

Western Gateway Sub Precinct: Block B
14-30 Lee Street, Haymarket
Concept Design Report

10 October 2019

14-30 Lee Street is a connective piece of city shaping and key to the revitalisation of the **Western Gateway, future adjoining OSD within** and the Central Station Renewal Precinct, as well as the Sydney Technology and Innovation Hub.

A considered response to complex site conditions, **interdependencies and interfaces** and programmatic requirements calls upon architectural, engineering and logistics expertise **to realise the NSW State Government vision**, deliver TfNSW **requirements** and create a dynamic civic space and workplace of the future.

The proposal recognises the diverse character and heritage surrounding context and will enhance the experience of the city from the street as well as the skyline by responding to **Place, Public Realm, Urban Form and Futures.**

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01

Introduction

1.1 Executive Summary

1.2 The Team

1.1 Executive Summary

The New South Wales Government and Transport for New South Wales (TfNSW) have established an ambitious vision for Sydney's growing population which will see major transport and urban renewal projects take place in the future. A city of connected strategic centres and sub precincts served by a renewed Sydney Metro will enable an efficient and accessible 30 minute city as part of Greater Sydney Commission's 'Metropolis of Three Cities', and TfNSW's Future Transport 2056 initiative.

A revitalised Central Station Precinct will encompass the proposed rezoning of the Western Gateway, along with the future Over Station Development (OSD). This development will facilitate the expansion of the CBD to the south and form a focal point of an emerging Innovation and Technology Precinct which will provide increased commercial space suited to the needs of the sector. The growth of the Precinct will require proposed new height and density controls, which form part of a State Significant Planning proposal for the Western Gateway.

Dexus Funds Management Limited (Dexus) and Frasers Property Australia (Frasers) propose to redevelop 14-30 Lee Street (Block B) which sits at the intersection of the Western Gateway and other TfNSW assets. Accommodated across two towers and a common podium the proposal will provide adaptable commercial floor plate offerings sized to suit the needs of the Technology and Innovation sector. Critically the project will also deliver a below ground Integrated Distribution Facility (IDF) and associated parking for the wider Precinct. The IDF will enable the OSD site and adjoining proponents to overcome logistical issues in achieving their development potential.

The podium and lower levels of the proposal will provide contiguous office floorspace as well as retail activation to Lee Street, Henry Deane Plaza and the future OSD interface. The podium will be the public face for the development and will be vibrant place for interaction, collaboration and events as envisaged by the Innovation and Technology Precinct vision statement.

The proposal responds to the unique ground plane challenges to deliver the connectivity required and support unified 'whole of precinct' outcomes. A collaborative approach between the proponents will improve the quality of the urban experience and create an attractive and vibrant part of Sydney which delivers the NSW Government's aspirations and objectives for the Precinct as a place where jobs, transport, tech and lifestyle converge.

The purpose of this Concept Design Report is to demonstrate how a potential design solution could deliver quality urban and built form outcomes by addressing the principles and guidelines put forward in the associated Urban Design Report prepared by Woods Bagot, SOM and Hassell.

The Indicative Scheme illustrates how the proposal responds positively to the immediate context and the wider city by acknowledging principles related to separation, density, scale, heritage, views and sight lines as well as sustainability. View impact studies provide rationale for placement of built form while shadow studies demonstrate how the proposal would meet the requirements of the Sydney LEP 2012 height and solar access requirements.

The architectural expression of the Indicative Scheme takes inspiration from the character and materiality of the city, while also exploring ideas about rail technology of the past and digital technology of the future. The indicative public realm design presents as a uniquely Sydney space connected to the wider precinct and providing an active and engaging experience. The form and massing of the Indicative Scheme establishes legibility to the OSD and north/ south connections, allowing for views across and through the site. Detailed information about the Integrated Distribution Facility and associated ramps / End of Trip facilities is provided.

The Indicative Scheme presents as a sequence of distinct elements which address specific urban, built form and transport conditions. Collectively these elements deliver the functionality while ensuring the public realm is engaging and people focused. The ground plane has been designed in collaboration with other proponents and TfNSW to ensure a unified outcome for the precinct.

The Proposal aims to **design, deliver and maintain** transport and access solutions at the street level as well as provide below ground infrastructure for the site and future Over Station Development.

Working with New South Wales government agencies and adjoining landowners the project will deliver **urban transport and connectivity outcomes** for the Central Station precinct and be a catalyst for the Innovation and Technology Precinct.

02

Site Details

2.1 Existing conditions

2.2 Urban context

2.3 Heritage context

2.1 Existing Conditions

Existing

The site is located on Lee St, Haymarket at the Central Station Western Gateway and benefits from close proximity to the Devonshire Street Tunnel, Lee St Tunnel, Goods Line and the proposed Central Walk West. Direct pedestrian access is available to Central Railway Station, including country and metropolitan rail services, as well as future Sydney Metro, light rail and interstate, regional and metropolitan bus services.

In addition to transport access the site sits within easy walking distance to numerous educational institutions as well as recreational facilities such as Prince Alfred Park and Belmore Park.

In the wider context the site sits at the termination of the George Street public domain spine which will connect 3 proposed city squares - a square for celebration at Circular Quay, a civic square opposite Town Hall, and a village square at Central Station. The site which faces Henry Deane Plaza can be envisaged as a future 4th city square and a focal point for the emerging Innovation and Tech Precinct.

- 1 The site
- 2 Henry Deane Plaza
- 3 YHA
- 4 Railway Square
- 5 Central Station
- 6 Belmore Park
- 7 Wake Up Hostel
- 8 TAFE NSW
- 9 UTS
- 10 Central Park Development
- 11 Bus Layover
- 12 Adina Hotel
- 13 Mercure Hotel
- 14 Prince Alfred Park
- 15 Sydney Eye Hospital



Figure 1.1 Site Context

2.3 Urban Context

Urban Context

The site plays a strategic role in the evolution of Sydney city beyond the local site revitalisation. Specifically the site has future relationships to the George Street public space spine and improvements to the city transport network. Additionally the site will become a significant focal point of the expanding Central to Everleigh 'Innovation and Technology Precinct'.



- 1 Aerial view of site context viewed from the north/east
- 2 Aerial view of site context viewed from the west
- 3 Railway Square showing Marcus Clarke and Central Park buildings
- 4 Former Lottery office (Currently used as hostel)
- 5 Former Parcel Post Office (Currently used as Adina hotel)

2.3 Heritage Context

Historical background

Originally inhabited by the Gadigal people the site's surrounds were a mix of sand hills, wetlands and a sandstone plateau, which upon the arrival of the British colony was not deemed suitable for farming and as a result became used instead as a 'Brickfields' where bricks and pottery were produced by convicts.

After the 1820's and until the end of the nineteenth century the area became the home of a vast cemetery and Benevolent Asylum. Barracks to house the convicts who worked in the fields were also built during this time.

In the 1830's rail technology began to evolve and by 1851 construction had begun for a railway line between Sydney and Parramatta. During the nineteenth century railways continued to become a focal point for transport and saw numerous expansions and extensions to Central Station and surrounding lines, culminating in the development of a Grand Terminus which was completed in 1906. The Block B site housed a large saw tooth roofed 'goods shed' structure which was demolished in the late 1990s to make way for the current development.

The Parcels Post Office was constructed on the adjoining lot in 1913, now re-purposed as the Adina Hotel. The building is listed on the NSW State Heritage List, along with further development of the station including the central clock tower.

Since 2000 the site has been used as a commercial office building and currently houses a number of government agencies including the Australian Passport office.

For more detailed information refer to Heritage Report prepared by GML Heritage.



- 1 Painting of Central Railway from Railway Square
Artist: William Young
- 2 Map of 1903 City of Sydney
Source: City of Sydney
- 3 Interior view of Central Station Pre 1906
- 4 Photo of Parcels Post Office and Western Carriage Shed
- 5 Extract Sandhill burial grounds by Norman Self 1894
Source: State Library NSW

03

Design Brief + Program

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- 3.1 TfNSW Brief
 - 3.2 The workplace brief
 - 3.3 Site Constraints
 - 3.4 Design Review Panel response
-

3.1 The TfNSW brief

The program for the site requires a design response capable of addressing numerous complex issues and desired outcomes for a variety of stakeholders as well as the general public. From creating essential above and below ground integration for future Transport for New South Wales (TfNSW) initiatives, to the creation of a modern workplace for the proposed Technology and Innovation Precinct. The project presents an opportunity to demonstrate how complex public and private land ownership can be used cooperatively to form an exemplary piece of functional and meaningful development. The brief for the Indicative Scheme is designed to meet Central Precinct Integration requirements, as well as delivery of market driven office and retail space targeted towards Technology, Innovation + Education based tenants.

Central Precinct Integration

With the completion of the new Sydney Metro station and the forecast increase in pedestrian movements, in addition to supporting transport objectives the site will form the heart of Sydney’s Technology and Innovation Precinct. The site is critical in the future to facilitate improved conditions for pedestrian flows now and as projected for 2056. The site provides the ability to integrate with the adjoining Western Gateway Sites as well as to the potential future Over Station Development. In providing this connectivity the site enables optimised redevelopment of these areas to be achieved. Servicing of neighbouring sites with difficult access can be achieved through the creation of a shared service vehicle area in the form of a ‘Integrated Distribution Facility’ providing vital underground connections.

The Central Precinct Integration for Block B can be seen as having the following key requirements:

Cycling network and infrastructure

- Provide visitor bike parking in accordance with City of Sydney DCP 2012 within public realm

Car Parking

- Allow for the current level of car parking in Ambulance Avenue (22 spaces) or locate in an alternate suitable place
- Develop an integrated servicing and basement strategy to allow for ongoing servicing of Central Station, Freight and logistics, parking and servicing for each of the developments.

Basement and Servicing

- Safeguard the connection to proposed abutting basement structures constructed on both the northern and southern sides of each proponents basement
- All basement structures under all lots are to provide for access points to adjacent lots
- Ensure the proposed future development of the Lee Street bus layover is not compromised

- Provide an additional basement level for use by TfNSW, accessible for waste and loading vehicles with loading dock, ventilation access.
- Provide service and emergency vehicle access from Lee St via the USP Site
- With a capacity to service the proposed development and the future OSD

Pedestrian Movement, connections, capacity and safety

- Future potential closure of Ambulance Avenue to vehicles to provide more pedestrian capacity
- A pedestrian underpass at lower ground level linking Central Walk West level to Henry Deane Plaza should be a minimum of 10 - 14 metres wide
- Safeguarding of future public connections allowing north-south and east-west pedestrian movement at upper ground level
- Ensure permeability and pedestrian amenity throughout the site
- Provide a vertical pedestrian connection to the future OSD

3.2 The workplace brief

The Workplace Brief

As a leading project in the formation of the New South Wales Governments initiative for the creation of a Sydney Technology and Innovation Precinct on the southern side of the CBD the brief is weighted towards the provision of quality office space targeted to tenants operating in this space. In keeping with the Precinct’s stated objectives the aim is to create an offering capable of responding to the variety of workplace sizes and aspects that may be desired both at present and in the future. Various options have been explored with respect to location, form and use, which are contained in the appendix of the Report.

Complimenting the office space is an activated ground floor lobby and retail space along ‘plaza grade’ level offering which will provide essential services and amenity for tenants.

The completed outcome is envisaged as a premium building with a 5 Green Star rating: A landmark destination at the termination of George Street connected to a vital transport hub.

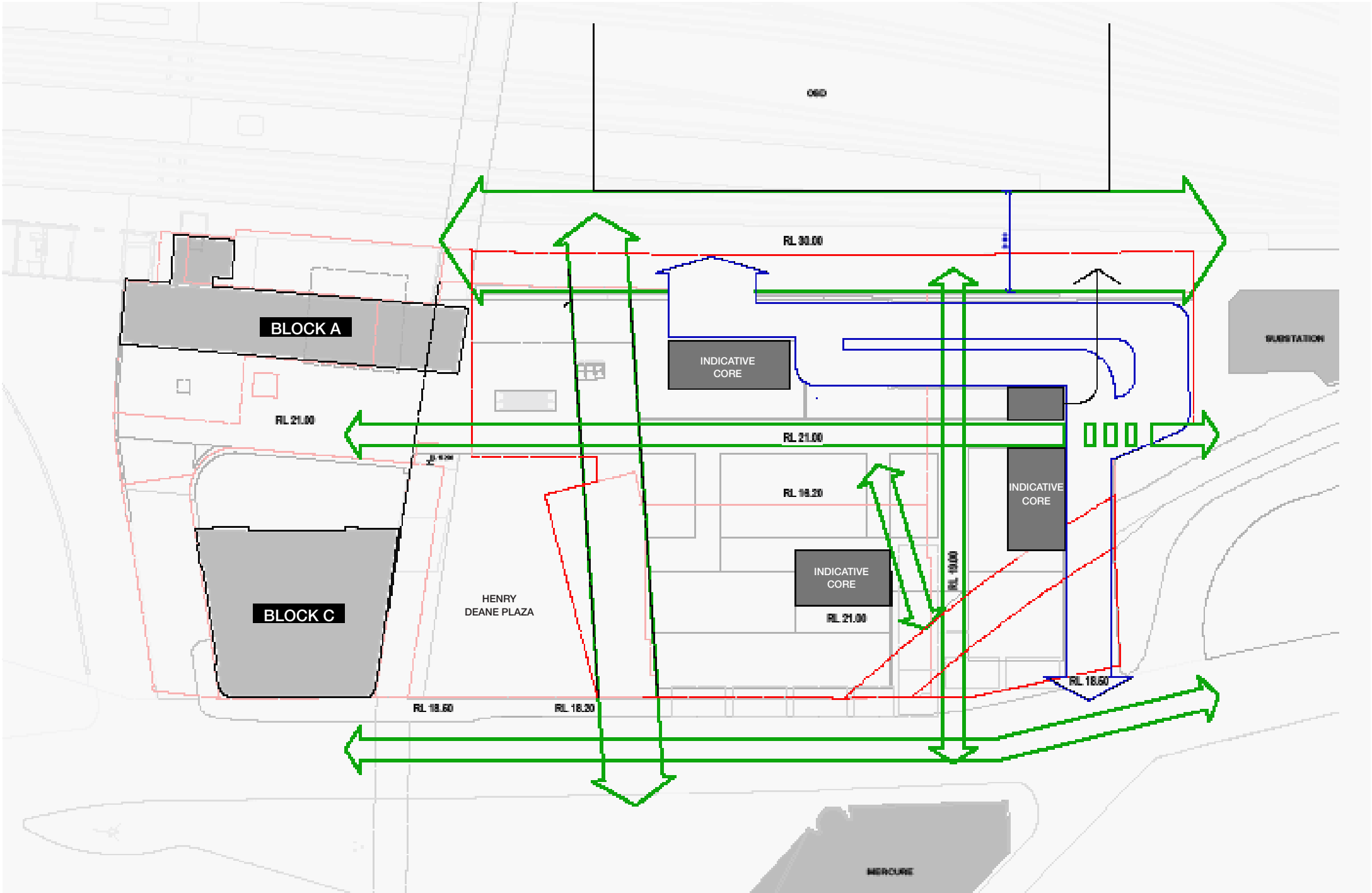
To facilitate a projected occupancy of 15000 workers the following product summary has been explored, with the outcome envisaged as a 3 distinct expressions which allow for multiple tenant occupation and identity.

3.3 Site Constraints

Site Constraints

The diagram opposite highlights the key constraints for Block B. Indicative core locations are shown grey, and have been positioned to work around basement infrastructure requirements, tower and podium spatial amenity, and car parking structure below. The diagram shows the key connectivity across the site to OSD, down to car park, as well possible north/south connections to the bus layover site, as well as a potential Goods Line connection.

- Pedestrian Connections
- Vehicle Connections
- - - Boundary



3.4 Design Review Panel Response

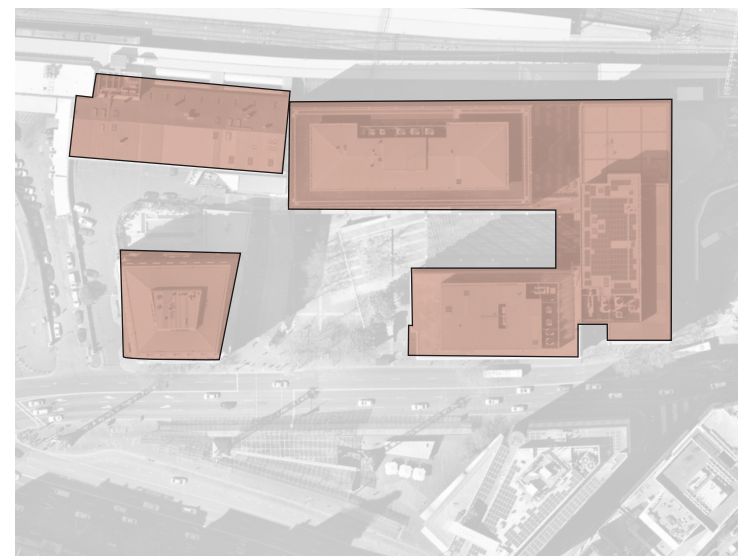
Design Review Panel Response

Following the Minister for Planning and Public Space's declaration of the Western Gateway sub-precinct as a potential State Significant Precinct, the Design Review Panel (DRP) was convened by the DPIE to provide specialist, independent, expert and impartial advice and to assist DPIE in forming its advice to Transport for NSW (TfNSW) in relation to the Central Precinct Renewal SSP and Western Gateway sub-precinct.

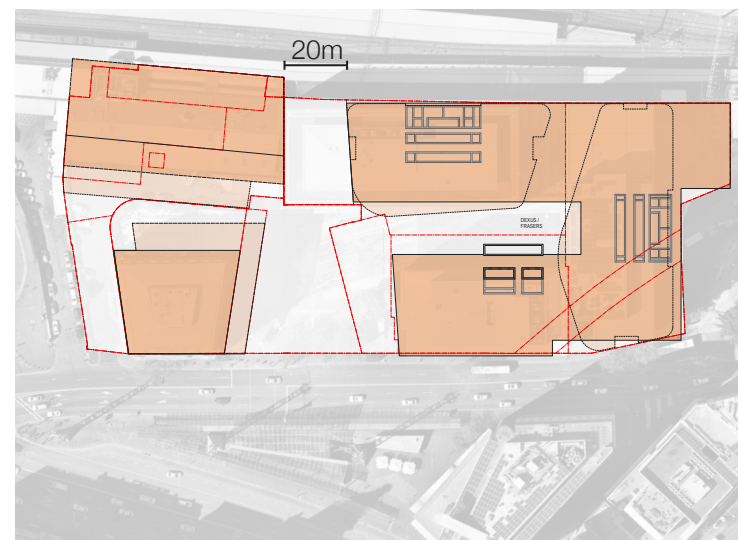
Three DRP meetings were held over the course of a six week period. The format for each meeting required TfNSW, and each proponent within the Western Gateway sub-precinct (Dexus/Frasers, Atlassian and Toga) to present current design thinking, design development and responses to the DRP advice. The final DRP meeting also included a presentation from Aspect Studio of a coordinated ground plane/public domain design that had been agreed between all the Western Gateway sub-precinct proponents.

The DRP advice issued in relation to the Dexus/Frasers site identified five main issues. These issues and how they have been or will be addressed are summarised in below:

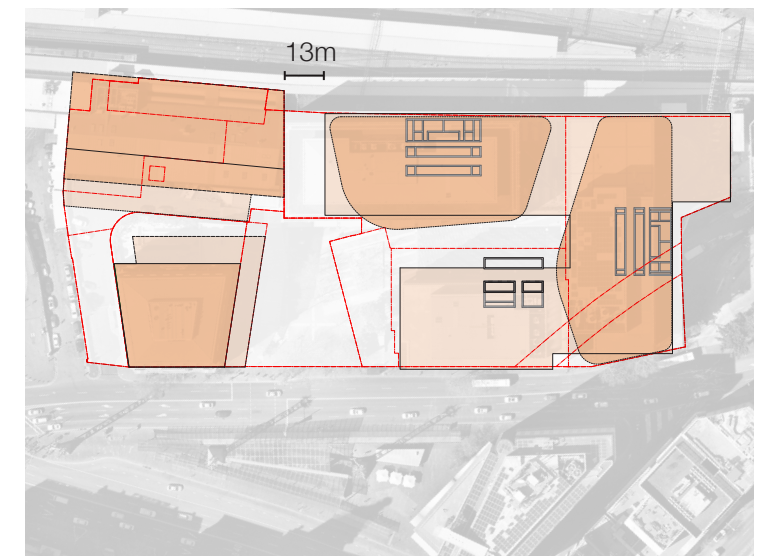
1. **Maximum Planning Envelope** - The maximum planning envelope has been established to provide sufficient flexibility during the design excellence process and encourage an innovative design response. As illustrated in the Urban Design Report and the Concept Design Report, the maximum planning envelope is not proposed to be completely filled, with just over 52% of the maximum planning envelope expected to be utilised. The DRP noted the principle of setting the proposed towers back from Lee St is supported. The proposed tower configuration is a suitable reference design, but there should be flexibility in the competitive design process for this to be varied, provided that the proposed public domain outcomes are achieved.
2. **Podium height** - The Podium height has been set to an RL of 63.80 and is driven by an urban response to the variation of RL's surrounding Railway Square. The proposed height mediates the upper RL of Mercure Hotel which sits at RL 65.78 and the adjacent Block C sitting at RL 49.46. In addition to the RL proposed further articulation and modulation of the Lee Street facade responds to the character of Railway Square, and more specifically the masonry parapet of Block C.
3. **Proposed 30m corridor** - Since the completion of the DRP process and issue of the Government Architect's clarification note, the Consortium has been working with TfNSW and Atlassian to establish appropriate building separation principles for the east west corridor between Blocks A and B. The parties have agreed to a minimum 24 metre separation between the towers as illustrated in Section 3.2 of the Urban Design Report. The diagrams opposite illustrate the progression of studies that were undertaken during the DRP process.
4. **Overshadowing of Prince Alfred park** - The Consortium acknowledges the clarification issued by the Government Architect and confirms that the Block B proposal is consistent with the current and proposed shadowing controls for Prince Alfred Park.
5. **North-South Link** - The Consortium and TfNSW will continue to work together to develop a set of principles for the North-South Link to allow integration with the bus layover site to the south. These principles will be agreed and embedded in the design excellence process following the SEPP amendment.



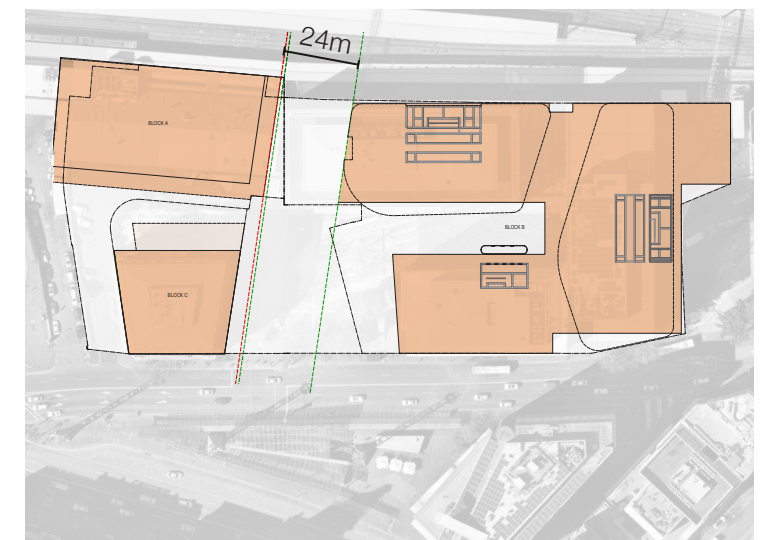
Existing Condition



DRP 3 - Amended 20m setback from north boundary



DRP 2 - 13m setback from north boundary



Post DRP - Amended 24m separation between Atlassian and D/F site



“A Precinct where world-class universities, start-ups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change the world.”

Source : Sydney Innovation and Technology Precinct document panel report

The architectural expression of the Indicative Scheme is envisaged as a connected and creative place for Sydney inspired by four key conceptual ideas : **Technology as Spirit of Place / The modern workplace as factory / Sydney Strata: Layers of urban history / A new Urban Square for Sydney : Borne of place, function and people.**

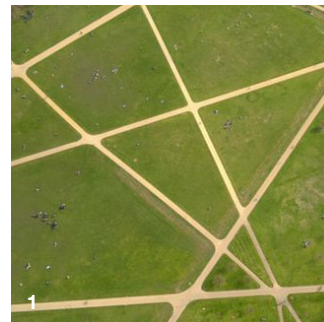
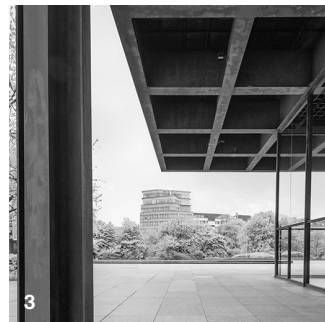
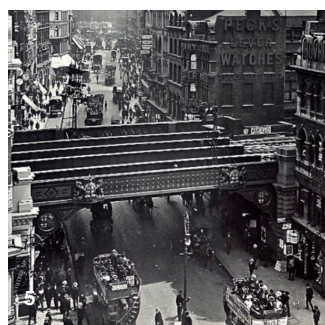
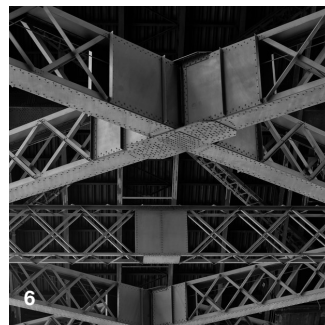
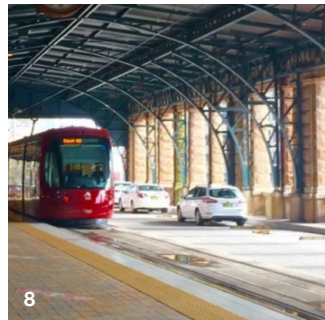
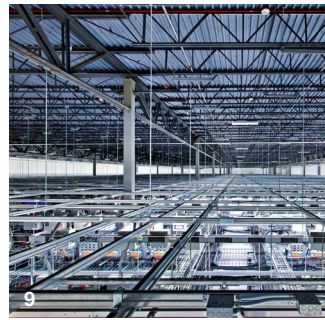
Together these ideas speak to a material character which responds to the city and context, while providing a workplace which references the ambition of Victorian era rail stations as well as factories and industrial spaces, and which are provided with access to a new urban square and landscaped spaces. The facade / massing and articulation responds to the heritage setting at podium level while the tower forms punctuate the southern CBD skyline.

