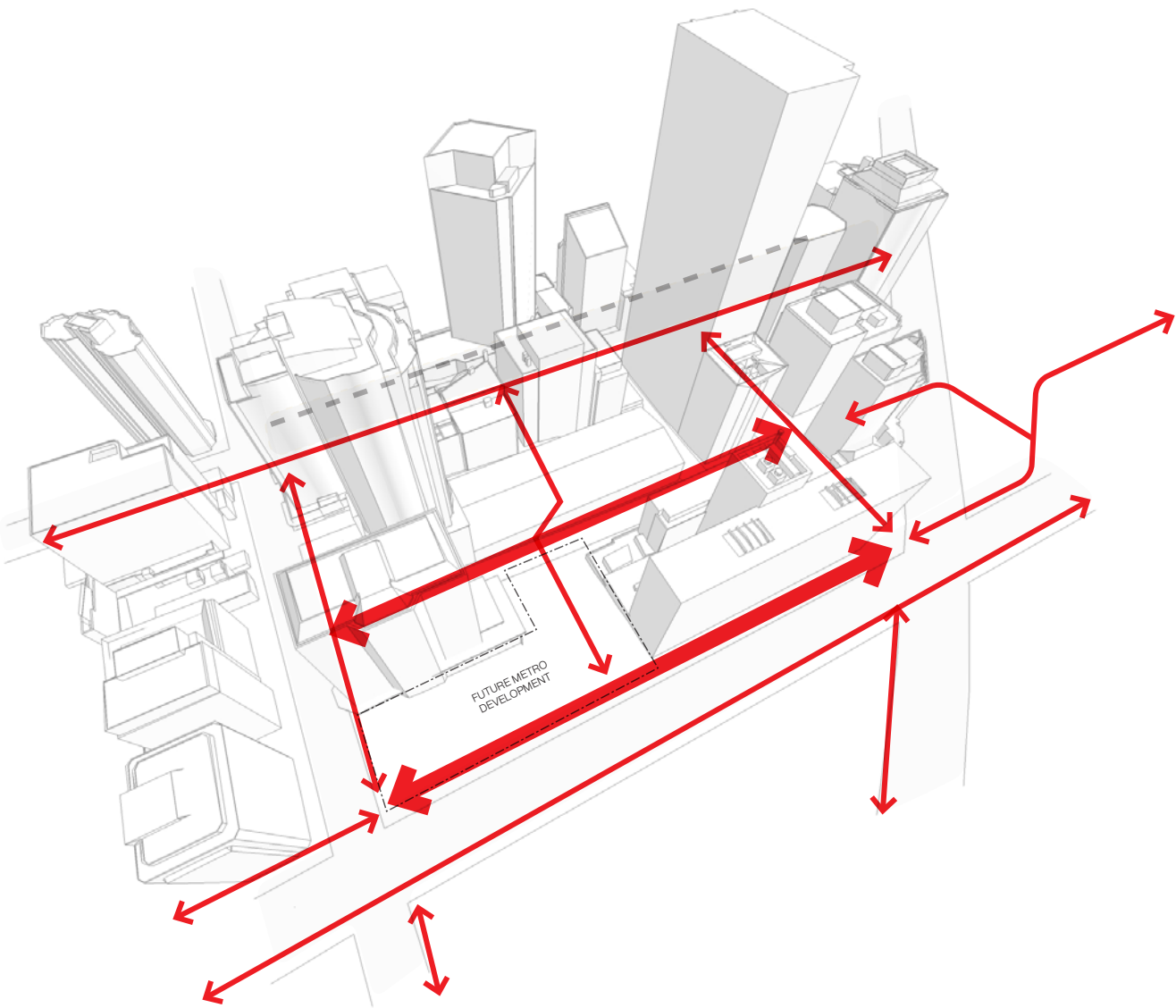




3.1 PUBLIC TRANSPORT

The site is ideally located for access to public transport, being adjacent to the new Sydney Metro, and a short distance from both Miller Street and Pacific Highway, which are the main bus routes. It is also highly accessible to the North Sydney Train Station to the south which is connected via either a bridge or tunnel across the Pacific Highway to Greenwood Plaza.

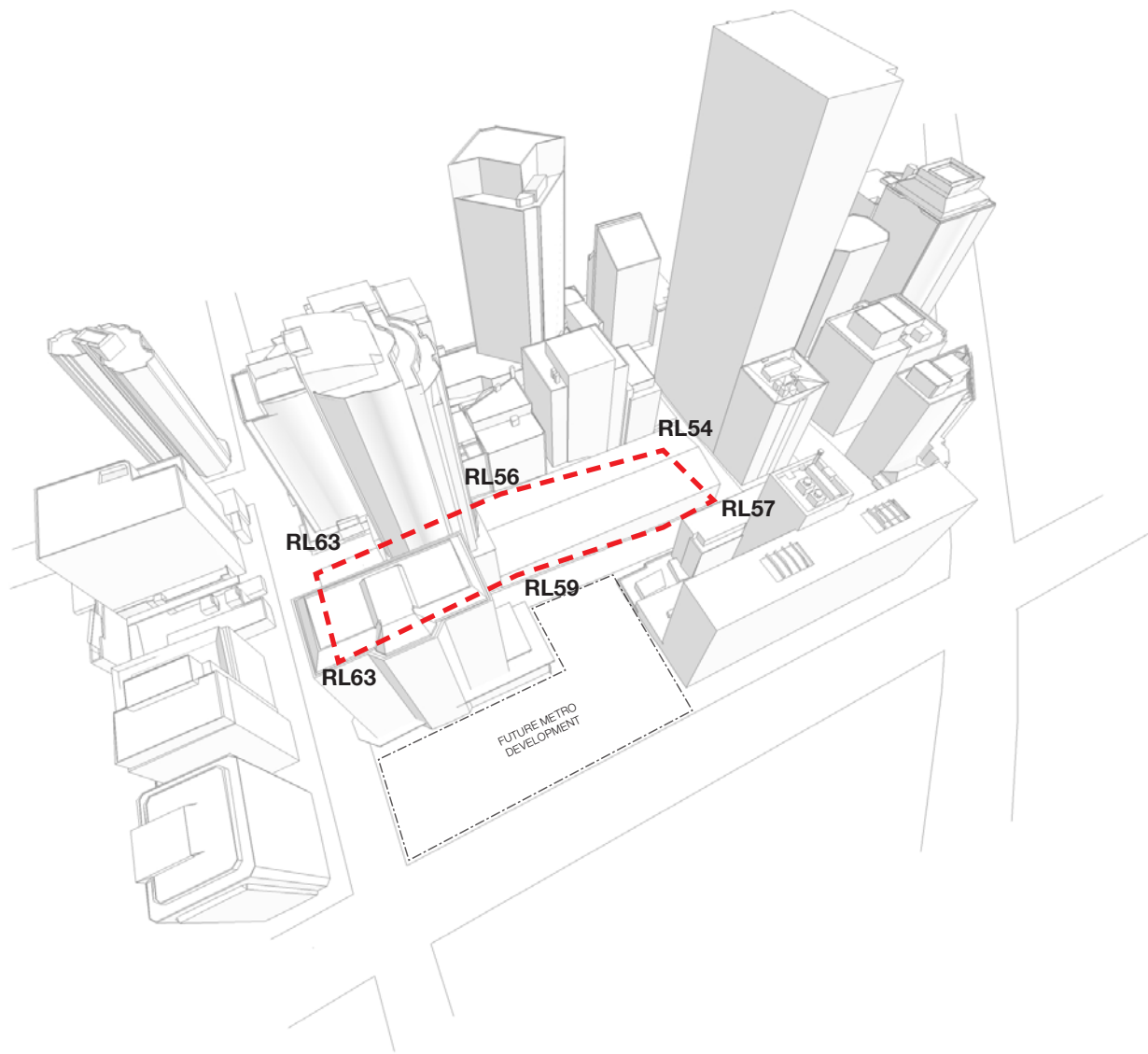
- Legend
- Sydney Bus Stop
 - Train Station Entry
 - Ⓜ Metro Station Entry



3.2 PEDESTRIAN MOVEMENT

The site is at the heart of the North Sydney Councils Central Laneways Masterplan. Denison Street will become a major north-south central spine with the completion of Sydney Metro connecting Metro to the North Sydney Train Station. The Masterplan aims to pedestrianise Denison Street, connecting Brett Whitely Place in the south to Sydney Metro in the north-west. A major east-west through block link will be created crossing 1 Denison and the Sydney Metro site to connect Walker Street to Miller Street. Spring Street to the south will be a pedestrianised extension as a shared way connecting Denison Street to 100 Mount Street. 1 Denison Street is the key site to facilitate the Masterplan and pedestrian circulation through this central block of North Sydney.

