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WINTEN PROPERTY GROUP

St Leonards Commerce Centre
88 Christie Street St Leonards

Architectural Design Statement - June 2010

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Architecture
Interior Design
Urban Design
Strategy

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Introduction

This Architectural Design Statement has been prepared by Bates Smart to form part of the Part 3A Concept Plan Submission to NSW Planning on behalf of Winten Property Group for their land at 88 Christie Street St Leonards.

Vision

Our vision is to create a major, A-grade commercial development for St Leonards with an active, public through-site link that connects the Rail Underpass with surrounding mixed use area. The 17–storey tower within St Leonards centre will further contribute to increased commerce and activity around rail hubs of greater metropolitan Sydney. The tower design is comprised of a series of stepped volumes that respond to its respective orientation, topography and context. Commercially, it will deliver a 21st century flexible floorplate to reinvigorate the St Leonards leasing market.

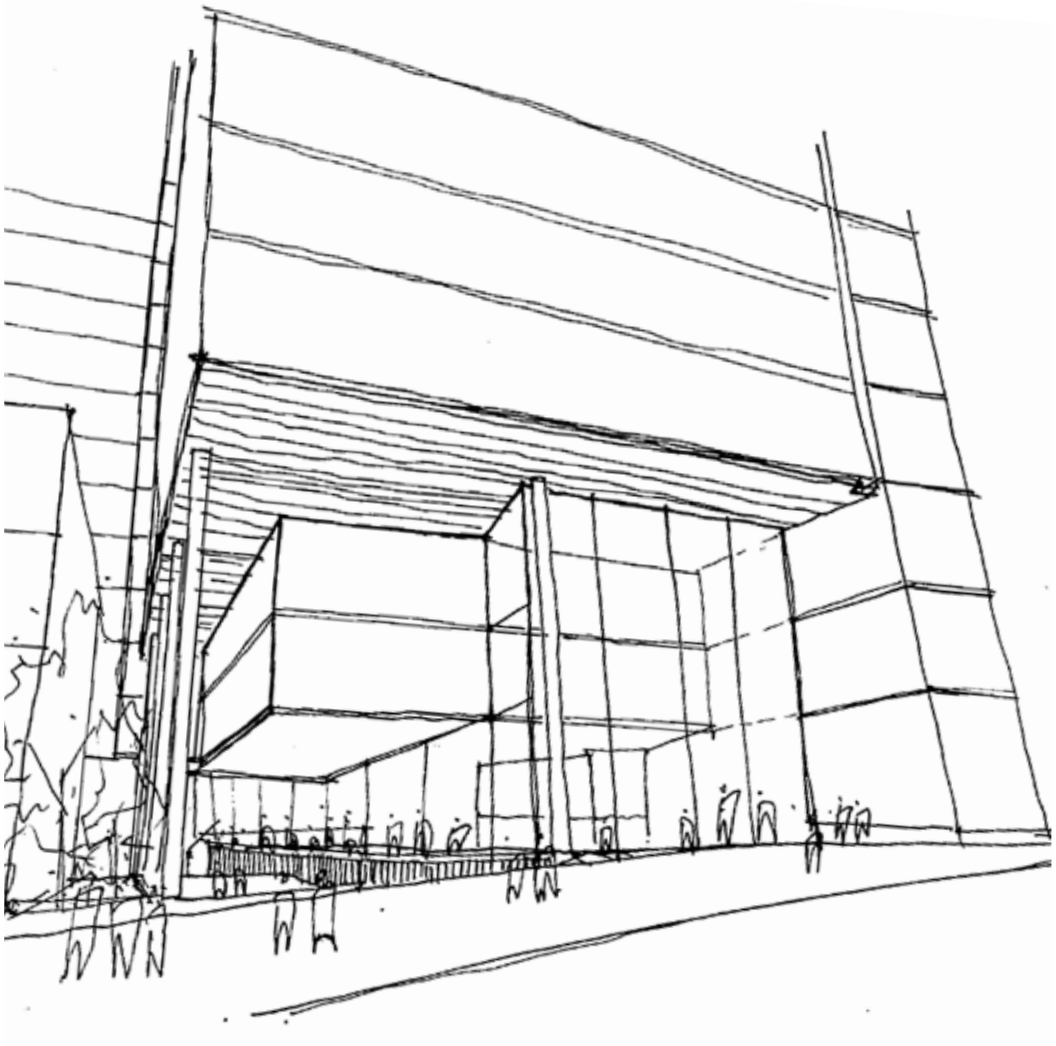
Developers

WINTEN PROPERTY GROUP

Client and Owner	Winten Property Group (Anthony Otto)
Development Management	Winten Property Group (Stuart Vaughan)

Consultants

Architects	Batessmart (Philip Vivian, Brad Dorn)
Planning Consultant	JBA Planning (Oliver Klein, Michael Rowe)
Structure	Enstruct Group (Ross Clarke)
Lifts	NDY (Ian Hanna)
Traffic	CBHK (Josh Hollis, Stan Kafes)
Landscape	McGregor Coxall (Philip Coxall, Christian Borchert)
Quantity Surveyor	WT Partnership (John Ferrarin)
Surveyor	Craig & Rhodes (David Bushell)
Water and Stormwater	Hyder (Ryan Smith, John McDermott)
Geotechnical	Hyder (Dr Jim Yang)
Contamination	Hyder (Ken Lunty, Brad Searle)
Wind	Windtech (Tony Rofail)



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Location Plan

Location

The site is located along side the railway corridor to the south of St Leonards station. The site is an amalgamation of 5 properties, currently occupied by a collection of low-rise office buildings. Three of those have frontage on Lithgow Street to the west, the remainder front Christie Street to the east. A narrow one-way service lane runs along the northern boundary that links Christie Street to Lithgow Street. Shorter, internal boundaries are shared with the adjoining properties.

The site has a direct connection to St Leonards train station via a rail underpass immediately opposite the site on Lithgow Street.

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Existing Streetscapes

Lithgow Street

Site beyond

View from The Forum, Pacific Highway

Site beyond

Christie Lane

Christie Street

View from Cnr Christie Street & Pacific Highway

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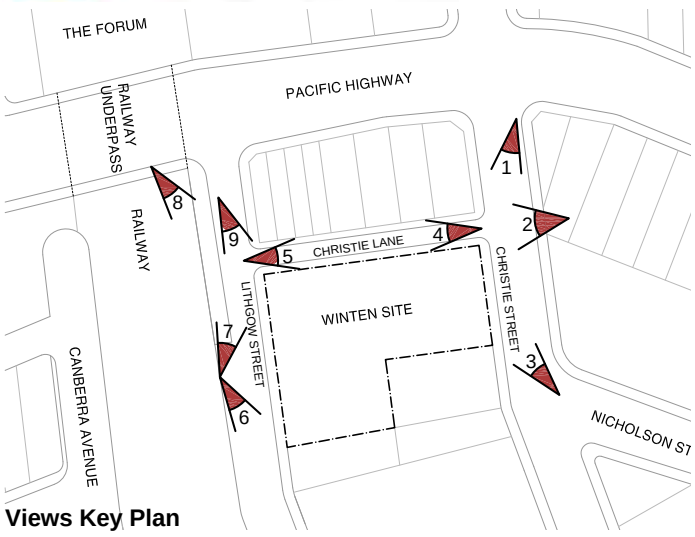
Existing Site Photos



Views Key Plan

1. Christie Street
2. Christie St / Christie Lane
3. Christie St
4. Christie Lane from Christie Street
5. Christie Lane from Lithgow Steet
6. Lithgow Street
7. Lithgow Street looking up to Pacific Highway
8. Lithgow Street - pedestrian throughfare to St Leonard's station
9. Lithgow Street from corner of Pacific Highway & Lithgow Street


1.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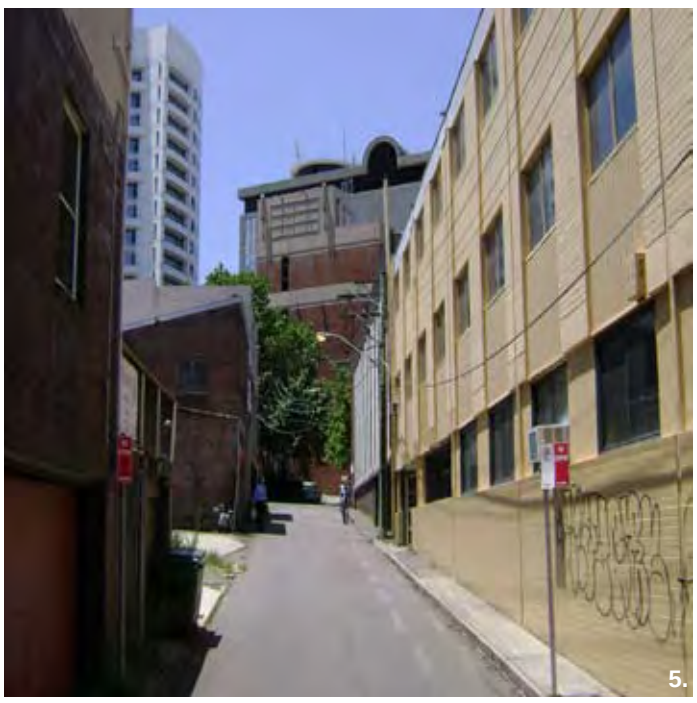
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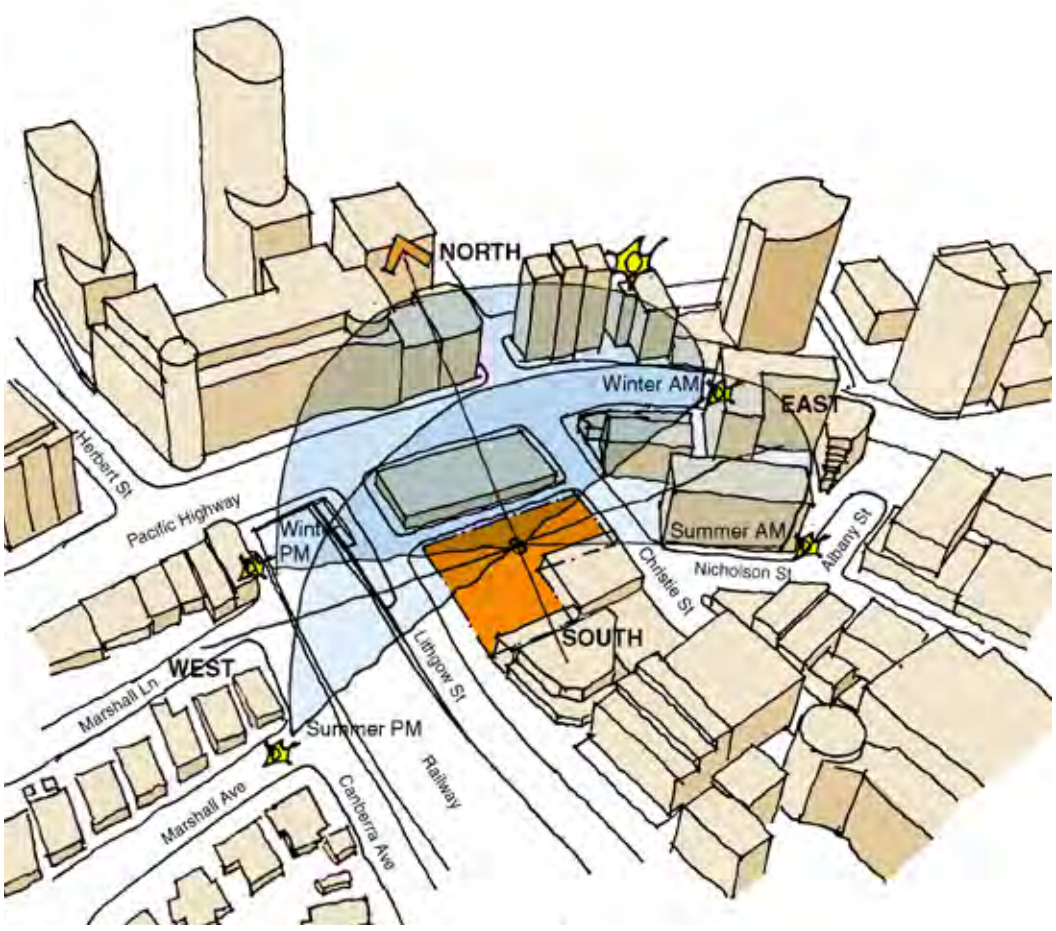
Site Analysis
Environmental Considerations