04

Vision

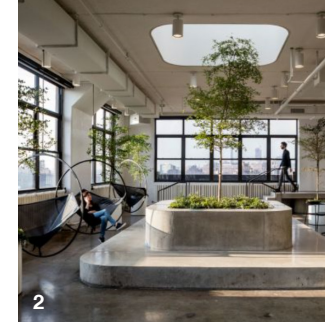
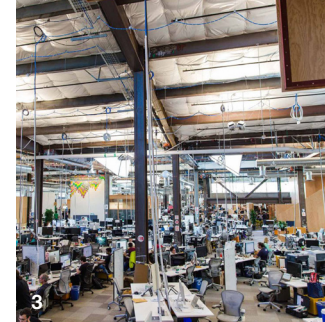
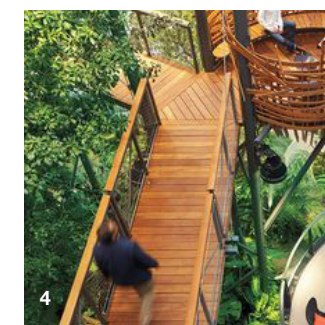
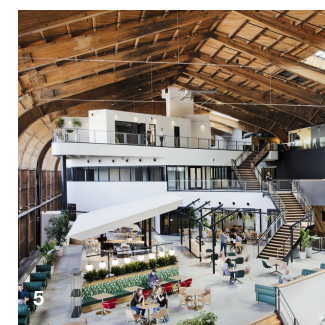
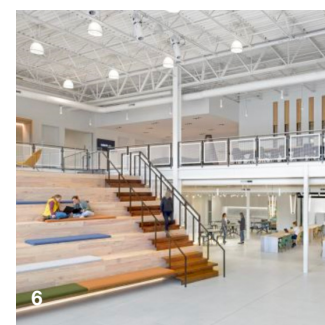
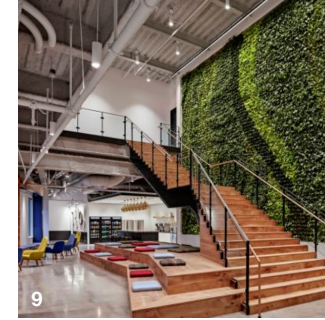
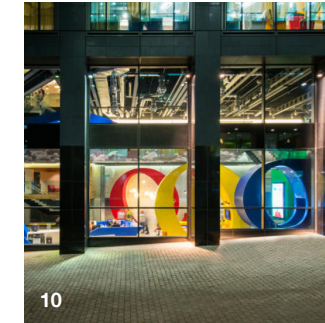
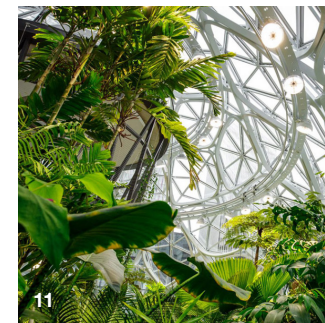
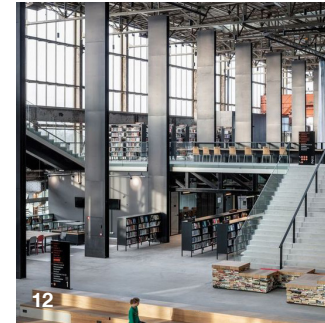
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- | | |
|-----|--|
| 4.1 | Technology as Spirit of Place / Innovation + tech past and present |
| 4.2 | The Modern Workplace / The contemporary workplace as ideas factory |
| 4.3 | Sydney Strata / Celebrating layers of urban history as form and material |
| 4.4 | A new urban square for Sydney / Borne of location, function and people |
-

4.1 Technology as spirit of place Inspired by Past / Present / Future



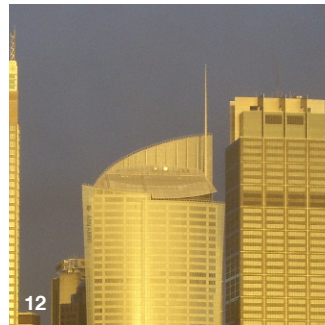
- 1 Pedestrian flows expressed
- 2 Urban pedestrian bridges and links
- 3 Contemporary industrial architectural language
- 4 Rail lines
- 5 Raised rail bridges
- 6 Steel underside of Harbour Bridge
- 7 Metro work underground
- 8 Light rail reborn
- 9 Google server room Wide span functionality
- 10 Metro work above ground
- 11 Light rail of the past
- 12 Victorian era train hall Wide span functionality

4.2 The modern workplace as factory Scalable / Functional / Adaptable

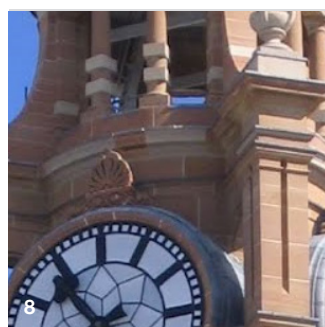


- 1 WeWork offices
- 2 Squarespace, New York
- 3 Facebook, Menlo
- 4 Amazon Seattle
- 5 Google, Spruce Goose
- 6 Uber Tech, Pittsburgh
- 7 Adaptable
Uber, Los Angeles
- 8 Large floor areas
- 9 Sonos, Boston
Uber, Los Angeles
- 10 Visible
Google Dublin

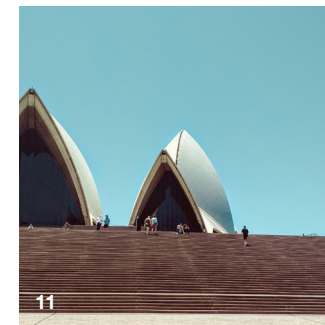
4.3 Sydney Strata Layers of urban history



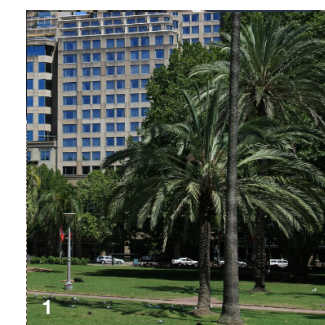
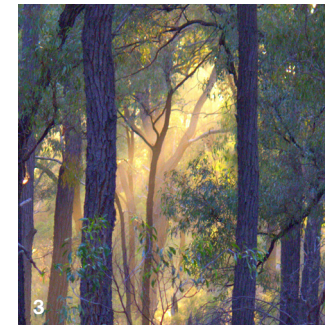
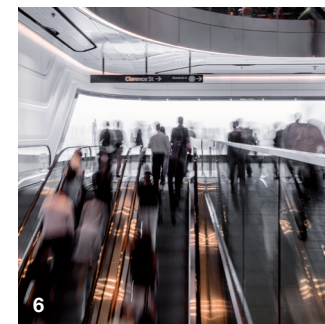
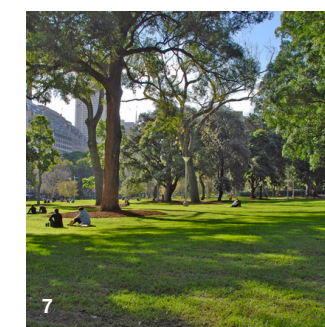
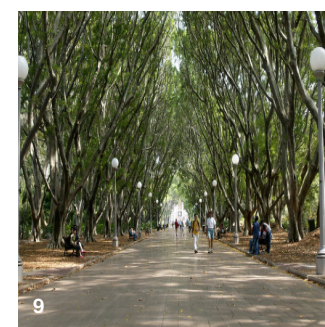
- 1 The early landscape
- 2 The natural edge
- 3 The first colony
- 4 Early colonial brick architecture reflects the sites early convict past. Solid functional and without ornament.
- 5 Cutting sandstone
- 6 A local material put to use.
- 7 Francis Greenway architecture
- 8 The Victorian era of stone and ornament.
- 9 Softly reflective copper accents in the city
- 10 Technological advances. A growing city
- 11 Constructing a modern urban skyline
- 12 A contemporary skyline of reflectivity and light



4.4 An urban square for Sydney Borne of place, function + people



- 1 Sydney tree mix
- 2 Nature and rail
- 3 Reflecting the sites natural origins
- 4 Resolving complex levels
- 5 Encouraging activity
- 6 A place of movement
- 7 Place of respite
- 8 Uniquely Sydney mix of trees
- 9 Dappled light of Sydney
- 10 Active and engaging
- 11 Stair as civic space
- 12 Landscaped stair



05

Indicative Scheme Urban + Precinct Integration

5.1 City / Precinct / Transport

5.2 Street / Massing / Heritage

5.1 Contextual Design Response City / Precinct / Transport

City

The key drivers for the wider city involve providing an active termination of George Street in the form of a revitalised urban square. The square is designed to allow for projected 2056 transport outcomes as the city's population grows.

Precinct

The proposal is tasked with creating pedestrian connections to existing and proposed TfNSW infrastructure as well as facilitating pedestrian connections and below ground servicing for the future OSD. The site also engages with the precinct through development of a shared basement servicing adjacent lots.

Transport

Transport connections will be made to allow for integration with Central Walk West as well as to existing pedestrian links; Devonshire Street and Lee Street Tunnels. Vehicle access for deliveries and servicing to OSD are located at the end of Lee Street.

Upper Ground/ OSD Connections

- 1 Connect Station forecourt to Henry Deane Plaza
- 2 Connection to OSD
- 3 Secondary OSD connection
- 4 Connection to Railway Square
- 5 Connection to Lee Street
- 6 New North/South connection
- 7 OSD vehicle access

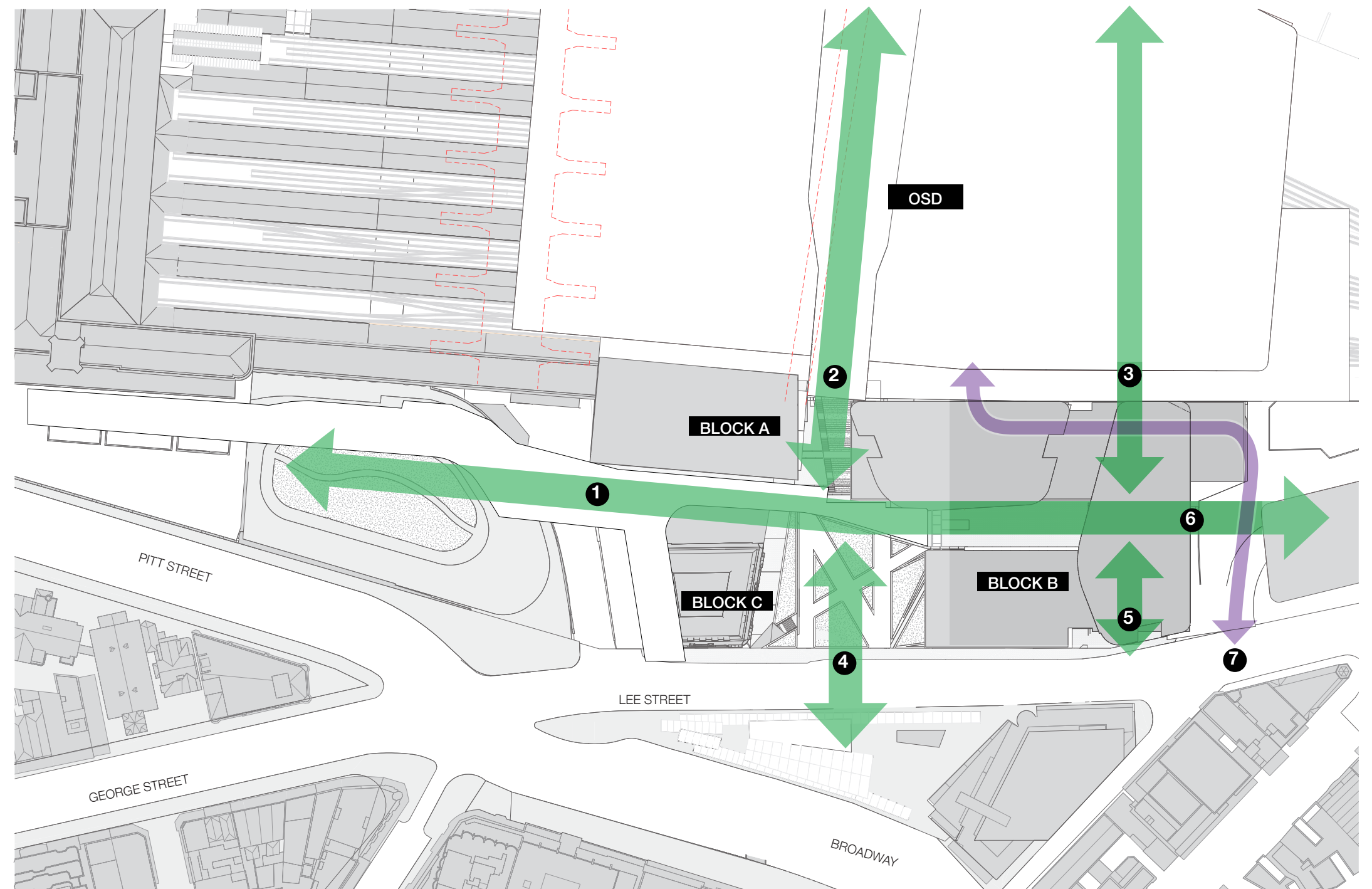
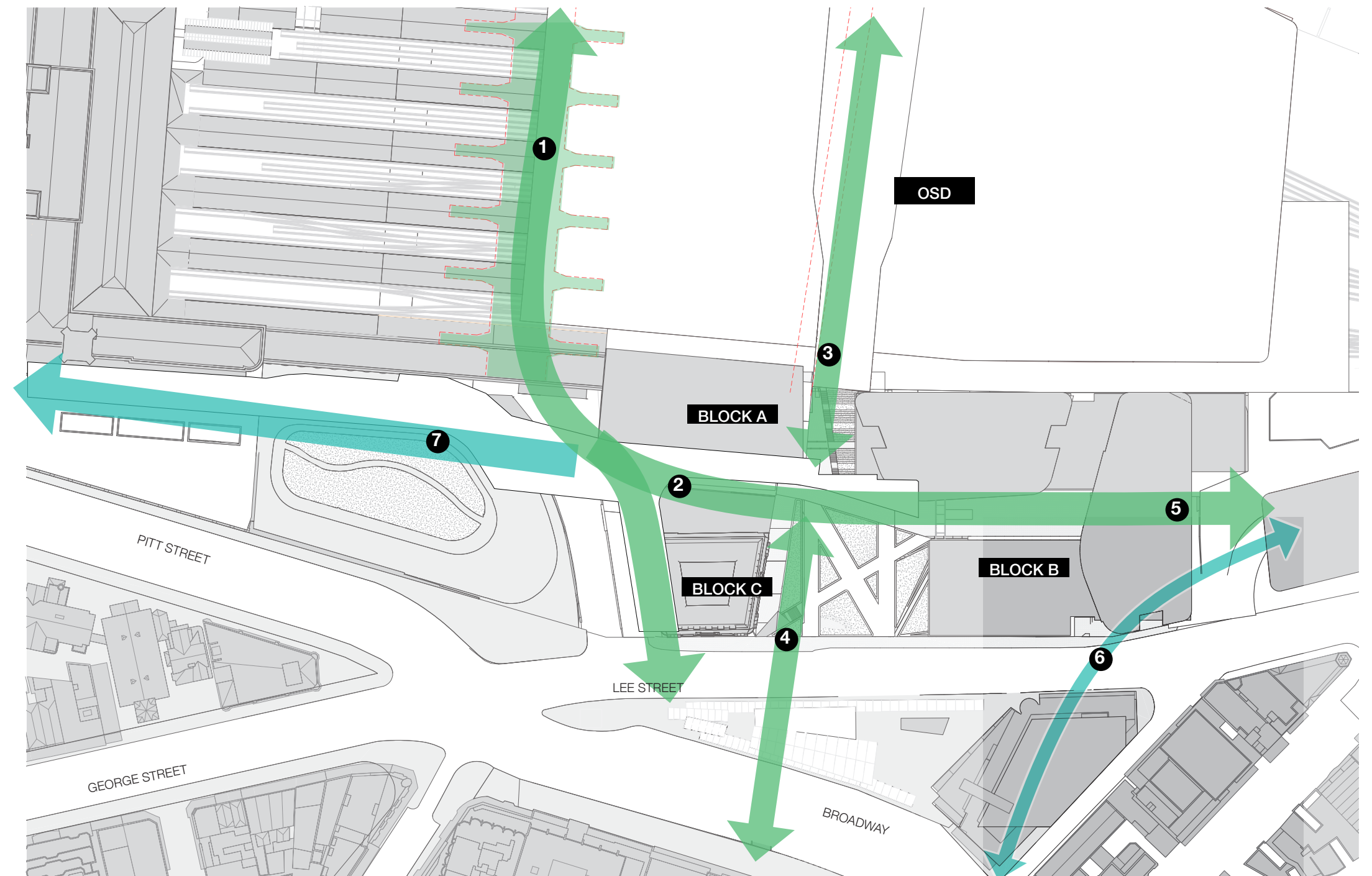


Figure 6.2 Upper Ground / OSD Connections

5.1 Contextual Design Response City / Precinct / Transport



Lower Ground Connections

- 1 Potential connection to Central Walk
- 2 10-14m connect Ambulance Ave to Henry Deane Plaza
- 3 Connections to Devonshire Street tunnel
- 4 Connections to Lee Street tunnel
- 5 New North / South Connection
- 6 Potential Goods Line connection
- 7 Potential Lower Concourse / retail connection

Figure 6.2 Lower Ground Connections

5.2 Contextual Design Response Street / Massing / Heritage

Street & Square

The proposal has several primary interfaces with the street and the square as well as the future OSD site. The proposal which has primary façades facing Lee Street and Henry Deane Plaza is to be designed to activate both the immediate street and square, while also providing visual and physical permeability through the site and to/from the OSD. A street wall to RL 63.80 balances the variation of heights of surrounding buildings facing Railway Square. Proposed ground plane finishes and architectural detail respond to the history and existing context of site.

Massing & Skyline

The proposed towers read as part of an expanding CBD skyline, and require an appropriate response to the wider city when viewed from near and far vantage points. The height of the proposed towers will respond to the solar access plane and be articulated at the crown. The podium massing requires a massing and modulation which is sensitive to the varying height datums and architectural styles of existing buildings facing Railway Square.

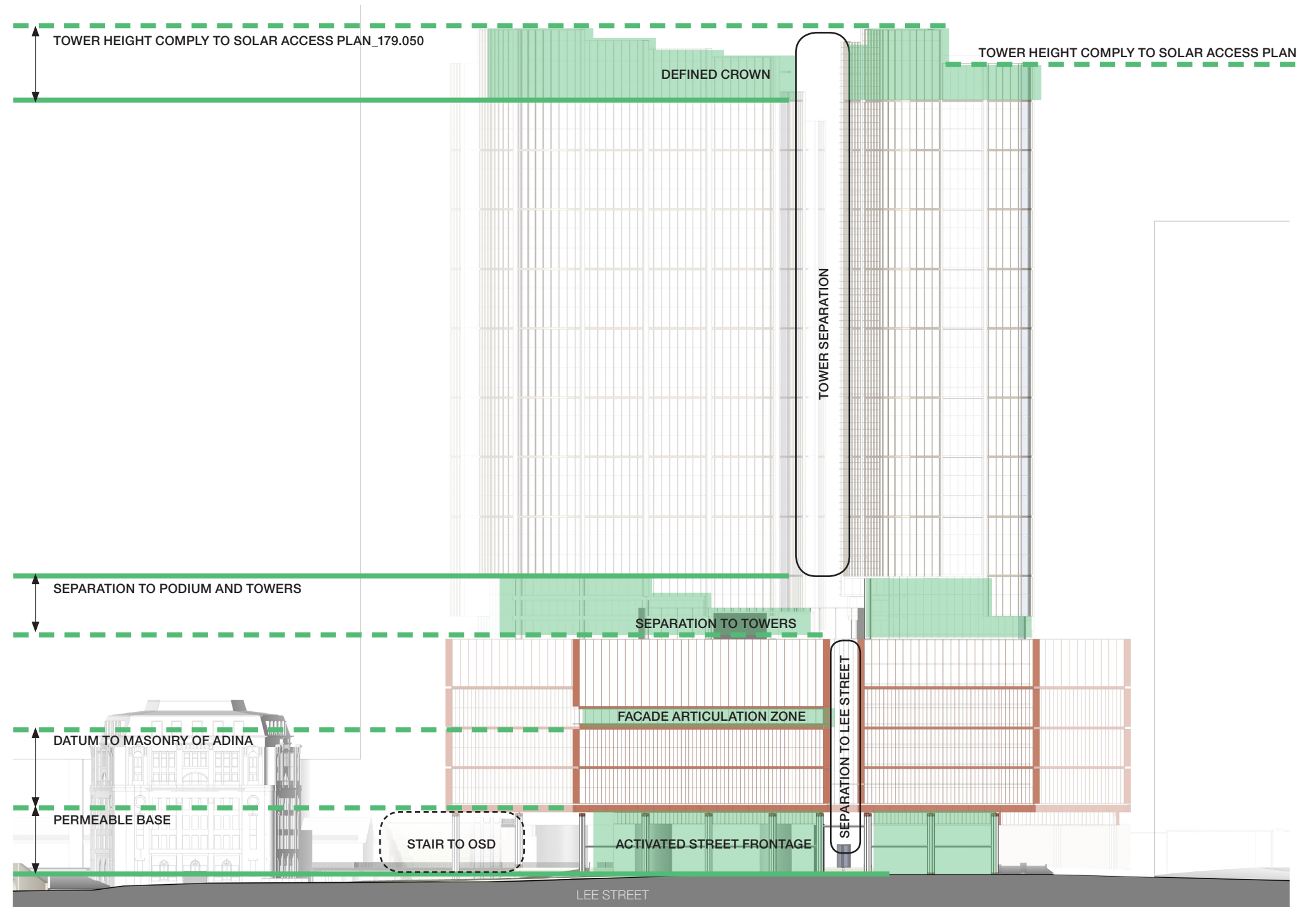
The street wall to Lee Street and the Plaza is expressed as an open and activated volume to the public spaces. The massing to Lee Street is broken down through articulation.

The scale of the building to the street is further broken down through a distinct separation between the 45 metre high podium and the towers above.

Heritage

Heritage considerations recommend a clearly defined reading of the proposed podium and the masonry parapet of the heritage listed Adina Hotel. The facade responds to this datum with horizontal expression, as well as a changed in vertical spacing above this line.

Additionally the roof plane of the podium reads as a visible and highly detailed ceiling. The ceiling plane sweeps upwards as it approaches the OSD site, allowing for sight lines to the heritage structure of Marcus Clarke building.



06

Indicative Scheme Built Form

6.1	Built Form Overview / The strategic elements
6.2	Facilities and Servicing / Delivering urban, transport and connectivity outcomes
6.3	The Escarpment / Connecting people and places
6.4	The Hall / Where the city meets the Tech precinct
6.5	The Workshop / A permeable volume open to the city
6.6	The Factory / A modern flexible workplace with
6.7	The Podium Garden / Definition between Podium and Tower as green space
6.8	The Vertical Sheds / Towers forms expressed as vertical Train Hall
6.9	The Lanterns / Punctuating the extended CBD skyline

6.1 Indicative Scheme

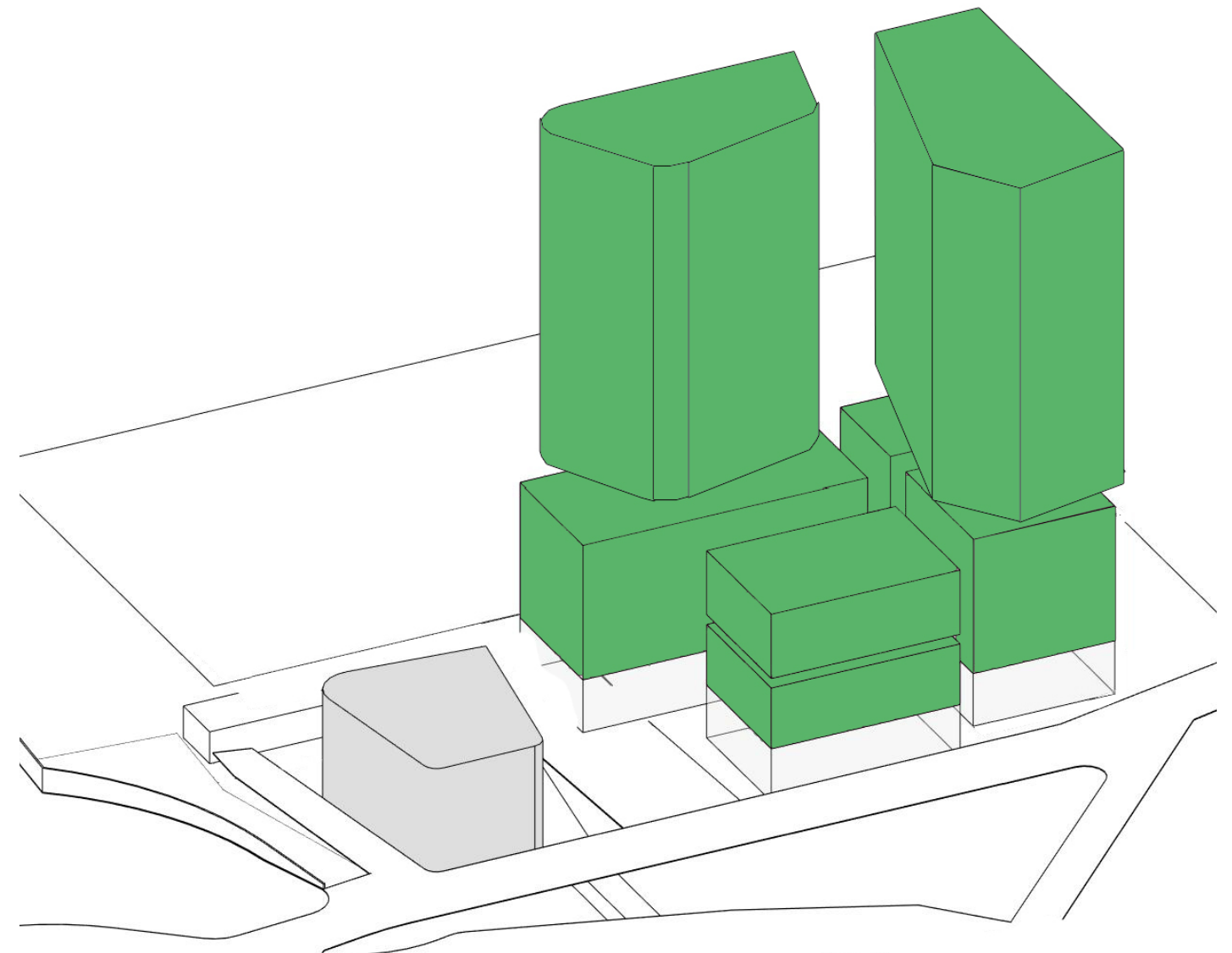
The strategic elements

The proposed indicative scheme consists of a pair of commercial office towers sitting atop a podium element which houses commercial, retail and civic uses. A below ground basement delivers complex programmatic requirements including an integrated distribution facility which will serve the OSD as well as adjacent sites. The proposal has been designed to facilitate connectivity to the surrounding precinct and future development by providing site through links across the site, including clear and legible vertical access to the OSD site which will enable future wider city links and sight lines to be established and preserved. The proposal is designed in response to site conditions, programmatic requirements and is informed by the strategic and technical principles put forward in the accompanying Urban Design Report.