- Legend
- ↔ Primary pedestrian flows
 - ↔ Secondary pedestrian flows



3.3 TOPOGRAPHY

The site has a 5m fall from a high point in the north-west corner of RL59, to a low point on the corner of Spring & Little Spring Streets of RL54. The southern end of the Denison Street frontage is a mid point of the fall at RL63.



3.4 CONTEXT

The site is surrounded by a large residential tower to the north (4), existing mid scale office buildings, and future large scale office redevelopments (1-3).

The Bea Monde residential tower (77 Berry Street) adjoins the site on the northern boundary. To the north-west is 65 Berry Street on Denison Street, around which is an 'L' shaped site of the future Sydney Metro Station and over site development. To the south-west is the heritage listed MLC Building designed by Bates Smart and completed in 1958. To the south is a mid scale office building at 80 Mount Street, which adjoins a new tower under construction at 100 Mount Street. To the east along Spring Street are numerous mid scale commercial office buildings.

The large scale office redevelopments recently completed or proposed are shown on the facing page.



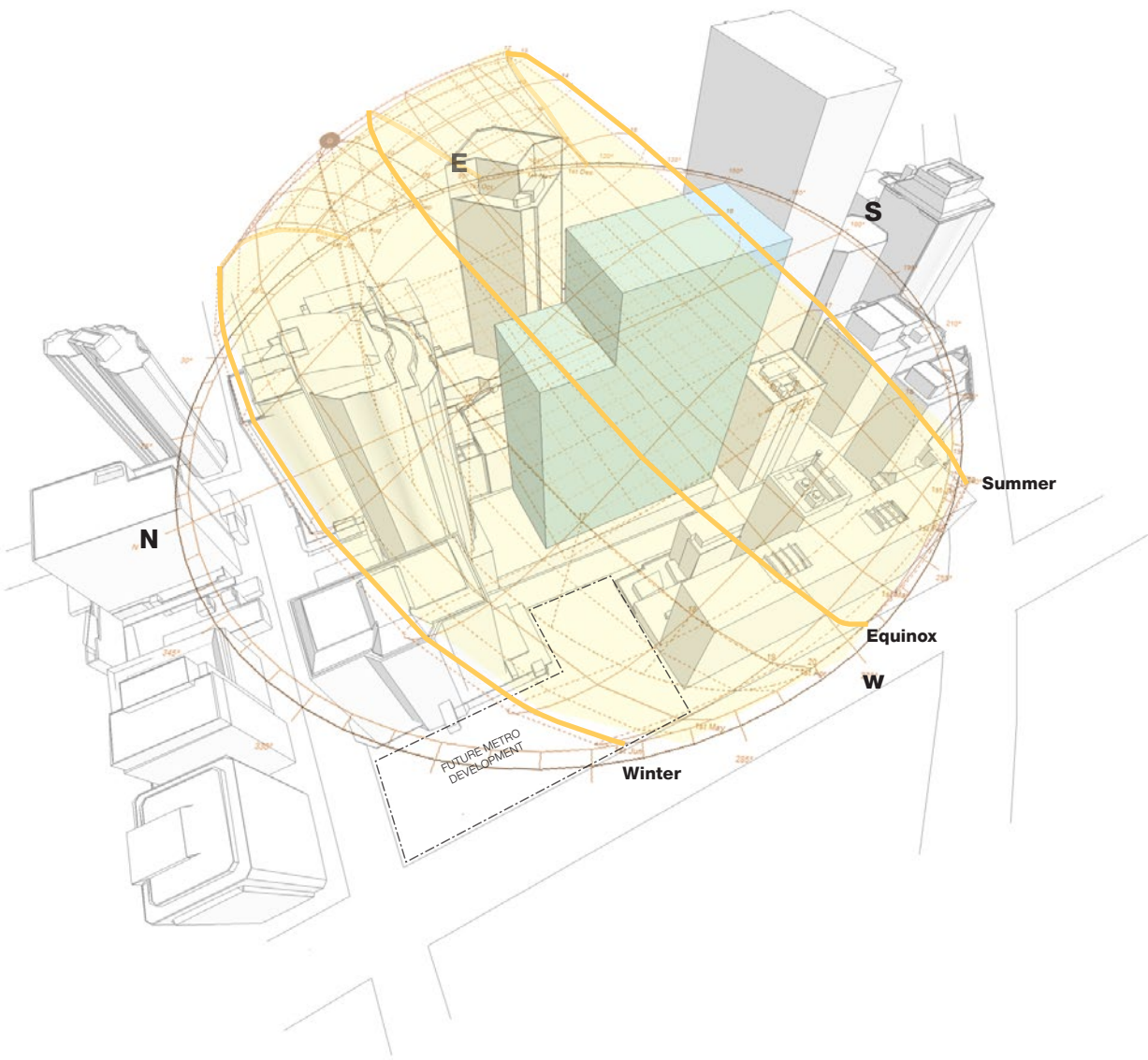
1 . Victoria Cross OSD development
Indicative Concept Only



