



One Carrington Street
Sydney, NSW

S75W Design Statement

19 March 2014



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*Opposite:
View of Wynyard Park looking east through to site*



Introduction

This design statement is being submitted in support of a S75W application for One Carrington Street. The document should be read in conjunction with the jointly submitted drawings and reports.

The proposals have been able to draw significant public realm benefits at street levels from the addition of 285 George Street. The consequential changes to the envelope, including the cantilever at high level over Wynyard Lane, all work to reinforce the fundamental design concept and legibility of the interlocking blocks of the design competition-winning scheme.

*Opposite:
Historic photograph of the undeveloped site, looking east over Wynyard Park*

Design overview

Process

In September-October 2013, Brookfield held an invited architectural design competition for the Stage 1 site, in accordance with the City of Sydney's competitive design policy. The design competition was held in order to deliver the highest quality architectural and urban design solution for the development.

Expressions of Interest were sought from 12 prominent international and local architectural firms selected by the proponent. Following the EOI process, the following architects were invited to compete in the competition:

- Make.
- Ingenhoven.
- SOM (Chicago).
- Grimshaw.
- Bates Smart.

In accordance with competitive design policy, a design competition jury was appointed comprising three members nominated by the proponent (Brookfield) and three members nominated by the consent authority (the Department).

The design competition jury met during the week of 30 September 2013 through to 4 October 2013. At the conclusion of the deliberation process, the jury progressively excluded schemes based on how successfully they had met the requirements of the brief. The jury then resolved that two submissions provided schemes that could be worthy of progressing, subject to clarification and further development of their respective schemes. The two shortlisted submissions were from Ingenhoven and Make.

The shortlisted firms were invited to provide a further design presentation, addressing key questions and issues to specific matters that were identified during the first round of presentations. Following consideration of the Phase 2 schemes, the design competition jury selected the Make scheme as the winner of the design competition for the following reasons:

- The scheme and overall concept achieves the main objective of the design competition, being 'design excellence'.
- The scheme provides a well resolved facade and tower composition.
- The scheme provides an open, strong and direct public connection to Wynyard Station and the thoroughfare between Carrington Street and George Street.
- The scheme provides a respectful consideration of Shell House into the broader development.

It was noted, discussed and agreed by the design competition jury that the selected scheme would be further enhanced by consideration and development of the following:

- Maximising the volume of space and natural light penetration through the ground plane, in order to increase the visibility of Wynyard Park from George Street, ease the pedestrian flows and increase sightlines between the concourse and George Street and George and Carrington Streets. This would include: increasing the height of the soffit to the underside of the plant room, as much as is practical; 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); if possible, introducing transparency to the lift pits, as discussed during the presentation; and, if possible, increasing the width of the Carrington Street/George Street connection.
- Widening the Carrington Street/George Street public entries, to optimise flow and sightlines (including access to disabled lifts).
- Undertaking 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.
- The visibility of the clock tower on Shell House by pedestrians on Hunter Street be further studied and, if required, adjustments made to the structures on the roof of Shell House to be reviewed to maintain or increase this.

Following completion of the design competition process, Make was appointed as the design architect for the project. The matters noted for further consideration above have been, where possible, incorporated into the detailed design of the development. The development of these elements is covered within the Architectural Design Statement (Design Approach) and identified individually in Appendix II.

Post-competition

In the period following the award of the competition, the full design team has been able to work together in detail, to test and develop all areas and aspects of the design proposals.

A key change and opportunity within these proposals was the addition of 285 George Street at the end of 2013, and the additional positive benefits this offered.

As part of the intensive series of workshops and presentations, the design team has held a number of briefing and workshop sessions with key stakeholders.



The Concept Plan

On 3 April 2012, the Planning Assessment Commission, as delegates of the Minister for Planning and Infrastructure, granted Concept Approval to MP 09_0076 for Thakral Holding's 'CityOne' development, comprising the upgrade of the eastern accessways to Wynyard Station and retail and commercial development.

The Concept Plan was approved, subject to the Terms of Approval and Modifications in Schedule 2, Further Environmental Assessment Requirements in Schedule 3, and Statement of Commitments in Schedule 4 of the Concept Approval.

The Concept Plan approval provides for:

1. Upgrade of the eastern accessways to Wynyard Station, including retail areas and concourse layout.
2. Indicative building envelope to a maximum height to RL159.7 AHD on the land between Carrington Street and George Street.
3. Use of the site for a mixed use development including commercial offices, business premises, shops, general retail, food and drink premises, a health/medical centre, public amenities, transport facilities and tenant car parking.
4. Development of the former Shell House, including refurbishment for the purpose of commercial and retail use.

Condition A5 states that the floor space area (FSA) for the site will not exceed:

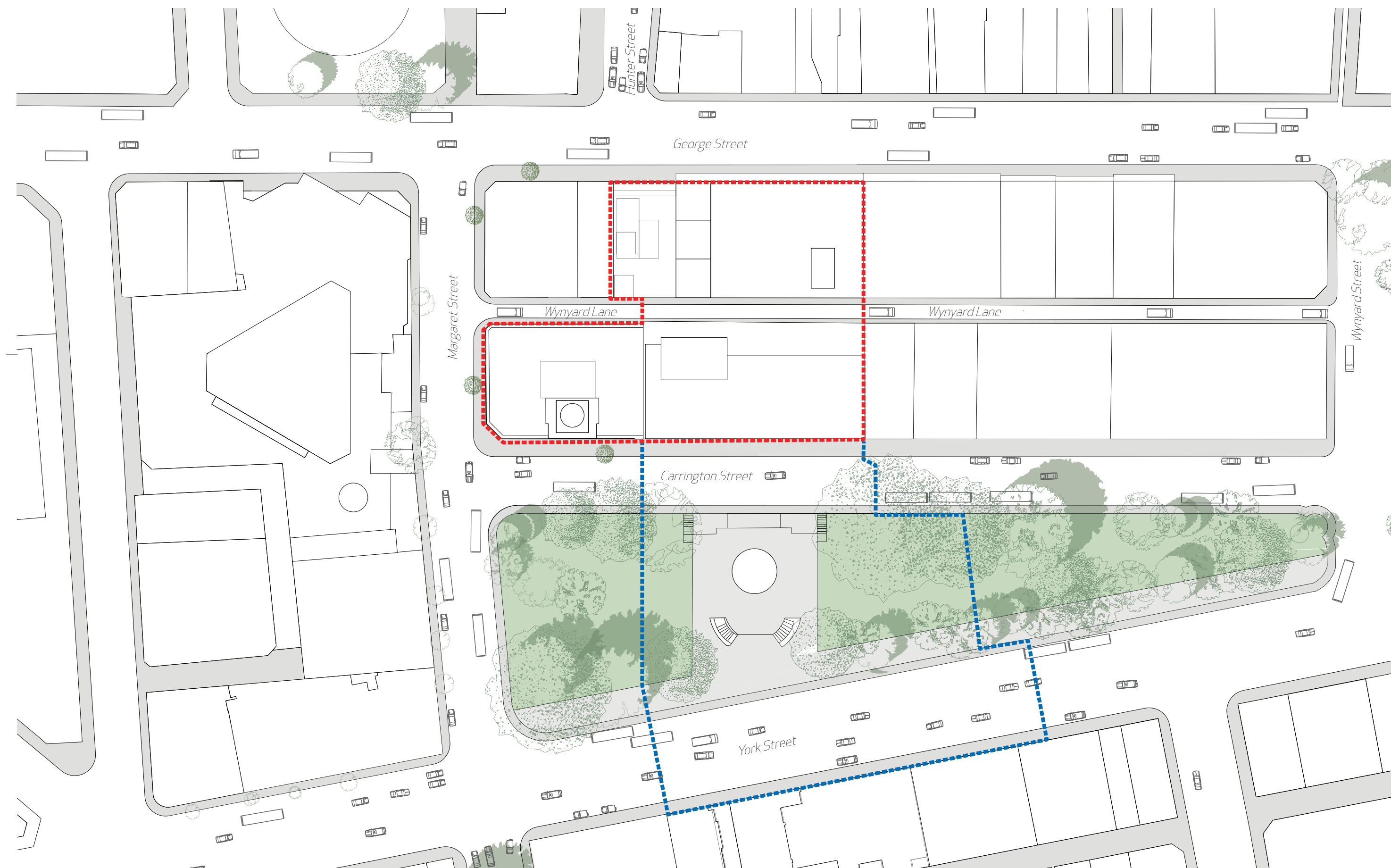
- 79,370m² – the section of site being the development located east of Carrington Street – Stage 1.
- 5,926m² – the section of site being the development located west of Carrington Street – Stage 2 (excludes the paid ticket area and platform areas).

In order to incorporate 285 George Street into the Concept Plan and integrate further refinements that came about through the design excellence process, a second modification to the Concept Plan is required.

Accordingly, this modification application (referred to as Concept Plan (Mod 2)) seeks to:

1. Include 285 George Street and an area above Wynyard Lane within the Concept Plan site.
2. Increase the maximum GFA proportionate to that permissible on 285 George Street and provision for end-of-journey floorspace above the maximum GFA.
3. Expand the Concept Plan Envelope to provide for a tower cantilever over 285 George Street and an additional area of Wynyard Lane.
4. Increase the maximum tenant car spaces, proportionate to that permissible on 285 George Street.
5. Retain Wynyard Lane as a one-way street.

It is noted that Concept Plan (Mod 2) has been lodged concurrently with the State Significant Development Application for the detailed design and construction of Stage 1 of the Concept Plan.



Site plan, with Stage 1 and Stage 2 areas highlighted in red and blue respectively

Design development, following integration of 285 George Street

Ground plane

Introduction

This section sets out the design development that has occurred to the detail scheme and is being provided as background information as it informs the proposed modifications to the Concept Plan.

The jury recommendations for further development, set out within the Process pages of this section, have been made possible by the purchase and integration of 285 George Street into the development site. The key improvements to the ground plane and public realm are set out below, with the form and massing enhancements set out on the opposite page.

George Street to Carrington Street connection

A new laneway between George Street and Carrington Street was part of the competition-winning design. It was 5m in width and served by a single lift, accessed via a lobby located off the route.

1 Improved sightlines

- The addition of 285 George Street has permitted the relocation to the north of the site, which provides both physical and visual connections through the site.

A - East

- At the junction of Hunter Street and George Street, at the point where the future pedestrianisation of George Street will terminate.

B - West

- At the exit from Wynyard Station on Carrington Street and above from Wynyard Park, to give a direct line of sight through to George Street.

2 Width of route

- 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.