The built form and material expression of the Indicative Scheme is inspired by the history of the city as well as the technology of rail infrastructure, and is seen as a place of movement as well as a place for gathering, meeting and for exchange of ideas.

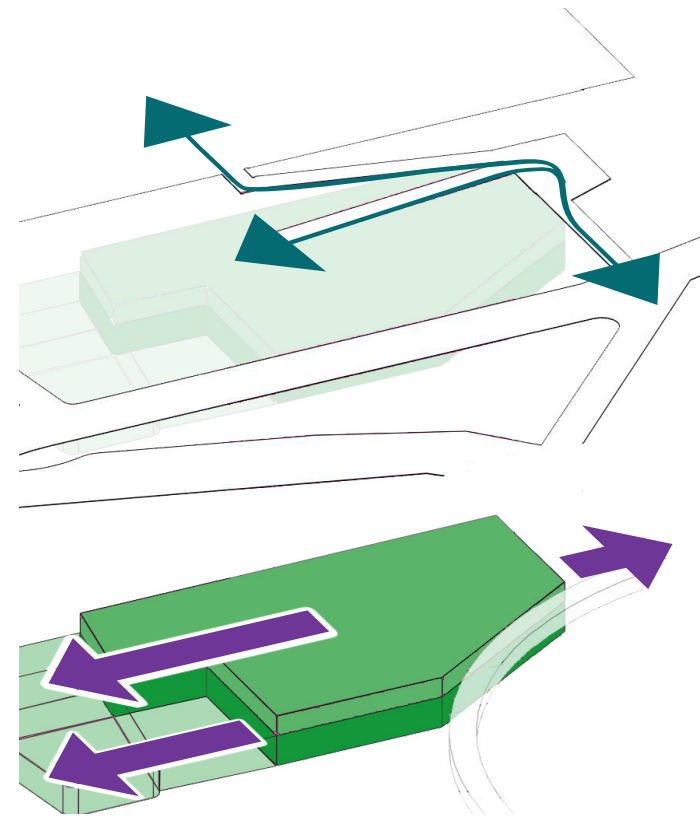
A mid rise podium defines the street edge and is expressed as a modern factory like structure providing open span spaces suited for technology and innovation sector. The podium is positioned above a masonry ground plane which responds to the original escarpment. This re imagined escarpment carries upwards to the OSD site creating a visual and physical link through an activated stair which forms a focal point for urban life. Public functions are organised across the lower levels allowing for a flexibility of function with visual permeability.

Reaching skyward two sculptural towers which will evolve the city's skyline echo the structural rhythm of early railway station structures; both progressive and elegant. The towers terminate as a defined tapering crown, expressed as with lanterns of external space.



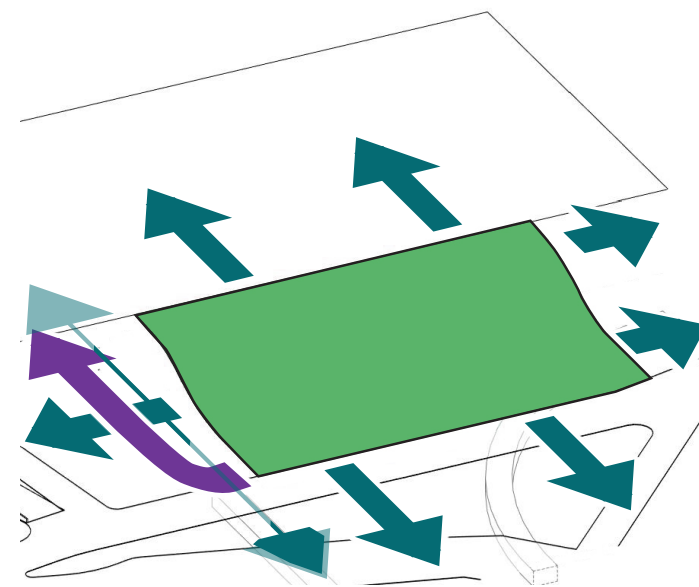
Facilities and Servicing

- Delivers an Integrated Distribution Facility and shared basement enabling servicing of future OSD and immediate neighbours in the Western Gateway.
- Management of deliveries/ waste/ storage and security.
- Provision of below ground car parking.
- Provides End of Trip cycle parking facilities.



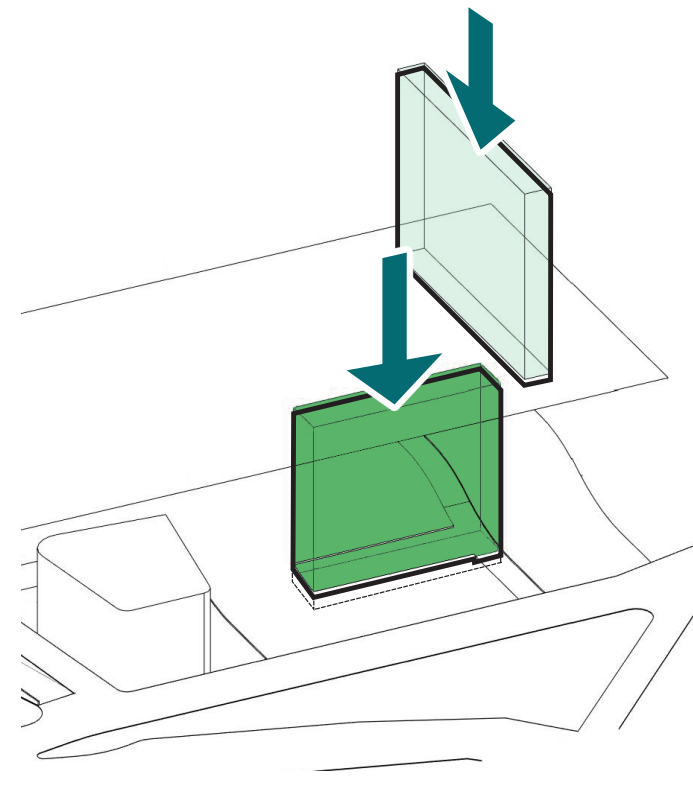
The Escarpment

- Defined ground plane expressed as fluid masonry surface
- A landscaped urban square is inspired by 'Sydney' and reflects the materials of the city's ground plane.
- Bridges, stairs and ramps manage complex levels and site conditions.
- Maintaining existing pedestrian and service vehicle connections and supports new proposed infrastructure and development
- Increased urban green canopy and native planting.
- A place with many moods and uses.



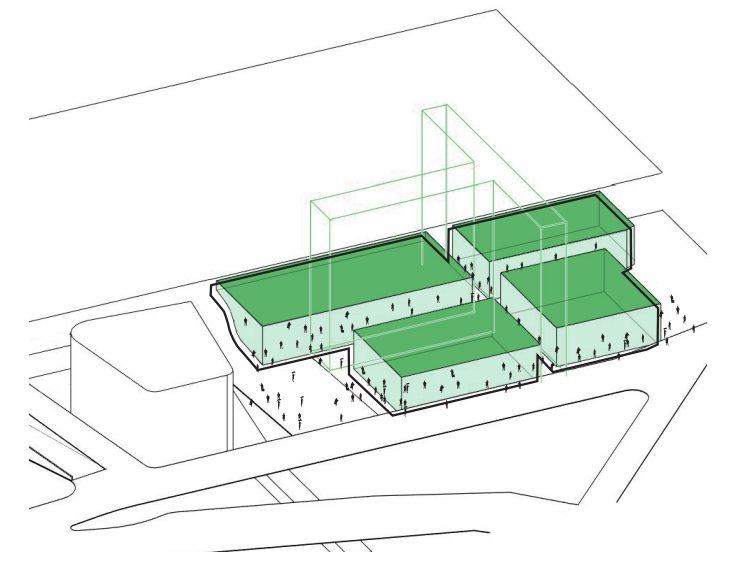
The Hall

- Where the city meets the tech workplace and retail.
- A public space that prioritises gathering and connecting in showcase and event spaces.
- An environment with integrated retail to both service and activate the greater Western Gateway Precinct.



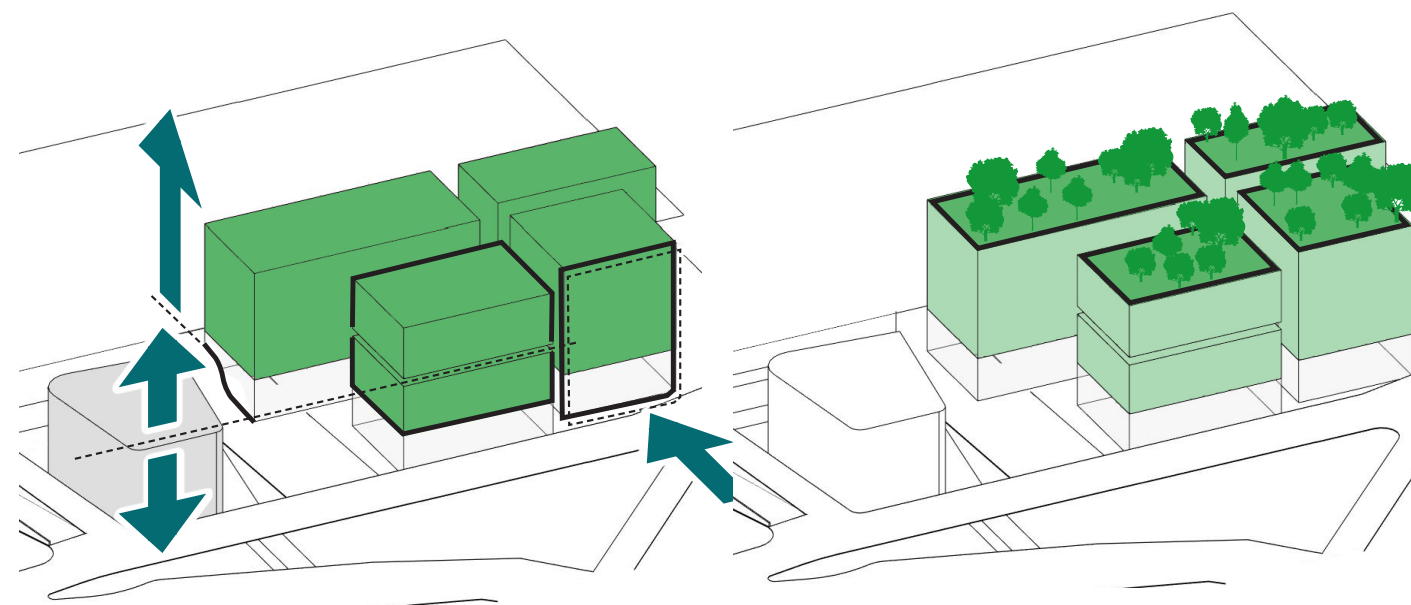
The Workshop

- A three storey volume creating permeability to the street and plaza whilst inviting the public into the workplace address.
- Where the city meets the tech workplace and retail.
- A volume which can accommodate multiple options for activation to suit tenant or retailer needs.
- An articulated soffit expressed as an industrial grid reflects transport history provides a clear reading of the Workshop as well as visual connectivity to and from OSD.



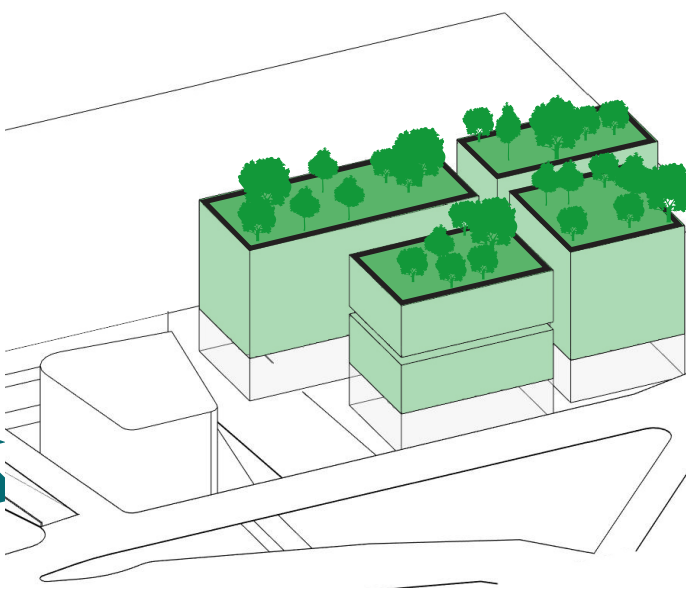
The Modern Factory

- This modern workplace addresses Railway Square and provides appropriately sized flexible workplace floor plates for innovation and tech companies. Architecturally this form speaks to the enduring character and appeal of industrial spaces.
- An articulated facade responds to the former Parcel Post Office building parapet.
- Defines Railway Square and is articulated to reinforce datums and character of Lee Street and surrounding existing buildings.
- Incisions of circulation and definition also help increase activation of Lee Street.



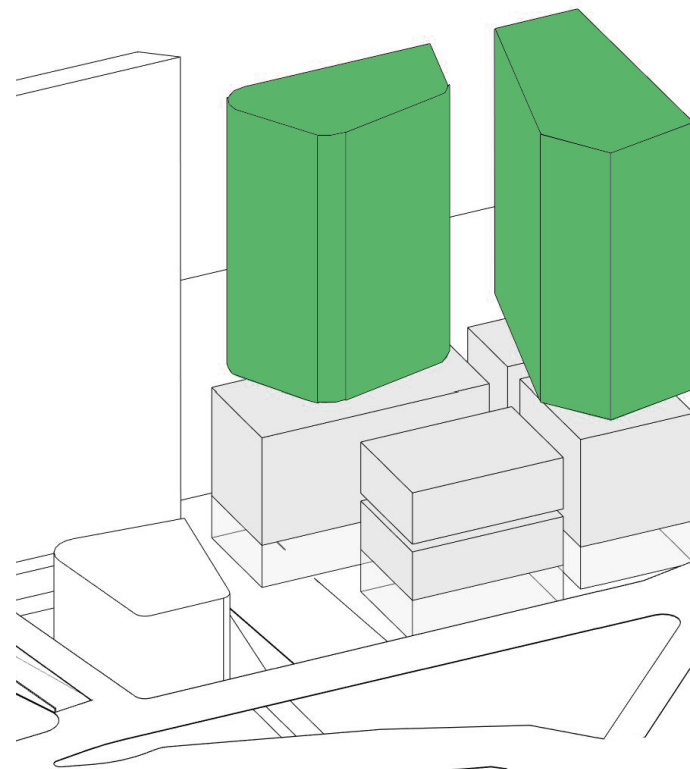
The Garden Podium

- Defining separation between Podium and Towers.
- Greening the city through integrated landscape and building design.
- Enhanced break out and workplace amenity.



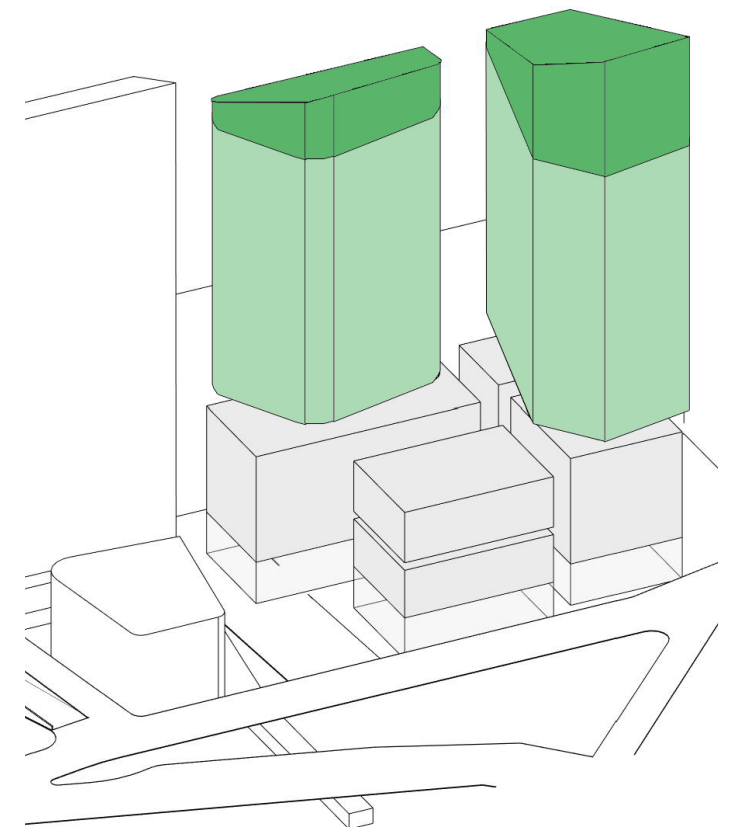
The Vertical Sheds

- Tower forms oriented to views and city.
- Facade expressed as contemporary rail sheds and train halls.
- Massing located to ensure maximised views.
- Height defined to allow solar access to Prince Alfred Park.
- Expands Sydney CBD skyline southward and forms new highest point in the urban elevation.
- Incorporates best practice Sustainable measures.
- Vertical green spine breaks mass and adds amenity to workplace spaces.



The Lanterns

- Rooftop forms create stepping crown with landscaped terracing for entertaining and enjoying expansive views.
- The tapering elliptical forms define the envelope whilst ensuring solar access to Alfred Park.
- Lighting design forms a beacon to the southern CBD and a focal point for Tech and Innovation Precinct.



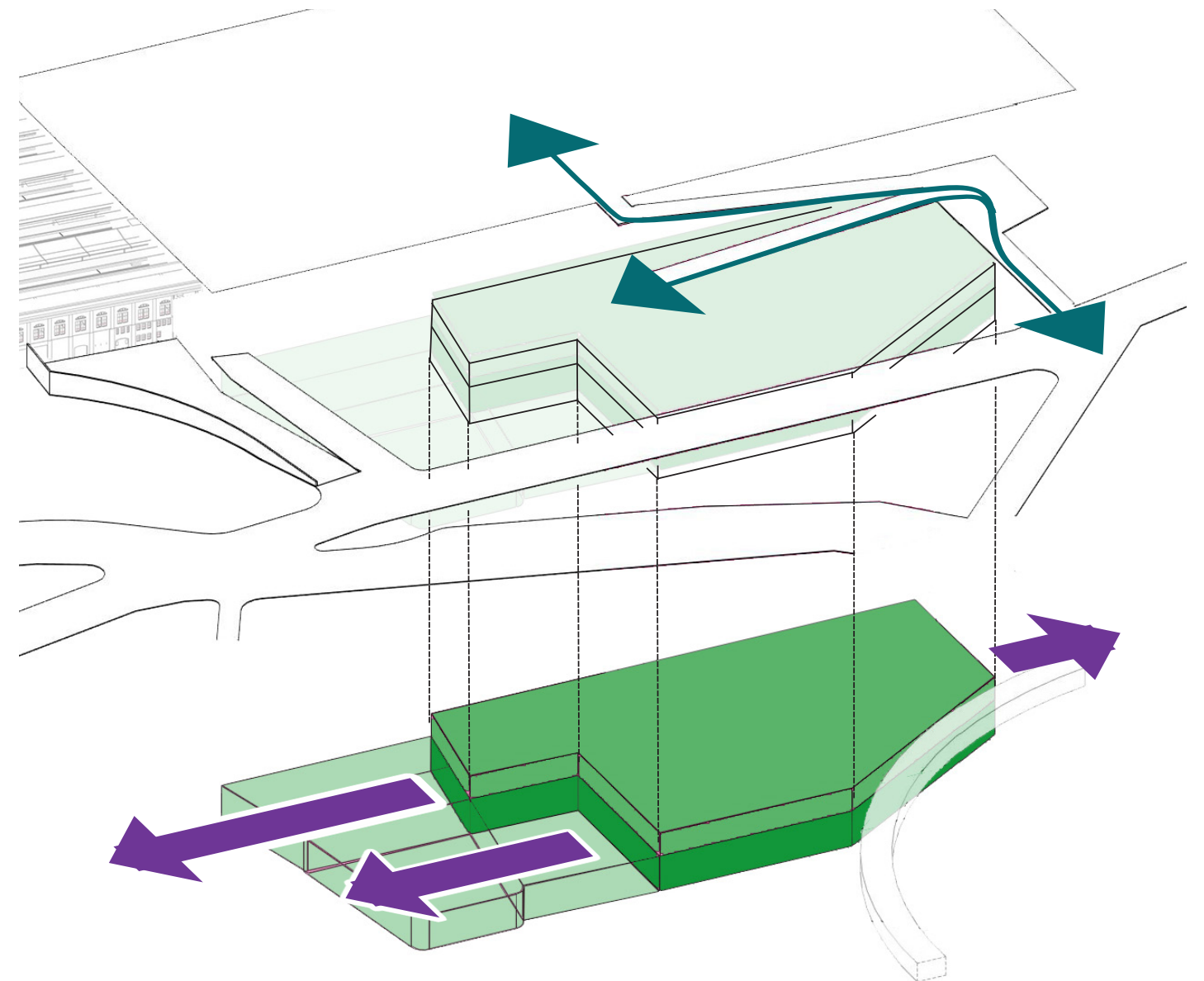
6.2 Facilities and Servicing

Accessed via Lee Street south; the basement levels of the proposal are critical to the realisation of both TfNSW ambitions for Central Station, the future OSD site as well as adjoining Western Gateway developments which need access and servicing. A pair of ramps run parallel to the eastern boundary servicing the OSD site, as well as a below ground Integrated Distribution Facility and associated parking.

Structure and vertical transportation have been located to allow for the required vehicle movement; subsequently core and grid arrangements inform the form and functionality of the podium and towers above.

Basement levels provide End-of-Trip facilities alongside public bike store and servicing, and encourages sustainable use of physical transportation for the precinct as a whole.

Working with ARUP preliminary solutions for the Integrated Distribution Facility have been developed for the **management of traffic, waste, servicing, cycling facilities, storage and distribution logistics**. Current advice has been incorporated into the Indicative Scheme.



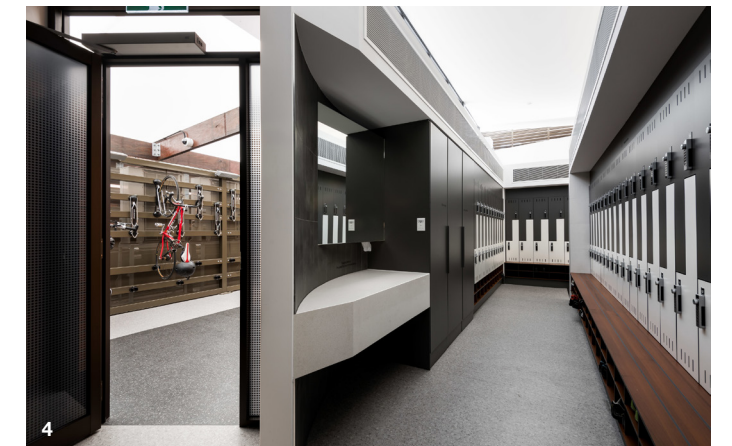
6.2 Facilities and Servicing End of Trip Facilities

The Indicative Scheme provides generous tenant End of Trip facilities and a public bicycle hub to service the wider precinct.

This aims to encourage sustainable transport and healthy lifestyles whilst facilitating the needs of modern workplace; enhancing balance and convenience.

Facilities are accessed from both the lower ground level north connecting to public transport, and upper ground level adjacent to Lee Street cycle network to the south.

Going beyond merely bike storage; showers, lockers and respite zones service a multitude of users to encourage all forms of physical transport to and from the site.