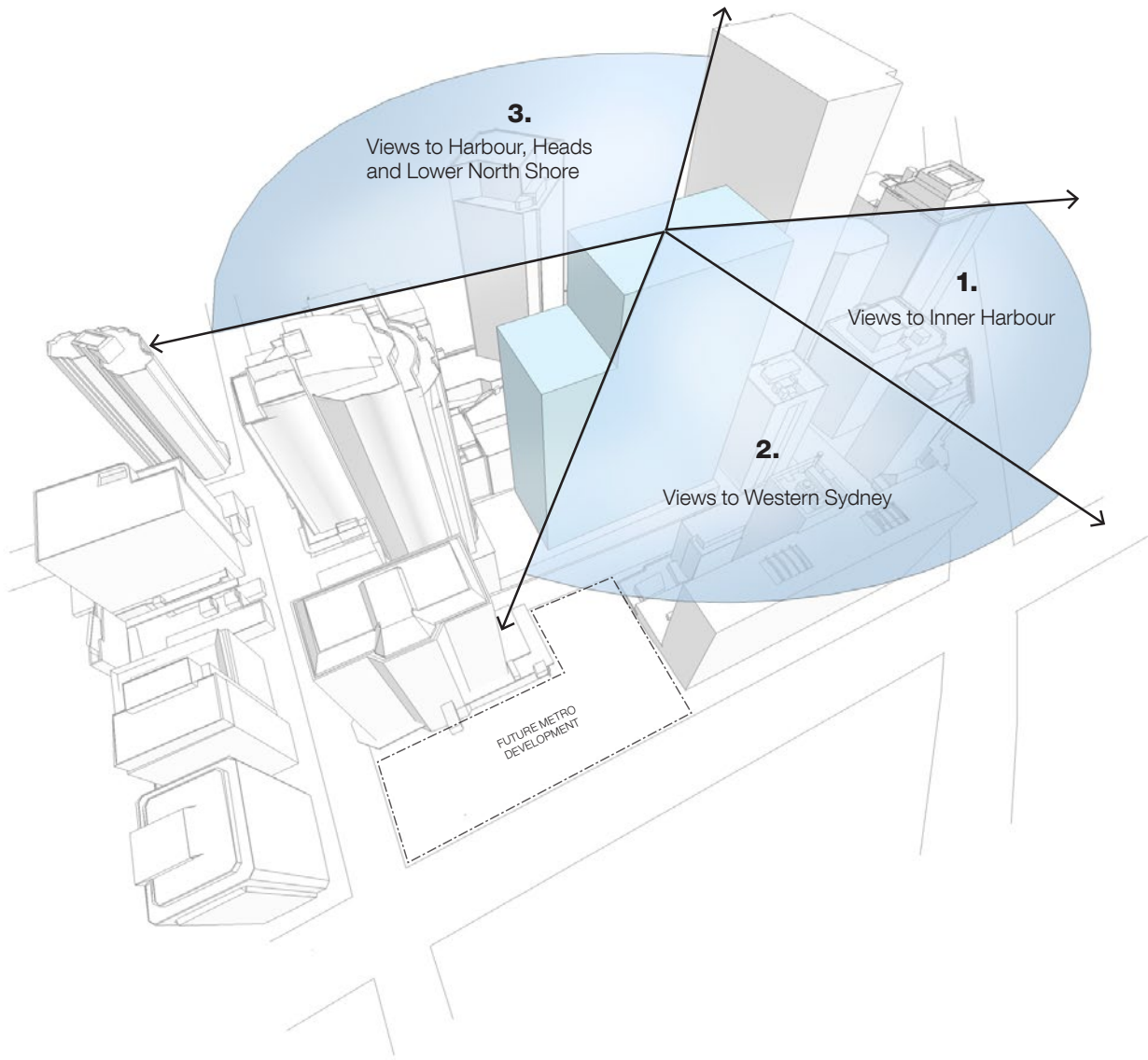
2 . 177 Pacific Highway
Architect: Bates Smart
Developer: Winten



3. 100 Mount Street
Architect: SOM & Architectus
Developer: Laing O'Rourke / Mirvac



3.5 SOLAR
The site is oriented on its long axis north - south. Located in a dense context there is substantial overshadowing from neighbouring buildings including the Beaumonde residential building directly to the north.



3.6 VIEWS
The tower has views from the upper levels from the north-east through the north, and around through the west to the south. Existing buildings block the views to the east, while future buildings will limit views to the south-east (100 Mount) & north-west (Sydney Metro).