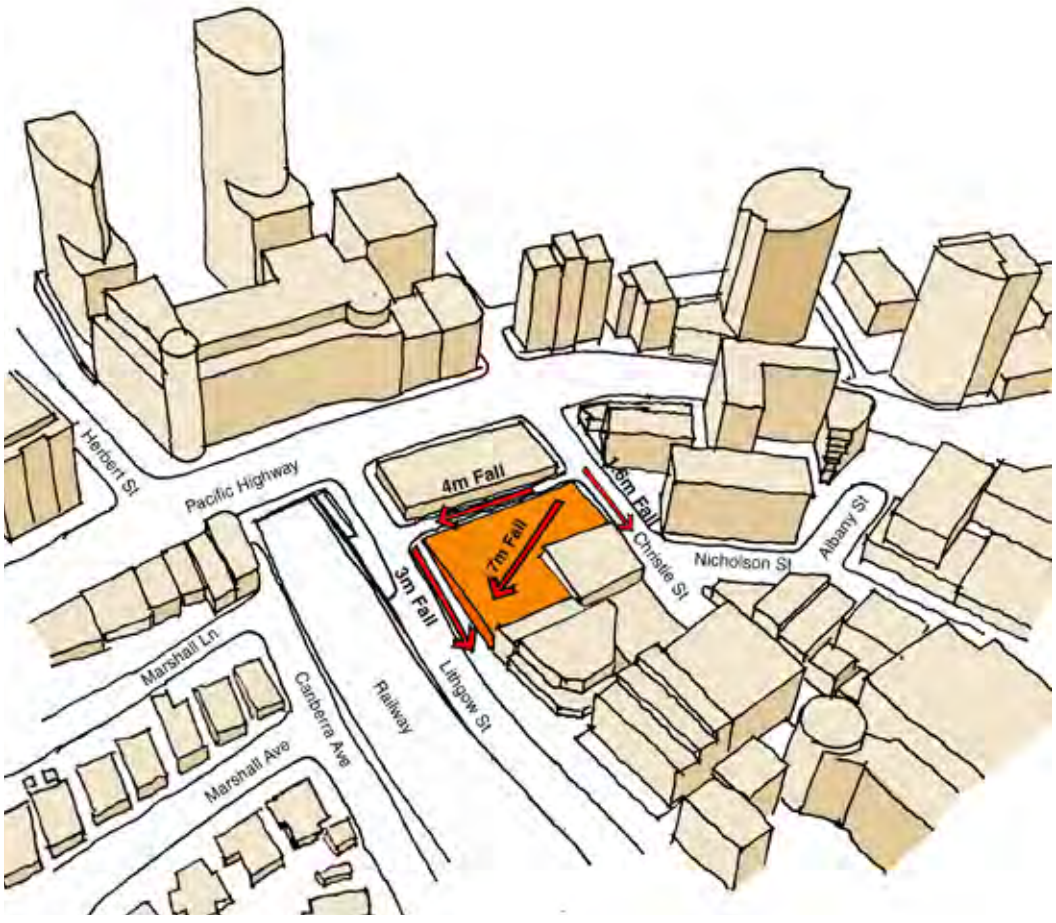
>Solar Orientation

The site's L-shaped configuration provides for two main orientations of similar dimension the north and west. The absence of tall buildings to the east and west means the site has excellent exposure to solar access. Some tall buildings are located at the Forum to the north but will have limited impact on solar access.



>Topography

The site's topography has a high point at the northeast corner of the site on Christie Street and falls approximately 7m to the southwest corner. There are significant street falls of 4m along Christie Lane and 3m along Lithgow Street respectively.



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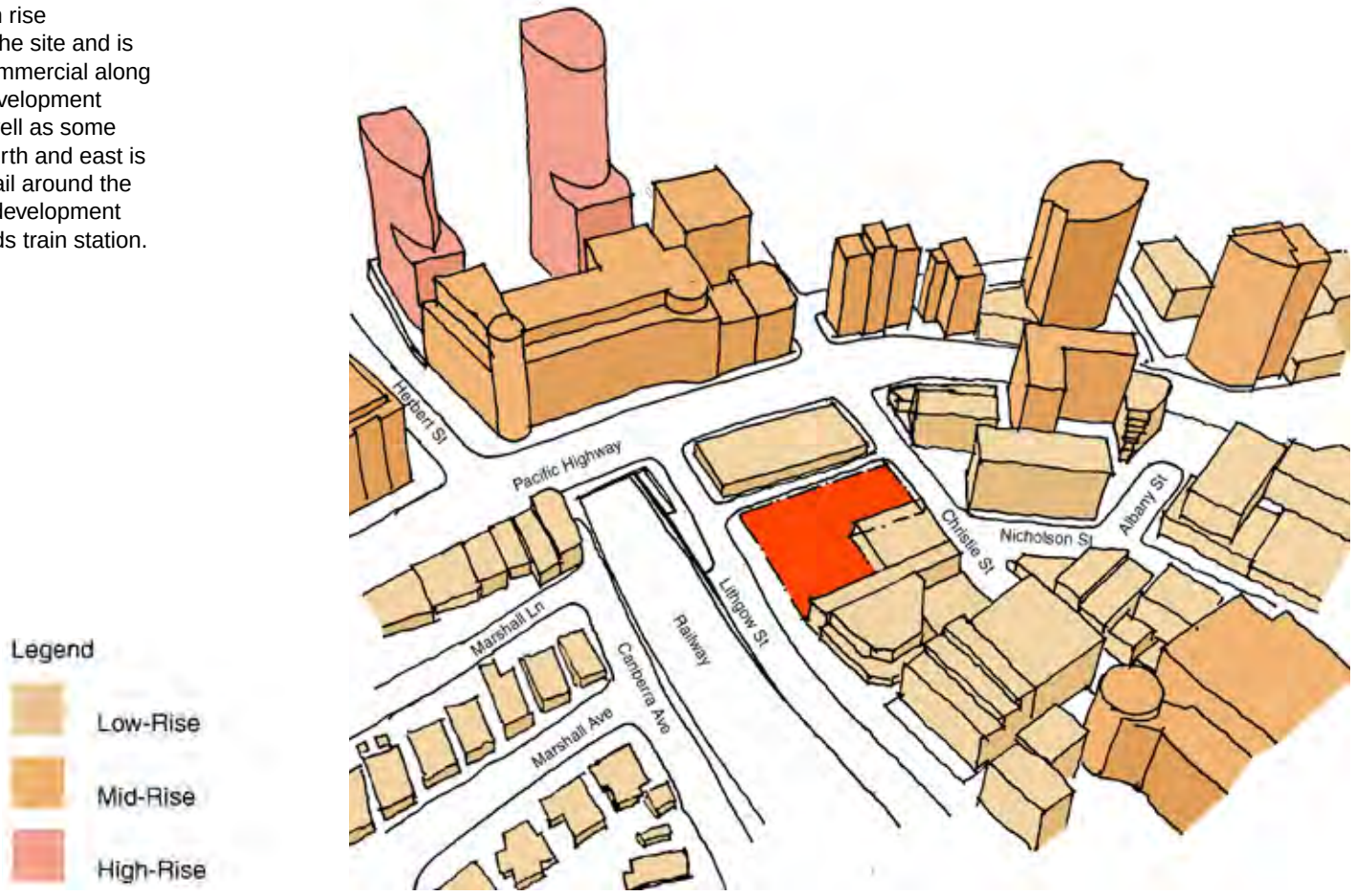
Site Analysis
Context

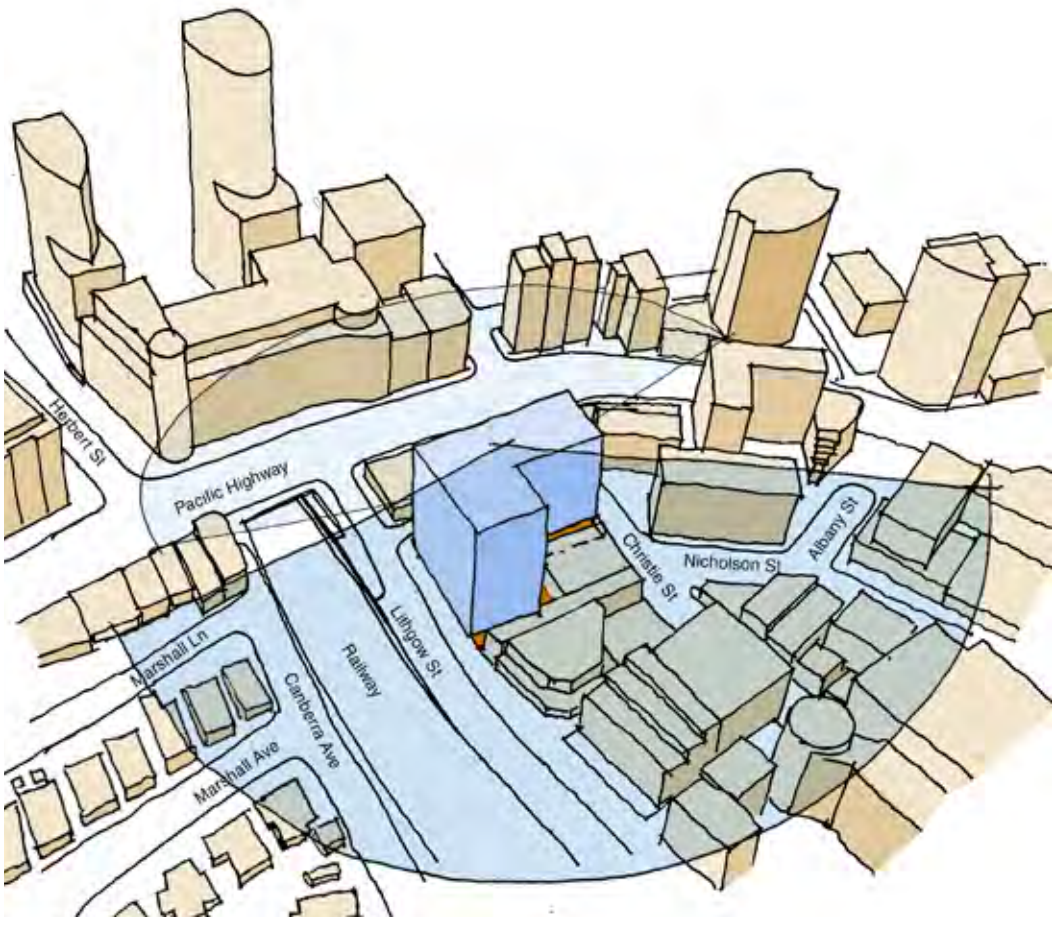
>Context

The surrounding context can be grouped into low, medium and high rise development. The low rise context is predominantly to the west of the site and is comprised of mostly residential with some small scale retail and commercial along Pacific Highway. The south of the site has an array of mixed-use development including, office and commercial space, Cabana Bar and club, as well as some medium density housing flats. The medium rise context is to the north and east is mostly comprised of commercial development with ground floor retail around the rail station and along Pacific Highway. A small amount of high-rise development exists at the residential towers of The Forum adjacent to St Leonards train station.



>Views

The topography, the rail corridor and limited, neighbouring, large scale development to the southeast through to the west allows for expansive view potential for the proposed project. These views are, at present, virtually unimpeded to Sydney, North Sydney skyline and across the many inlets of Sydney Harbour the southeast.