- 1 Quadrant - Woods Bagot
Perth, AU
- 2 Quadrant - Woods Bagot
Perth, AU
- 3 London House - Woods Bagot
Perth, AU
- 4 London House - Woods Bagot
Perth, AU

6.2 Facilities and Servicing Integrated Distribution Facility

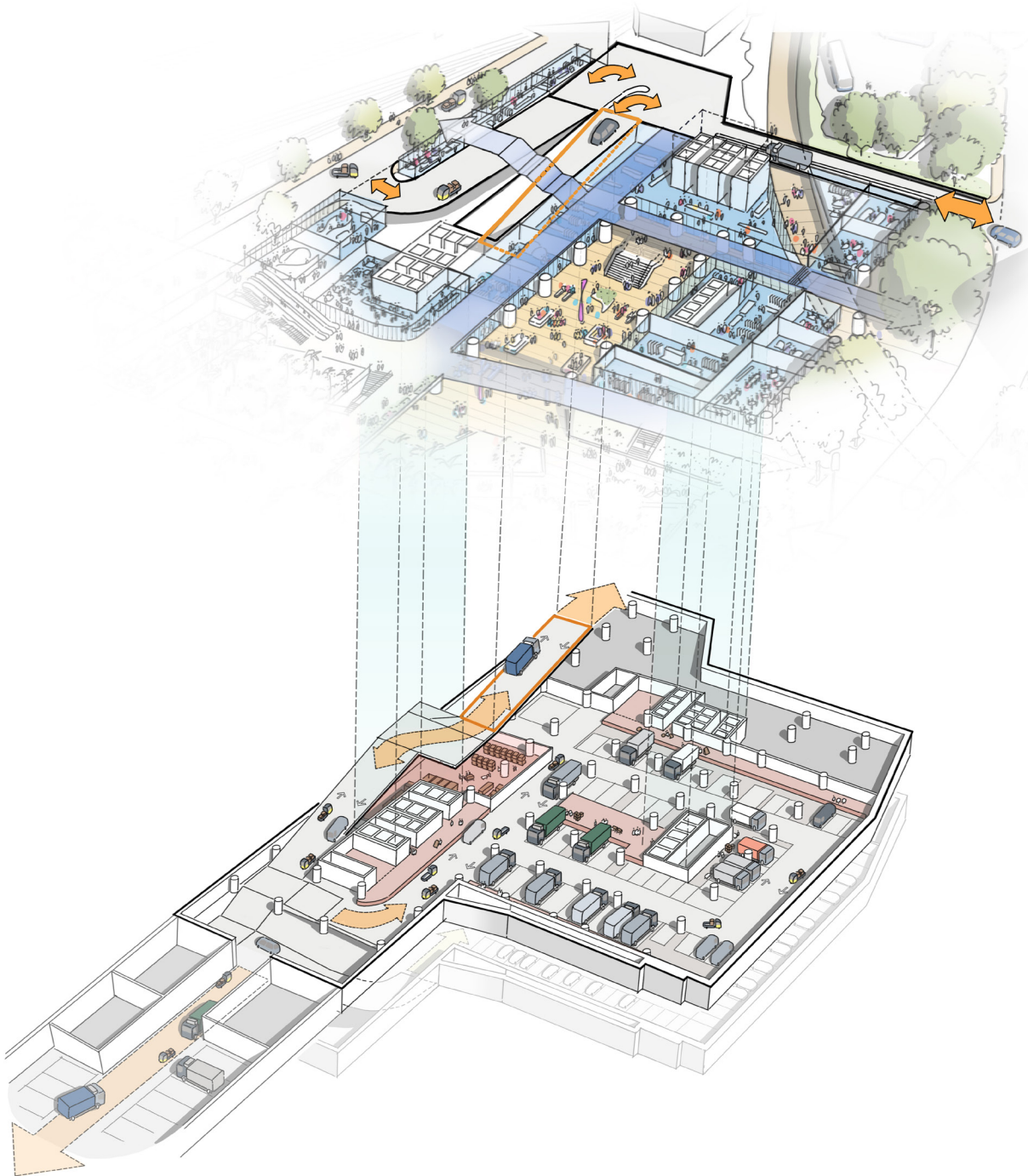
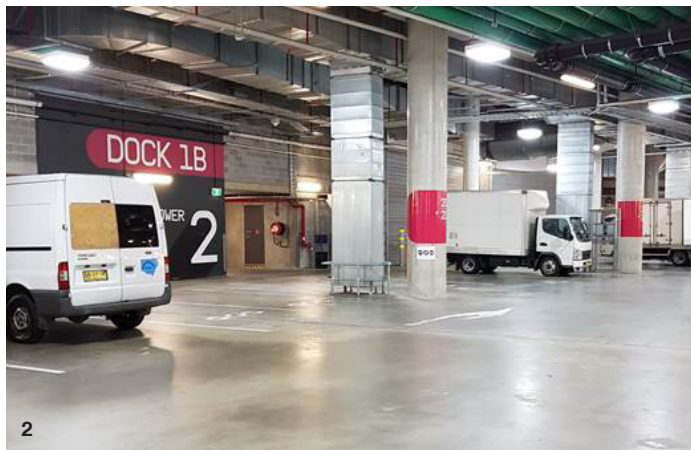
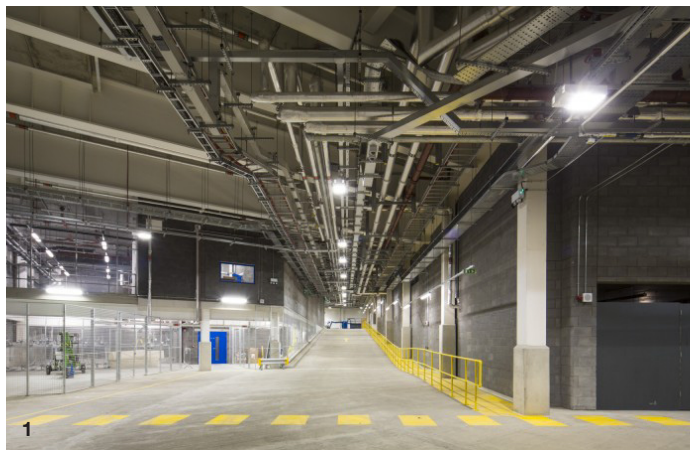
Imperative to the functioning of the Western Gateway Precinct is the provision of an Integrated Distribution Facility (IDF) located on basement level 2.

Vehicle access from Lee Street to the south of the site directs service and emergency vehicles efficiently to the OSD level to support access to this future proposal.

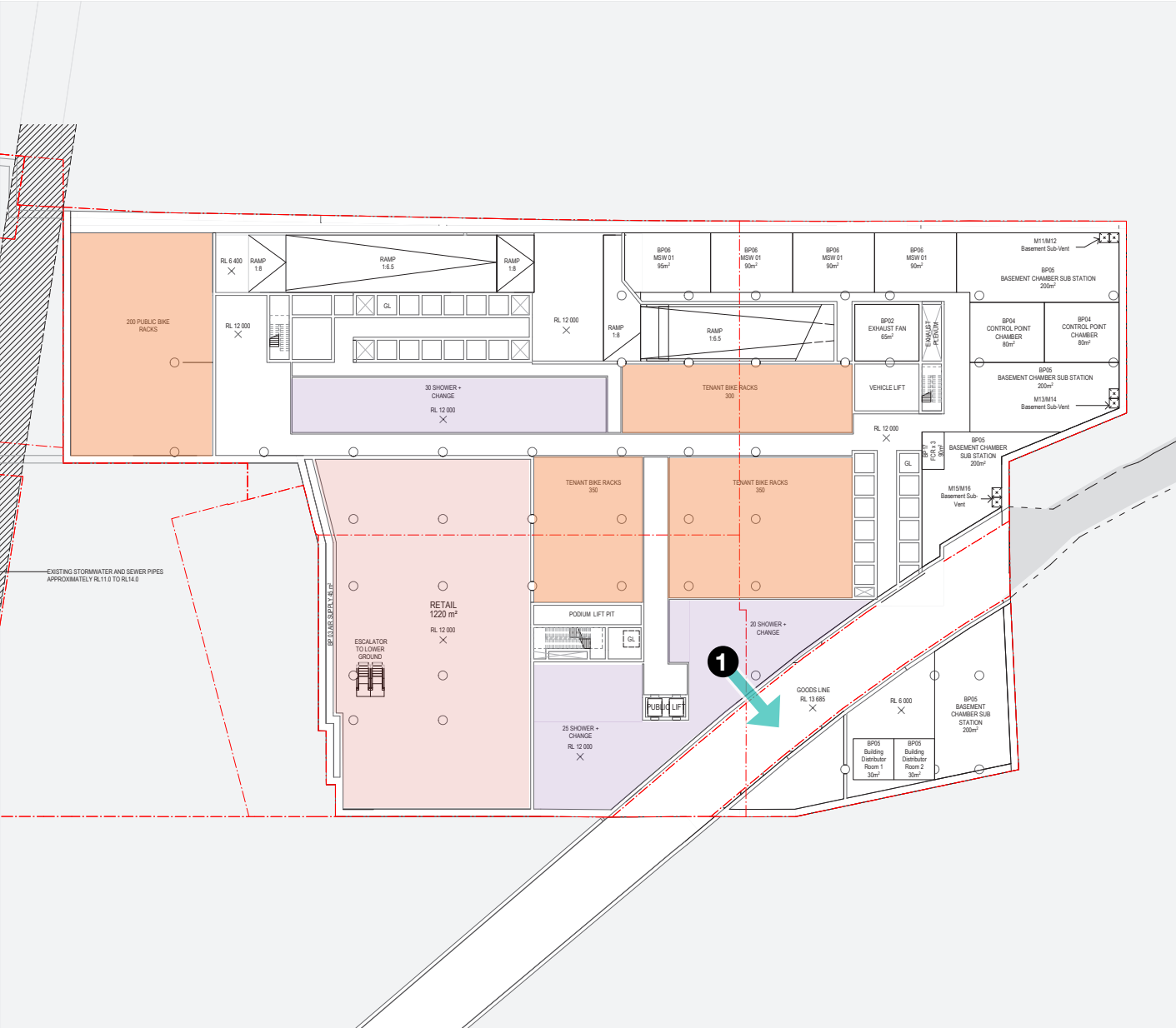
A ramp also guides vehicles to basement level 2 IDF where docking and distribution facilities allow for the movement of goods and removal of waste.

Working with Arup; the IDF has the potential to not only service the projected development over central station, but connect into the basements of both Block A and C to service the precinct as a whole.

- 1 Barangaroo IDF Sydney, AU
- 2 Barangaroo IDF Sydney, AU



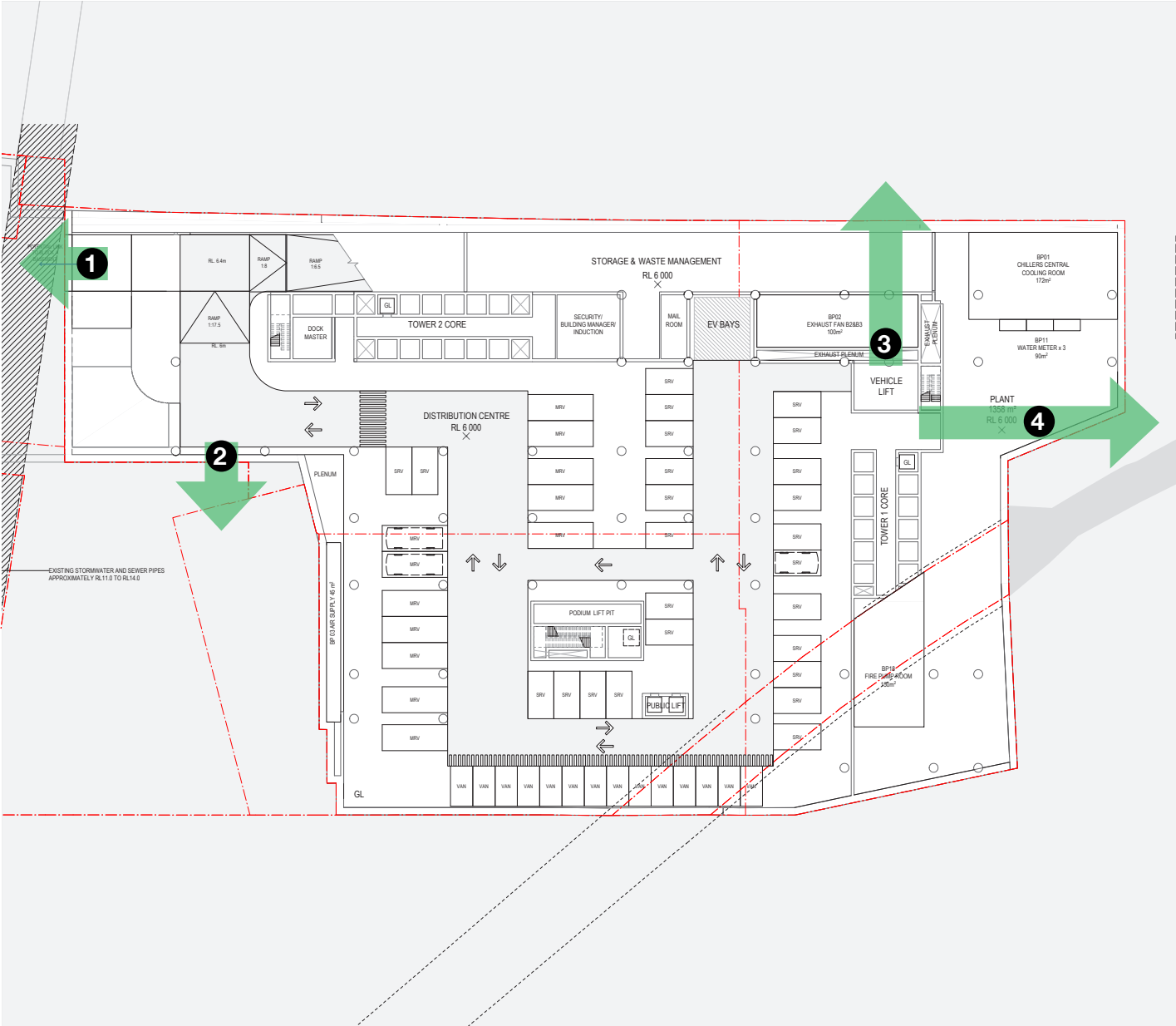
Artist impression showing basement IDF and vehicular access points at ground level, WestonWilliamson + Partners



Basement Level 01 - EOT

1 Potential Goods Line Link

- Retail
- Bike Store
- EOT Facilities
- Commercial
- Amenity



Basement Level 02 - IDF

- 1 Block A Connection
- 2 Block C Connection
- 3 Vehicle lift connection to OSD
- 4 Potential southern connection

- Retail
- Bike Store
- EOT Facilities
- Commercial
- Amenity



6.3 The Escarpment

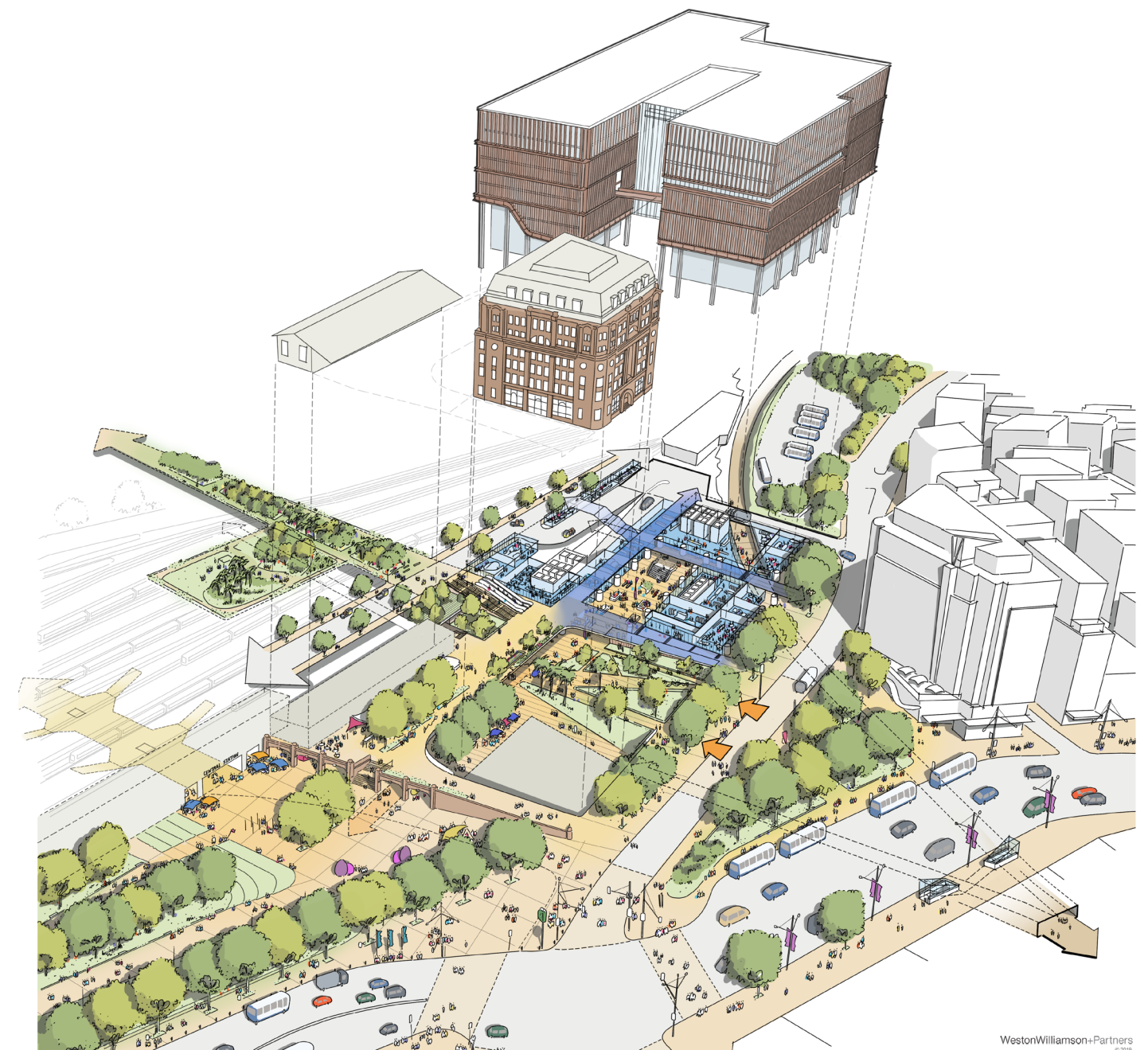
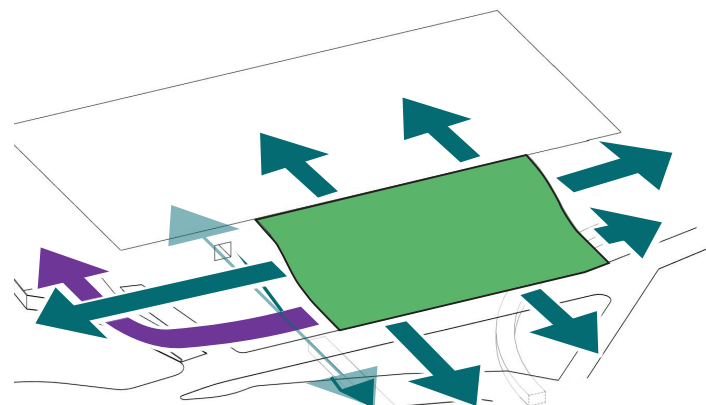
Combining civic space and functional requirements; The Escarpment sits at the termination of a revitalised George Street.

Envisaged as a pedestrian focused space providing clear connections to existing and proposed Sydney Metro, Rail, Light Rail and Bus infrastructure. Informed by TfNSW 2056 strategy the proposal allows for increased pedestrian volumes while simultaneously creating opportunities for the creation of a quintessentially Sydney civic space.

Sitting harmoniously within its setting a continuous brick ground plane acknowledges the site's past as a brick making field, while in the east/west direction a grand stair connects to the proposed OSD forming a focal point for urban life. The stair is a **place for people and movement, performance and relaxation**: a landscaped amphitheatre from which the Plaza and Railway Square can be viewed. Space underneath the stair reinforces the arches of the existing escarpment, providing a retail or event space and adding life to the Western Gateway Precinct.

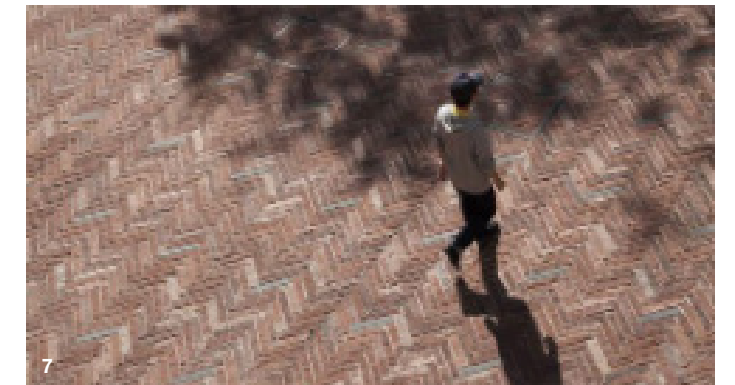
North / South connectivity is provided in the form of a raised continuous concourse which forms additional intermediate outdoor space Henry Deane Plaza and the OSD.

The design asks the question: **What is a 'Sydney' public space?**

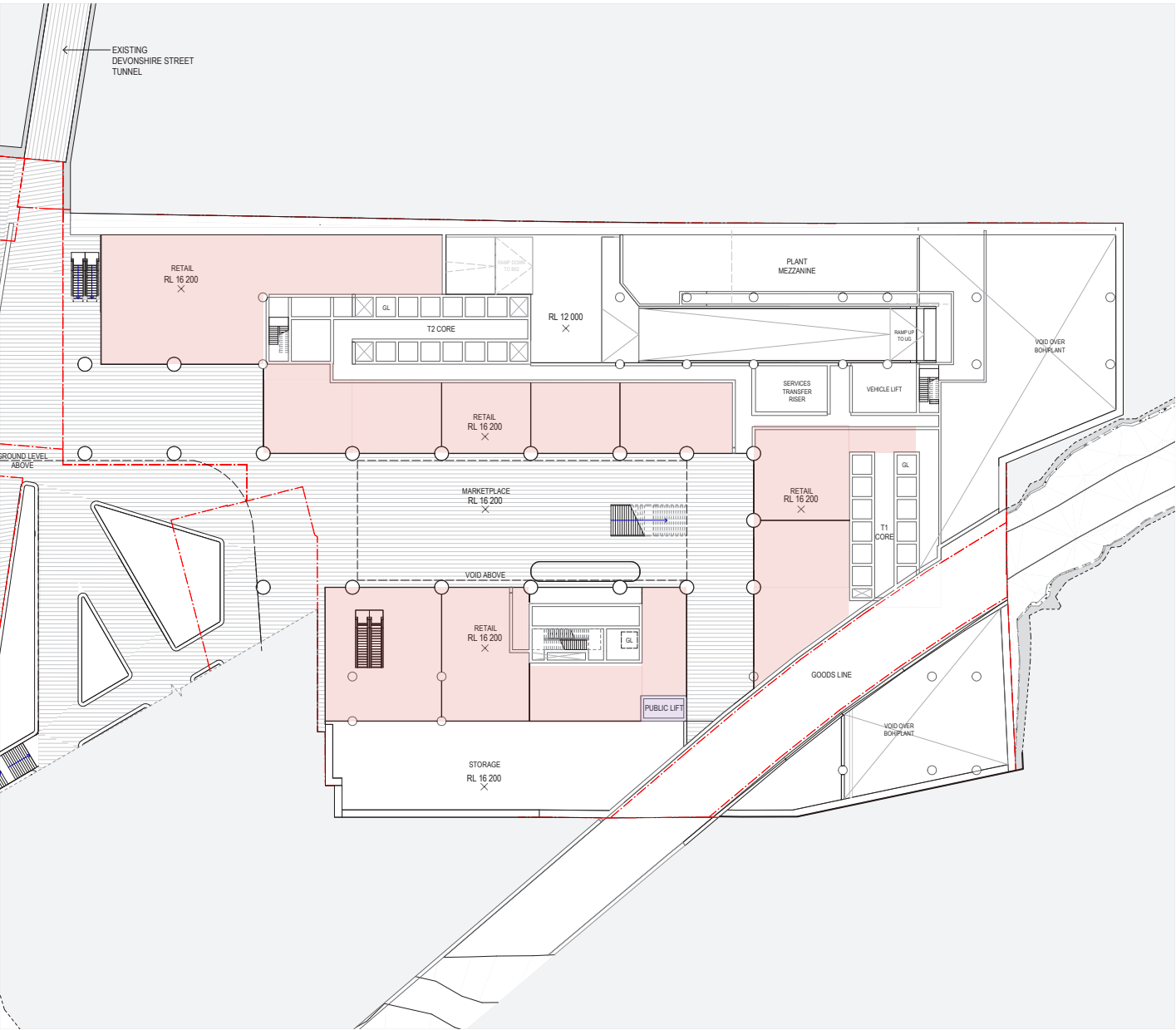


Artist impression of ground plane and built form distribution, WestonWilliamson + Partners