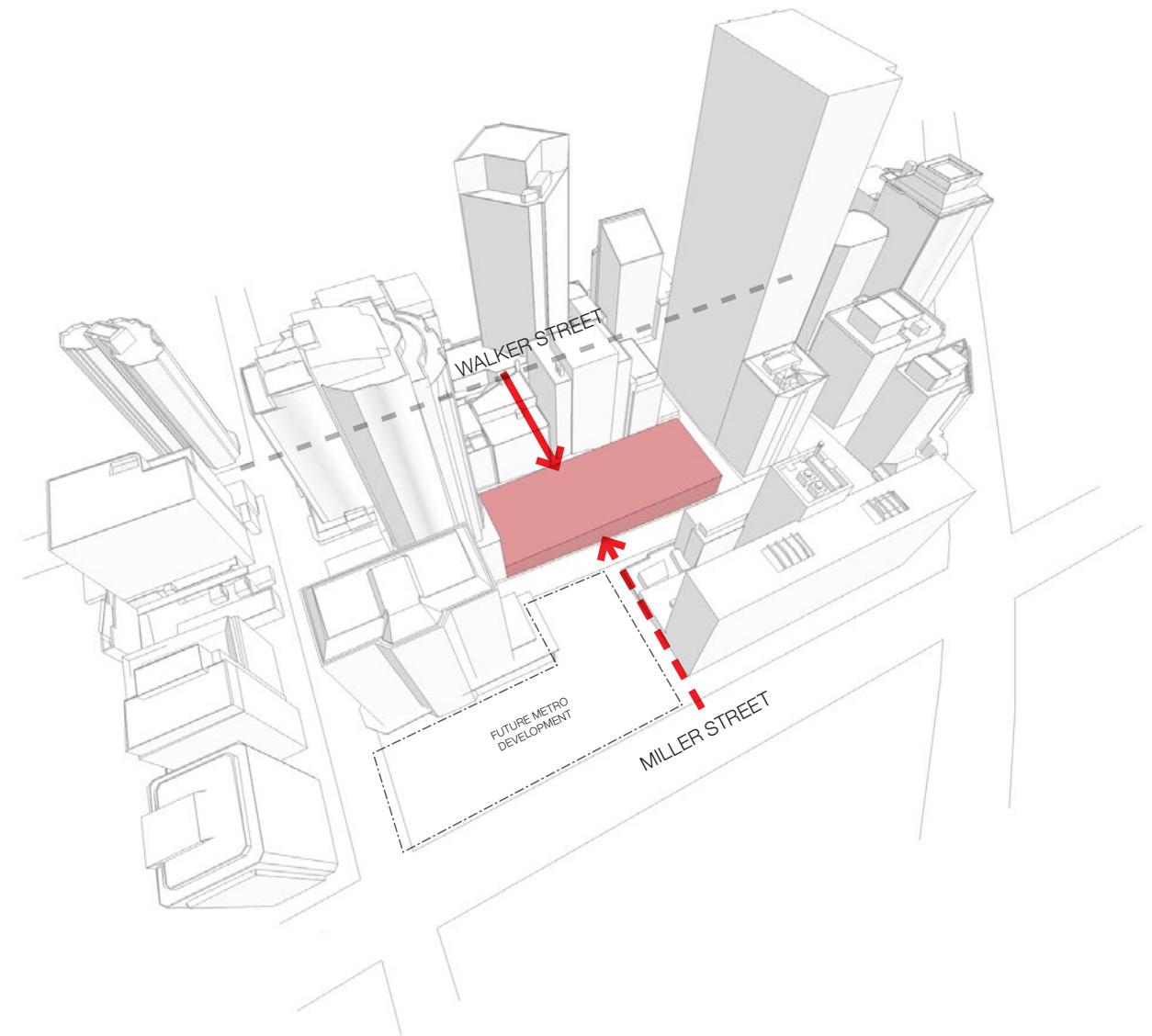


4.0

DESIGN STRATEGY

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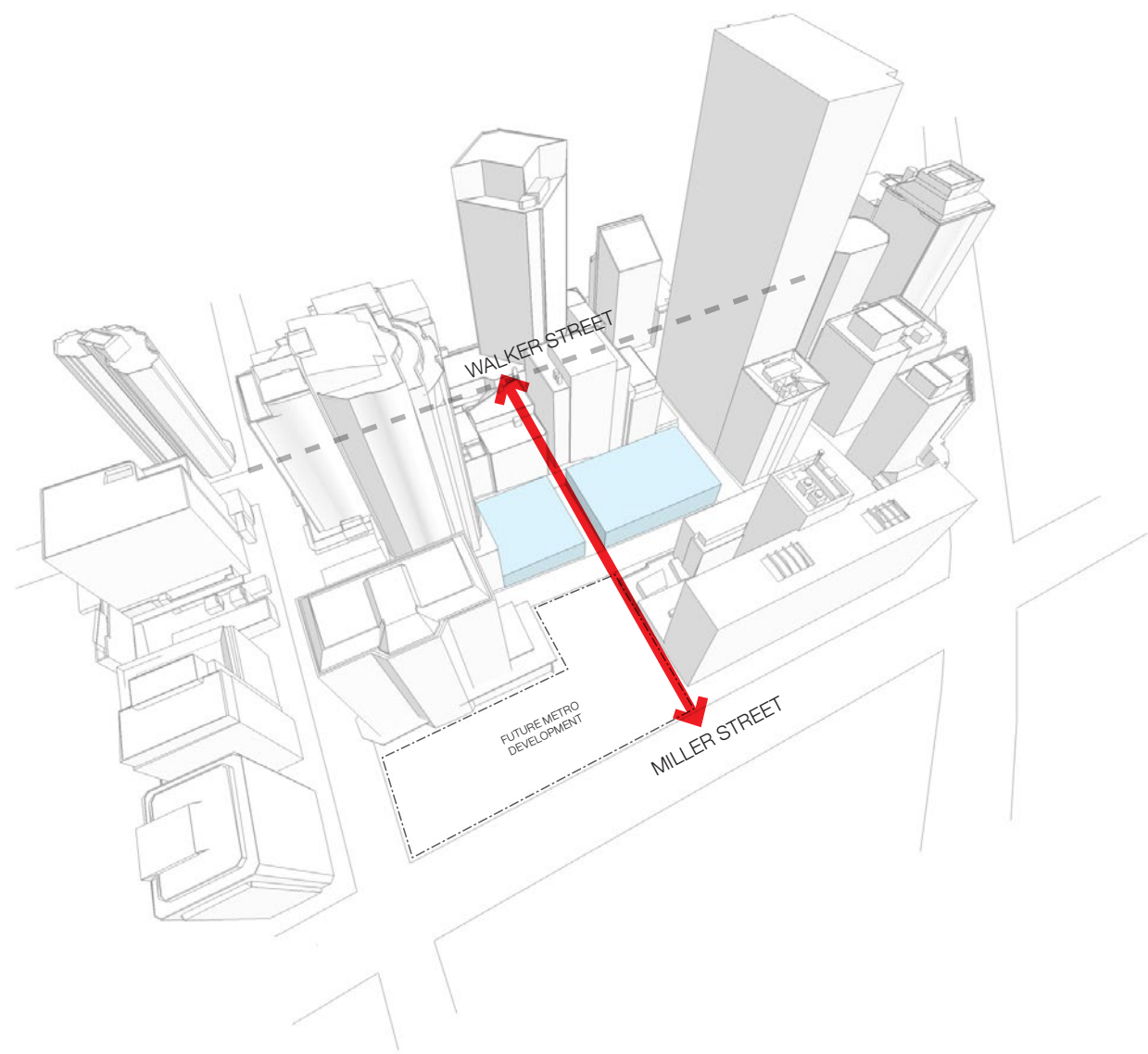
Our podium is truly a connective space between the public realm and the private realm of the workplace. We have created a space where people are comfortable to meet, work and socialize – an active laneway that is an extension of the work environment. This highly open & permeable space is literally an expression of the modern workplace as work becomes less private and more integrated into the city; responding to the casual nature of today's tech savvy generation.



4.1 EXISTING BUILDING

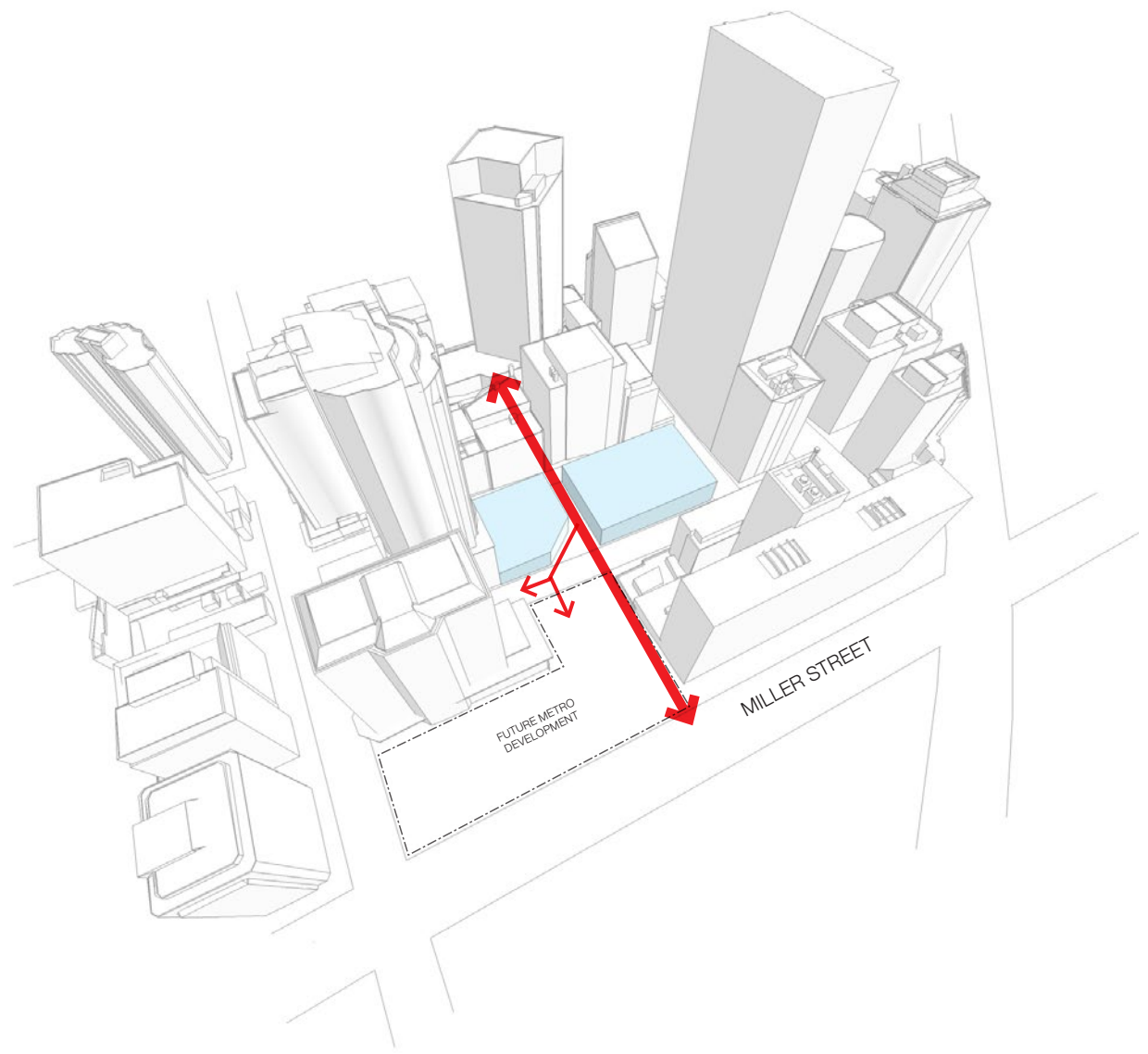
The site is currently occupied by the Berry Square Shopping Centre, an existing two storey retail mall with 100 metre long frontages facing both Denison and Little Spring Streets.

To the east, an existing thru-site link connects Walker St to Little Spring Street. To the west, a future thru-site link is proposed connecting Denison Street to Miller Street through the Metro site. The existing building prevents this link from being completed. Despite the current street network enjoying high levels of pedestrian movement, connectivity through the precinct is poor.