3 Accessibility

- 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

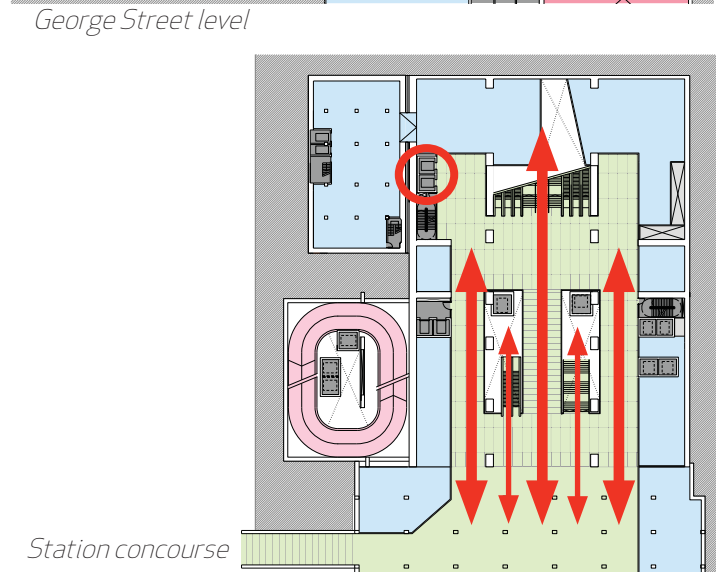
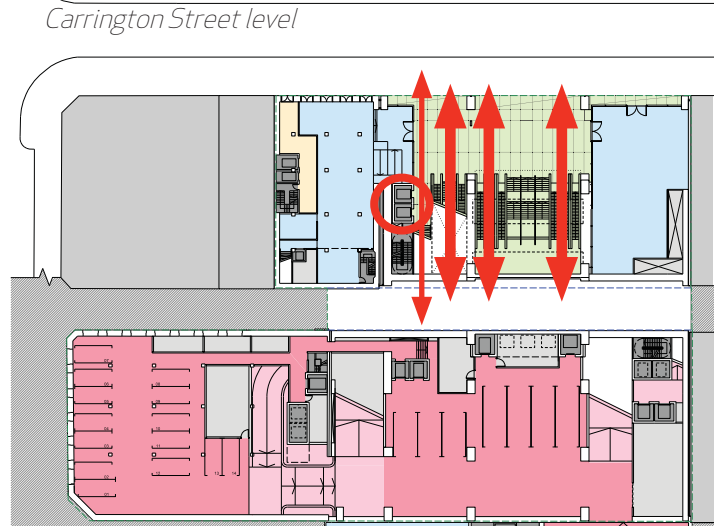
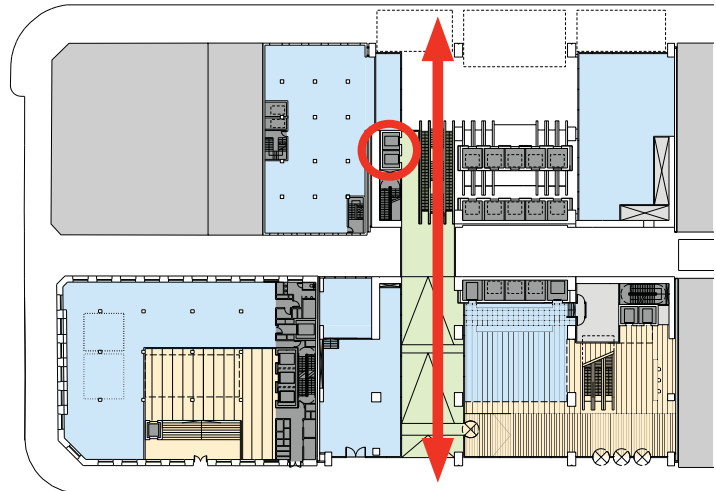
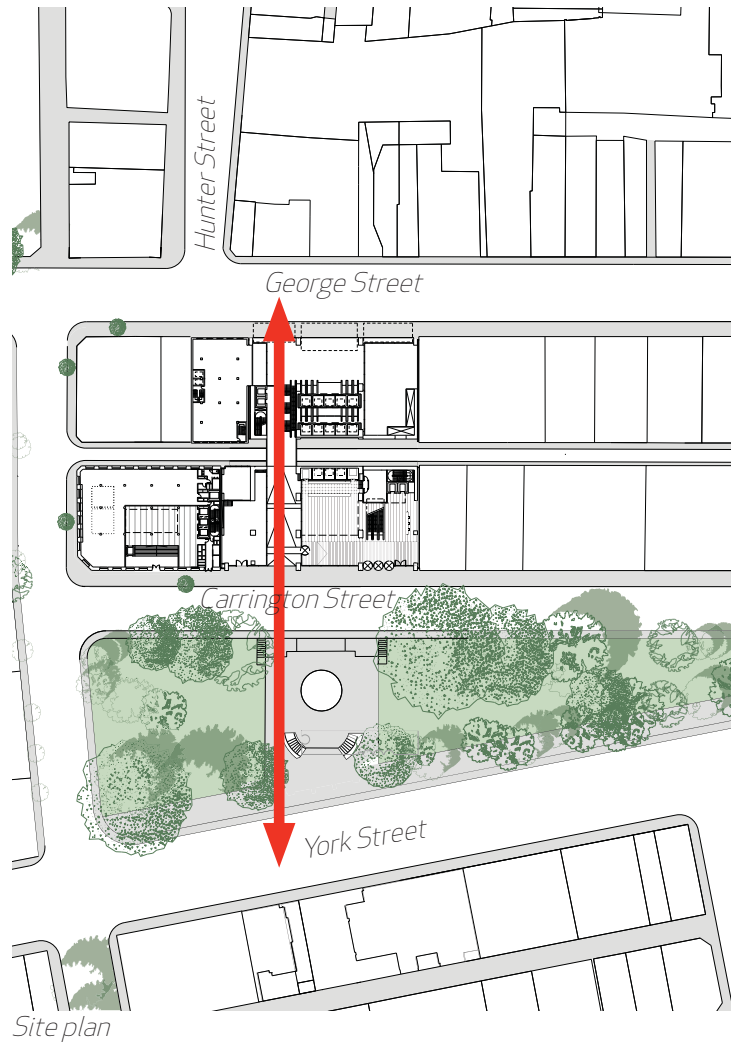
4 Activation

- This route is now lined with active retail frontage, on both sides of the Carrington Street link. The relocation to the north has provided greater retail unit depth, while also increasing the width of the route.

- As it crosses Wynyard Lane, the route is expressed as a lightweight bridge, providing views into the lane and enhancing passive surveillance and public safety for both areas.

5 Wynyard Lane connection

- Though not able to be realised as part of the competition proposals due to lack of frontage, a secondary route has now been provided to Wynyard Lane. It lies adjacent to the Carrington to George Street laneway, with stair and elevator access provided from the western car.
- This opportunity is possible by additional width afforded by the integration of 285 George Street.
- There is a safe, generous, clearly visible area at the top of the stairs and lift to wait for vehicles to clear, if required.
- There are clear lines of sight between the two streets and down to the station concourse. This provides access to the new retail units along Wynyard Lane and locks into the network of Sydney's main streets and laneways, providing a richer sequence of spaces and routes.



Form and massing

Station concourse to George Street

The competition-winning design had at its core a simple, instinctive and direct arrangement of pedestrian movement through the site. This was realised through the creation of a central grand civic space fronting George Street, providing access to Wynyard Station through to Carrington Street. The space was then flanked by high-quality flagship retail units, encouraging the northward development of the central shopping district and ensuring the quality of the environment.

The addition of 285 George Street has maintained and enhanced the east-west routes from the concourse to George Street.

1 Legibility

- The incorporation of 285 George Street takes the pressure off the previous site frontage, with the effective addition of an extra 'bay' to the existing three.
- The resultant four bays each have a clear use and aid legibility:
 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 bay – a single flagship store with vitrine fronting the Carrington Street link.
- This improved legibility eases and simplifies sightlines and pedestrian flows.

2 Accessibility

- The lifts serving 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.

3 Visual connections

- The lift shafts have glazed central sections to maximise views and improve the sense of depth, and with integrated lighting act as a 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 on George Street, from both the Station and Hunter concourses.

The competition-winning concept responds to the complex constraints of the site with a composition of simple, interlocking rectangular blocks of accommodation. These blocks are located to address street level views of the site through the city, as well as the proscriptive Concept Plan Envelope. The success of this approach will be that the constraints are not apparent, rather that the architectural composition would have developed this way regardless.

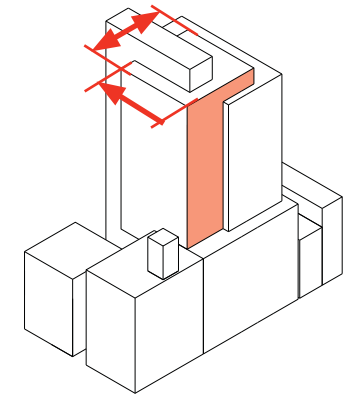
The key compositional moves are:

1. At street level, these blocks are aligned to form a series of bays responding the scale of the historic grain and plot width.
2. Above the podium, the final series of components is set out, setting further back progressively from the perimeter as they rise.
3. The final and tallest section is formed by the northern bay of the George Street elevation, which rises and visually terminates to anchor the composition.