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Location Plan and View Corridor

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View Panorama

Panorama Level 11 + Ground

Panorama Level 4 + Ground

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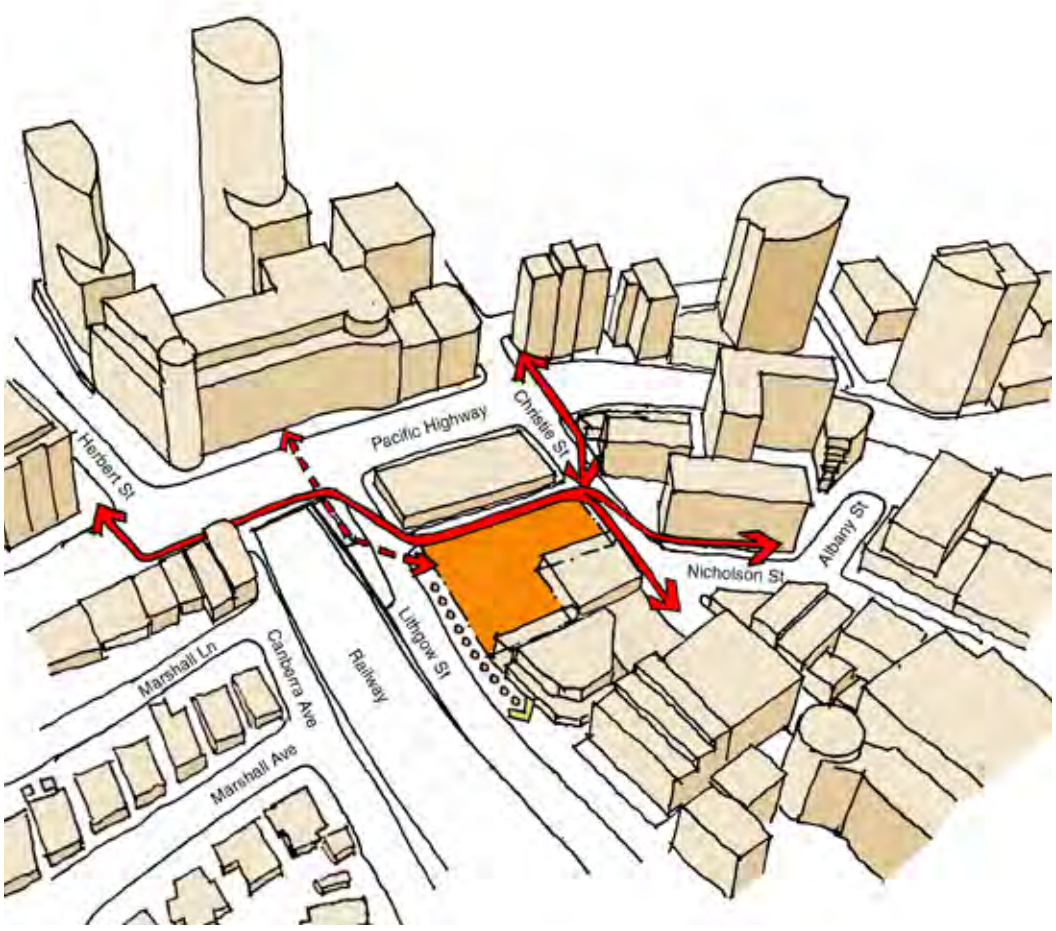
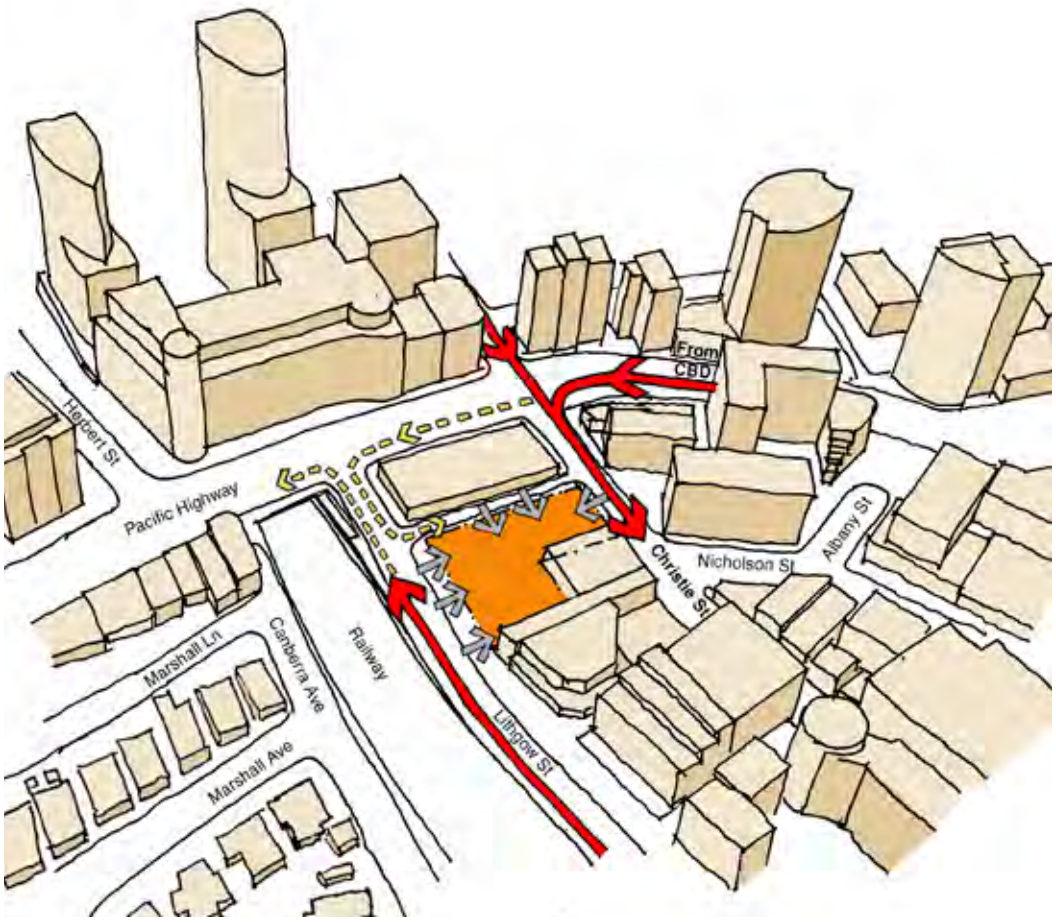
Site Analysis
Movement

>Pedestrian Movement
The primary pedestrian approaches are from Pacific Highway at both Christie Street and Lithgow Streets and from the rail underpass that connects to St Leonards station. There are significant pedestrian movements that filter through the area from the rail underpass and highway to the mixed use development within the area to the south of the Pacific Highway. Secondary approaches are from the residential and mixed use areas to the south of the site.



>Vehicular Movement
The primary vehicular approaches are from Pacific highway travelling north and turning into Christie and also Lithgow Streets via Oxley Street. There is no southbound vehicle access to the site from Pacific Highway. Secondary movements are local traffic vehicles from the south. There is currently a series of one-way streets that service the existing commercial buildings on site.



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Design Concept
Planning Constraints

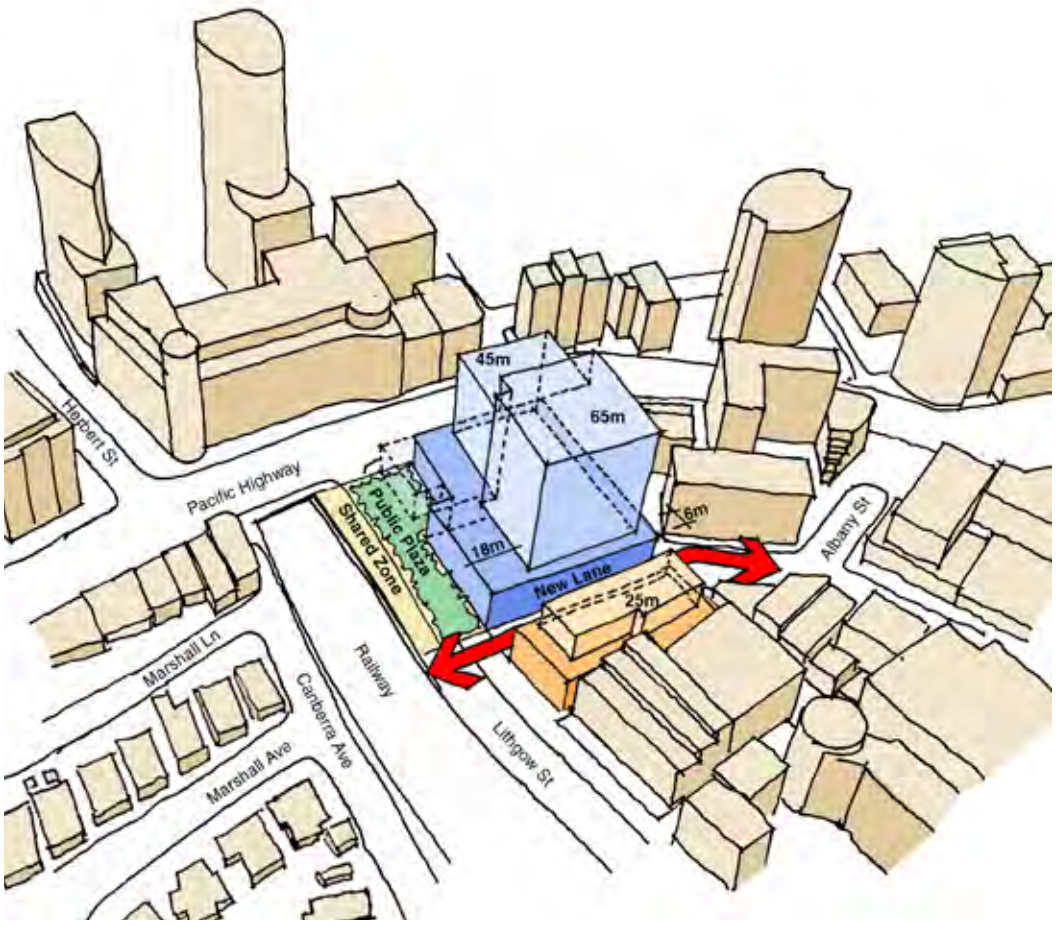
Development Issues
To achieve a viable commercial building on the site the developer requires regular, rectangular floorplates; as well as floorplates that achieve 2000sqm NLA. Smaller floorplates and those with a narrow, irregular geometry will not create a viable commercial building for leasing and subsequent ownership. With these criteria in mind we have developed a building that achieves a compliant FSR envelope and provides a major public benefit, through an active vibrant through-site link, while achieving the commercial aims that will allow a building to be achieved on the site. The following is an analysis of how we arrived at the proposed design concept.

Planning Constraints
The Lane Cove Local Environmental Plan 2009 (LEP 2009), and Lane Cove Development Control Plan 2010 Part D (DCP 2010) provide the key planning instruments for the site.

1. LEP Envelope
The following outlines a development envelope as indentified in the Lane Cove LEP 2009:
- maximum height of 65m (RL 145.65m)
- site's sloping topography affects this height control limit and varies from RL 145.65m at the top of the site at Christie Street to RL 138.15m at the southern most point on the boundary on Lithgow Street.
- allowance for an architectural roof feature which is to be comprised of a decorative element on the uppermost portion the building.
- an allowable floor space ratio of 14:1 and the envelope shown indicates a potential envelope described by these numeric constraints.

2. DCP Controls
The following outlines a compliant Lane Cove DCP 2010 scheme within multiple individual property boundaries. The scheme achieves the following:
- Compliant heights of 65m and 45m respectively
- 18m tower setback from Lithgow Street
- 6m tower setback from Christie Street and Pacific Highway
- 6m rear and side setback to adjoining sites
- 18m street frontage height
- 10m setback at junction of Pacific Highway for increase to Public Plaza
- Covered pedestrian connection at existing location of Christie Lane
- New laneway to the south of the site to provide an improve connection to rail underpass

Issues
- Proposed DCP controls create unleaseable podium floorplates which exceed the recommended building depth in relation to natural light.
- A development achievable only with a single owner of a large number of properties.
- Location of New Lane is reliant on unrealisable property acquisitions due to current owner-occupiers unwillingness to relocate.