4.2 NEW THROUGH SITE LINK

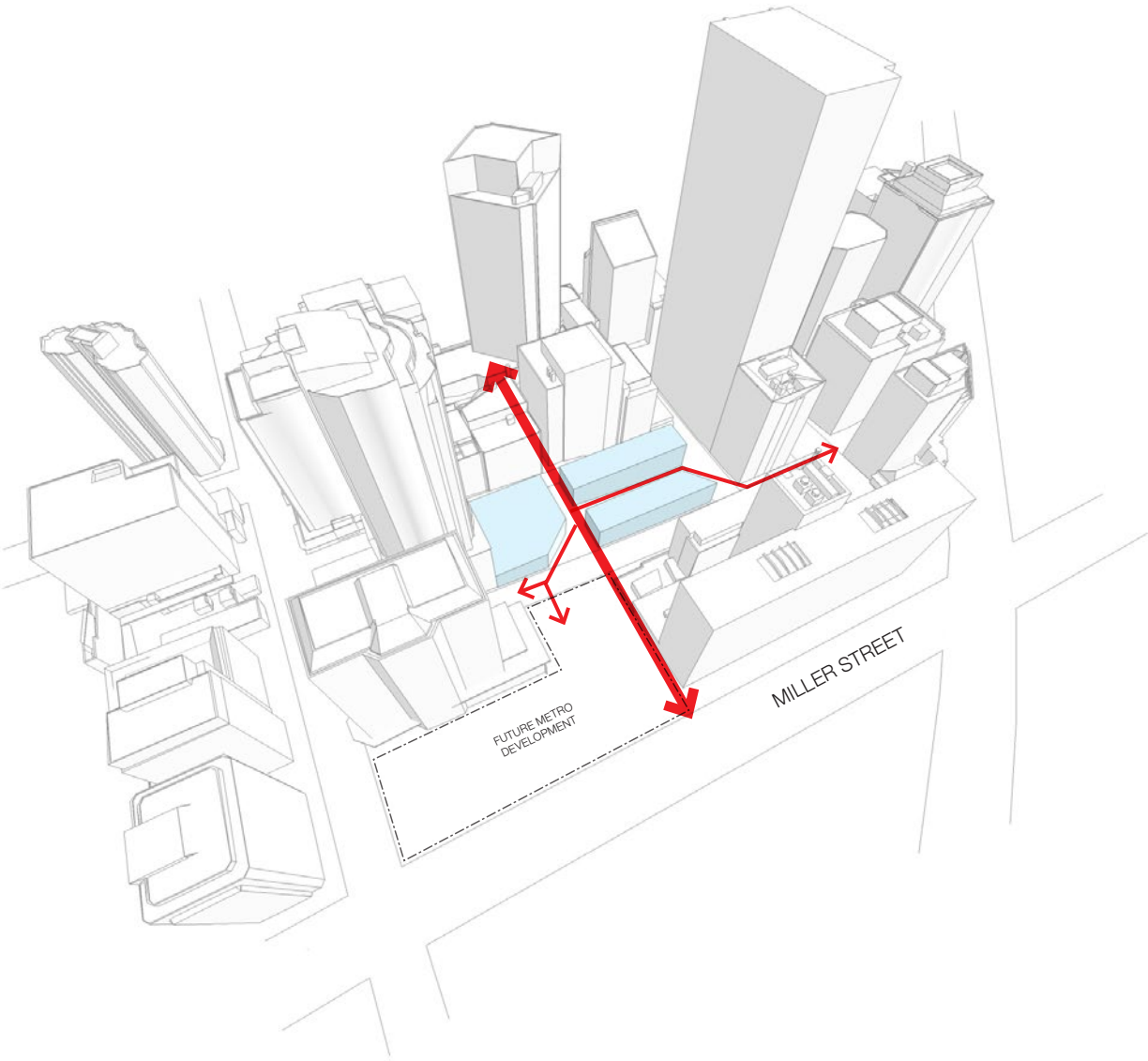
A new pedestrianised through-site link is proposed at ground level to complete the link between Miller Street and Walker Street in accordance with North Sydney Councils Central Laneways Masterplan. The link will provide a much needed east-west connection mid way between the current block defined by Berry Street to the North, and Mount Street to the South, with the potential to transform the precinct immediately surrounding 1 Denison Street into a series of vibrant pedestrian laneways. The proposed link will also enable future users of the proposed Metro Station to exit the station in an Easterly direction towards Walker Street, Arthur Street, and residential areas east of the Bradfield Highway via the Mount street bridge.



4.3 LINK SPLAYED TOWARDS METRO SITE

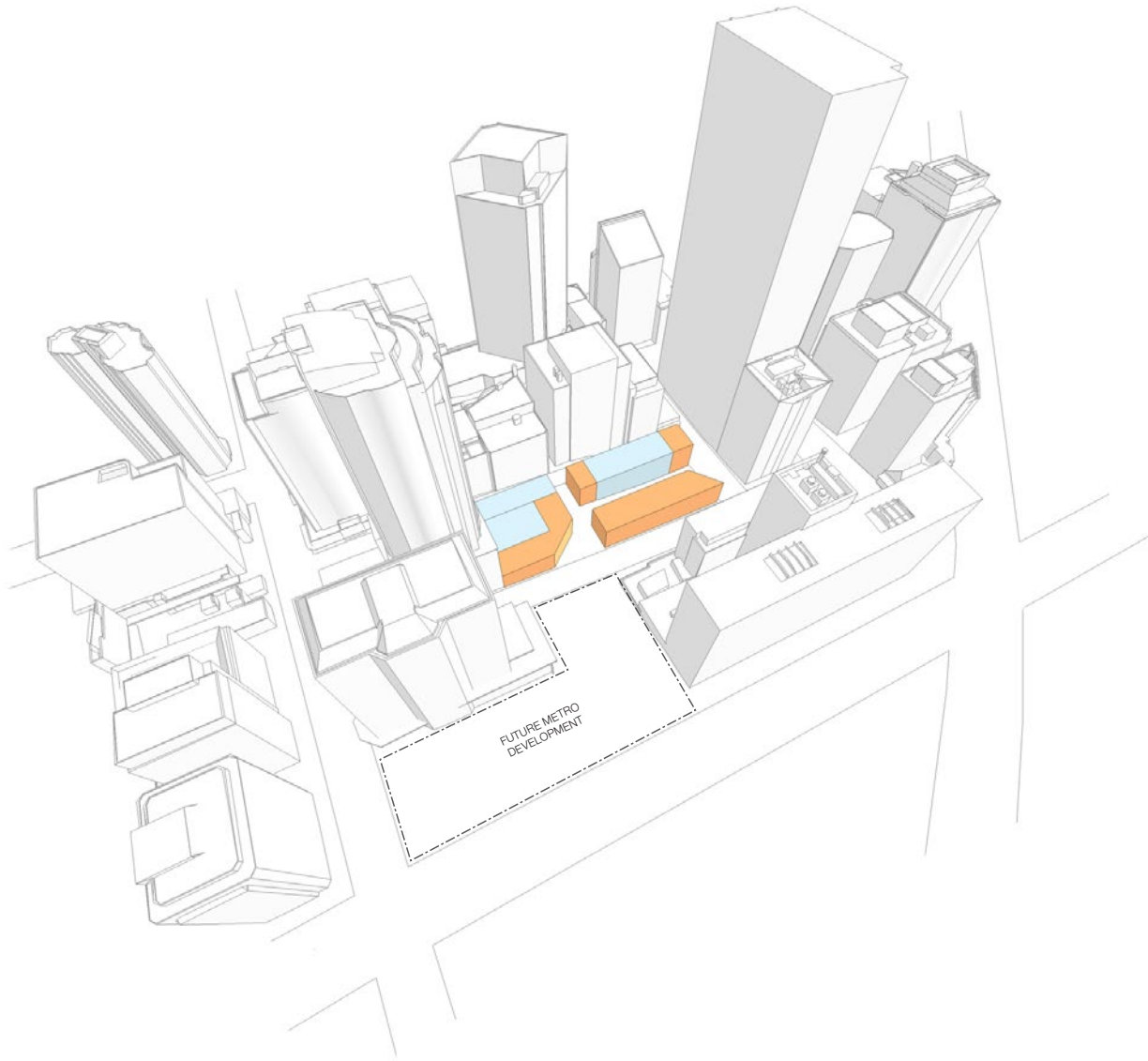
The southern edge of the proposed link is aligned with the southern edge of the existing link between Walker Street and Little Spring Street.