The inherent flexibility of the design concept has allowed the complete integration of 285 George Street, so that the overall composition is enhanced.

In these proposals, the increased development area is locked into an extended cantilever along the northern elevation, which extends over Wynyard Lane and the westerly section of 285 George Street. This cantilever extension is visible in long views looking south along George Street and west along Hunter Street.

In both cases, the layered nature of the building form is given stronger emphasis. Seen from above, this extension of the cantilever visually and physically completes the massing diagram, allowing this northern block to be a whole cuboid rather than the previous fragmented piece.



Massing at competition Stage II



Revised massing with increased cantilever towards George Street



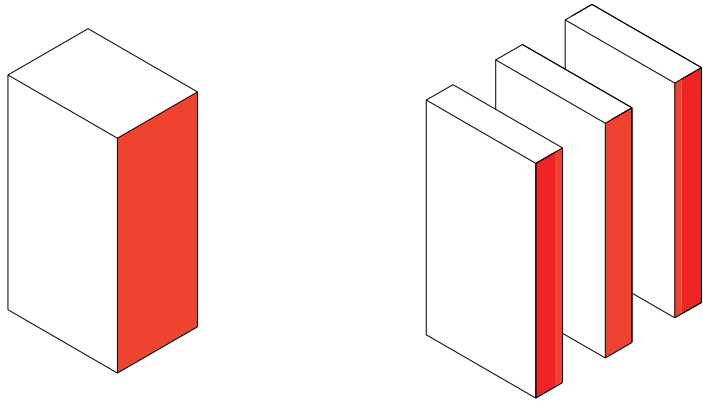
Illustrative view looking south along George Street

Massing and form

Note: The strategy outlined here is the same one that underpinned the winning design competition entry and now informs the modified Concept Plan.

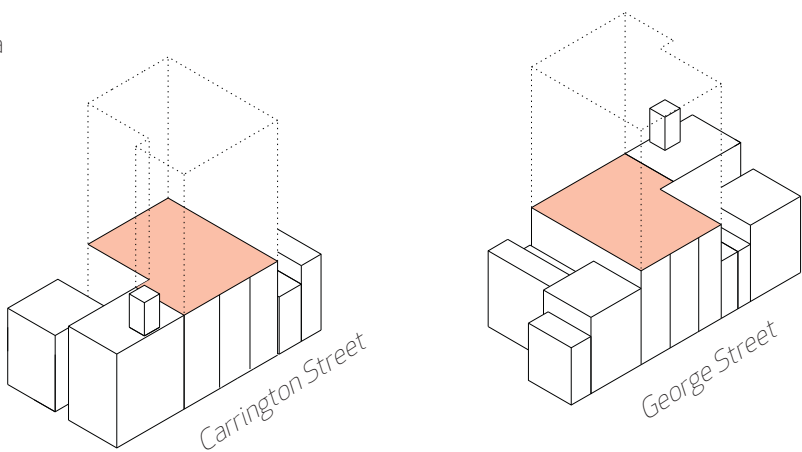
1 The ideal

- Free of any site constraints or context, a simple cubic volume extruded upwards is the ideal efficient commercial office form.
- This idealised block is then broken down into structural bays, forming four equal plots spanning from George Street to Carrington Street.



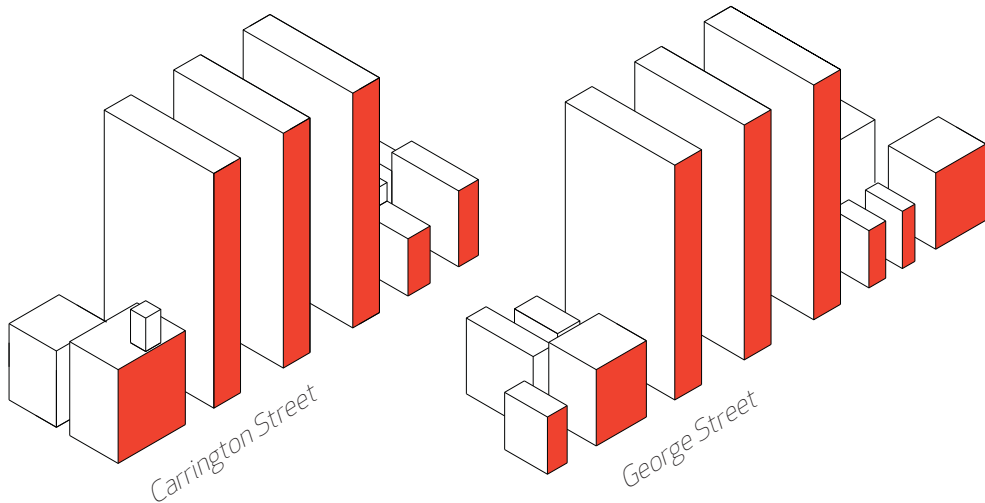
4 Parapet and podium

- The parapet line of Shell House sets a continuous datum across the site.



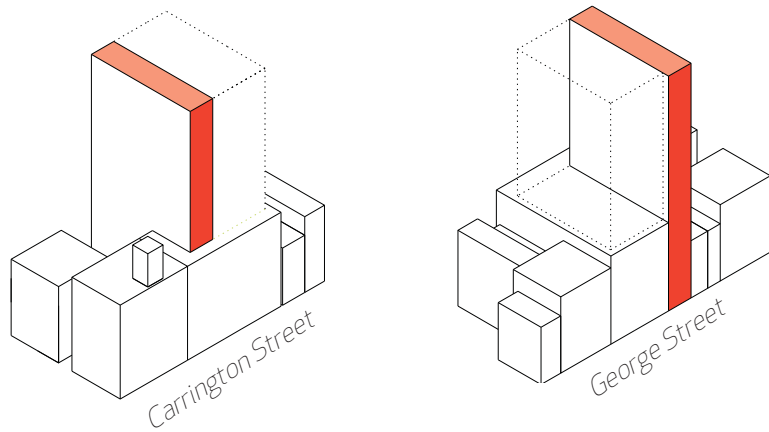
2 The neighbours

- The continuous terrace frontage of buildings along Carrington and George Streets is broken down into its constituent parts.
- With the notable exception of Shell House, the neighbouring buildings vary in width, height and size.