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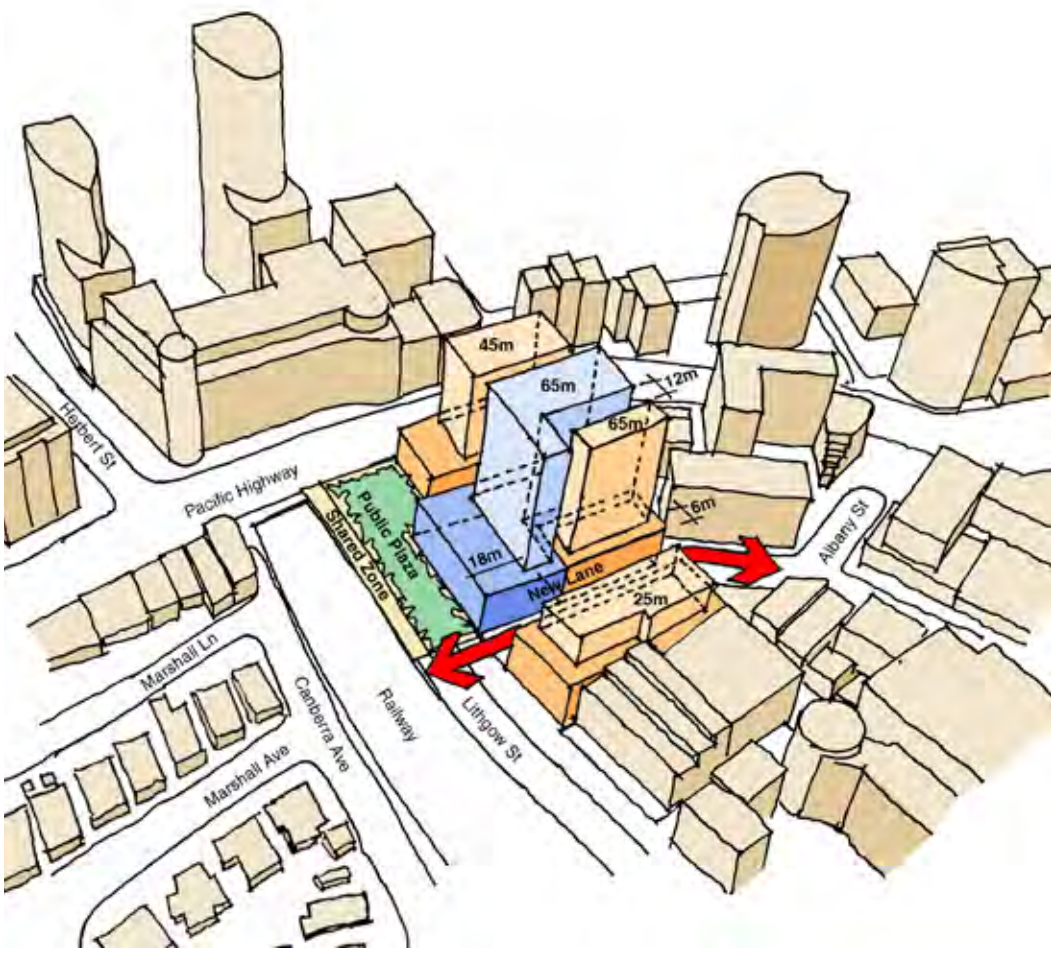
Design Concept
Site Amalgamation

3. DCP Site Amalgamation
The following outlines a compliant Lane Cove DCP 2010 scheme within the confines of the Winten property boundaries and also shows surrounding development potential:
- Compliant heights of 65m and 45m respectively
- 18m tower setback from Lithgow Street
- 6m tower setback from Christie Street and Pacific Highway
- 6m rear and side setback to adjoining sites
- 18m street frontage height
- 10m setback at junction of Pacific Highway for increase to Public Plaza

Issues
- Unviable tower footprint to the Winten site with undesirable qualities for commercial tenants.
- Development potential unrealised to the southeast with a leftover parcel where unviable small tower footprint are achievable.
- Small unviable floorplate for the development site on Pacific Highway.
- Location of New Lane is reliant on unrealisable property acquisitions due to current owner-occupiers unwillingness to relocate.



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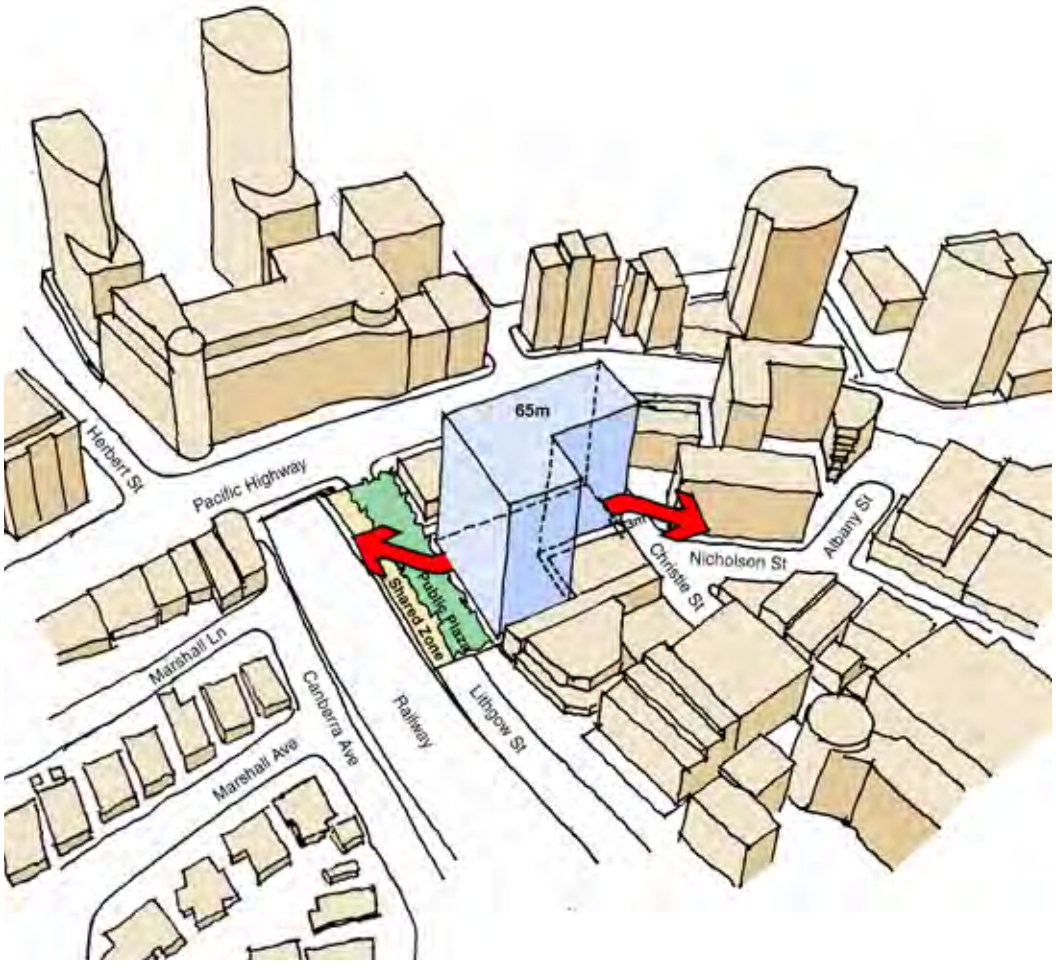
Design Concept
Proposed Envelope

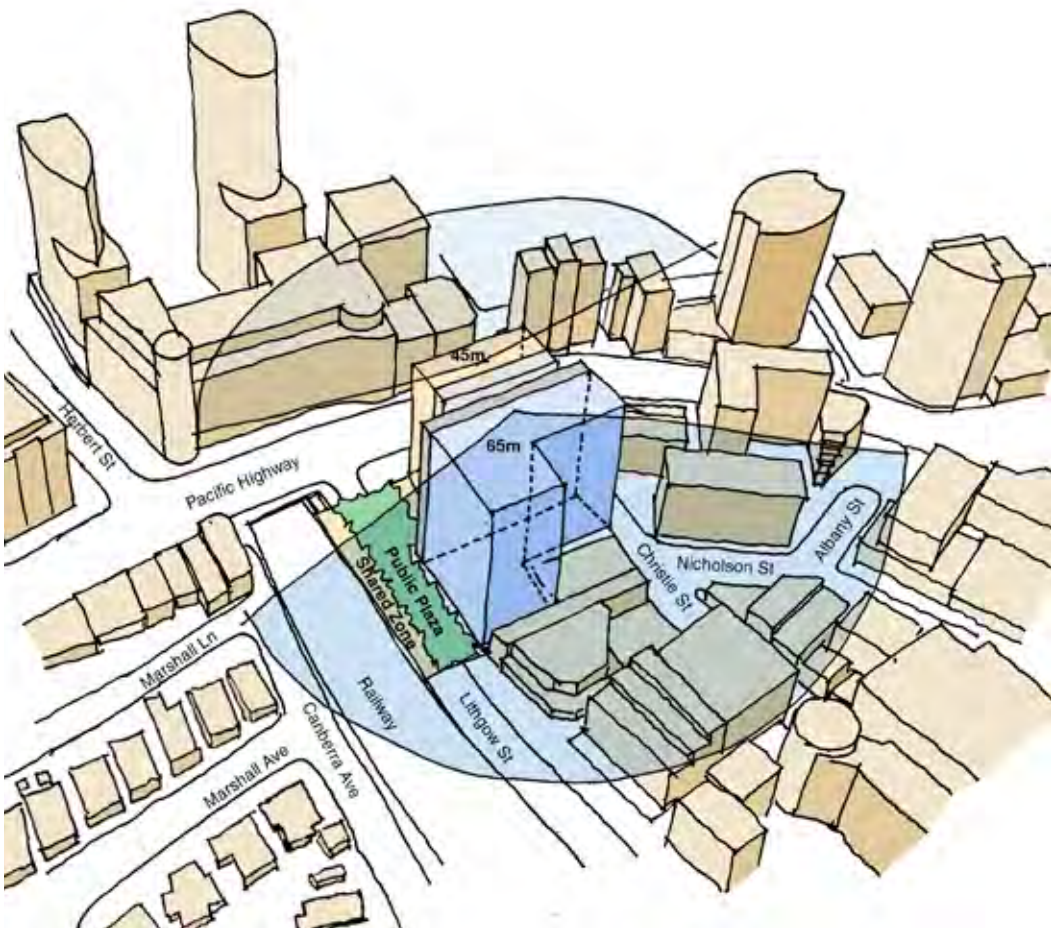
4. Proposed Achievable Development Envelope
The following outlines the proposed design envelope:

- Commercially viable floorplate area within the confines of the Winten property boundaries site amalgamation
- Achieves the FSR as per the LEP and releases the development potential
- Provides a connection at ground level through the new development
- Provides a significant public plaza including a shared pedestrian and vehicle zone that improves the public domain.