6.3 The Escarpment

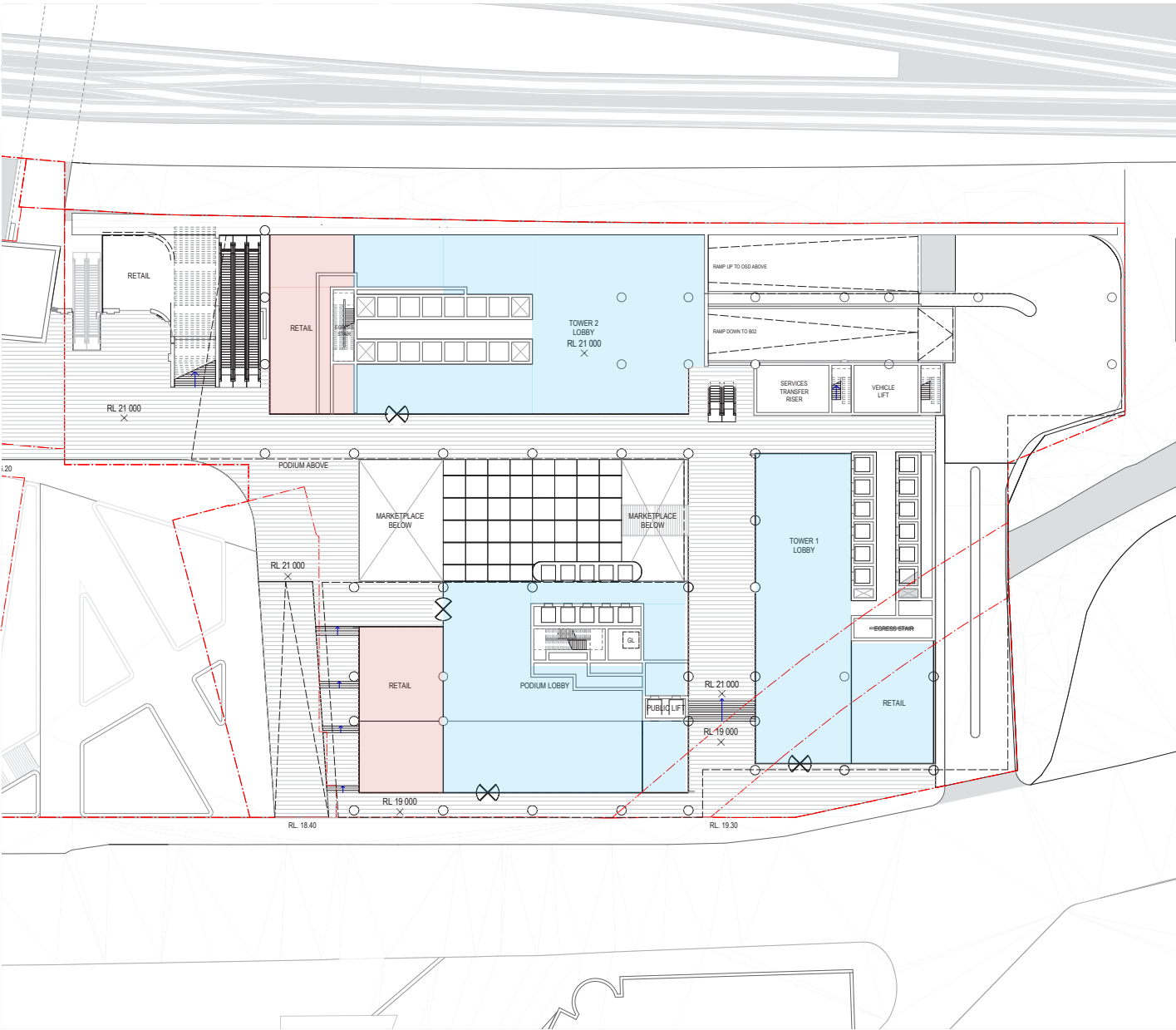


- 1 A place of movement and connection
- 2 A civic staircase
- 3 Uniquely Sydney plants and landscape
- 4 Proposed stair connecting OSD
- 5 Proposed Plaza and OSD stair connection
- 6 Bridge in Ljubljana connecting old and new.
- 7 Proposed bridge connecting precinct upper ground
- 8 Continuous brick ground plane referencing the site's past



Lower Ground Level - Market Place

- Retail
- Bike Store
- EOT Facilities
- Commercial



Upper Ground Level - Lee Street

- Retail
- Bike Store
- EOT Facilities
- Commercial



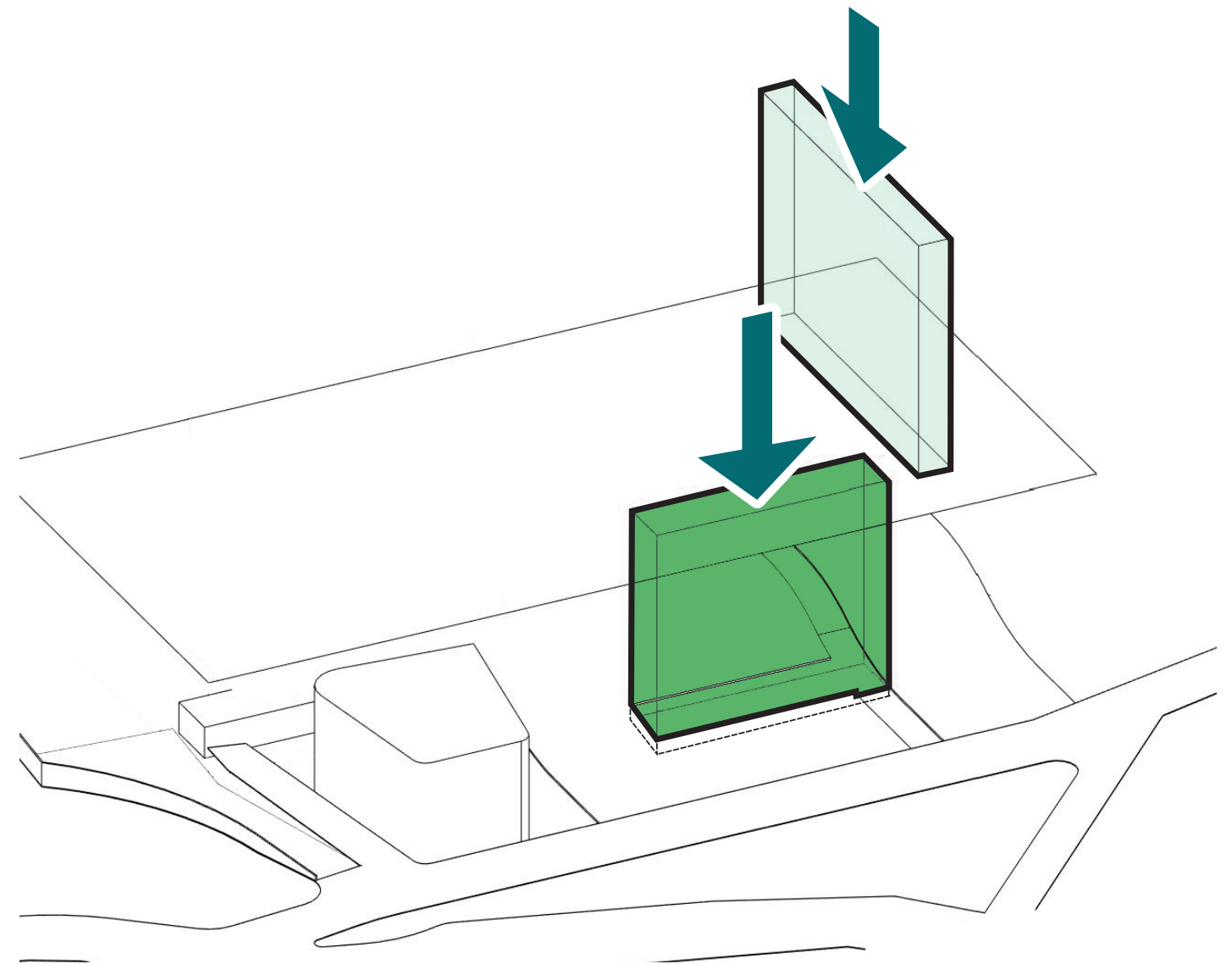
6.4 The Hall

Punctuating the centre of the podium envelope The Hall is conceived as a light filled void activated by stairs, bridges and lifts, as well as a range of retail and commercial offerings. Serving as a **gathering and arrival space** the dramatic 12 storey volume frames the former Parcels Post Building and Central Station beyond; establishing a lively interaction between the city and the workplace.

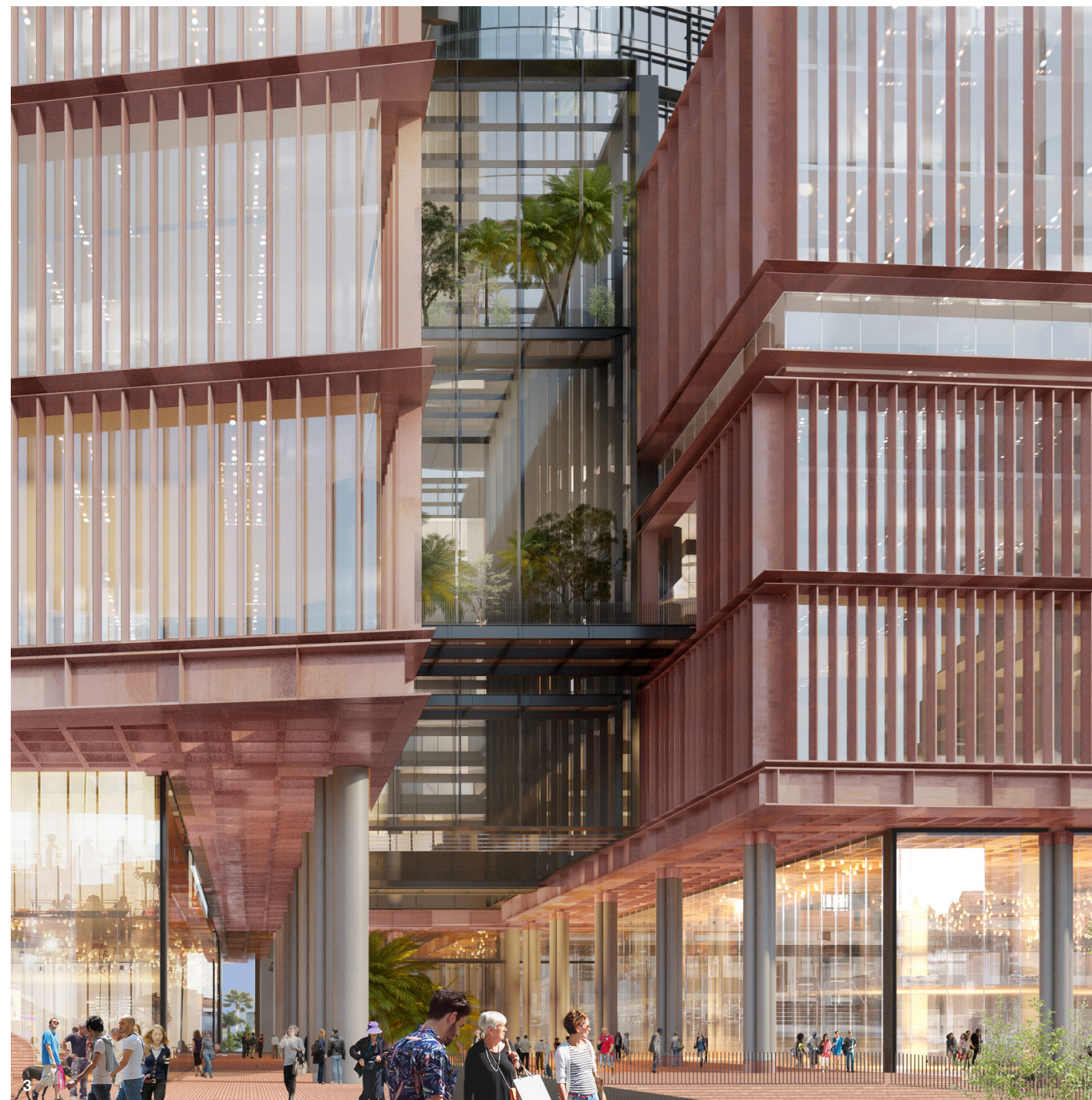
The space supports various uses from performances and markets, to installations and events.

The brick ground plane of Henry Deane Plaza carries through to a retail focused lower level which services both the towers above and the general public. Perforated steel floor plates crossing the void activate the void and speak to a language of industrial era technology.

A secondary smaller hall space accessed from Lee Street runs creates an additional east/ west connection and provides for future integration with the OSD.



6.4 The Hall

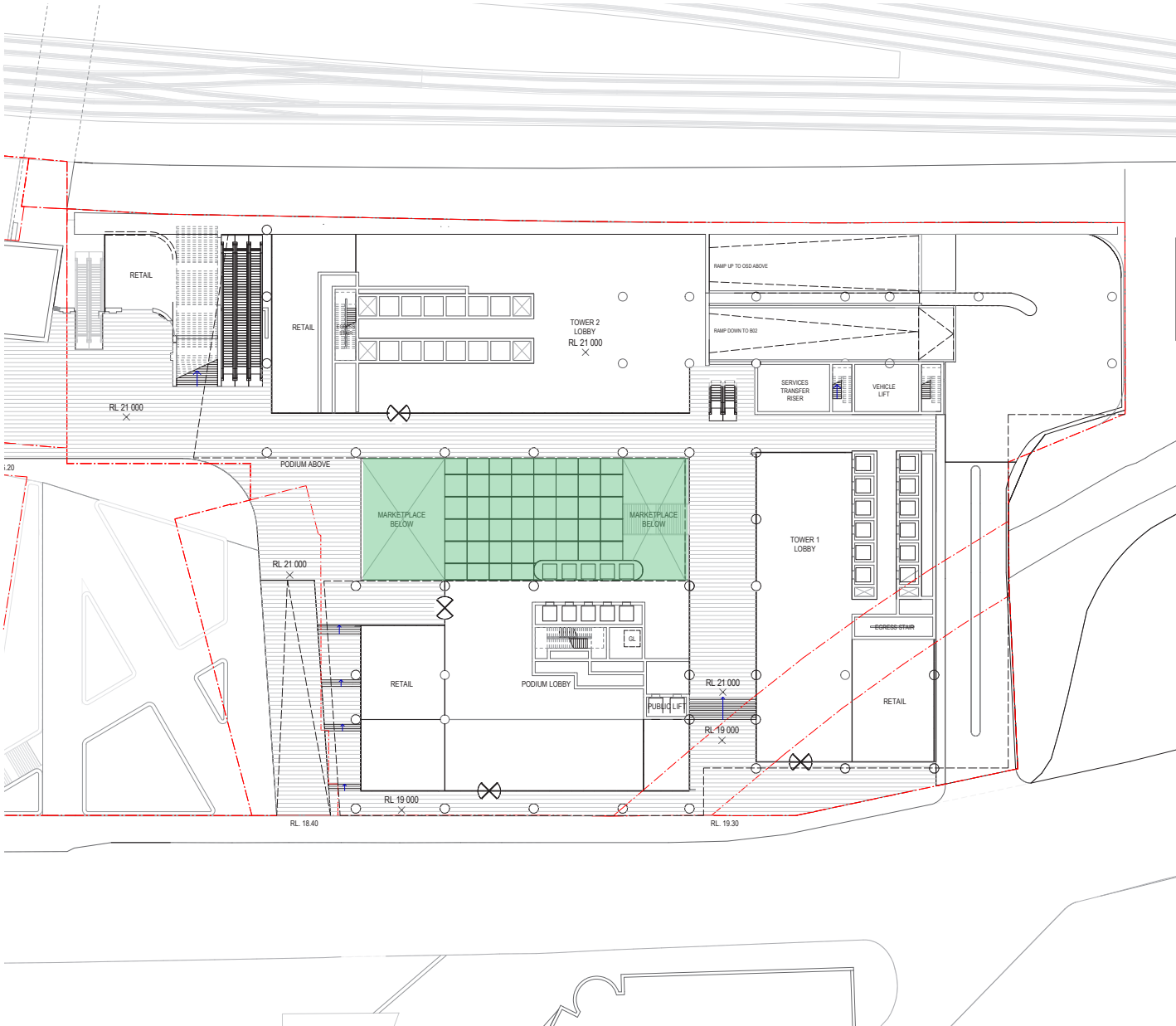


- 1 50 Martin Place - JPW Architects
Sydney, AU
- 2 Victorian era train bridges
- 3 View of 'The Hall'
- 4 Vibrant retail and food offering at ground level
'Echo' - Nike Savvas
- 5 Space for performance or event/ art
'The event of a thread' - Ann Hamilton



Lower Ground Level - Market Place

 The Hall



Upper Ground Level - Lee Street

 The Hall



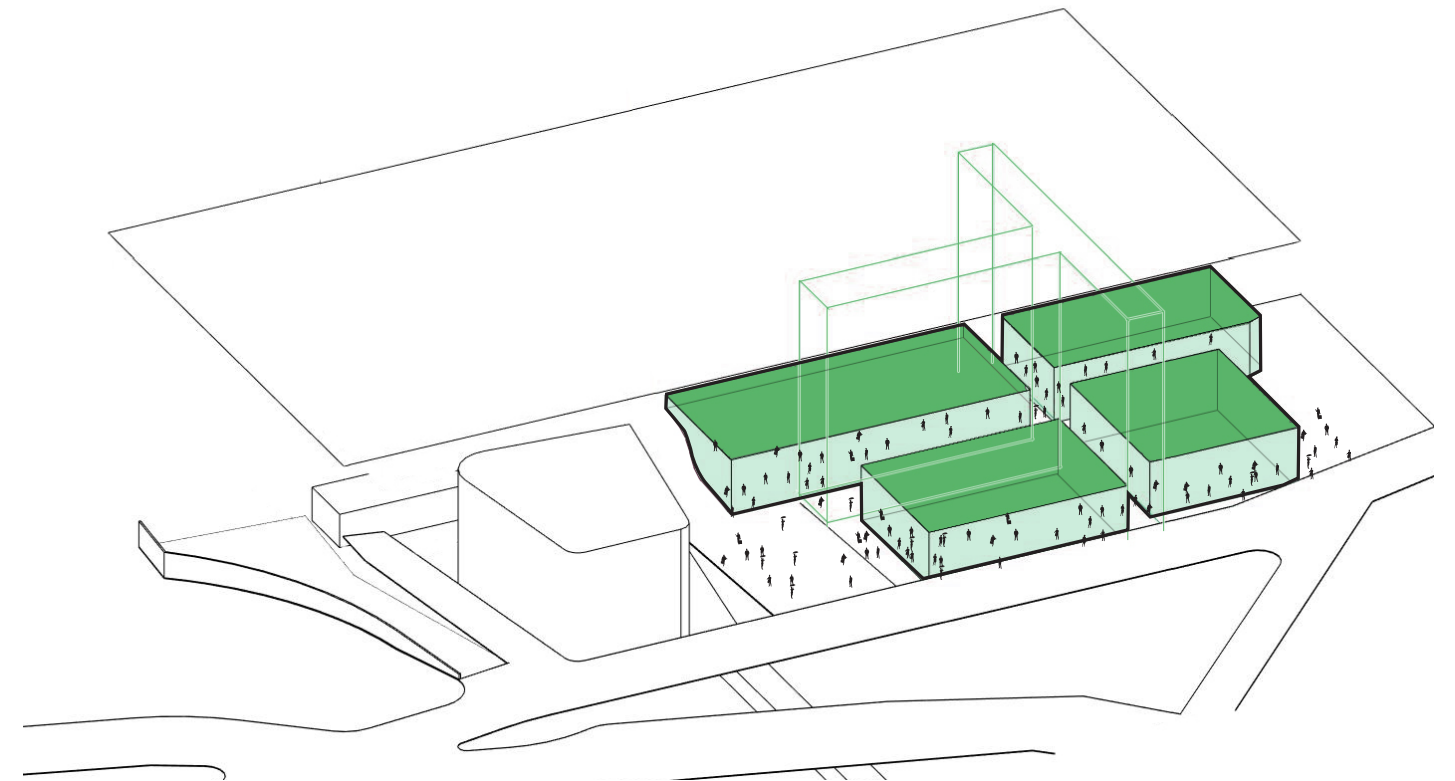
6.5 The Workshop

Opening onto Henry Deane Plaza, Railway Square and the future OSD, The Workshop presents a three storey public face to the city.

The visually permeable urban volume is defined by a dramatic soffit structure and features a mix of adaptable retail and commercial spaces. The open structure allows for a **dynamic social and workplace experience as well as enhanced activation to Lee Street.**

The Workshop contains primary lift lobby entries for the podium and towers which are accessed from Lee Street and Henry Deane Plaza. A relationship is formed between The Hall, The Escarpment and the workplaces above.

Columns with escutcheon plates mirror the heroic scale of traditional station arrival halls and support an expressive roof structure sweeping upwards to the OSD site. The soffit height provides clearance for ramps and service vehicles while simultaneously maintaining views across the plaza through to the proposed green canopy and onwards to Railway Square.