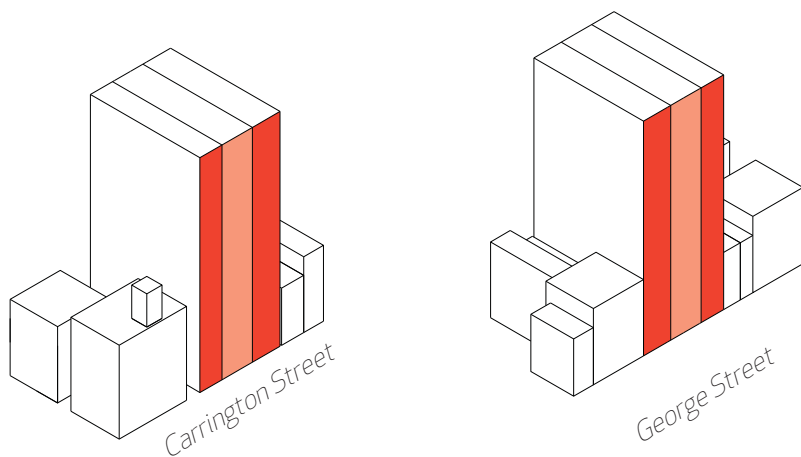
5 Skyline and silhouette

- The northern bay is set back from Carrington Street to open up views of the Shell House clock tower, and rises up within the Concept Approval envelope to articulate the skyline and mark the presence of Wynyard Station. This is the 'Sky-Bay'.



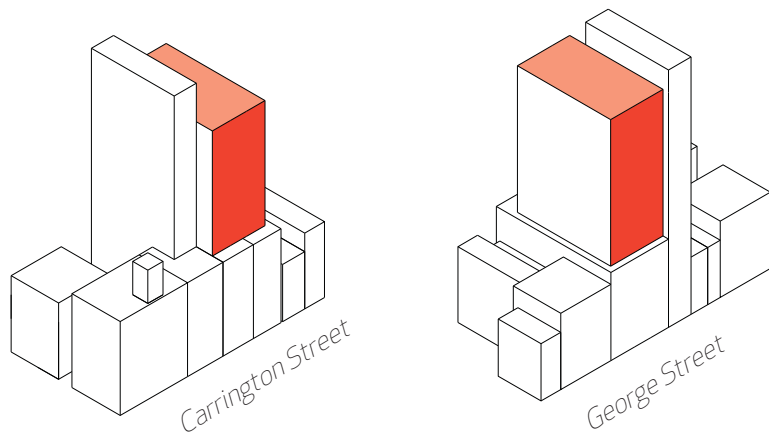
3 Rhythm

- Varied plot width and loosened rhythm integrates into the street grain.
- Three bays expressed on each street frontage relate to the scale of the street, individual uses and structural bays.



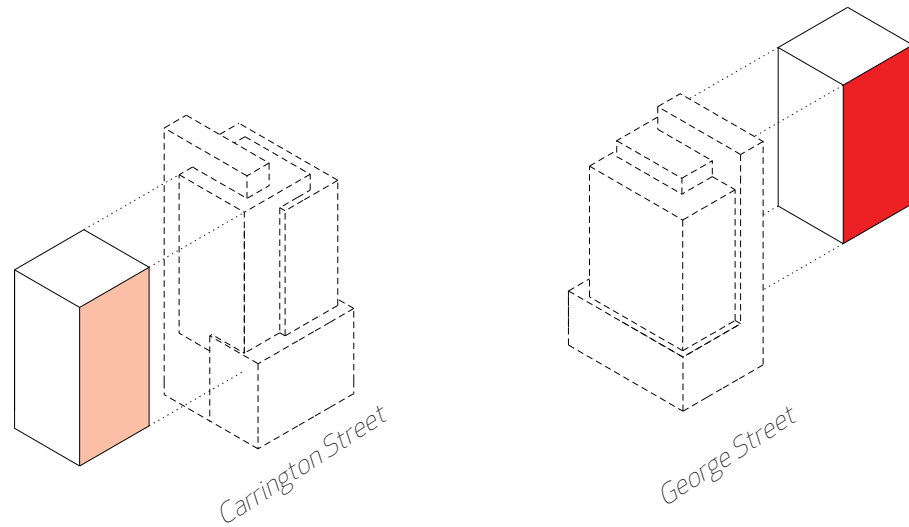
6 The Wynyard Window

- A simple block, echoing the scale of the neighbouring buildings, is lifted to sit atop the podium.
- The block sits back from the perimeter, respecting the Concept Approval.
- The architectural expression is rotated by 90 degrees, to create a window overlooking Wynyard Park and Darling Harbour.



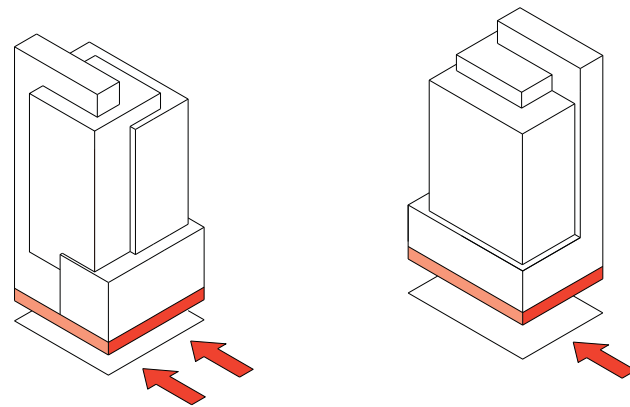
7 The City Tower

- A new bay is lifted and rotated again by 90 degrees, before locking into the northern frontage and cantilevering over 285 George Street.
- It frames and secures future views of the clock tower.



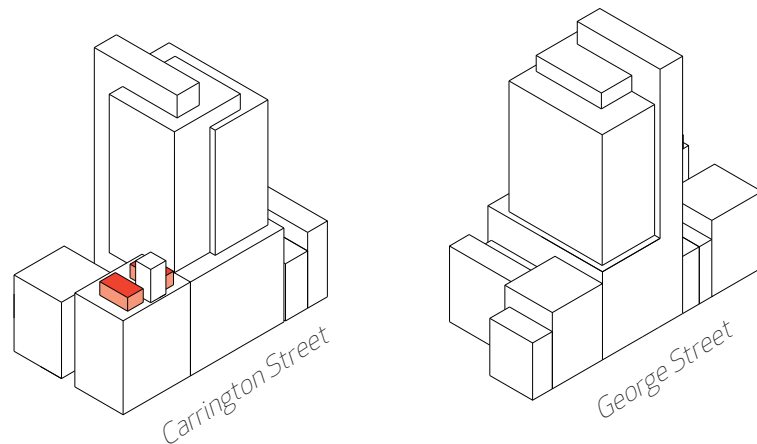
8 The Hall

- An expansive protective canopy runs from George Street to Wynyard Park, with retail, office and station pavilions below.
- The entire George Street frontage is lifted some 13m, to form a generous station entrance.
- To Carrington Street, the frontage is raised 8m to form the office entrance facing Wynyard Park.
- A new laneway between Carrington and George Streets is created to the south.