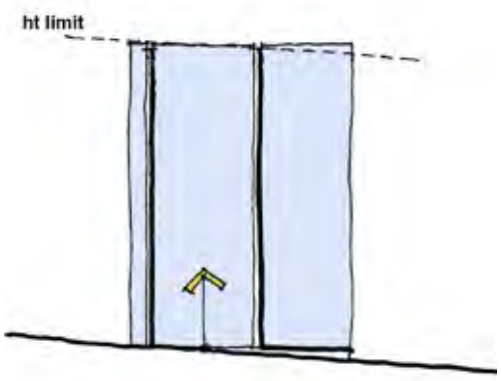


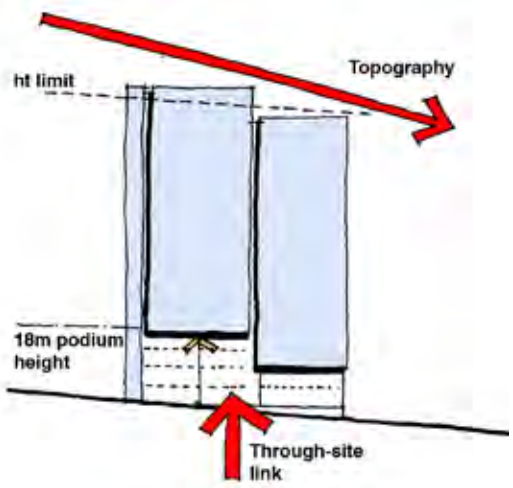
5. LEP Complying Amalgamation
The following outlines an LEP compliant scheme that responds to site specific design criteria as identified in the site analysis and design concept:

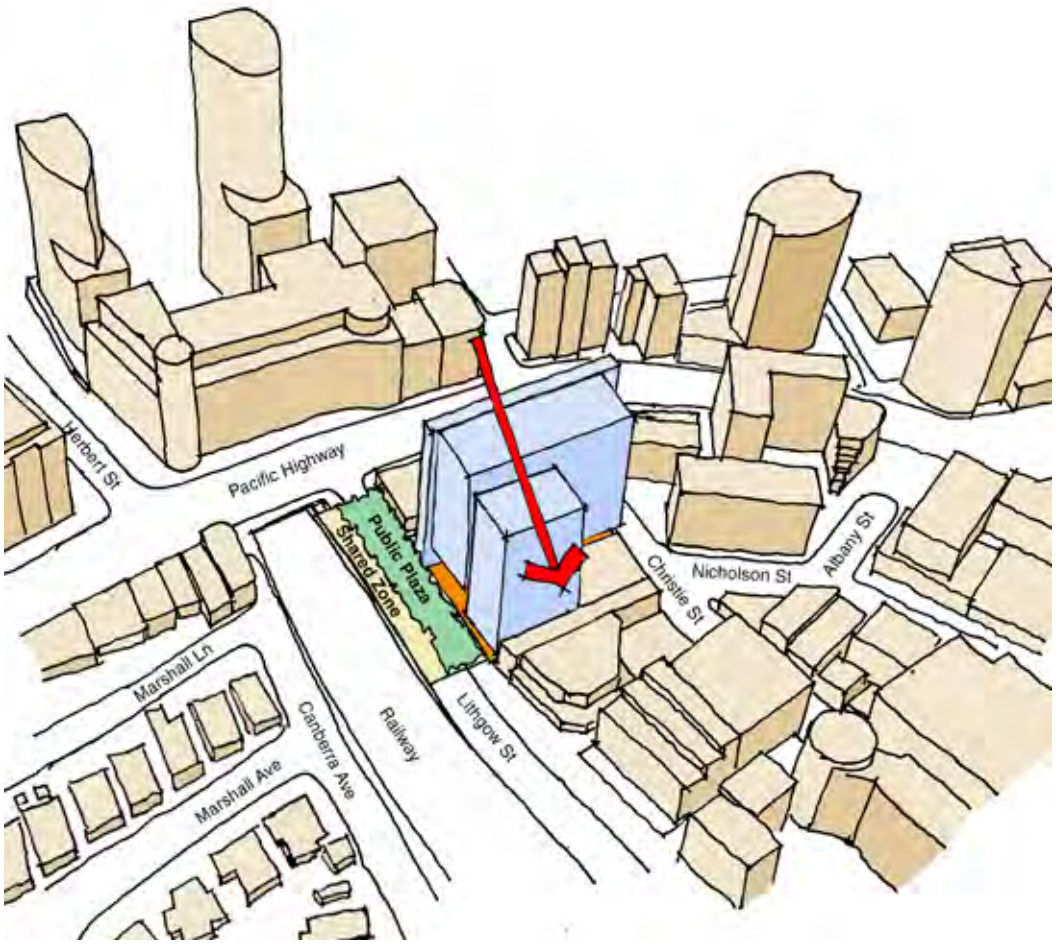
-The building's core location along the northern boundary ensures vertually unimpeded views to the city and harbour. The core position provides a commercially viable floorplate that is open, contiguous and maximises the flexibility of potential fitout for future tennants.
-The core facade will be transparent and visually active. The use of glazing to express the vertical transport and stairs that will animate and enliven this facade of the building.
-The future adjoining development site along Pacific Highway would co-locate the core opposite to that of the proposal which would open this floorplate to the north and provide potential views over the highway and surrounding areas.



6. Stepped Tower Form
The towers have been articulated through a series of stepped building forms. These forms follow the direction of the sloping ground plane and also reflect the intention of the height controls. This built form articulation reinforces the 'void space' of the through-site link to create a legible entrance to the public zone. The expressed core of the building will be glazed to the lift shaft, stairs and bathrooms to activate and animated the northern facade when viewed from Pacific Highway.

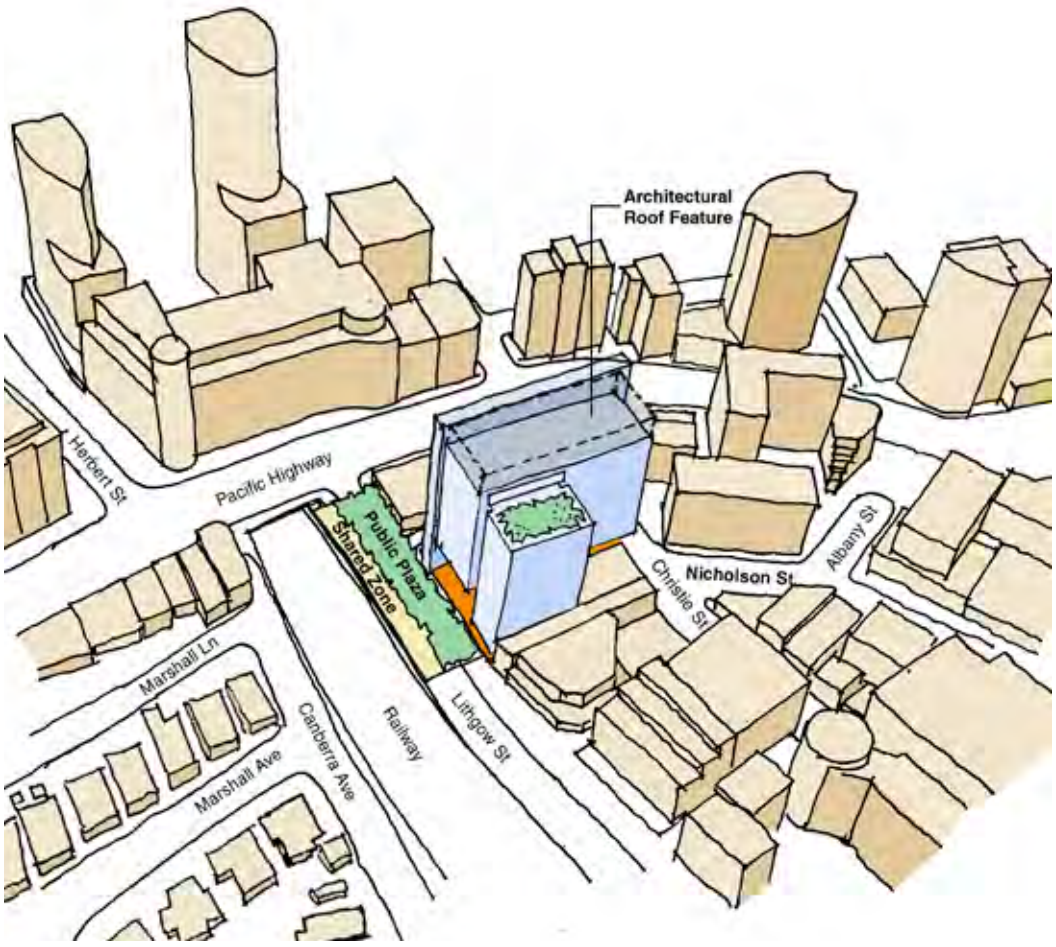






7. Roof Articulation
The envelope is to include articulation to the top of the building and is achieved through a vertical expression of the core within an architectural roof feature. The architectural roof feature will be a decorative element to the building that will accommodate the lift overun, lift motor room and plant. The additional height of the architectural roof feature, as permitted in the Lane Cove LEP 2009, will have minimal impact on the amenity to surrounding properties.

The stepped form also allows for opportunities of high level roof terrace feature to the building to optimise building user amenity.



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Design Concept
Ground Plane & Podium

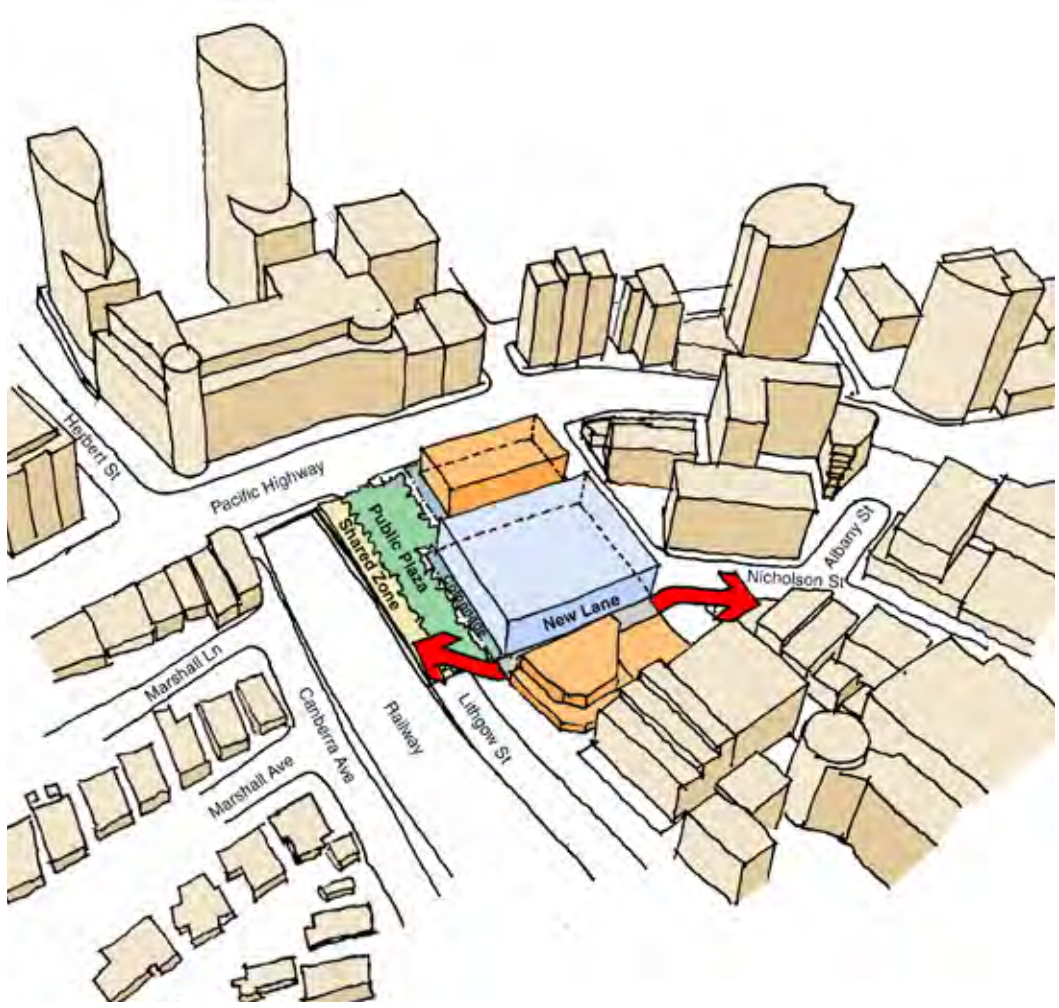
8. DCP Ground Plane Objectives

The following outlines the objectives for the ground plane within the Lane Cove DCP 2010:

- to create a distinctive character onto Pacific Highway and the 'Heart" of the southern side of St Leonards
- to provide a major public plaza or town square to Lithgow Street.
- to provide a new laneway connector to provide an improved connection to the rail underpass
- to provide safety and amenity
- to maintain public amenity