As the exact location of the proposed link on the future Metro site is not yet known, we have gently splayed the podium to the West of the site by 50 degrees to the North. This widens the entrance of the laneway towards the Metro site, thus providing greater flexibility for the location of the future link to Miller Street and avoiding the possibility of future laneway misalignments. The splayed form also opens up the link to Denison Street in anticipation of high pedestrian footfall, while also improving sight lines into and from the new laneway.



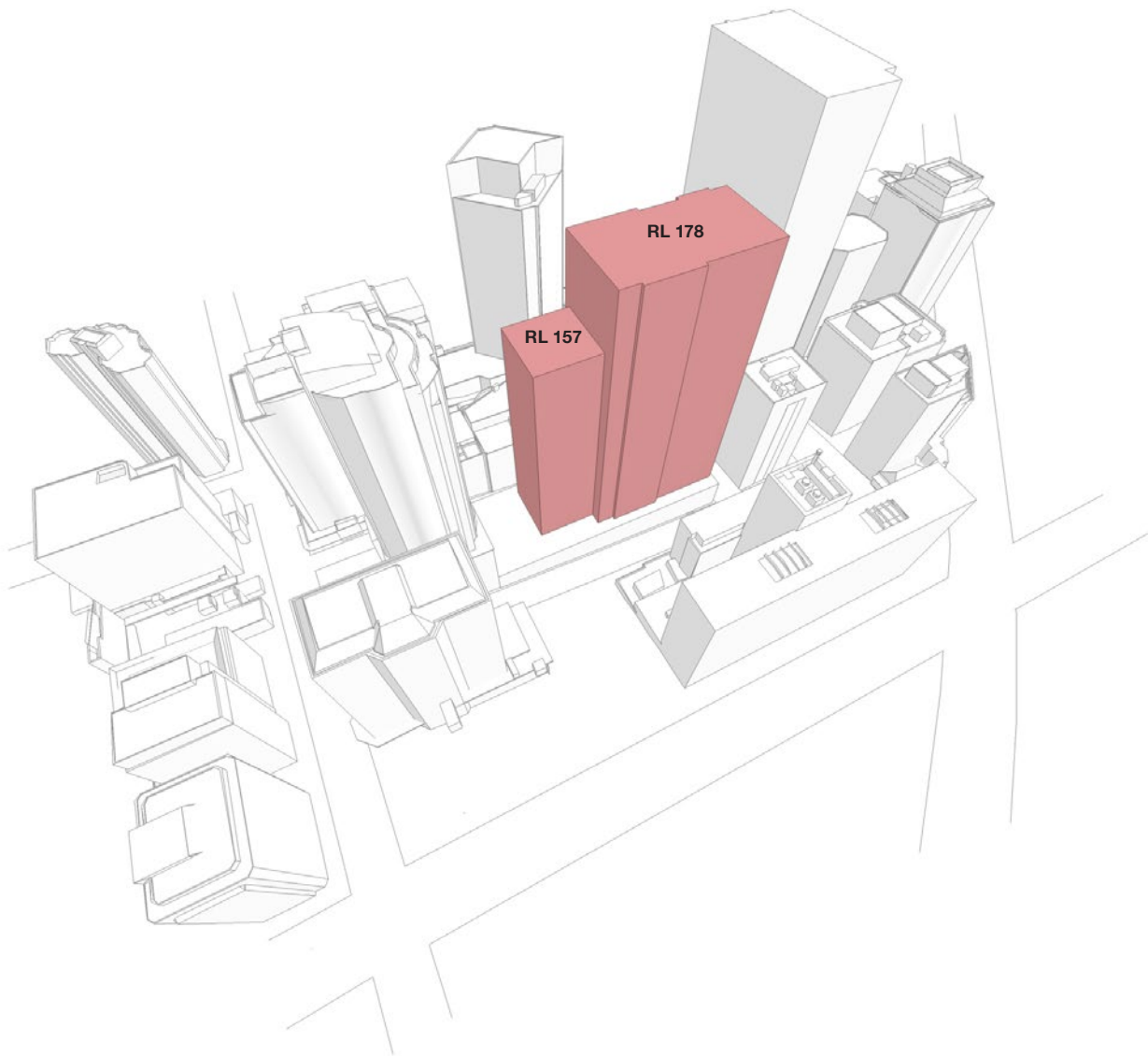
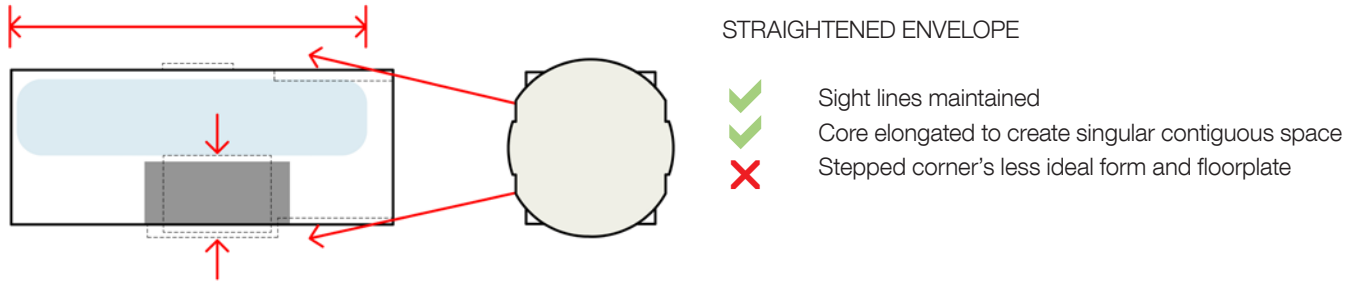
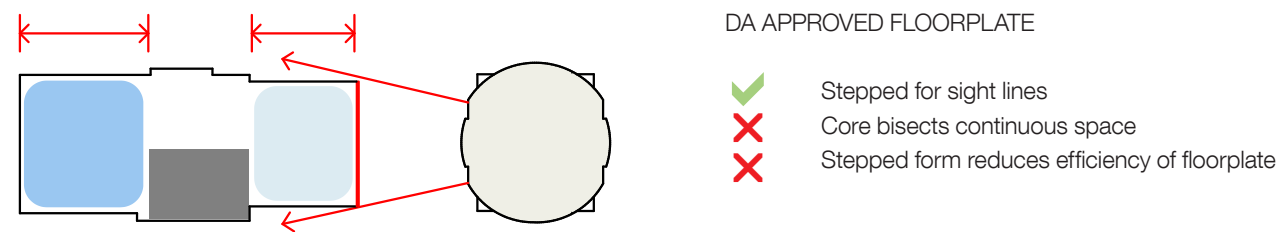
4.4 PERMEABLE GROUNDPLANE

The commercial office lobby has been located towards the centre of the southern site, with entrances facing North onto the new through site link and South onto Spring Street to maximise activation of both laneways. The southern entrance lobby is also splayed to open out onto Spring Street, creating a generous external space adjacent the southern entrance while also providing clear pedestrian movement and sight lines to and from Brett Whitely Place.