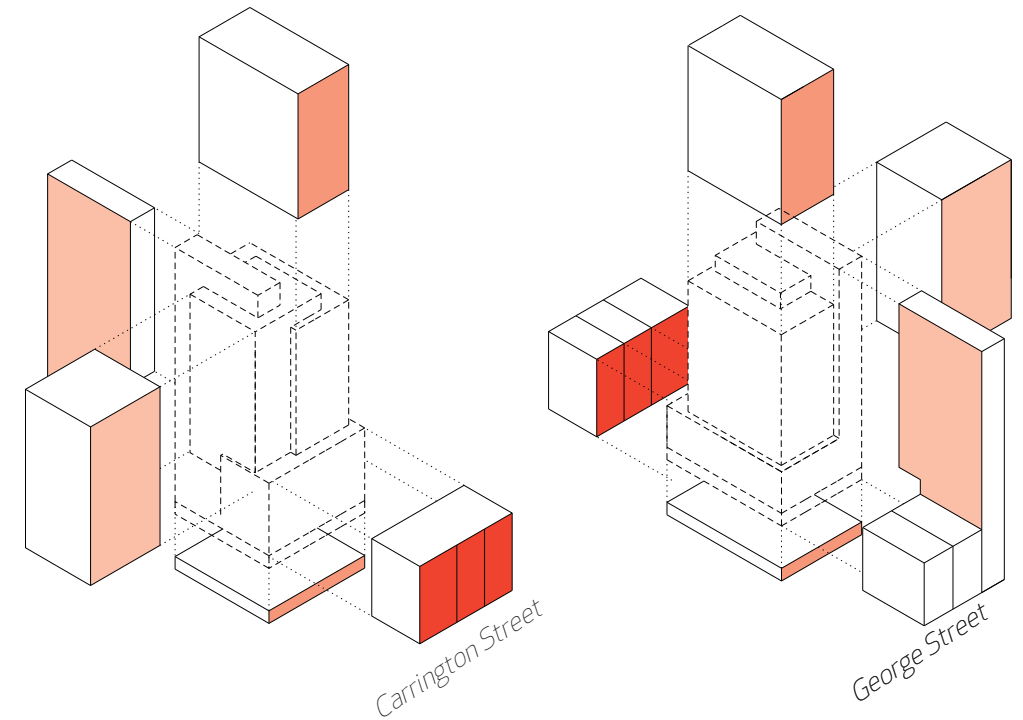
9 Shell pavilion

- A pair of pavilions sits north and south of the clock tower.
- The location and proportion of the pavilions maintains views of the clock tower from the streets to the east and west.



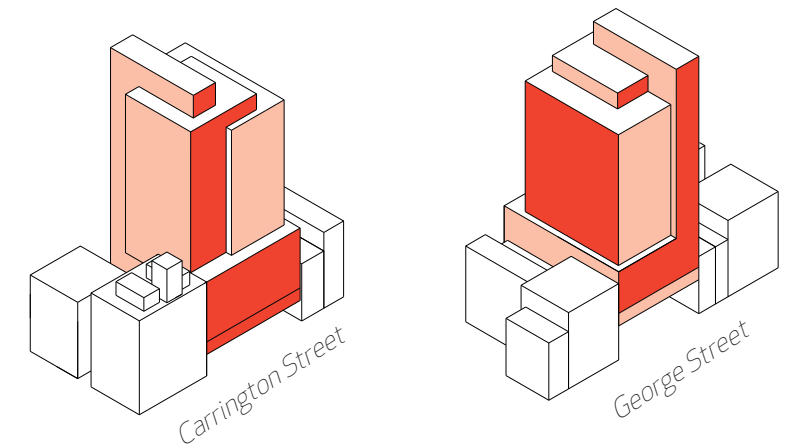
10 The four elements

1. The hall:
 - New civic space and station entrance, linking the station, George Street and Wynyard Park.
2. The base:
 - Anchoring and locking the building into its context.
3. The tower:
 - A simple, elegant form, seemingly unhindered by site constraints.
4. The windows:
 - Rotated block, opening up in response to the clearing of the city to the harbour.



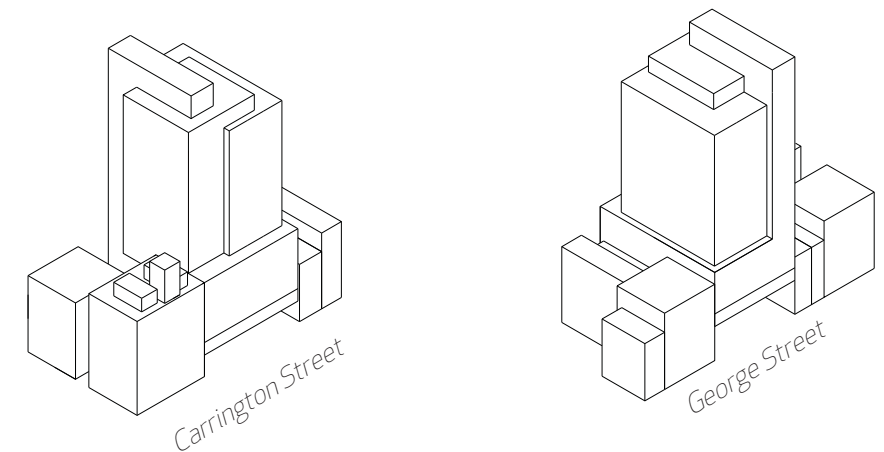
11 Facade types

- Two facade expressions, running with the massing.
- The east and west have 300mm-deep fins closing up on oblique angles of the street, while the north and south are shallow fins expressing the more open context.
- The window rotates this, to accentuate the rotation and reflect the closing of the view to the north and opening to the west.



12 The proposal

- Composed of elements, each in scale with its surroundings.
- Combined in response to the grain and scale of the street, and the views and skyline above.
- Regular, efficient orthogonal floors.
- A unique building form derived from its context and use.



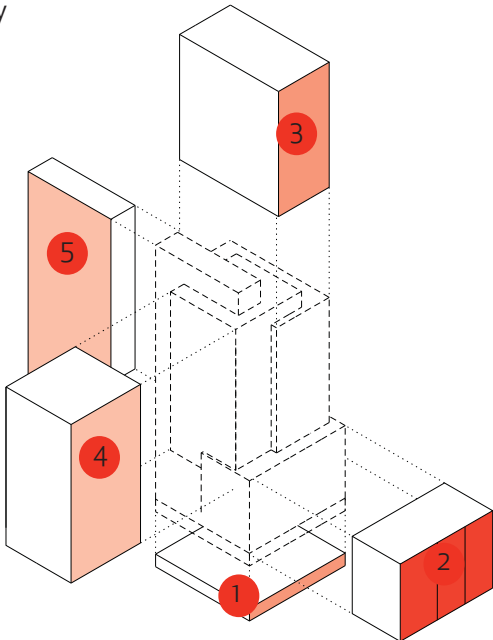
The components

Sydney's CBD rises from the masonry and brick horizon of the 19th and 20th century city, above which the Shell House clock tower formerly stood. Taking the scale and rhythm of these buildings as a starting point, the proposals compose a new tower and a new destination that locks into this impressive district.