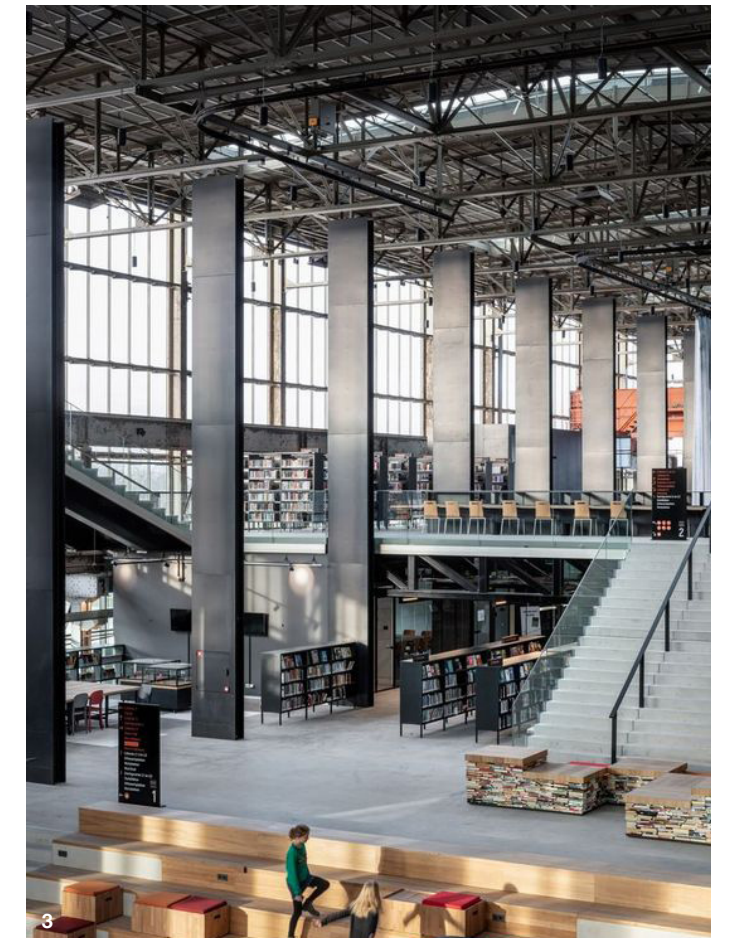
6.5 The Workshop



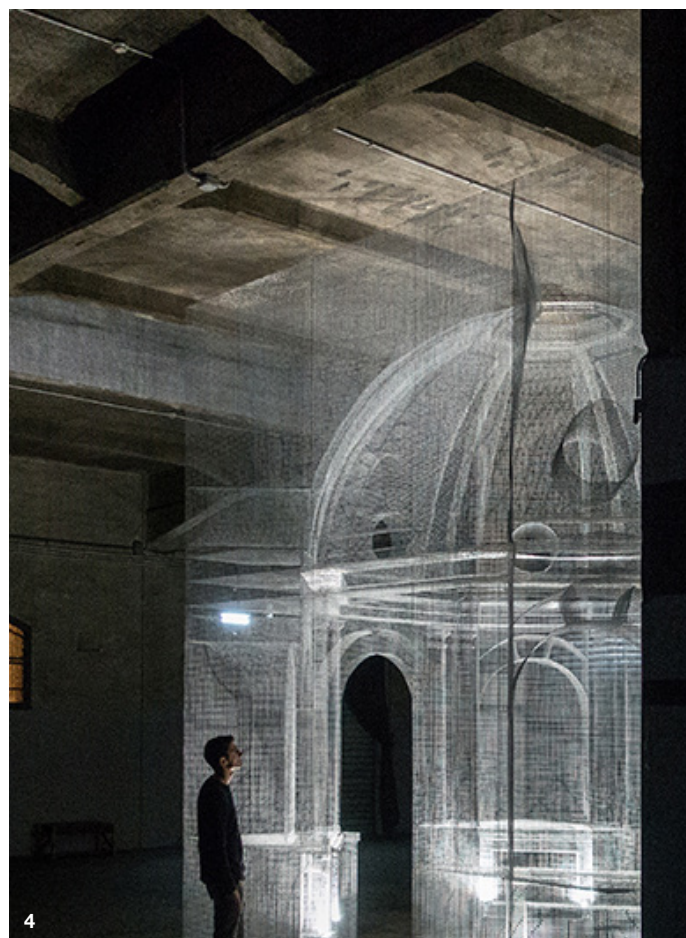
1



2



3

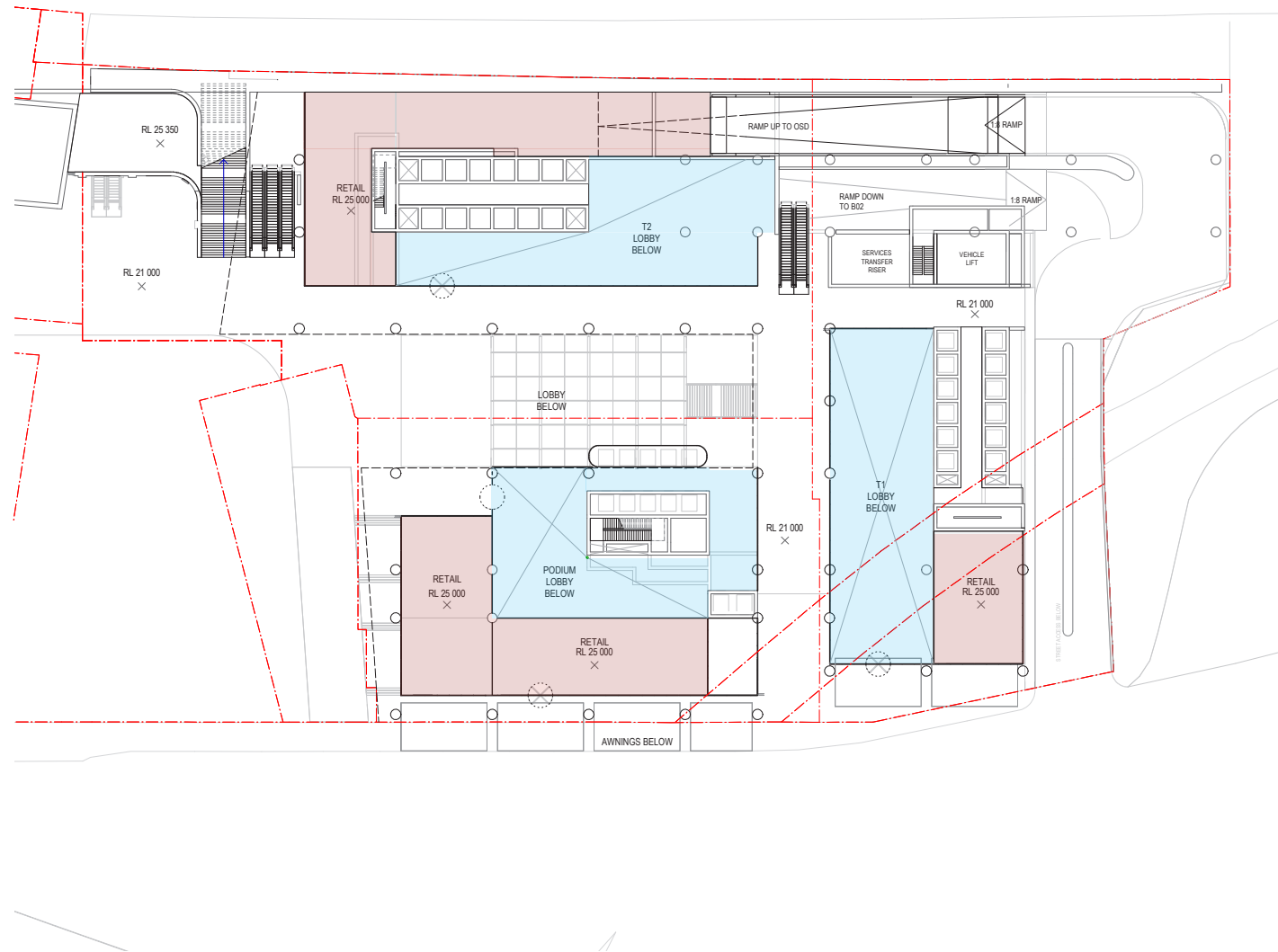


4



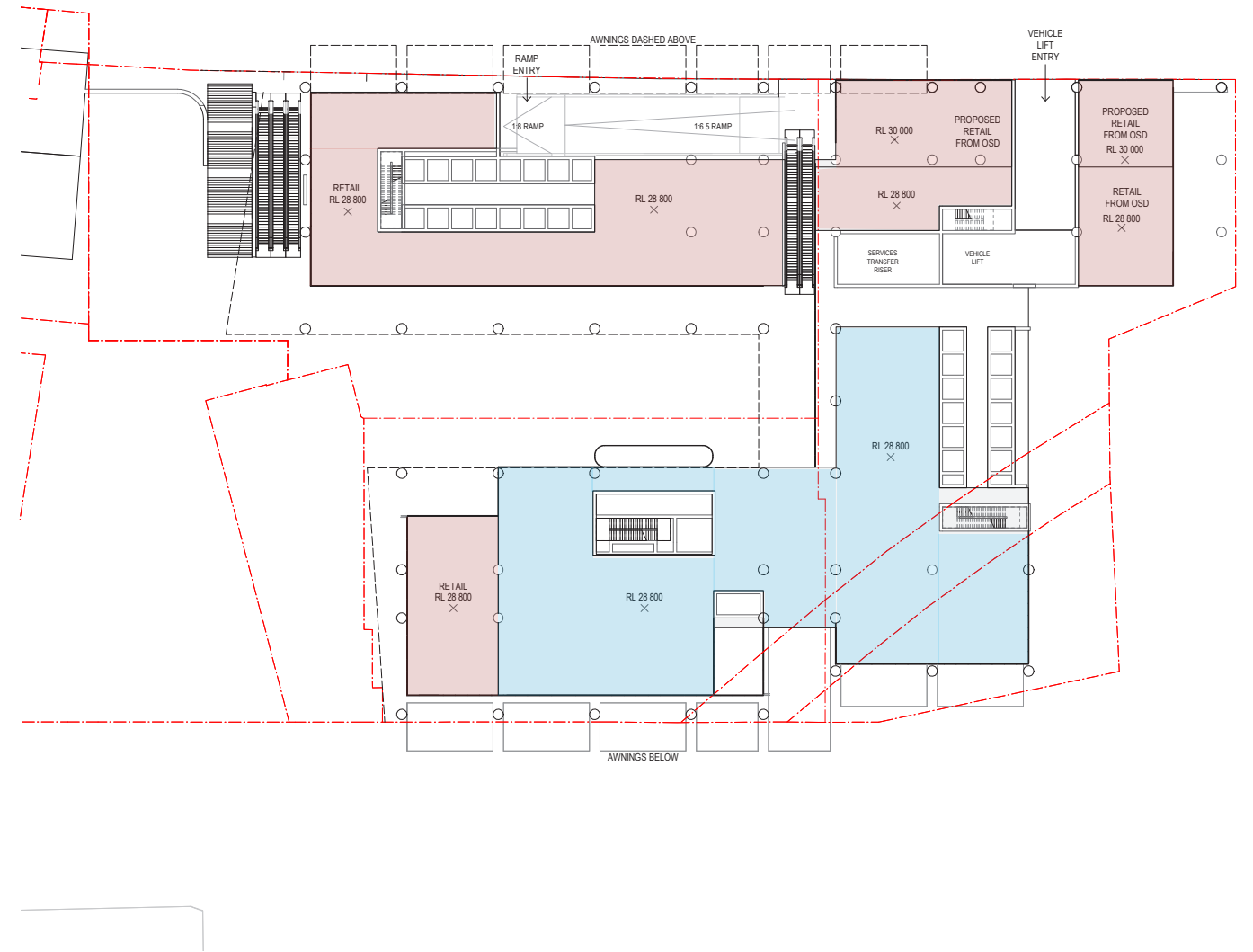
5

- 1 Kunsthal - OMA
Rotterdam, NL
- 2 Louvre Lens - SANAA
Lens, FR
- 3 LocHal Library - Civic Architects
Tilburg, NL
- 4 Space for art and expression
'Sacral' - Edoardo Tresoldi
- 5 View from Henry Deane Plaza



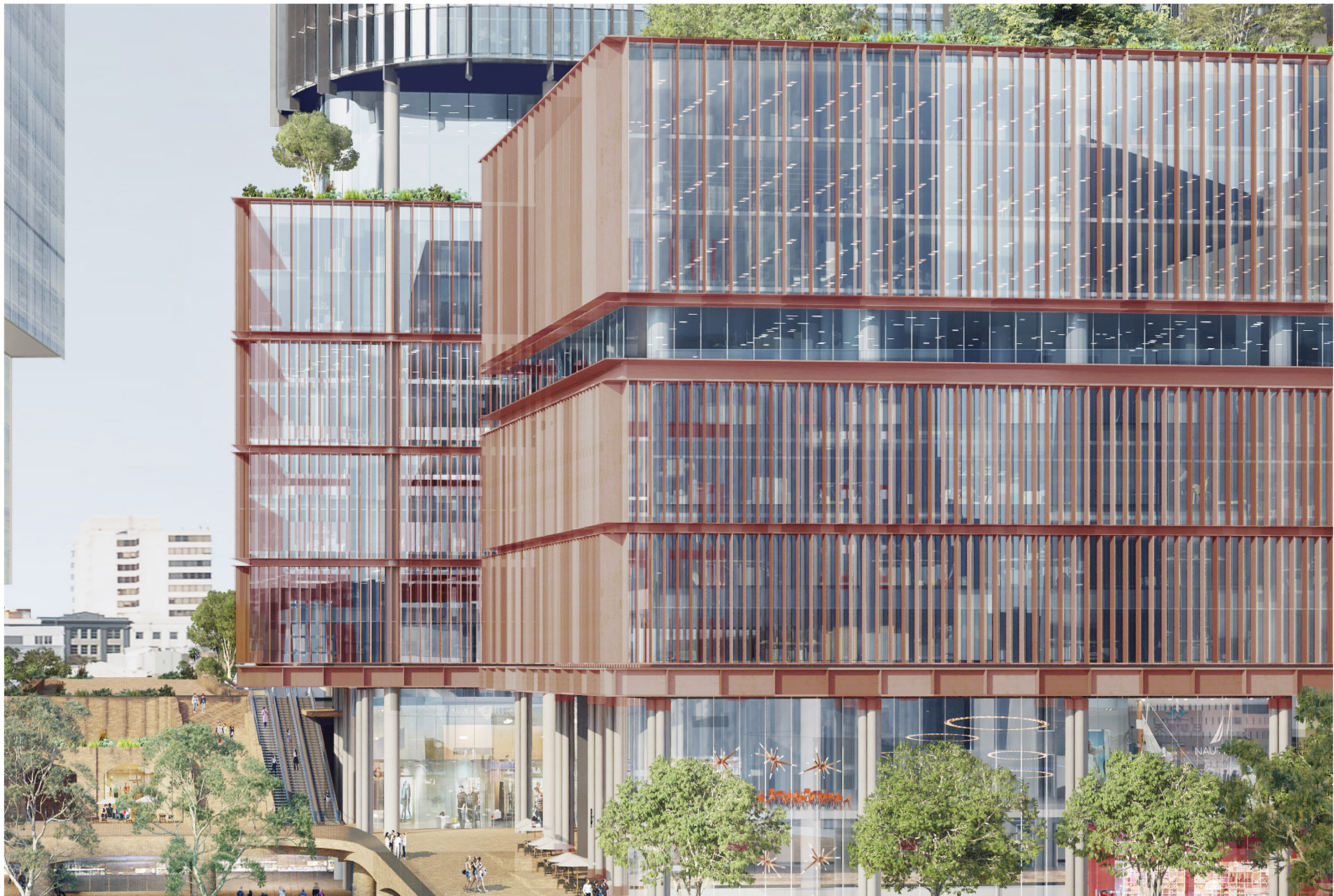
Podium Level 01

- Retail
- Bike Store
- EOT Facilities
- Commercial
- Amenity



Podium Level 02 - OSD Interface

- Retail
- Bike Store
- EOT Facilities
- Commercial
- Amenity



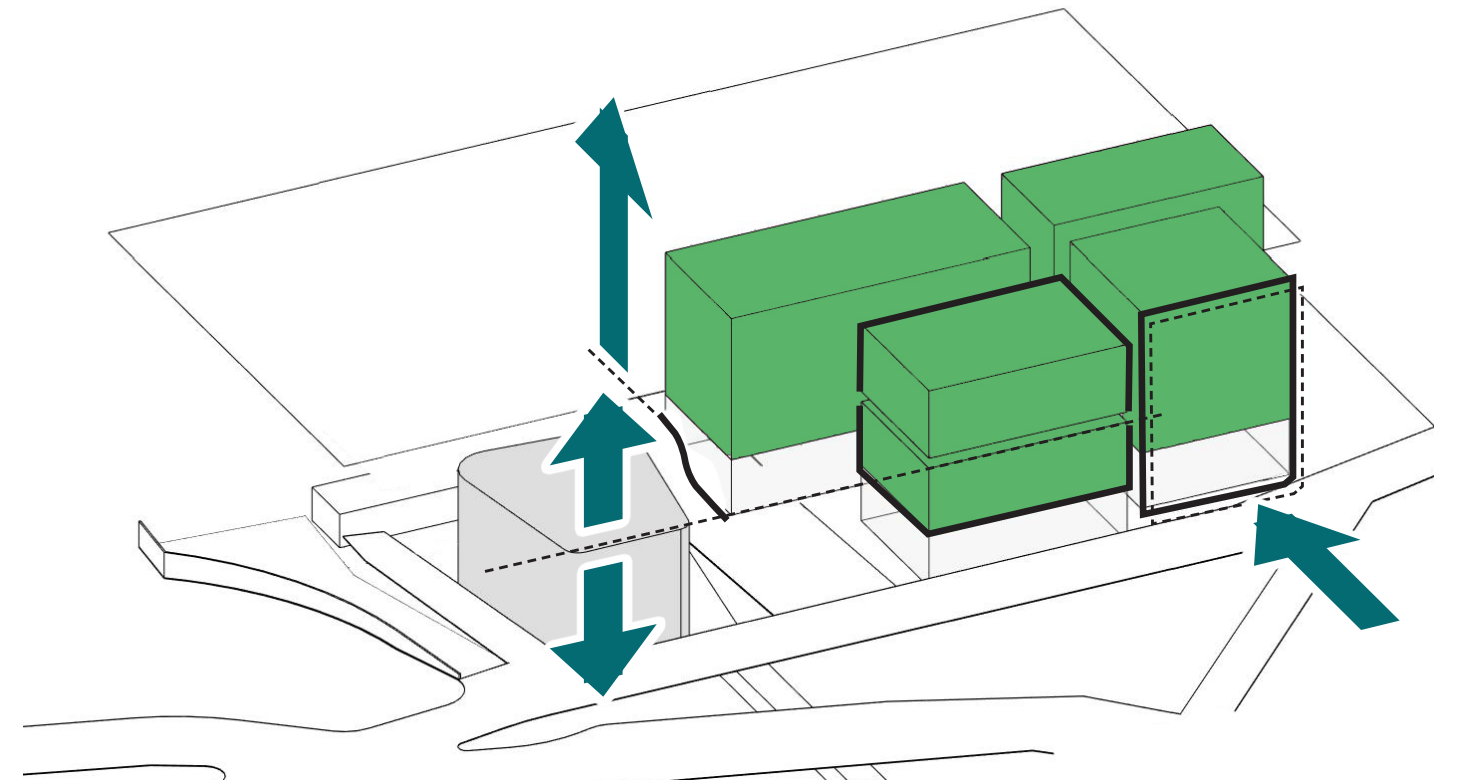
6.6 The Factory

In response to the needs of Technology and Innovation tenants the proposal offers a variety of floor area options, the largest being The Factory.

Arranged in a campus style formation the large span structure encourages **unexpected, adaptable and functional workplace clusters** to be created which are connected to community and nature. The built form is inspired by the universal appeal of industrial warehouse structures favoured by creative and tech companies for their honest and informal character.

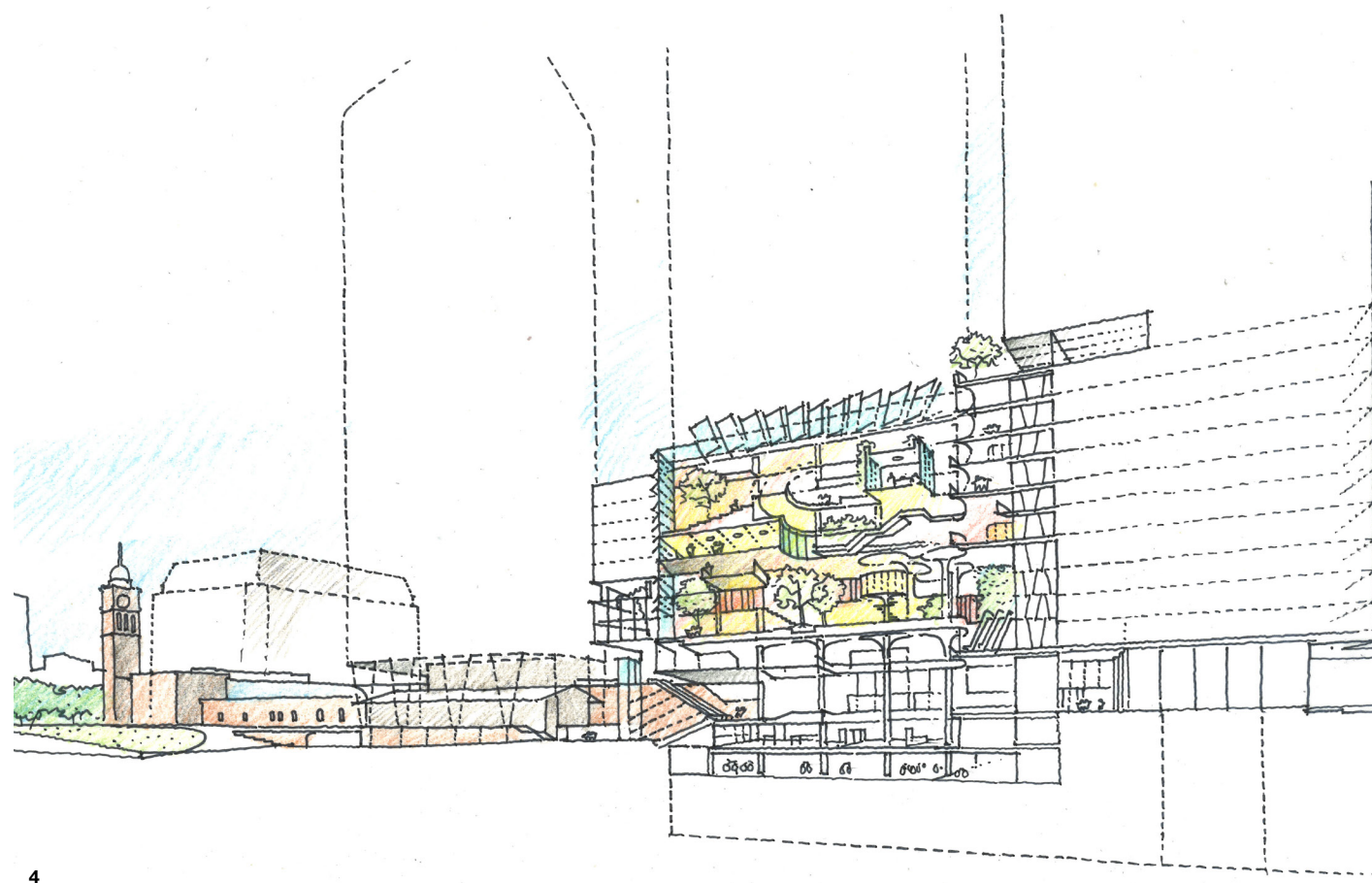
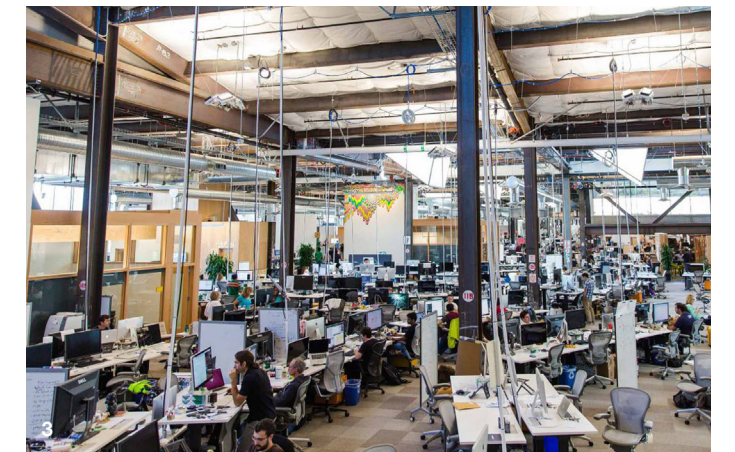
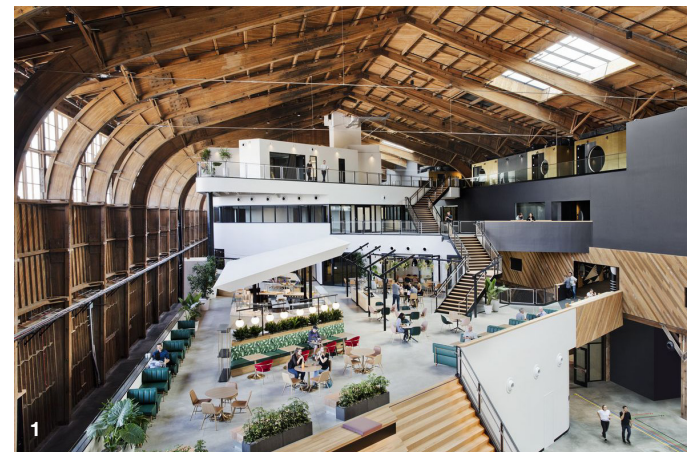
The Factory rises to a height of 45 metres forming a podium to the proposal. Architecturally a copper like metal brise-soleil facade navigates immediate relationships to the city and the street by sympathetically engaging with key alignments and sight lines to Central Station and Railway Square. The primary facade to Lee Street and the Plaza feature clearly expressed articulation aligning to the parapet of the former Parcels Post building.

The scale of the massing is further broken down to Railway Square through the introduction of additional separation and set backs to Lee Street.



6.6 The Factory Adaptable modern workplace

Spearheading the Technology and Innovation Precinct through provision of generously sized floor plates. The proposal will create forward thinking workplaces which deliver the adaptability, functionality and size required by Technology companies of today and in the future.



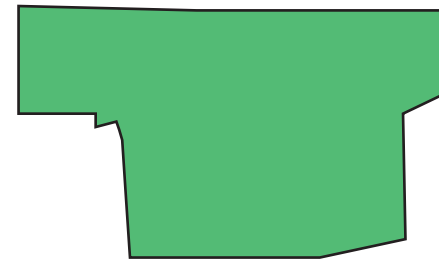
- 1 Google Spruce Goose
Los Angeles, USA
- 2 UBER
Los Angeles, USA
- 3 Facebook Menlo
- 4 Concept Sketch of Indicative Scheme
- 5 Amazon
Seattle, USA

6.6 The Factory Tech workspace size requirements

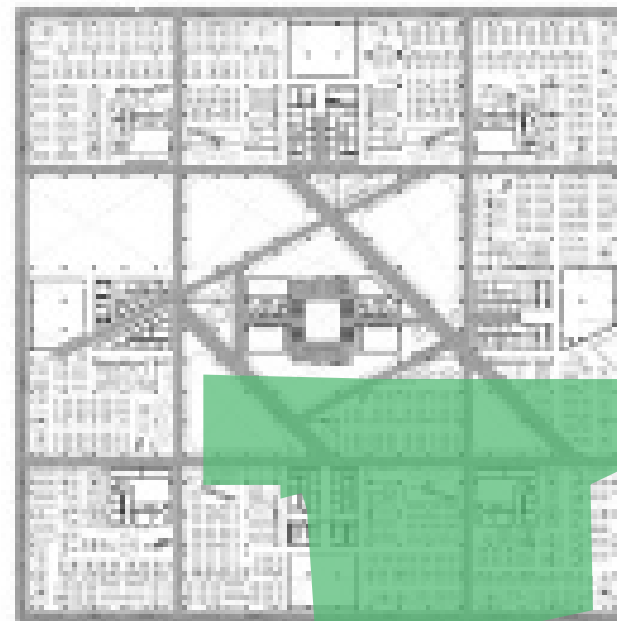
The contemporary work place has evolved with changes in technology, creating a need for open and flexible floor arrangements. The tech workspace is typically arranged in village like interchangeable clusters, allowing for small and large groupings as needed. Typically optimal cluster sizes are located outside of CBD centres as is the case with Silicon Valley. For the Tech Precinct to attract tenants away from larger peripheral locations sizeable and adaptable floor plate options will be necessary. The following diagrams illustrate cluster arrangements of tech company work places as compared to the podium foot print proposed.