4.5 RETAIL ACTIVATION OF LANEWAYS

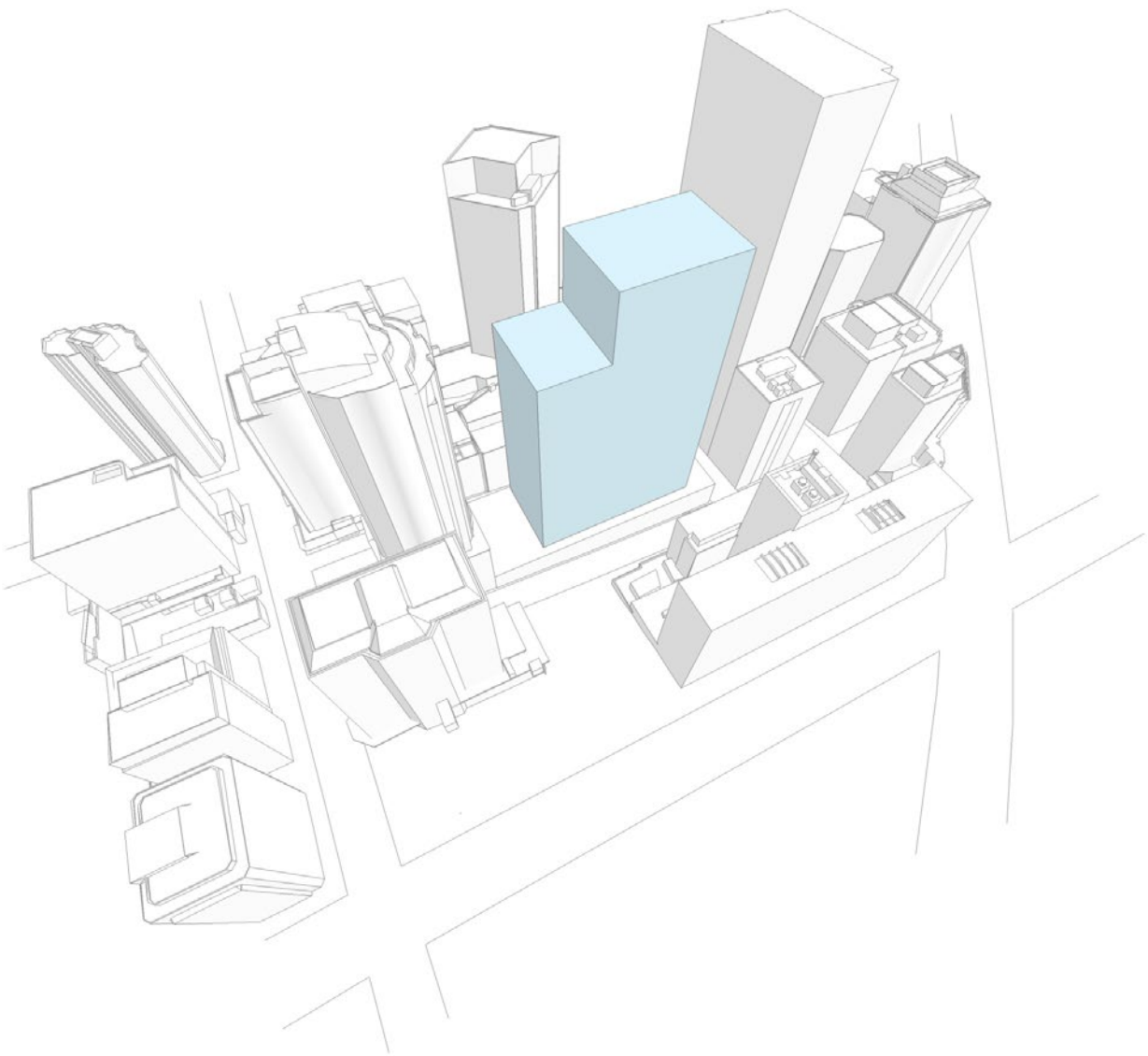
Retail uses are proposed along the entire length of Denison Street, and along the maximum possible extents of the through site link to provide high levels of activation to the groundplane. Essential building services and vehicle entrances are confined to Little Spring Street to the East. Two storey food and beverage outlets with outdoor mezzanine balconies are located on the southern portion of Denison Street, while a two storey lobby cafe fronts the corner of Spring and Little Spring Streets. The commercial lobby is located to the centre of the southern site and wrapped in retail to the east, north and south. Our vision is to create a series of highly activated pedestrian laneways with a vibrant and intimate feel.



4.6 EXISTING DA PLAN

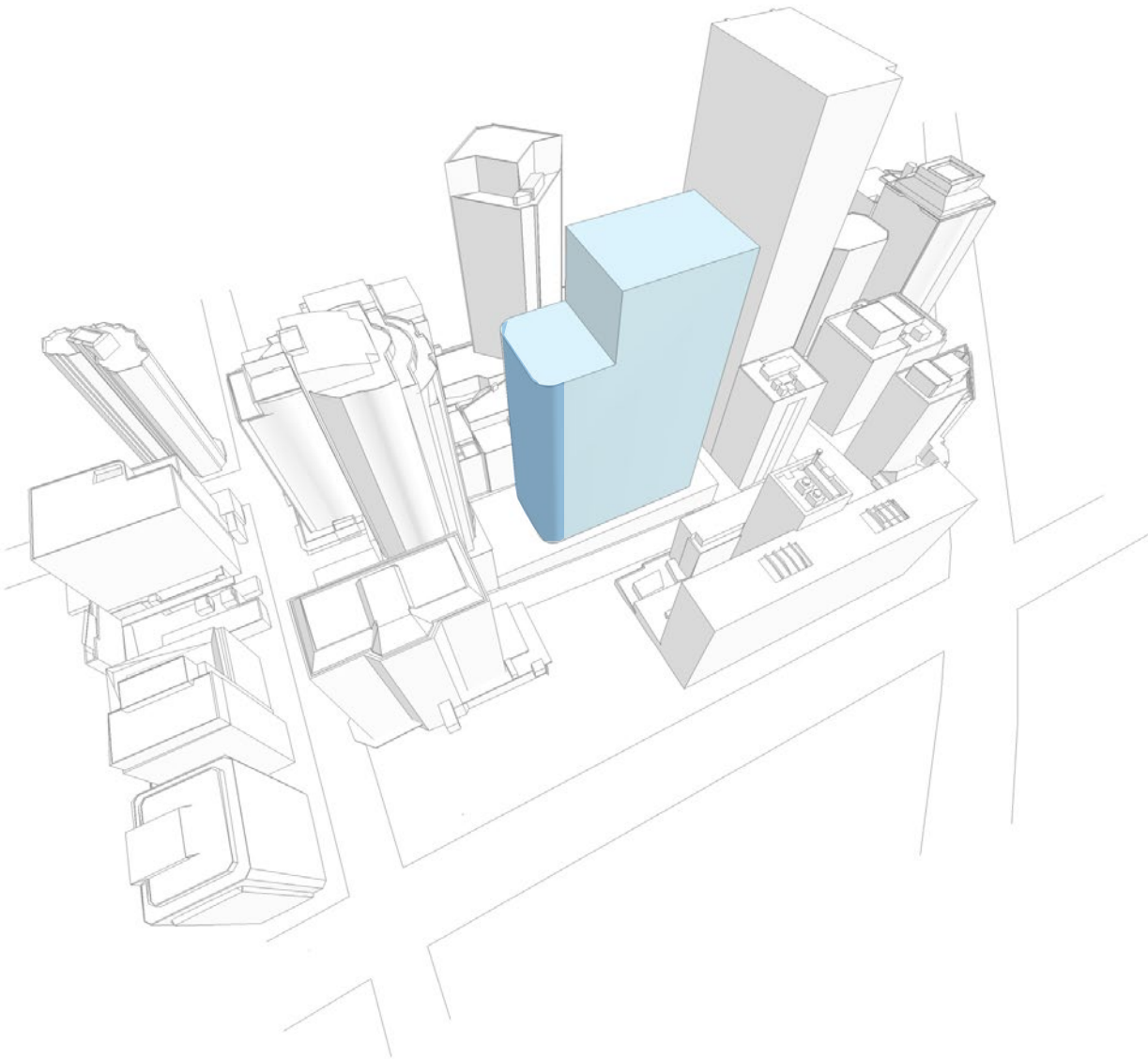
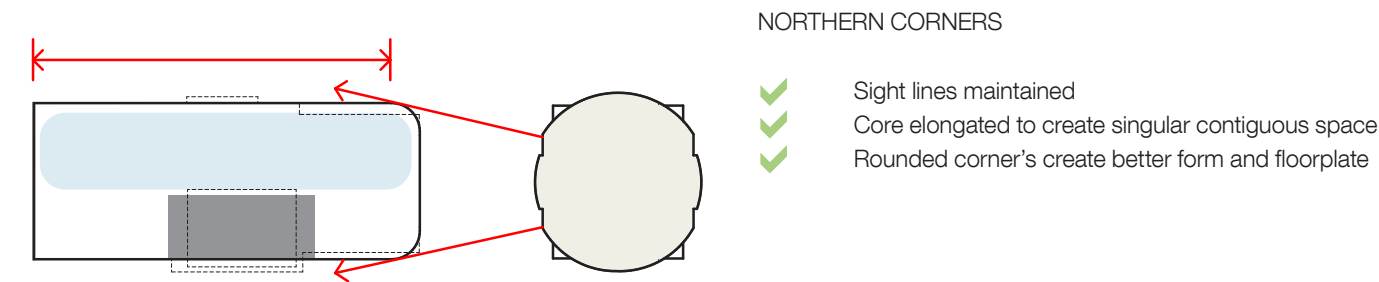
The existing DA has numerous small steps in plan. The northern third of the building aligning with the stepped form is narrower to facilitate sight lines from the adjoining residential tower. The core is located on the east elevation and protrudes into the floorplate such that it bisects the floor into two contiguous zones.