- The site itself presents very distinct faces:
- To the east, George Street affords only long, oblique views of the building, while the dense urban grain immediately around the site focuses the eye on the detail at street level and through to Carrington Street, or down into the station concourses, while in the long views down Hunter Street lift the eye up to the varied roofscape.
 - To the west, the whole composition is laid out, visible across the green foreground of Wynyard Park and anchored by the heritage assets of Shell House and Lisgar House.
 - From the north and south, the site can only be seen as a further layer in the composition of buildings. A simpler elevational treatment on these planes is chosen here, to act as a backdrop.

There are five principal elements, each with their own role and expression, building on and interlocking with each other and becoming less dense and visually lighter as they gain height.

1. The hall
2. The base, or podium
3. The Wynyard Window
4. The City Tower
5. The Sky-bay



Massing and articulation

- Concept**
- The proposals deliberately build out to, and restate, the street edge. This is a part of the city where the urban grid has not been ruptured or opened up by the addition of towers or alien geometry. This is an area still defined by the language of regular building plots and grids.
 - The competition-winning proposal took the language of these blocks and broke the programme into a series of simple architectural forms that retain the scale of their surroundings.
 - The composition of these blocks is defined by both the Concept Approval and Design Criteria constraints, but also just as importantly, the experience of the building at street level.
 - The design must never appear as though it has been driven by formal constraints alone. For this reason, the angled ski-slope approach was eschewed.

- Base**
- The site sits mid-block and the proposals need to sit within this context, with buildings of varying heights, styles and materials.
 - The base or podium is divided into three bays, reflecting the layout and structure of the building.
 - The base is a constant height throughout the site, set at the height of the Shell House parapet. The block, elevated above the street, also defines a new transit hall, or public room, from Carrington Street to George Street, with a constant height canopy spanning the site.
 - This new datum is lower than the existing buildings on the site, and sits within the middle of the heights of the immediate neighbours.

- Setbacks**
- Above the base the building sets back, in a manner developed during the competition process.
 - The articulation is simple and legible – a deliberate interlocking of regular volumes.
 - To the south there is a consistent 2m setback east to west, rather than the stepped 4m setback to the eastern section of the former Design Criteria. This has allowed the building to be pulled back from the Wynyard Park frontage, providing more space around Lisgar House and allowing setbacks to be introduced to George Street, where there had been none, and deeper setbacks to Carrington Street adjacent to Shell House.
 - There are no exposed blank party walls. Rather the setbacks allow the building's composition to clearly express the interlocking composition.

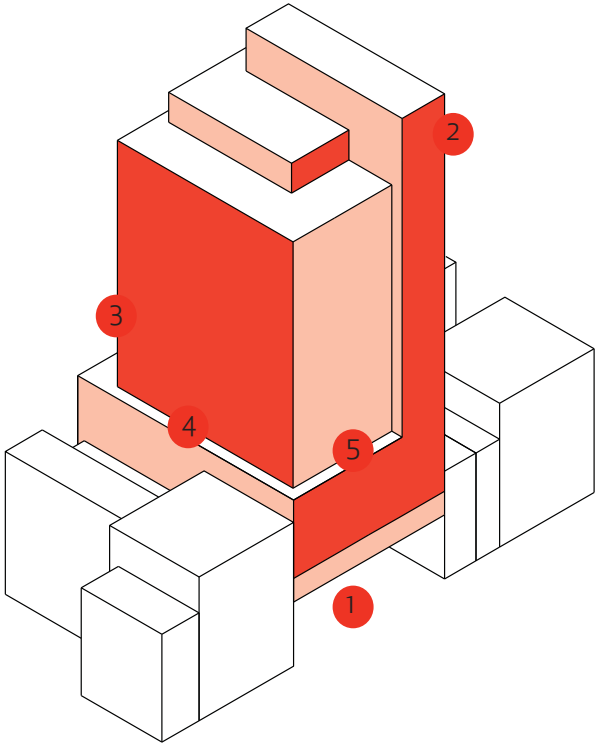
- Specific setbacks:**
- George Street**
- The mid and southern bays are set back in excess of 1m. The narrow, oblique reading of George Street, coupled with the southern setback, intensifies this articulation.
 - The northern bay continues up, to give wider city expression to the tower and act as a marker for the new station entrance and transport interchange. This is given presence in the views from the CBD along Hunter Street, and is then seen as a simple form in the longer views down George Street or across Wynyard Park.
 - The cantilever over 285 George Street and Wynyard Lane is set back by at least 6m from the street and below the height of the northern bay.

- Carrington Street**
- The original Concept Approval control 6m setback is increased to 9m, in deference to Shell House and its clock tower.
 - The tallest expression and element of the composition is then set 3m further back from the 9m setback.

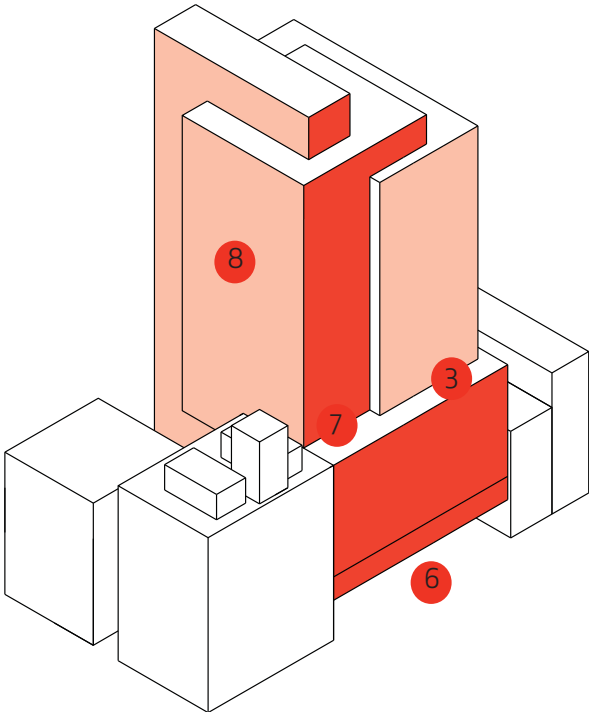
- Northern elevation**
- The cantilevered section is set back over 6m from the line of George Street and 9m from Carrington Street, accentuating the interlocking blocks.