Google Charleston East
20,000 sqm per floor



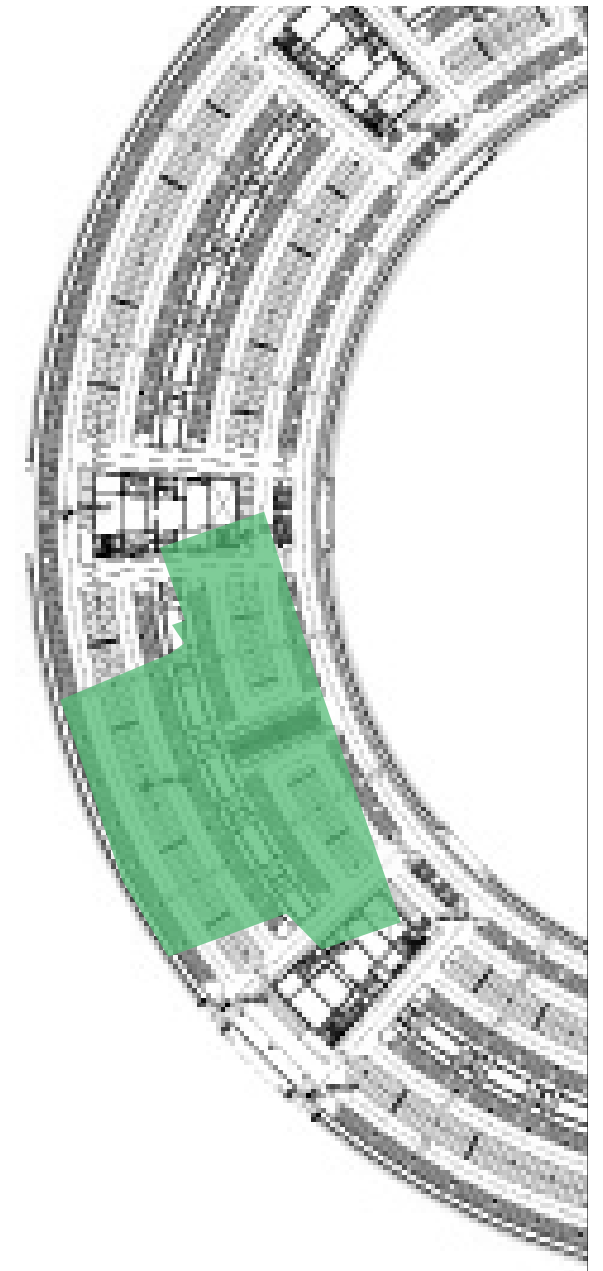
Block B
8,990 sqm



Tencent
20,000 sqm per floor

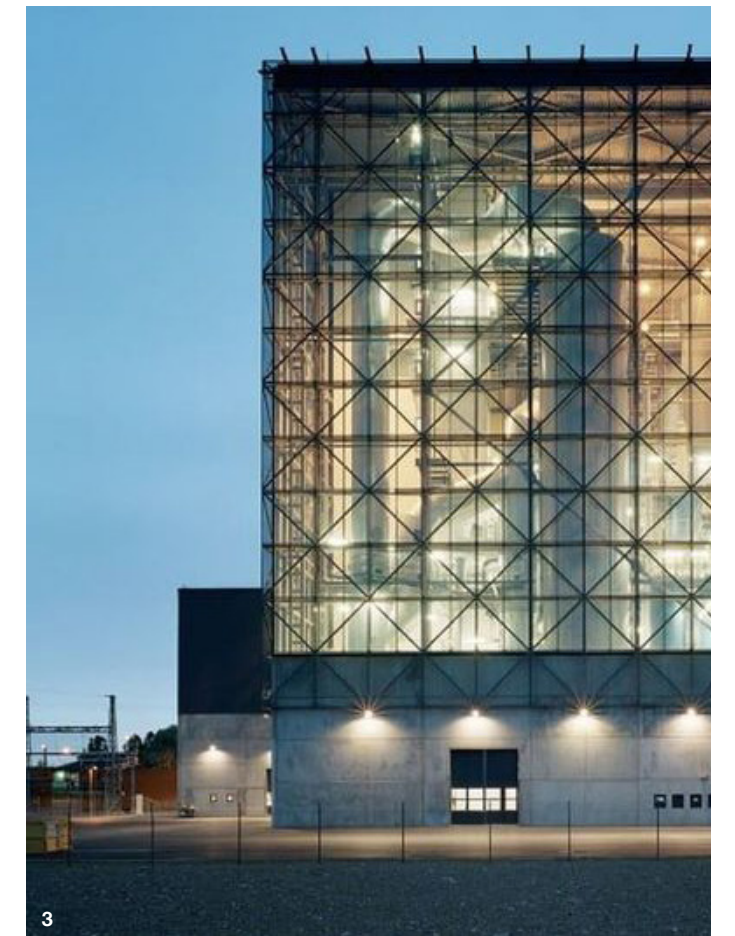


Facebook Menlo Park
40,000 sqm per floor

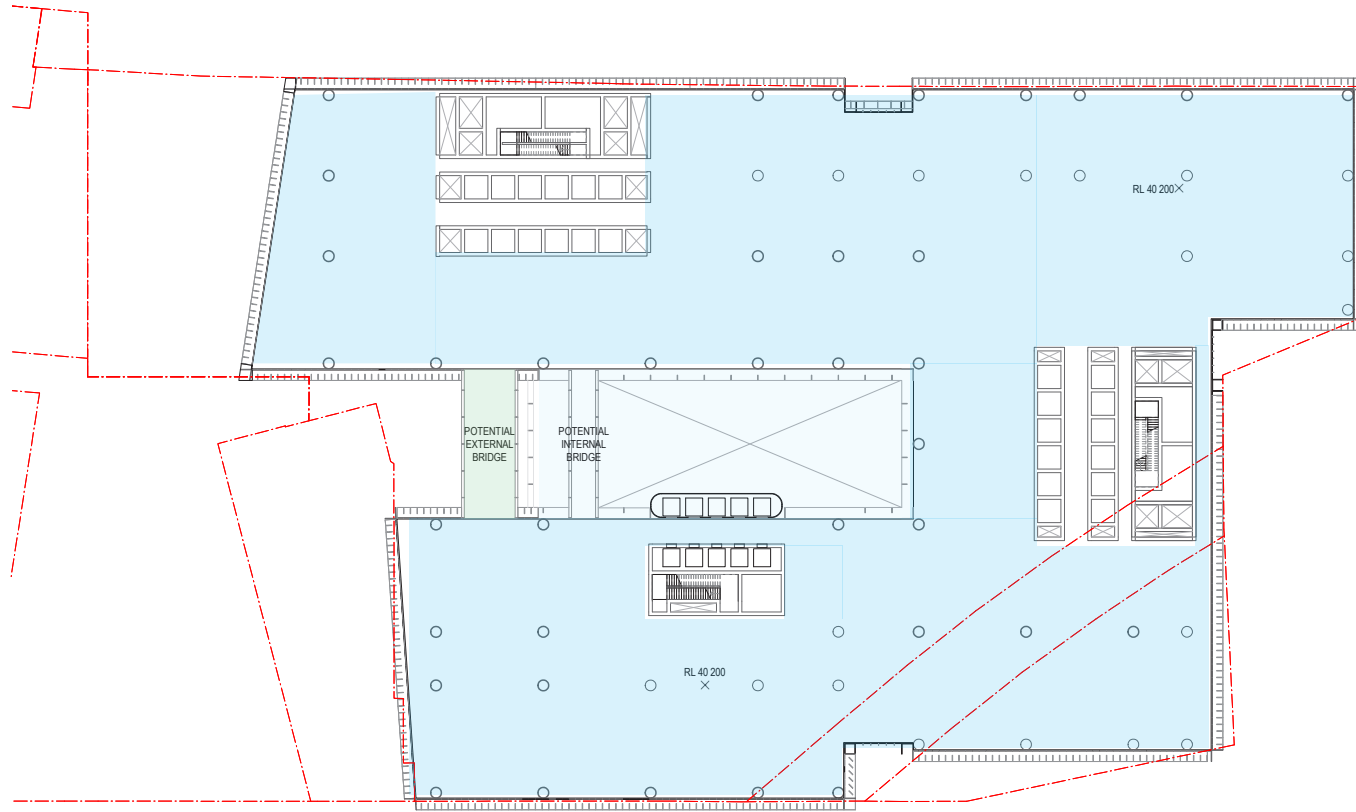


Apple Campus II
60,000 sqm per floor

6.6 The Factory Adaptable modern workplace



- 1 Photo of Parcels Post Office and Western Carriage Shed
- 2 Google Spruce Goose
Los Angeles, USA
- 3 The Garstad Plant - C.F.Moller Architects
Linköping, SE
- 4 View from Railway Square
- 5 Interior view from The Factory looking north



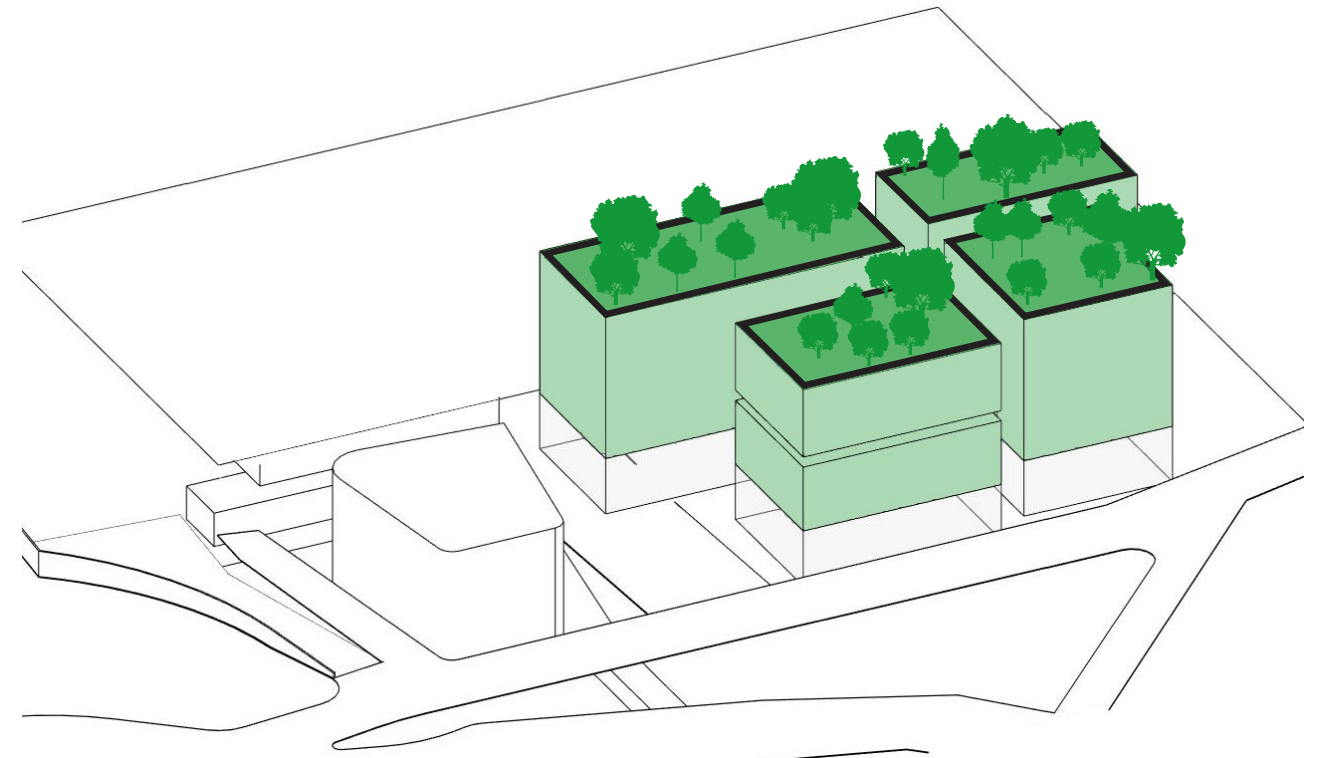
Typical Podium Level

	Retail
	Bike Store
	EOT Facilities
	Commercial
	Amenity

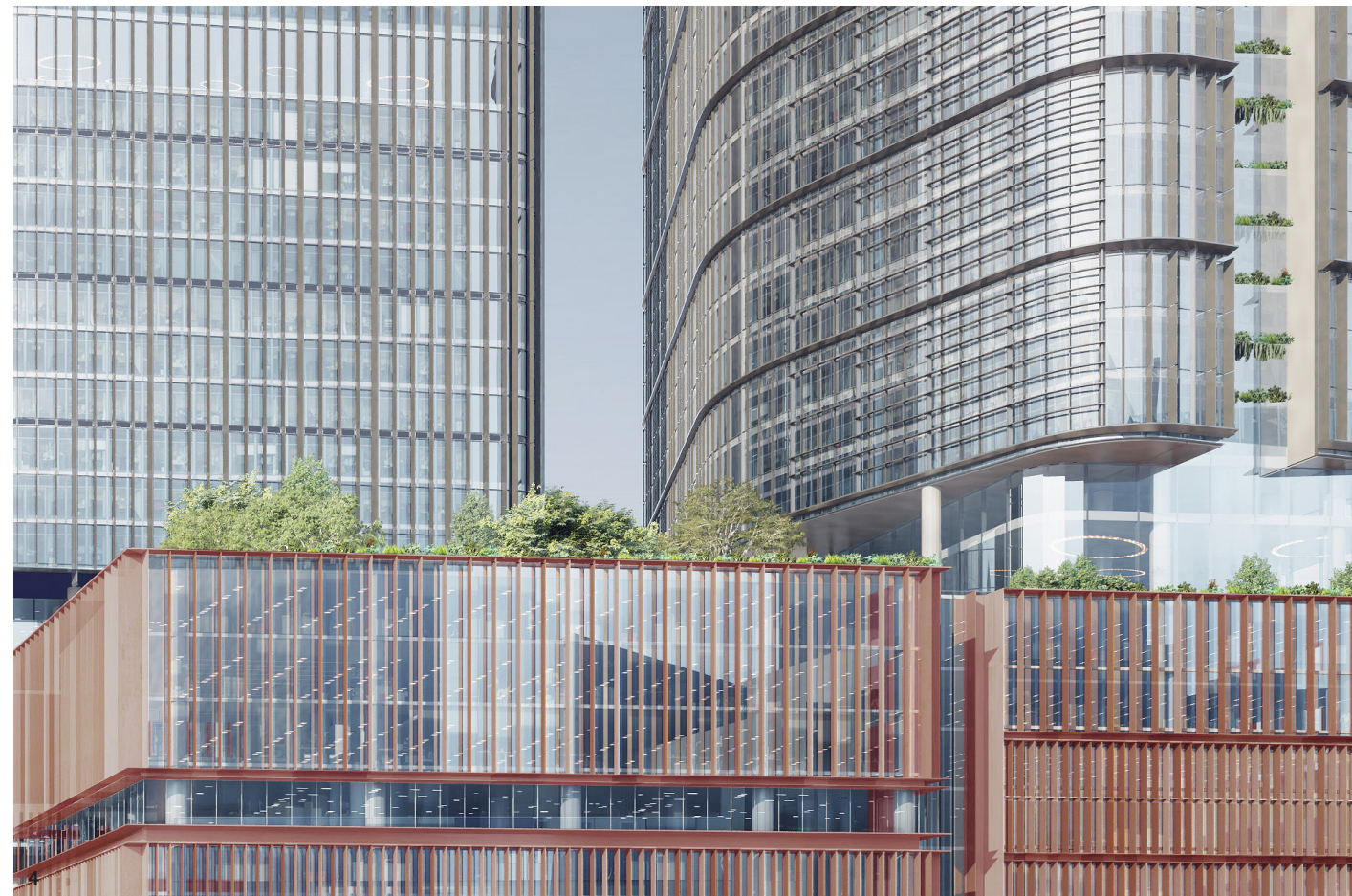
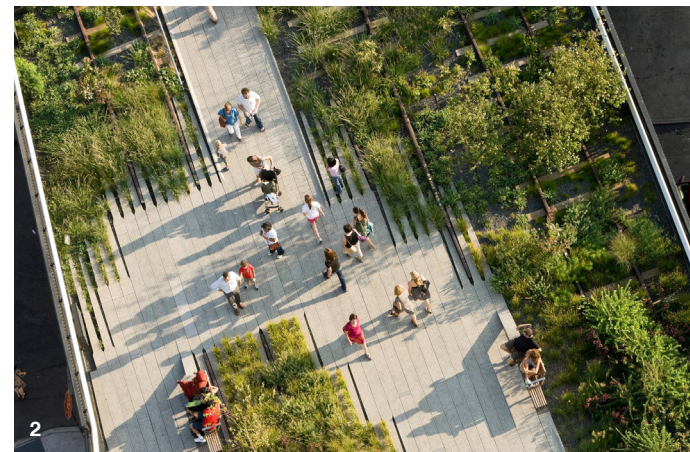
6.7 The Podium Garden

The Podium Garden is a **place of respite and reconnection** blurring the line between workplace and green space from an elevated vantage point.

The Podium Garden creates a spatial definition between the podium and towers whilst reducing energy use for the building by shading and insulating the podium roof.



6.7 The Podium Garden



- 1 CREATE - Perkins + Will
Singapore
- 2 High Line Park - James Corner Field Operations
New York, US
- 3 Squarespace Office, A+I
New York, US
- 4 Podium Garden View from Railway Square
- 5 Liberty Park - AECOM
New York, US



6.8 The Vertical Sheds

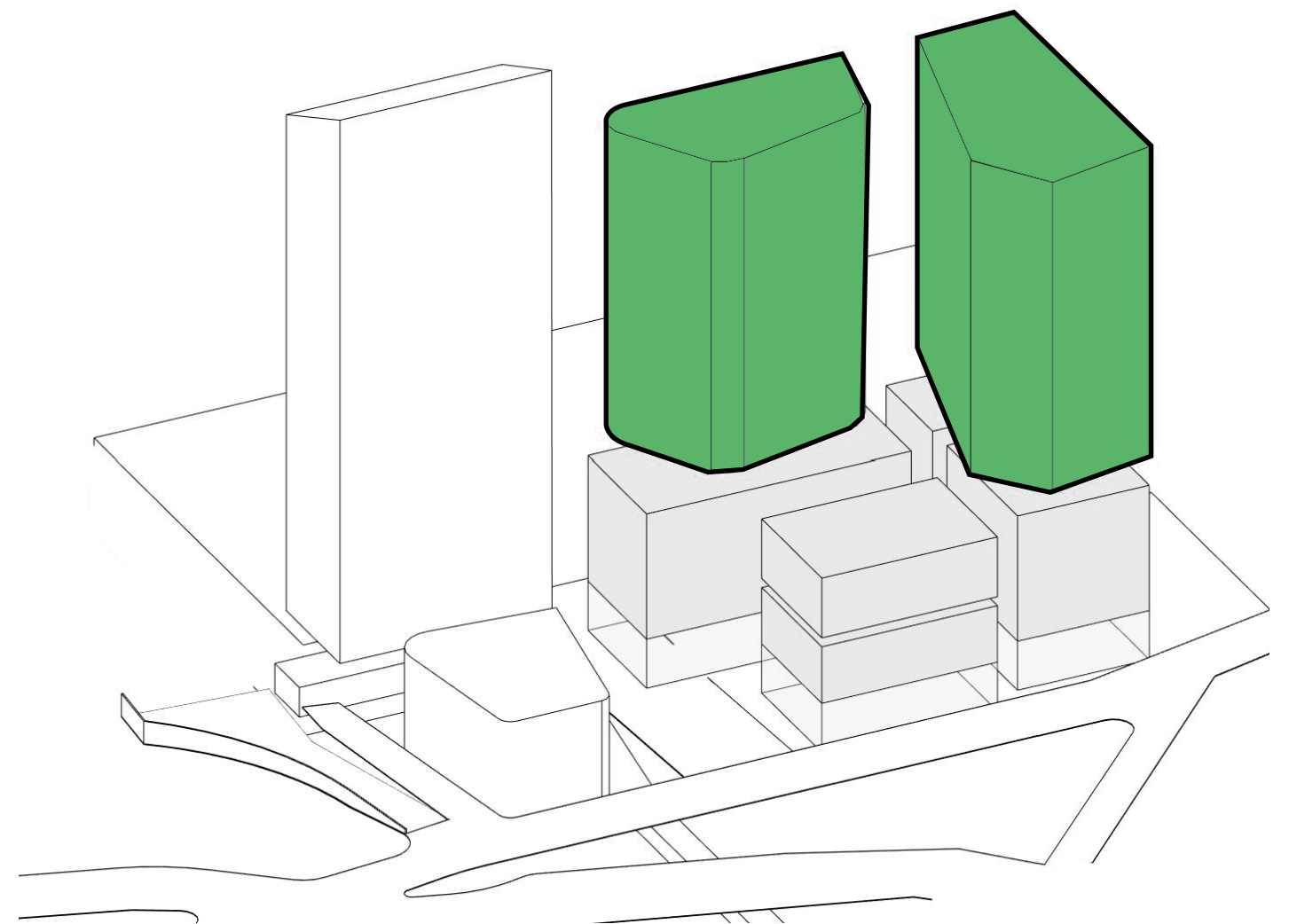
Inspired by hierarchical expressions of the **structural and light qualities found in the local heritage railway sheds**, The Vertical Sheds employ data driven design techniques and contemporary building systems to envision a new direction for Sydney city's skyline.

Shaped by contextual responses at both the scale of the Western Gateway precinct and that of the city, the towers are uniquely specific to their location in Sydney.

Two, twenty-five floor towers are arranged to the southern and eastern edges of the site; reducing overlap and allowing ample light to The Hall below. Sinuous tower massing provides a fluid architectural language with the ability to adapt to the specific needs of the site. The broad, north and west tower elevations billow outward to increase floor area in locations that capture views beyond the precinct to the CBD and Darling Harbour.

Respecting the Prince Alfred Park Solar Access Plane ensures minimal park shadowing while creating an opportunity for iconic additions to the Sydney skyline.

The result is an architecture rooted in place while ambitiously looking toward the future.

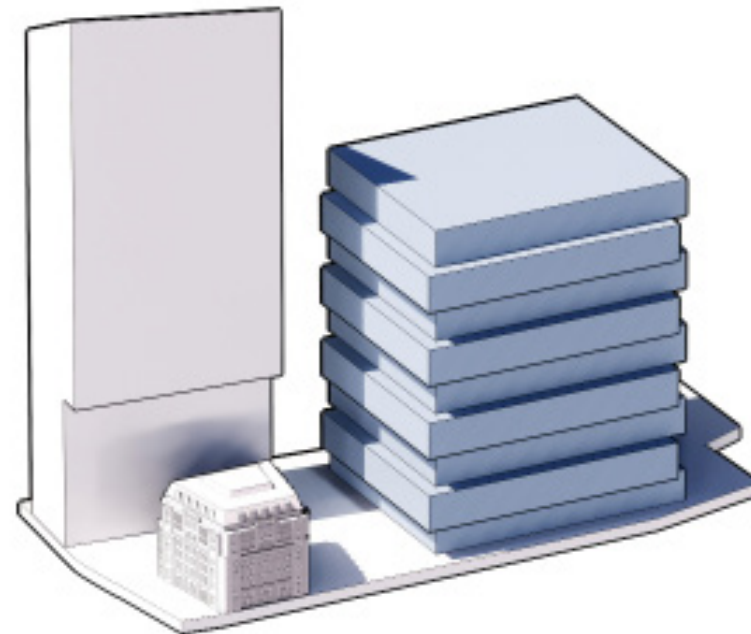


6.8 Development Feasibility Options

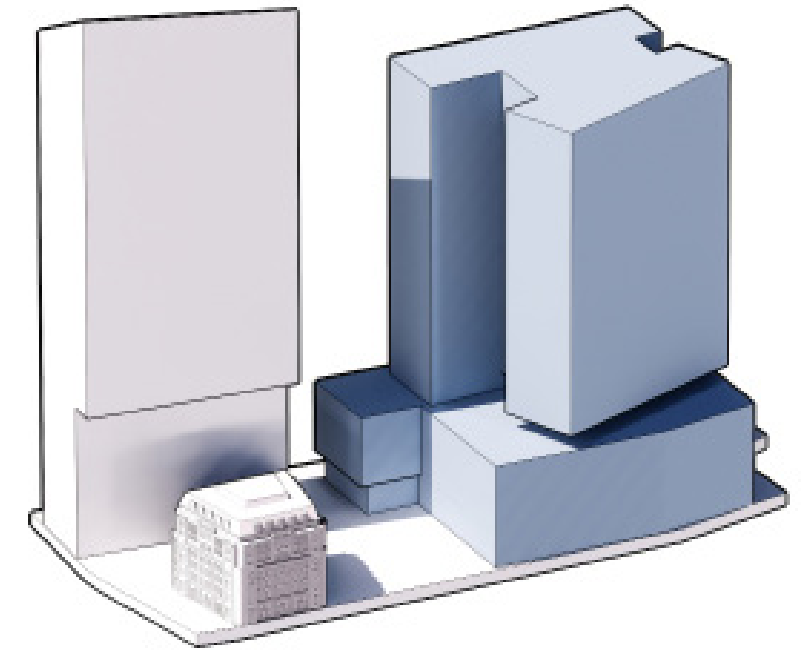
Using the following criteria, we evaluated a series of development scenarios to understand the potential of the site and determine the best use of the property as it relates to the surrounding context.

- Orientation for CBD views
- Daylighting and Shadowing
- Adjacencies to neighbouring buildings
- Varied massing to break down scale and street walls
- Financial Flexibility

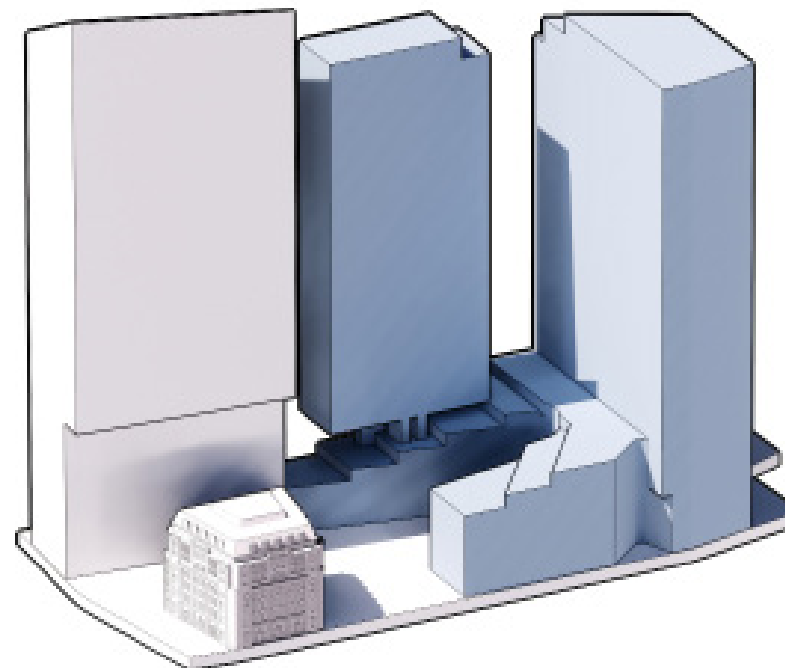
Separated office towers above a podium is the best solution for the site.



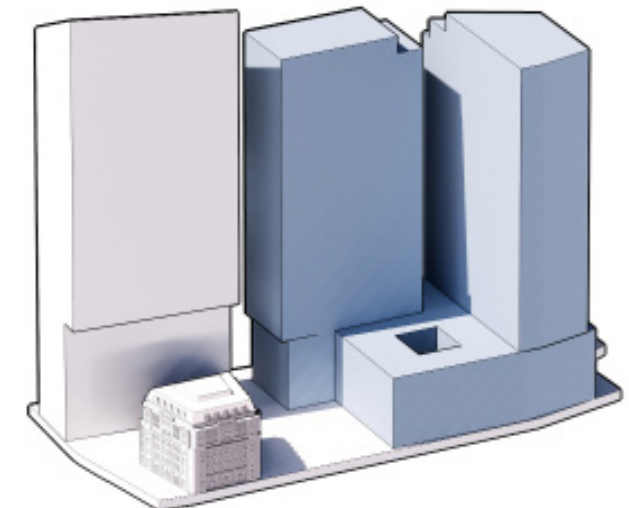
01 Large Floor Plate Office
Total GFA: 150,000 sq.m
-Floor plate too deep and uniform
-Heavy on Lee Street
-No response to Henry Deane Plaza



02 H formation with central core
Total GFA: 150,000 sq.m



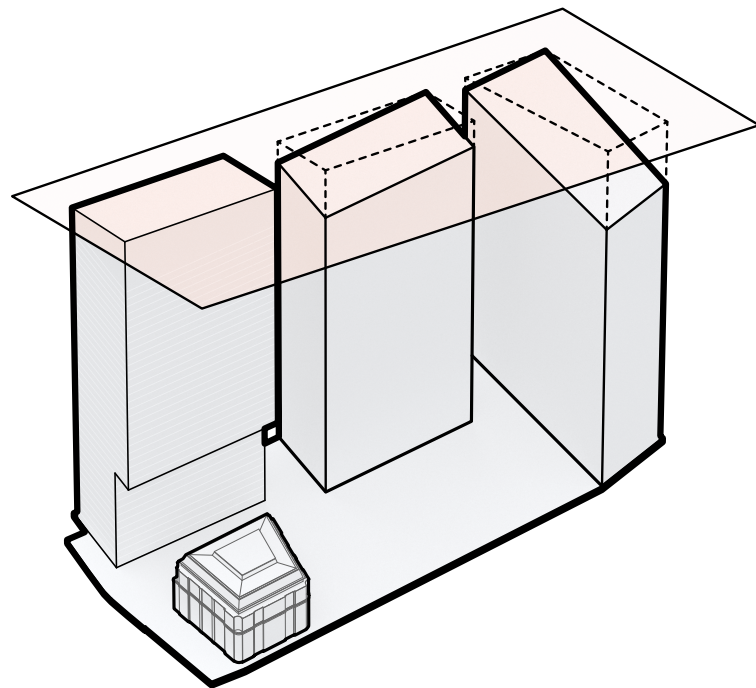
03 Residential Tower with Office Tower (
Total GFA: 150,000 sq.m
-Office tower adjacencies are problematic for residential buildings.