Legend

- Shared Zone
- Urban Plaza
- Colonnade
- Proposed ground plane
- Through-site link
- Podium adjoining development
- Winten Property Boundary



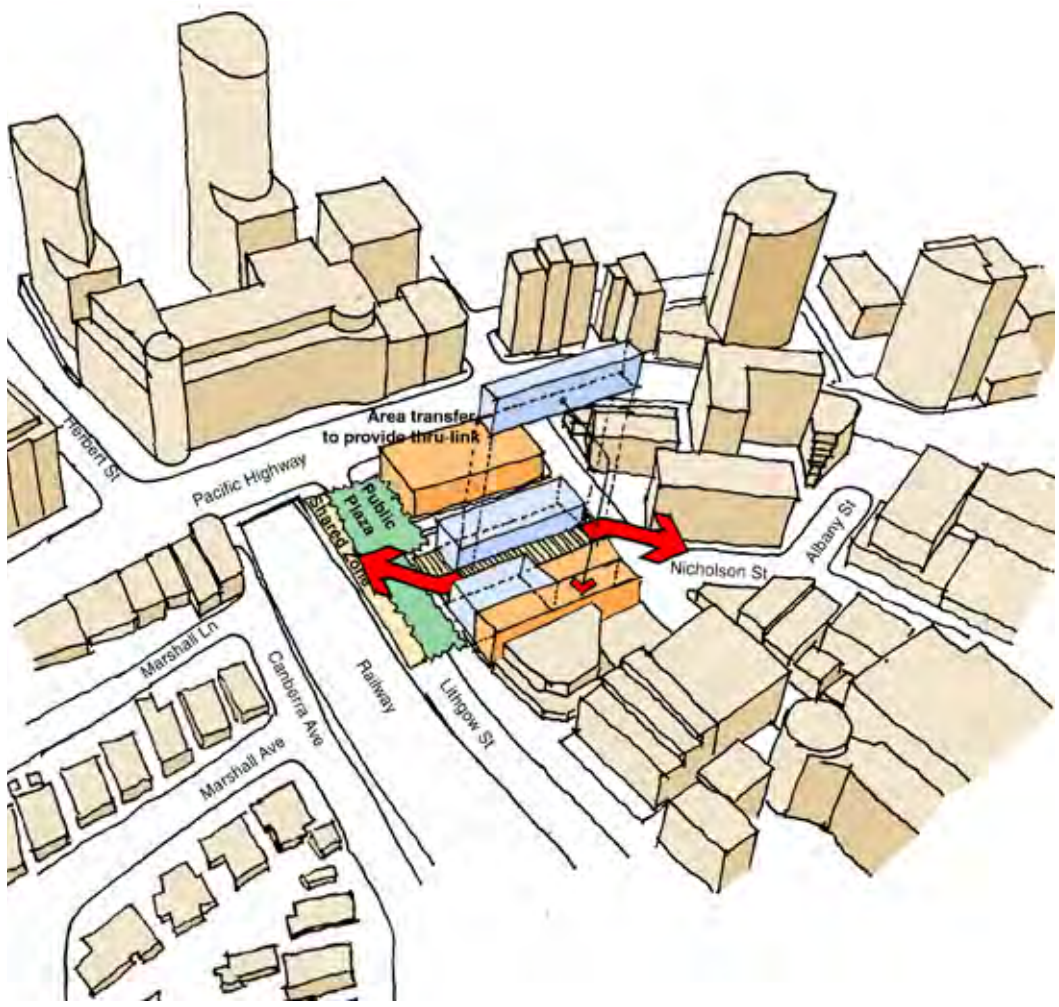
9. Ground Plane Concept

The following outlines a scheme within the confines of the Winten property boundaries that achieves the objectives of the Lane Cove DCP 2010:

- Creation of new covered through-site link on Winten Site, in lieu of the New Lane to the south, to provide an improved connection to the rail underpass.
- Colonnade to Lithgow Street that frames the opening of the new through-site link.
- Glazed facade along the frontage of Christie Lane to activate the laneway.
- Large landscaped public plaza to southern side of Pacifc Highway.

Legend

- Shared Zone
- Urban Plaza
- Colonnade
- Proposed ground plane Winten site
- Through-site link
- Podium adjoining development
- Winten Property Boundary



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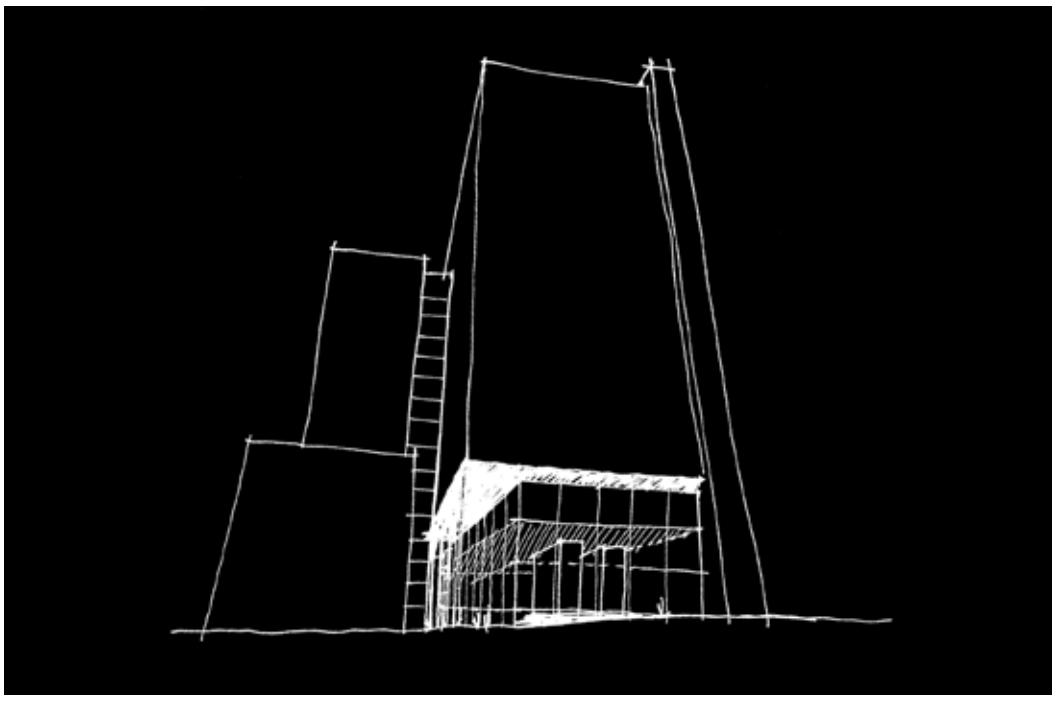
Design Excellence

Design Excellence of Envelope

The resulting envelope of the proposal creates a dynamic assemblage of volumes that delivers a world class commercial building to reinvigorate the southern side of the St Leonards city centre. The composition of stepped volumes emphasises the topographical nature of the site whilst delivering a commercially viable floorplate with expansive city views to attract future tenants. The envelope will therefore align with the Lane Cove DCP 2010 objectives: 'to provide a high quality tower form'.

The stepped massing also ensures the envelope that will maintain public amenity including solar access to the park on southern end of Christie St as indentified in the Lane Cove DCP 2010 objectives. Shadow studies supplied in the following appendices to this report indicate the building will not adversely affect public amenity.

The expressed volumes at podium level create a highly legible entry and sense of address to the proposed retail through-site link and commercial lobbies from both Christie and Lithgow Streets respectively. This void and colonnade area create a sense of human scale to visually link with the new Public Plaza on Lithgow Street and enhance the prominence of this new public area.



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Precedent Images
Tower

The following precedent images outline our design intent for the proposed development. They describe the building form as a series of glazed volumes with expressed vertical transport and stairs that show movement, animation and activation.


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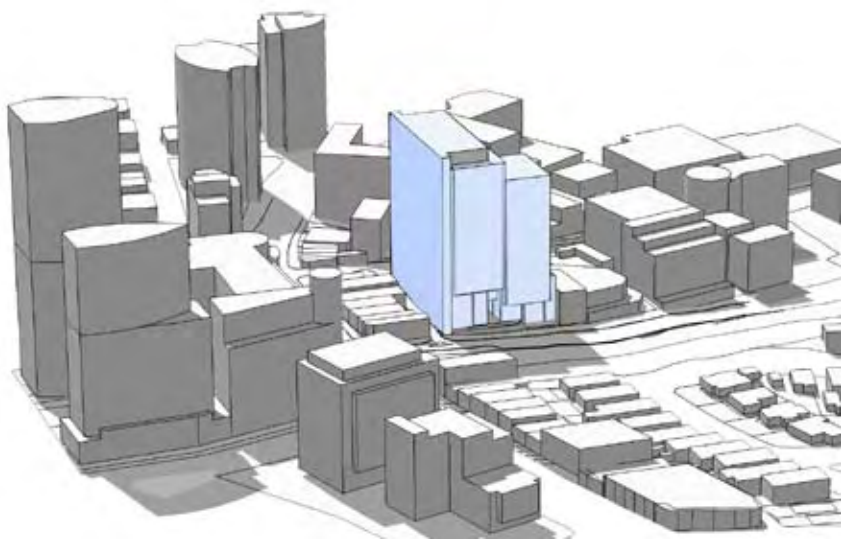
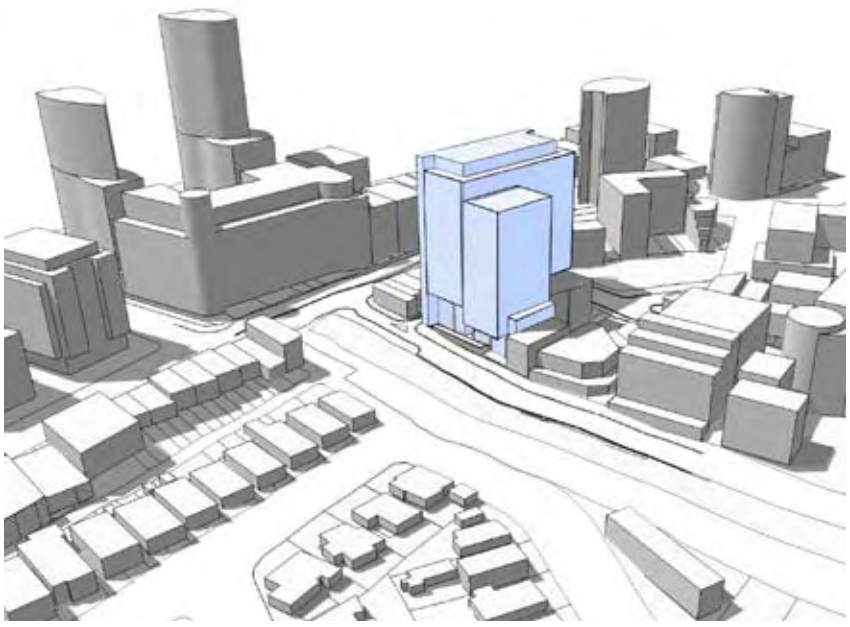
View Analysis from Key points

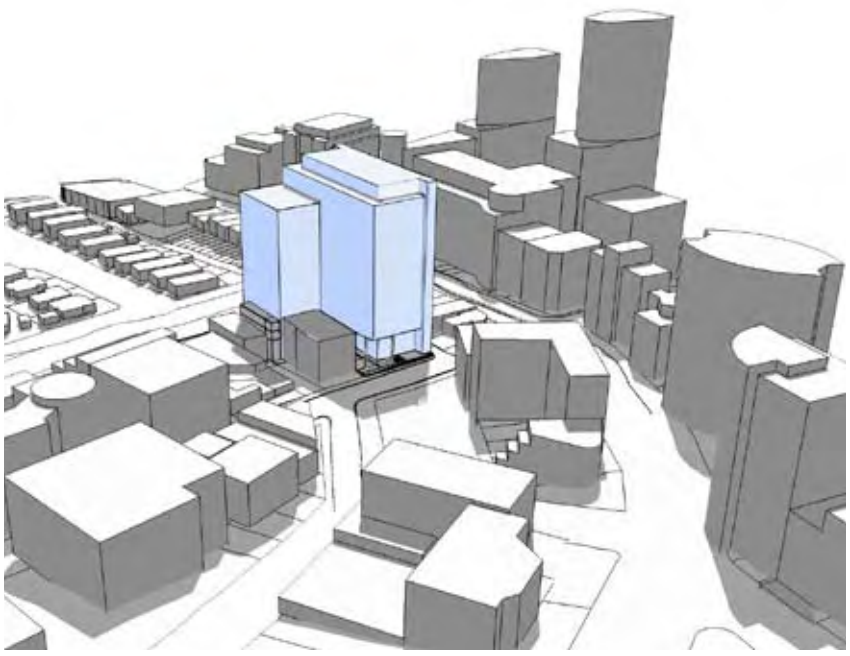
1. View of proposal looking East



2. View of proposal looking North East



3. View of proposal looking North West



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Visualisation
Corner of Pacific Highway and Lithgow Street

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Design Description
Basement

>Basement Carpark
The carpark is entered off Lithgow Street, one of the existing vehicle entries, at the low point of the site. The basement is ramped at the entry to allow for clearances with service vehicles going to the loading dock off to the left, and regular vehicles proceeding straight to the lower parking levels. The loading dock is located adjacent to the lift core and goods lifts for ease of access. There are a number of additional parking spaces accessed through the loading dock which will be used for both courier vehicles and allocated spaces for the proprietors of the retail. There is also provision for bicylce parking and changerooms on this basement level.