The stepped profile and separation of contiguous spaces is not an ideal workplace floor plate layout.



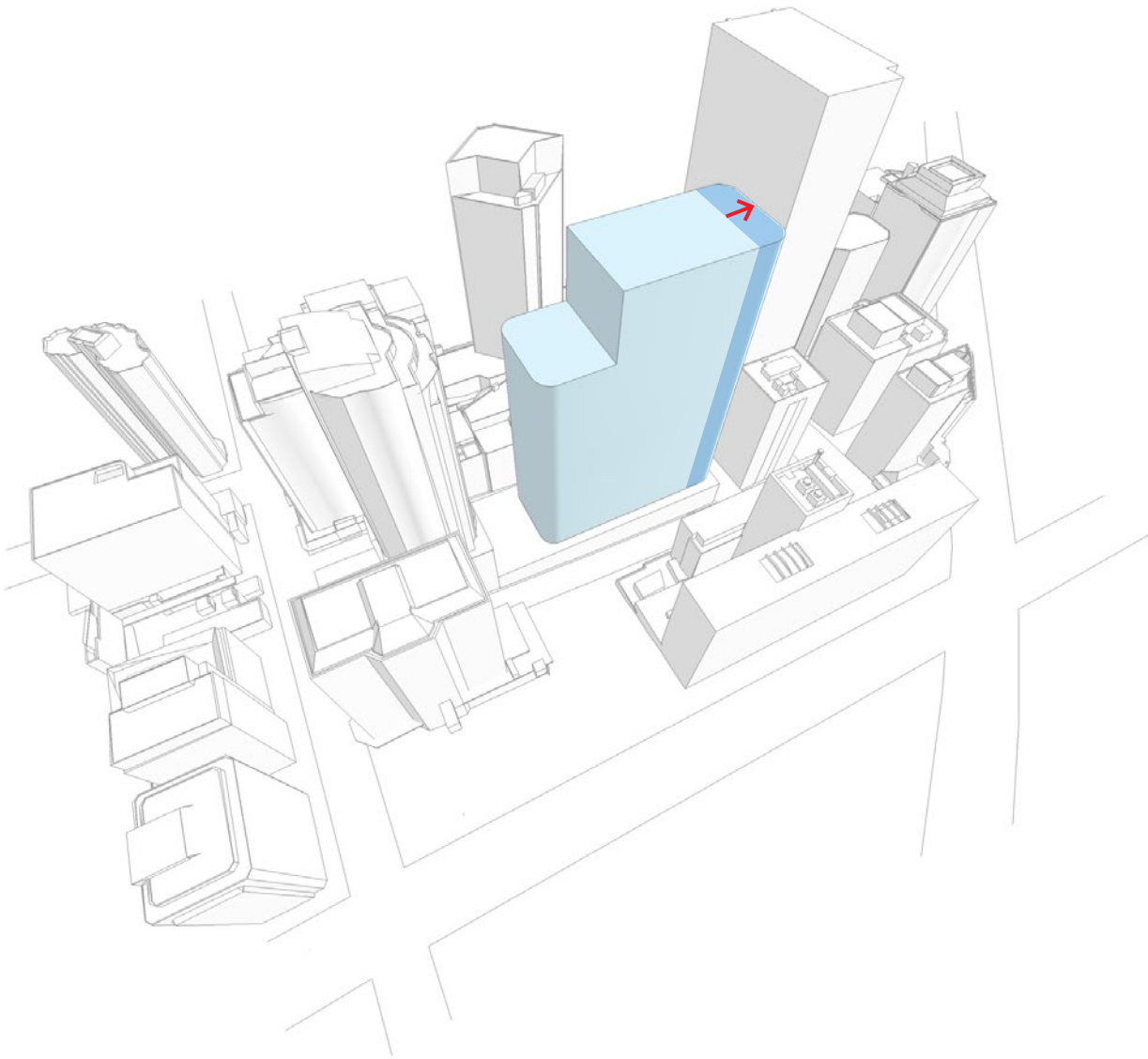
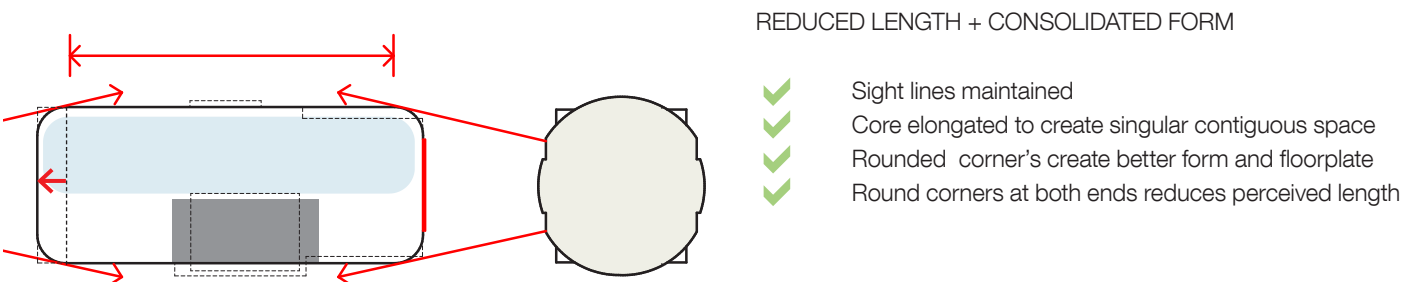
4.7 STRAIGHTENED PLAN

To improve the workplace layout the envelope has been 'straightened', eliminating the stepped profile & integrating the core within the plan. In addition the core has been elongated in a north-south direction to create a singular contiguous space on the west of the floor plate. The square corners on the north however do not maintain the sight lines of the previous envelope.



4.8 CURVED NORTHERN CORNERS

The northern corners have been curved to maintain the sight lines from the adjoining residential tower. The tower however now has curved north corners and square south corners.



4.9 SOUTHERN EXTENSION & CURVED CORNERS

The southern façade of the floorplate has been extended to the south boundary with Spring Street and curved. The extension enables the corners to the curved to match the north without loss of area. The curves then maintain the sight lines and perception of bulk to match the original envelope.

The envelope now has a singular cohesive form & floorplate with all four corners curved; which has simultaneously maintained the sight lines and bulk to match the DA envelope