- Southern elevation**
- The setback section is a consistent 2m along the setback, providing a canvas or backdrop against which the city can be read and creating a moment of calm in an increasingly frenetic skyline.

1. Min. 13m clear to George Street.
2. The Sky-Bay – northern podium bay raised up to below the line of the Martin Place solar plane.
3. 6m setback to Carrington Street.
4. 2m setback to southern boundary.
5. Min. 1m setback to George Street (southern and central bays).
6. Min. 8m clear to Carrington Street.
7. 9m setback to Carrington Street (northern section, adjacent to Shell House).
8. 6m cantilever to the north.



Massing model viewed from the south-east



Massing model viewed from the north-west

The hall

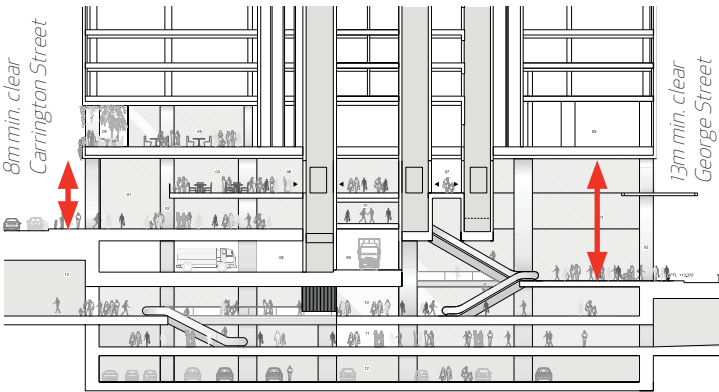
A new generously proportioned public room opens up to George Street and Wynyard Park – a place to meet people, protected and secure, with clear, direct sightlines, street views and daylight.

This new space is defined by a lofty canopy of constant height, stretching from George Street 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, 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 of 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, 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 alternately present 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

George Street is 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 to 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 reinforces the historic building lines, ensuring the scheme takes its place in the lively skyline and urban form of George Street while not overwhelming at street level. This bay is set one storey higher than its 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.

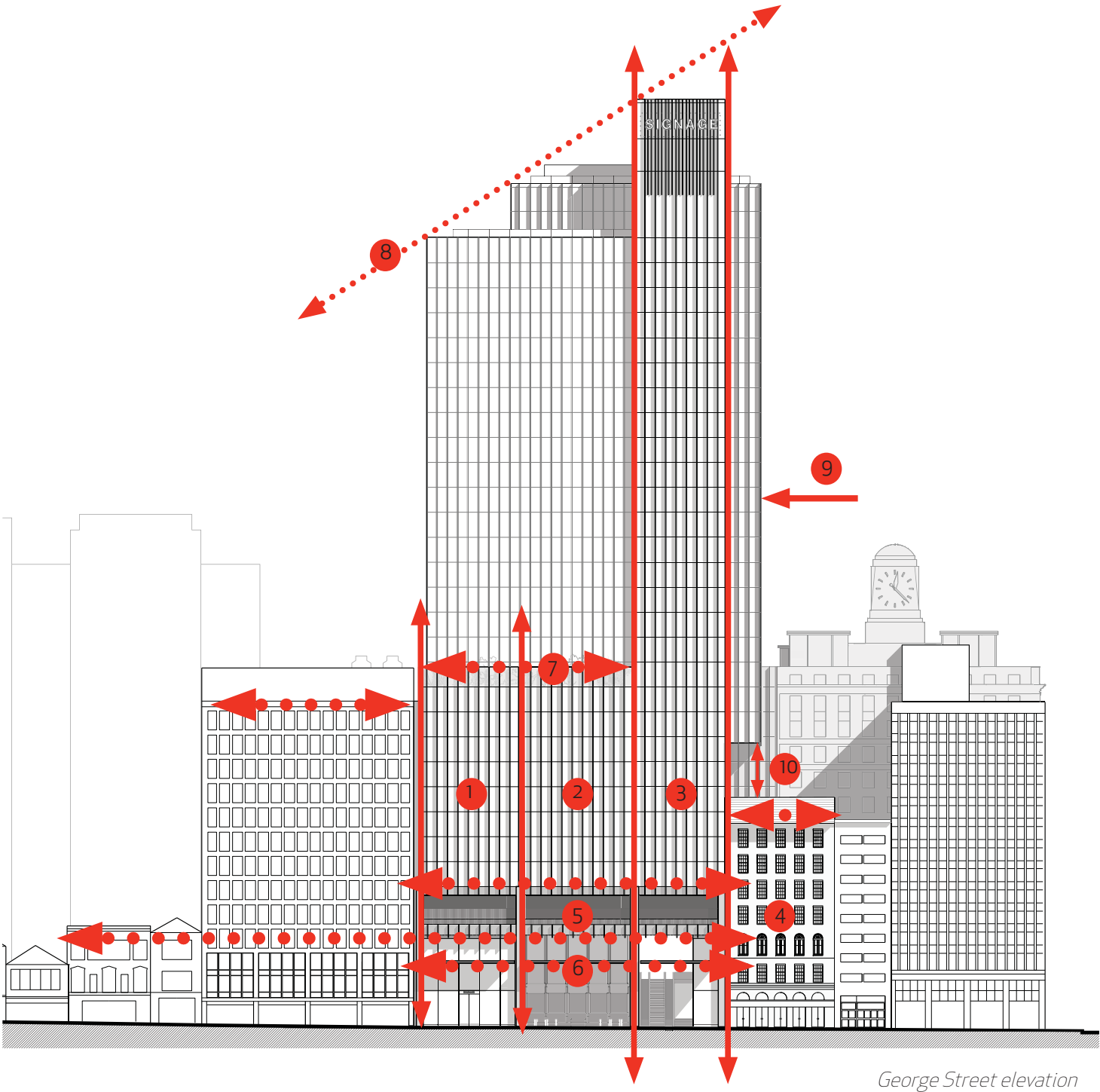
The northern bay, aligned with George Street for its full height, extends up beyond the others to accentuate the elegant vertical proportions and act as a marker or signpost for the station. The upper plant levels are expressed with a finer grain, to visually crown the new building.

285 George Street 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 enhance the interlocking aesthetic of the tower design but not affect the proportions of the original.

- 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. Sun access plane to Martin Place (not breached).
- 9. 6m cantilever to the north.
- 10. 3-storey separation between the cantilever base and roof of 285 George Street.



View south along George Street



George Street elevation