The typical carpark level is arranged with double loaded aisles where possible to provide the most efficient layout of cars within the basement. A single ramp, located in the southern section of the basement provides two-way access to the lower parking levels.

Two shuttle lifts, isolated from the main building core, will provide the lift service between the basement levels and the ground floor.

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MCGREGOR COXALL

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Design Description
Ground Plane

>Ground Plane Concept
The proposal includes a significant through-site link that bisects the development site at ground level to link Christie Street with Lithgow Street. The through-site link will be an open, accessible connection to the large public plaza and rail underpass immediately adjacent to the building entry along Lithgow Street.

The through site link will form a major active thoroughfare that will connect the rail station with adjoining commercial and mixed use development within the surrounding area to the south of the Pacific Highway.

This 14.5m wide landscaped public space will be activated through retail uses, such as restaurants, cafes, and will be designed with glazed partitions to promote observation, interaction and security. The through-site link will provide an attractive year-round, weather protected space for the public to gather, meet for coffee or lunches.

The ground floor of the proposal is split between two levels to ensure at-grade access to both frontages. These will form two separate, yet legible entries to the commercial section of the building. A small café and seating area is located within the upper level lobby from the Christie Street entry with seating that spills out onto the through-site link.

Changes in levels are dealt with through expansive stairs that connect the upper and lower levels of the through-site link with lifts to ensure equality for people with impaired accessibility.
The facade treatment along Christie Lane will be glazed along its length to provide an active, visual connection between the lane and the commercial lobbies. The lift core and stair will also be glazed to show vertical movement within the building and to avoid large extents of solid facade to the laneway.

Landscape Design Statement
The landscape design aims to create a vibrant and useable public domain connection between Christie Street and Lithgow Street. This is achieved via refurbishment of the existing Christie Lane and an insertion of a proposed through-site link. The landscape concept introduces a linear east-west paving element to establish a strong visual and physical relationship between the public domain, through-site link and commercial lobbies. These linear elements are generated from the building's geometry and integrate the public domain with the internal and covered areas of the building's ground plane.

A new Public Plaza along Lithgow Street connects the Pacific Highway and existing rail underpass with the new development. This plaza consists of a series of gently sloping terraces with a paved shared zone of restricted vehicle movements to ensure pedestrian safety and public amenity. Subtle changes in level of the terraces will be achieved through wide generous steps, threshold free connections at Lithgow Street and disabled ramp system for equitable access.

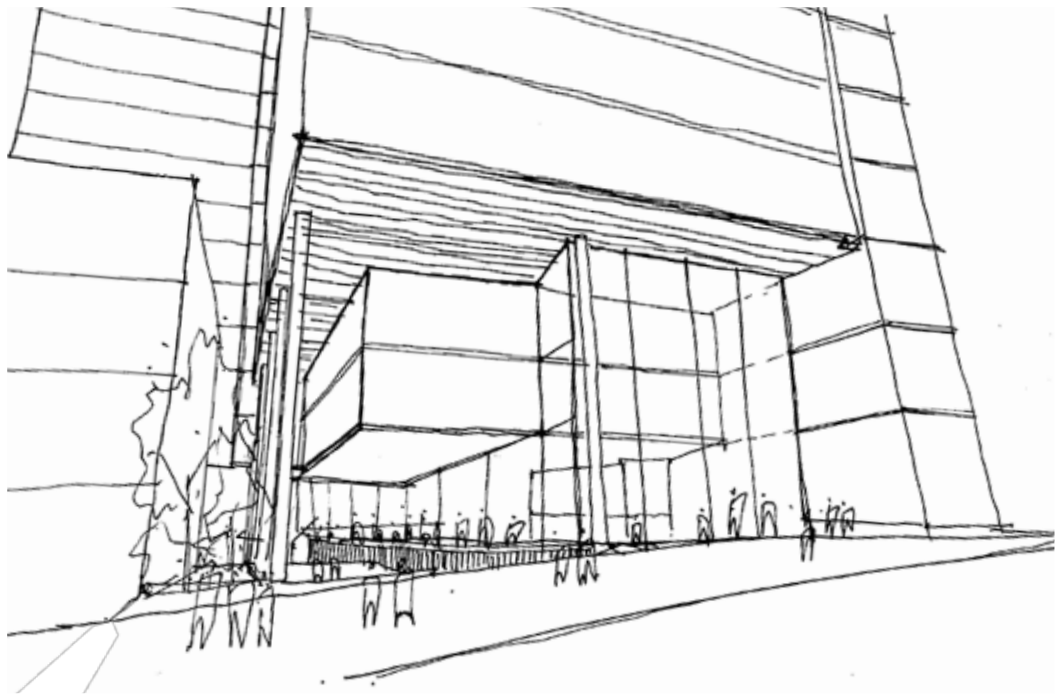
Fixed sculptural seating objects which are loosely composed across the terraces create an active public place ideal for lunch breaks. Shade is provided to these seating objects by groups of local indigenous eucalyptus' trees, informally arranged across the terraces. Low-scale planting with native grass groundcover soften the terraces and provide 'human scale'.

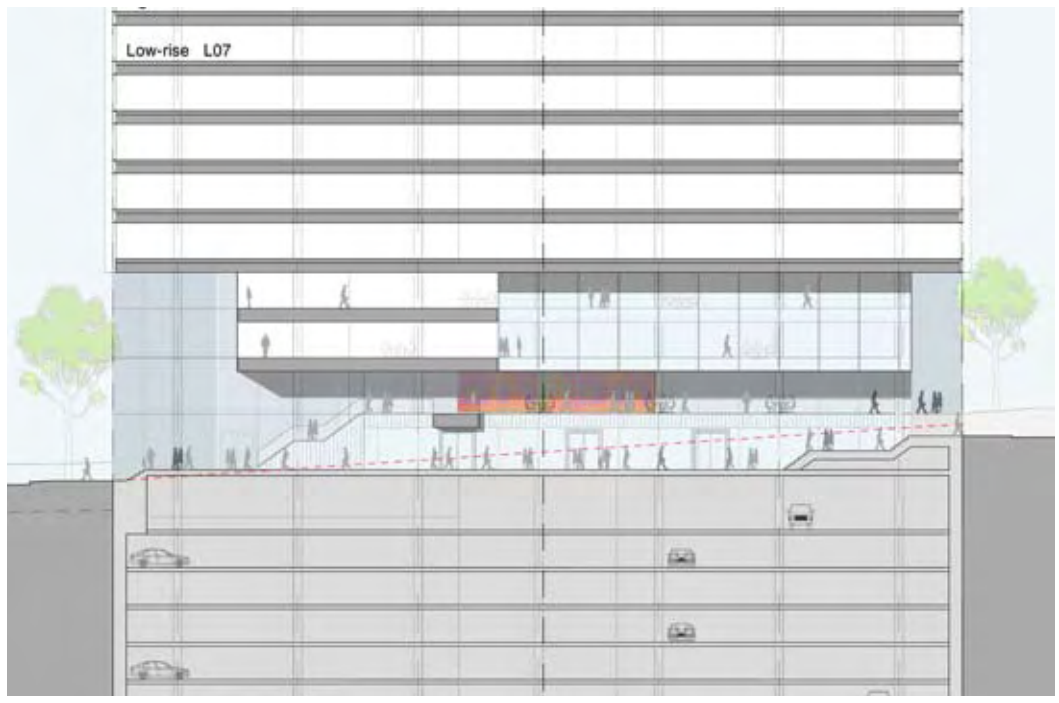
Existing street tree planting along Christie Street is generally in a poor condition due to proximity to powerlines. The landscape design suggests removing these trees, replanting with larger indigenous species and continue the paving treatment to create a more defined footpath and forecourt area for the new commercial entry and through-site link at Christie Street.
The selected pavement materials will be sympathetic with the Lane Cove Council material palette and be hard-wearing and trafficable. Areas of contrasting hard-scaped materials such as decomposed granite is suggested for some of the terraces to provide a change in tactile nature and diversify the public plaza.

Water sensitive Urban design principles should be explored within the public areas of the proposal. All tree pits could be established as retaining pits with overflow into the existing stormwater collection system.

>Podium Concept
The DCP requires an 18m street frontage height to Christie and Lithgow streets. This urban design objective has been achieved in the proposal by a 4-storey high expressed colonnade that clearly delineates the two entries to the public through site link and the commercial lobbies. The 4-storeys returns to 2-storeys to follow the sloping ground plane and continues as the void over the public thoroughfare.

The colonnade gives the building a human scale expression and establishes a legible, public insertion through the development. This bold architectural statement defines the proposal as the 'heart' of the southern side of St Leonards and creates a 'destination space' to attract public use and interaction.





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88 Christie Street St Leonards

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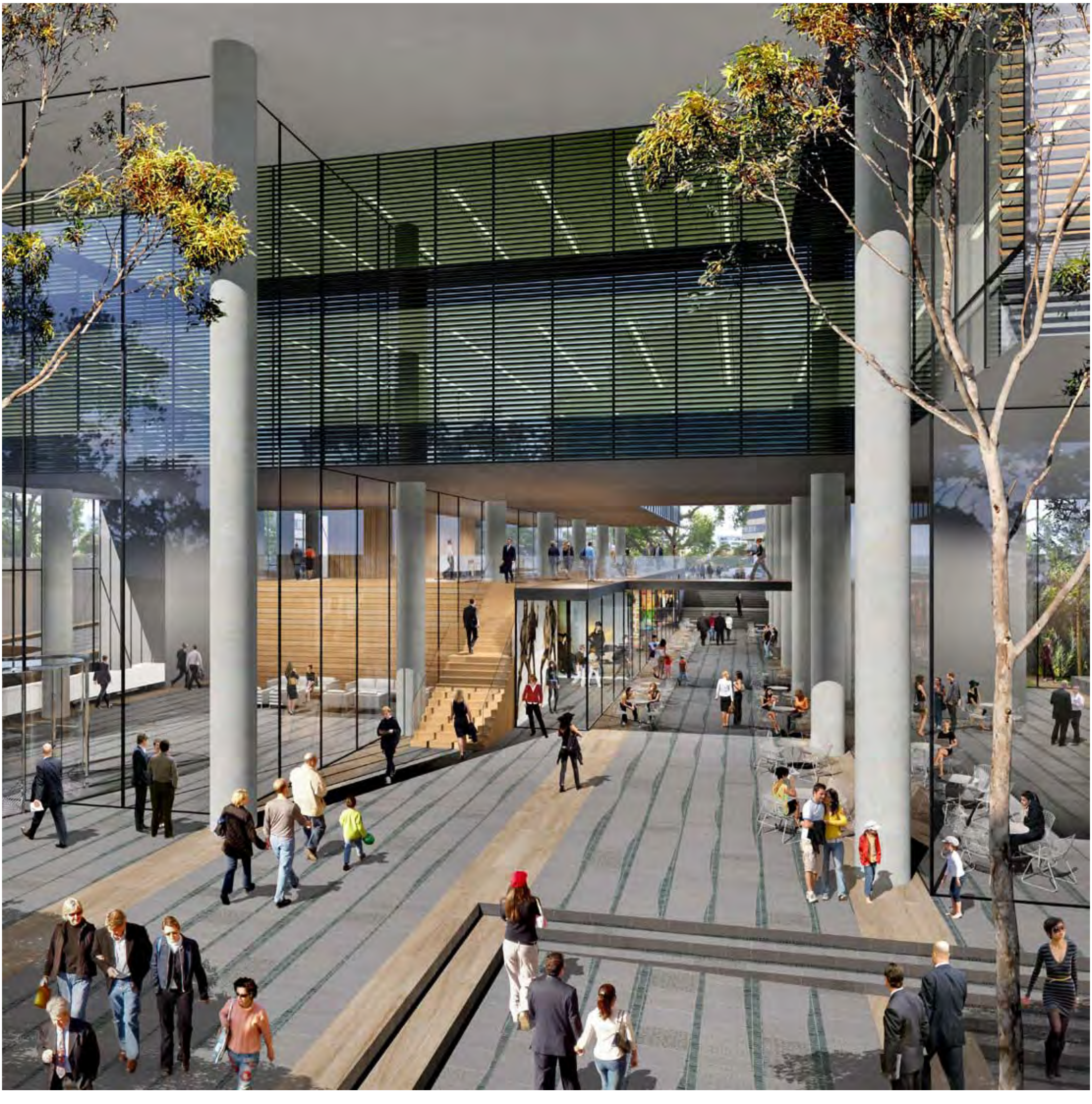
Visualisation
Public Plaza and Pedestrian
Through-site Link



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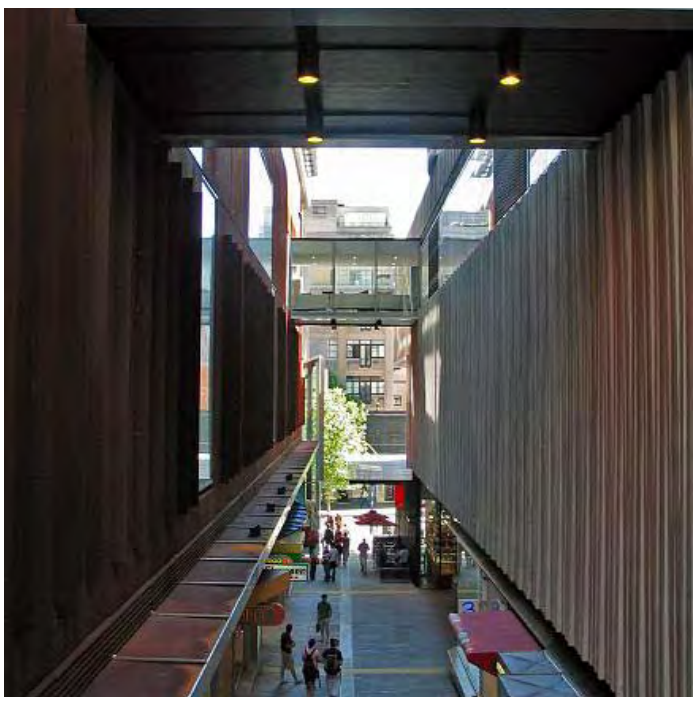
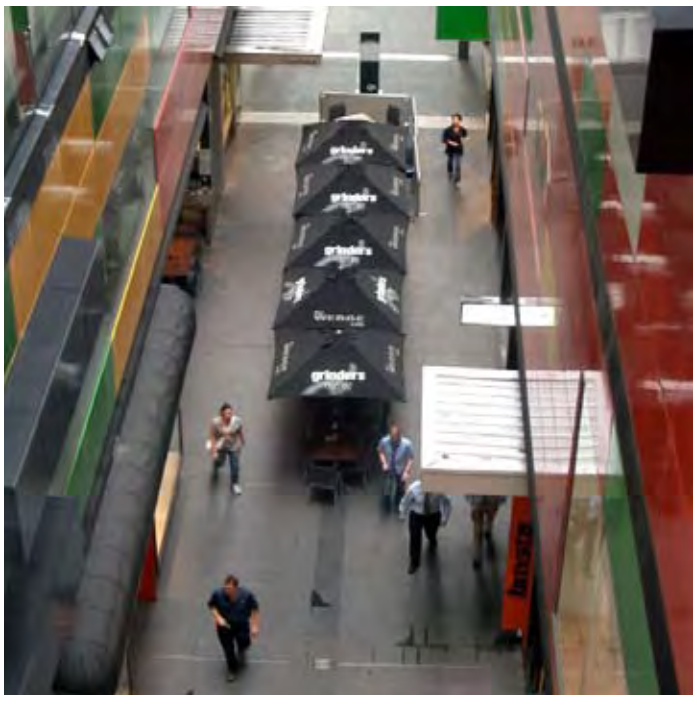
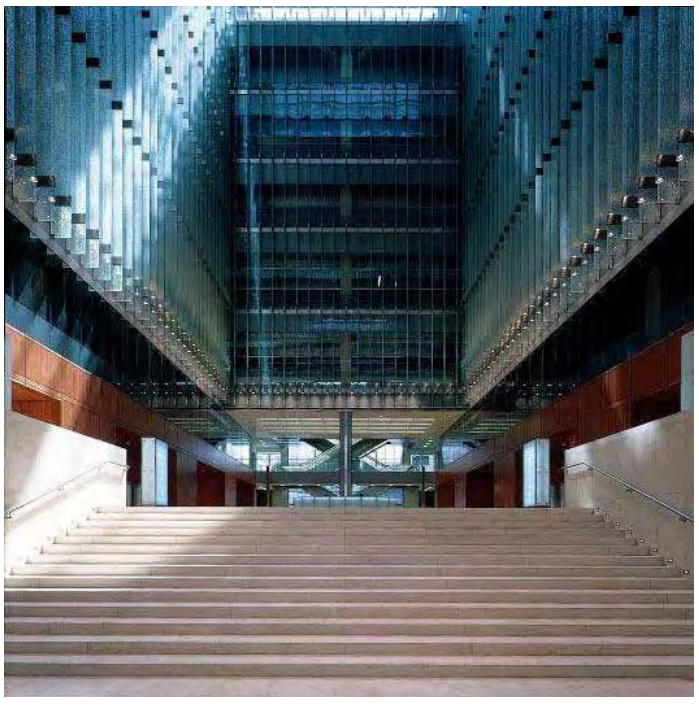
Precedent Images
Public Through-site Link

The following precedent images outline our design intent for the proposed Public through-site link in the development. They describe a publicly accessible space with abundant natural light with casual seating, planting and a small cafe to provide an attractive destination for public recreation and amenity.







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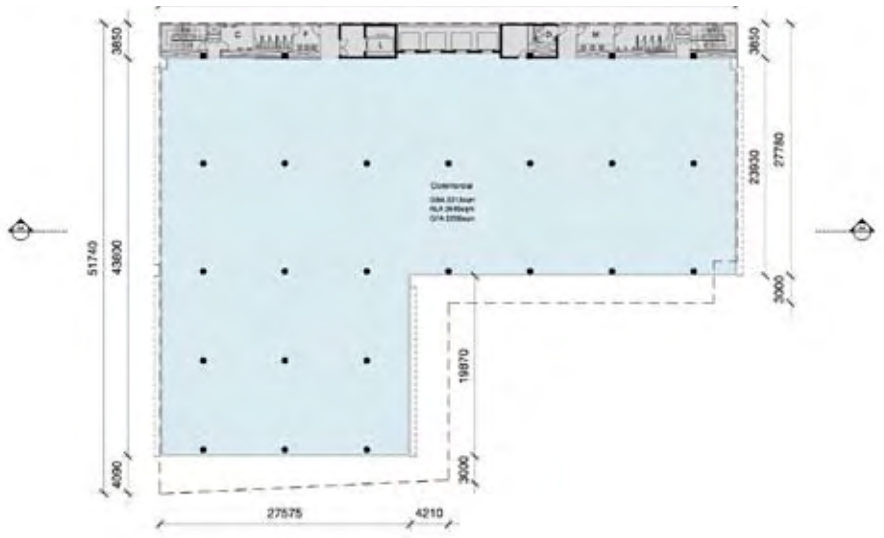
Design Description
Tower

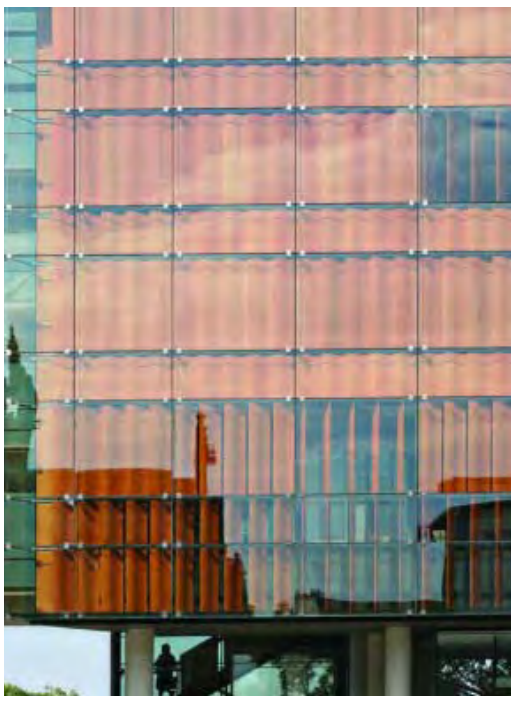
>Tower
The office tower consists of two rises of lifts (low and high rise) each with four lifts. The lift core is located along the northern façade, creating a side core arrangement to create a large contiguous, open and flexible floorplate to the south to meet the needs of the new workplace. The bathroom facilities are located to each side of the high rise lifts to consoildate the building servicing requirements and to promote bump-space and interraction between users of the proposed office space. Large structural spans in both directions minimise internal columns. The facade articulation zone to the east and west will accommodate sunshading or other architectural elements to further articulate the built form.



>Façade
The commercial development at 88 Christie Street will consist of a composition of volumes. The strategy evolved from the a response to the site's topography and context to provide an expressive architectural articulation of the building. Each volume will have a shading strategy that specifically responds to their orientation and solar impact. This may include adjustable louvres to optimise the shading performance of the facade whilst delivering depth and animation to the elevations. The core will be glazed to express the vertical transportation, stairs and bathrooms which will animate and activate this facade of the building when viewed from Pacific Highway. This strategy creates a highly specific design response to the location, orientation of the building, and the clients desire for a dynamic world class building for the St Leonards city centre.

The base of the building will consist of a four-storey glass volume that provides visual connection to the commercial lobbies. The publicly accessible through-site link will have full height glazing to the retail spaces to ensure visual interraction is achieved along this route to encourage activation and public use. This space will be open and inviting to the public, naturally ventilated and provide an exceptional public place in the St Leonards city centre.

The core element to the building, including the lifts and stairs, is to be glazed to provide an active facade treatment along Christie Lane.



>Environmentally Sustainable Design
The proposed envelope is capable of achieving a high environmental rating at the detailed design phase. The developer is committing to a minimum Five Green Star Rating for building. Specific environmental benefits that will be explored will include natural ventilation to the podium, orientation specific sun shading to minimise heat gain, low temperature VAV or chilled beams, rainwater recycling, solar water heating, and low embodied energy in materials.

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St Leonards Commerce Centre

88 Christie Street St Leonards

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Strategic Views

View from Pacific Highway St Leonards

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Strategic Views

View from Berry Road St Leonards

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Strategic Views

View from Pyalla Street Northbridge