04 Two Office tower with Podium
Total GFA: 150,000 sq.m

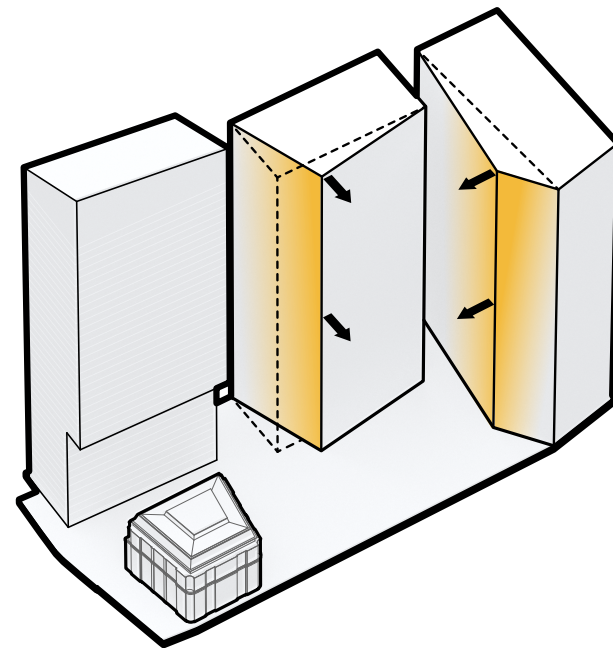
Residential
Office

6.8 Massing design rationale



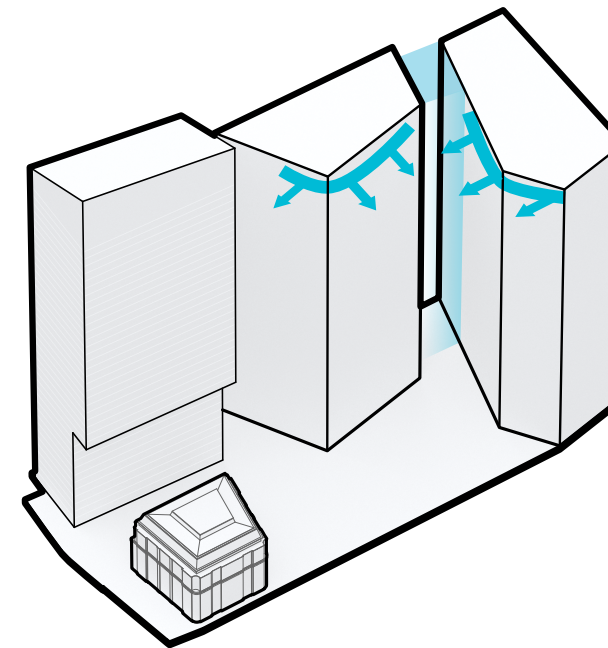
Solar Plane Control

The Prince Alfred Park Solar Access Plane provides the height and angle of the building envelope cap. Not only guidelines for the project to be a good neighbour, the geometry of the Solar Access Plane provides an opportunity to create distinctive crowns that communicate a site specific architectural response. The resulting forms contribute to a new skyline south of the CBD and mark the location of Henry Deane Place.



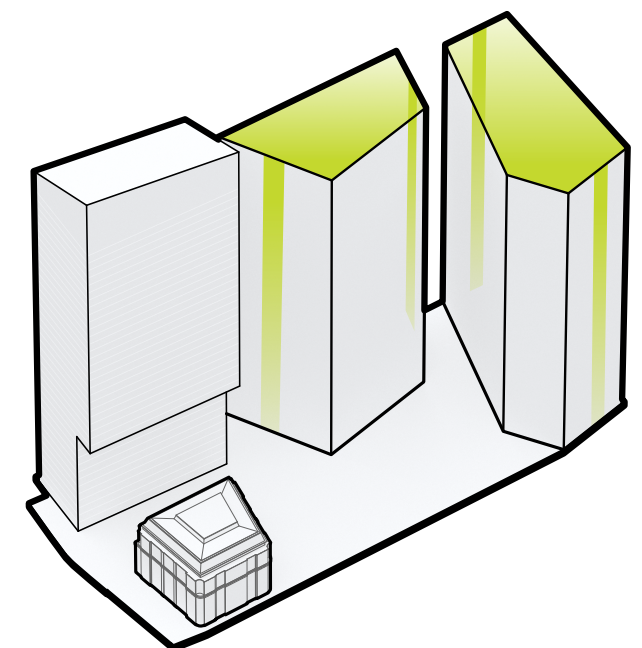
Optimise Adjacencies

Fluid forms allow area in the tower floor plates to be redistributed from problematic adjacencies to locations of greater commercial value. The massing of the tower pair is fine tuned to create deeper floor plates on the west and north facades, taking advantage of the ample free volume above the podium within the solar envelope.



Reduce Overlap to Maximize Views

The east and south ends of the towers are minimized to reduce overlap between the two buildings while the west and north facades are pillowed outward to maximize perimeter area toward the CBD. Tower 2 captures CBD and Darling Harbour views beyond the neighbouring Block A tower while area in Tower 1 is shifted west to maintain staggered sight lines like stadium seating.



Garden Amenities

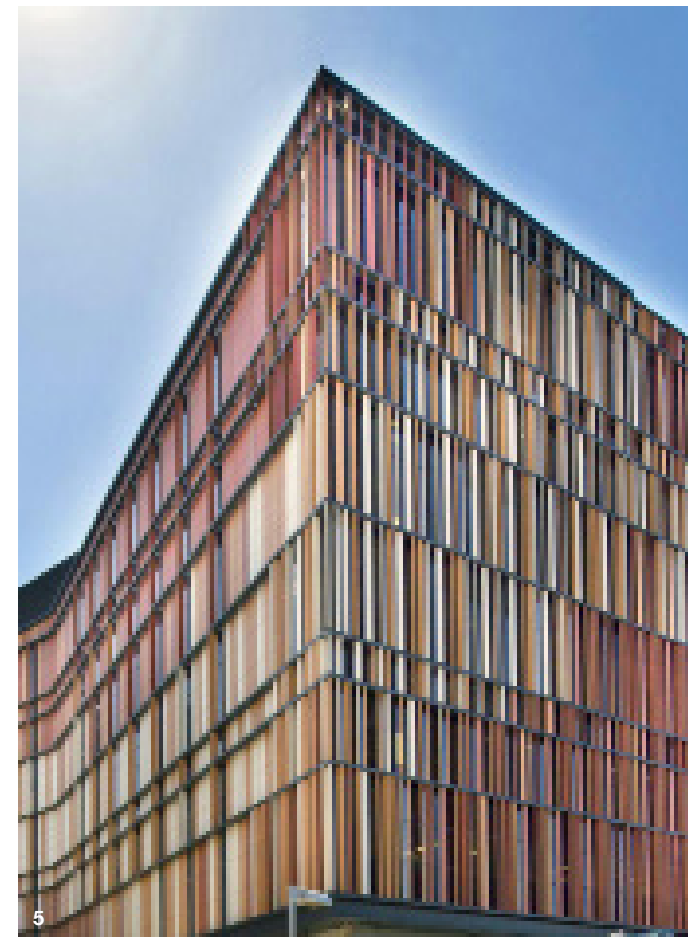
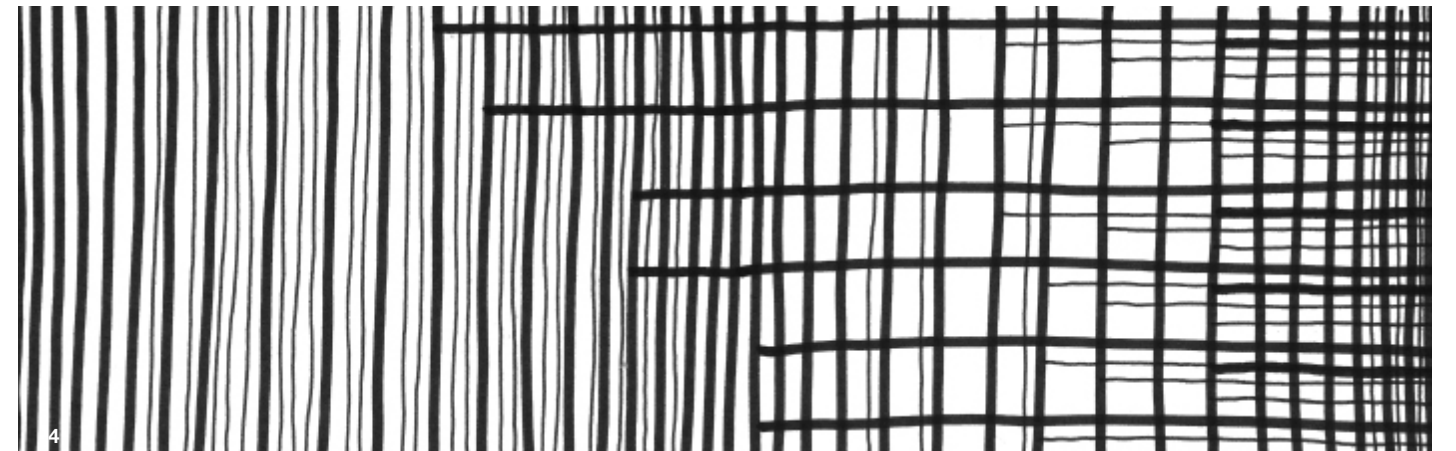
Gardens at the podium roof and tower lanterns bring native vegetation from Henry Deane Plaza upward into the skyline. The gardens serve as amenity spaces for building tenants and visual buffers to soften the podium roof edge. Podium trees ease the transition from a neighbourhood block scale into the towers above.

6.8 The Vertical Sheds

Vision

Inspired by hierarchical expressions of structure and light found in the local heritage of railway sheds, we've employed data driven design techniques and contemporary building systems to envision the Henry Dean Plaza towers as Vertical Technology Sheds. The result is an architecture rooted in place while ambitiously poised toward the future.

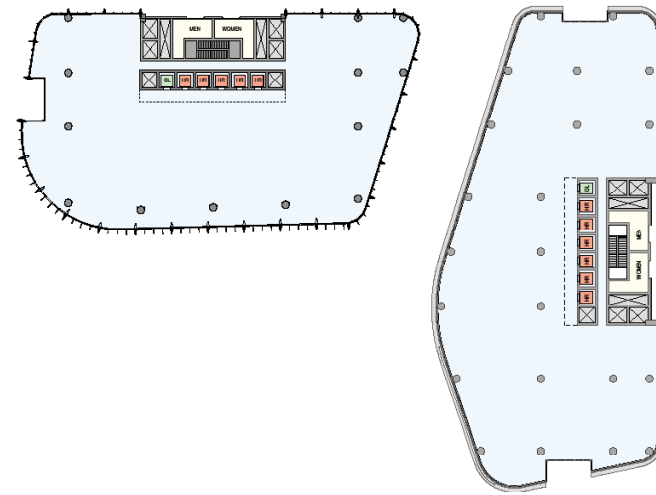
- Vertical Expression
- Layered Hierarchies
- Articulated Depth
- Daylighting and Solar Control



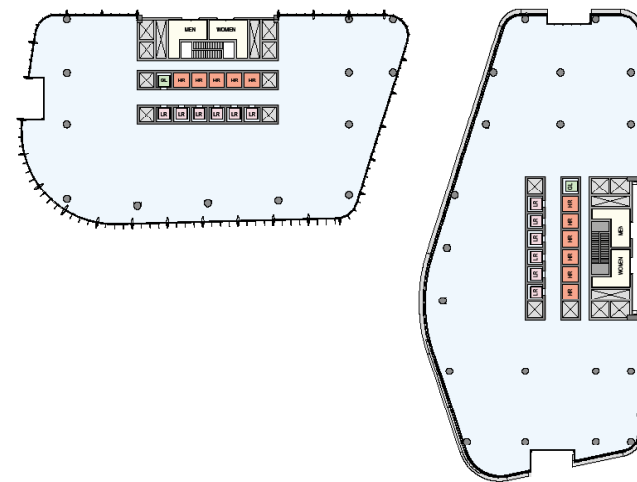
- 1 New York Time Building
New York, US
- 2 Henry Deane Plaza Towers from George Street
- 3 Central Station
Sydney, AU
- 4 Concept Sketch
- 5 Bioscience Building UNSW
Sydney, AU
- 6 Crawley UK

6.8 The Vertical Sheds Lifting and Service

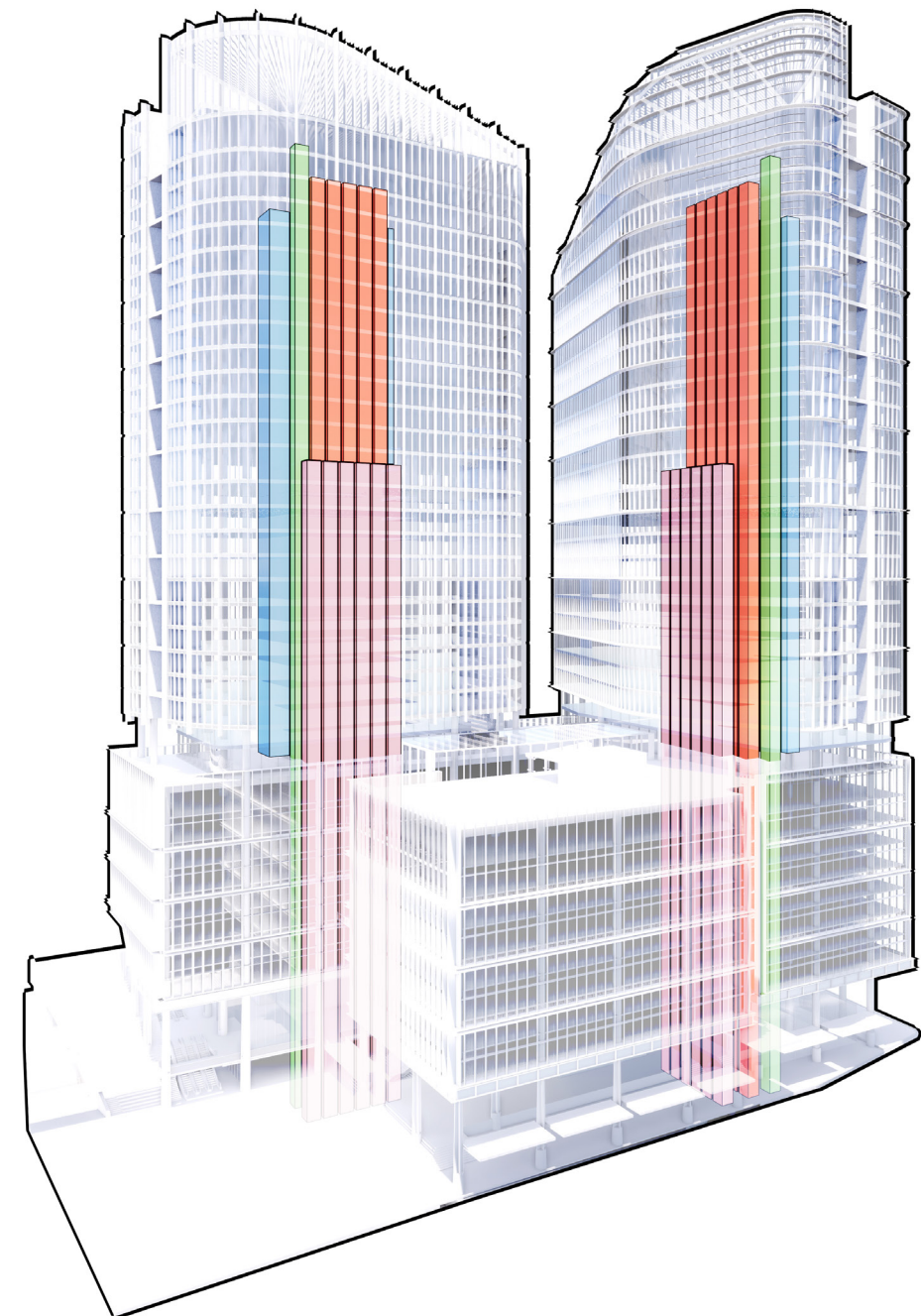
Cores have been located to the east and the south exterior walls of the towers to create deeper office lease spans where preferred views to the CBD and Darling Harbour are optimal. Side cores also provide the opportunity for a floor by floor plant strategy where outside air is brought in and treated directly on each office level, reducing shared plant sizes and overall energy loads. Further enhancing the quality of the workplace, the core location lets the bathrooms capture natural daylight at the exterior wall. Celebrating the core within the composition of the facade breaks down an otherwise lengthy stretch of curtain wall and communicates the building's functions as an integral to the architectural expression.

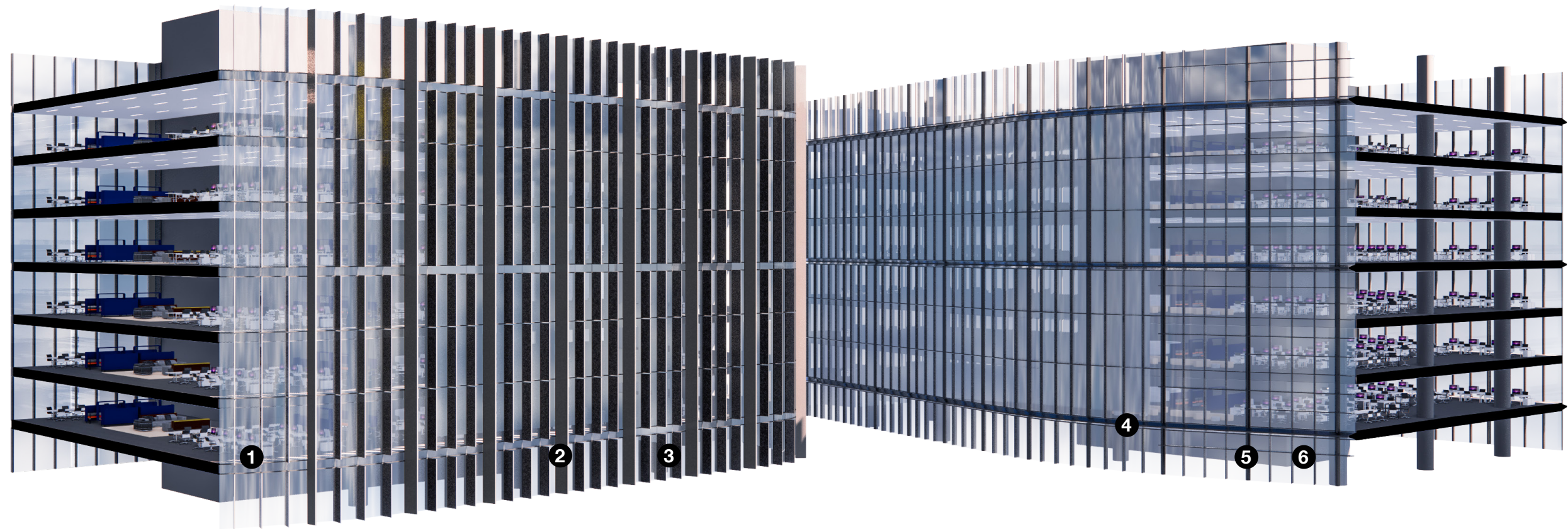


High Rise



Low Rise



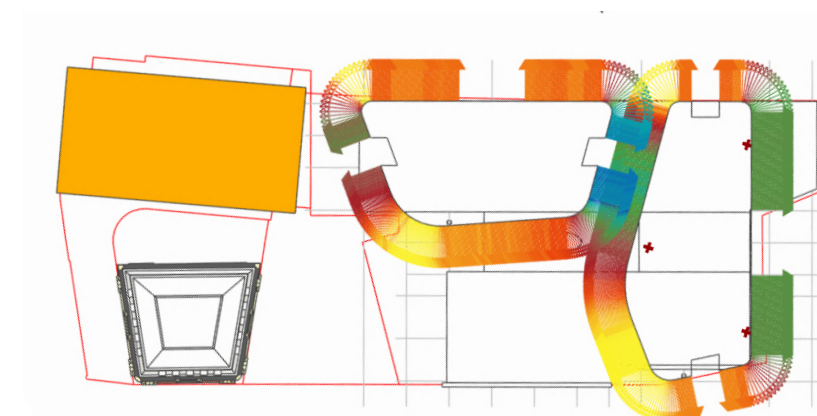


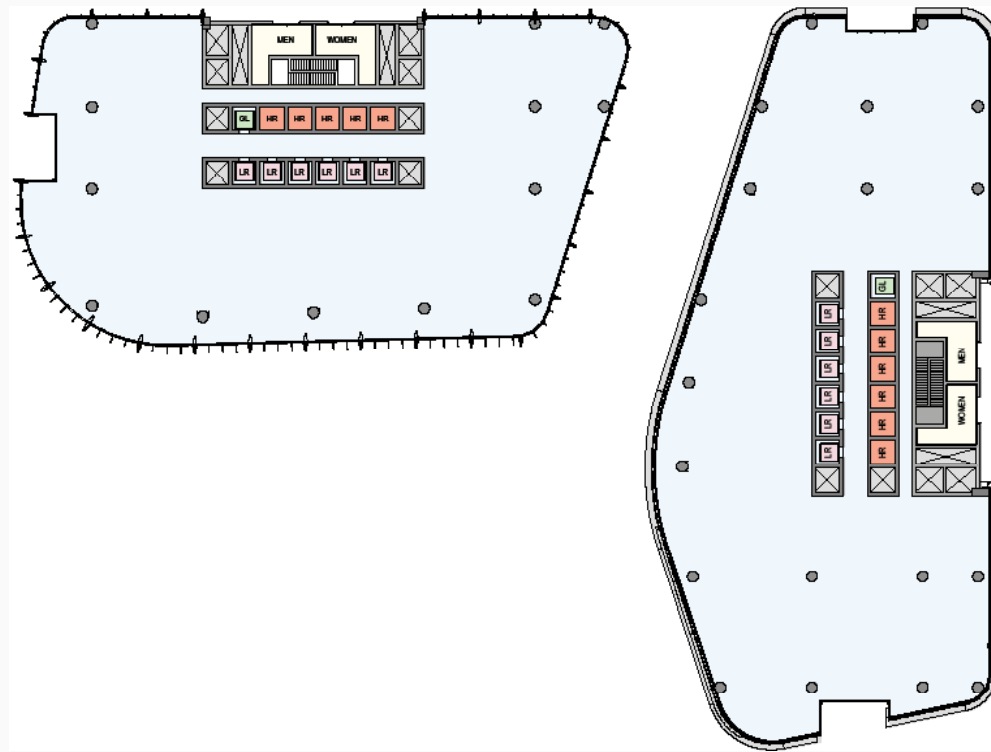
Facade

Articulated with a technical character to complement the podium, the towers deploy an expressive vertical framework to be built up and fine-tuned with vector specific environmental responses. Tower 2 is defined by vertical fins that reduce solar gain from the west while the curves of Tower 1 are striated by horizontal light shelves to reduce mid-day solar gain from the north. The resulting composition is a familial pair of towers with distinct identities. Gunmetal fins project from the glass plane at varied depths informed by solar models to strike a balance between views, daylighting and glare reduction (reducing the need for artificial lighting and blinds), and energy performance.

- 1 High performance exterior wall with reduced vertical fin
- 2 Deeper vertical fin
- 3 Vertical fin to reduce western exposure
- 4 Horizontal fin
- 5 Vertical fin
- 6 Light shelf

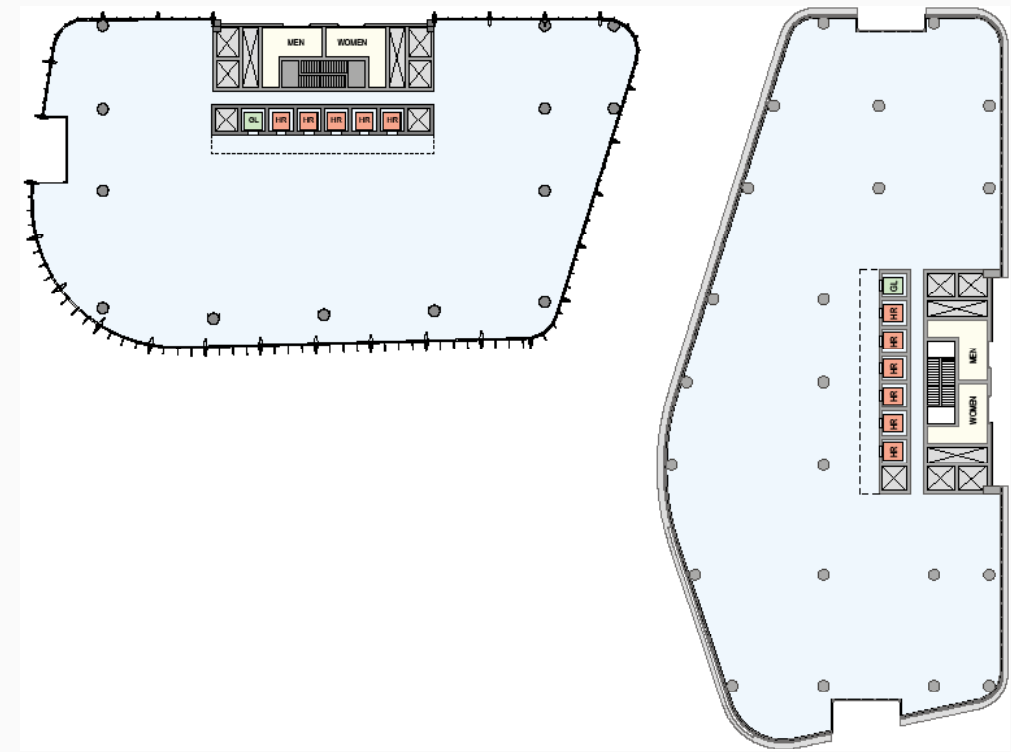
Solar Analysis





Typical Tower Low-Rise Level

- Leasing Office Space
- Low Rise Elevator
- High Rise Elevator
- Goods Lift
- Bathroom
- Mechanical Space



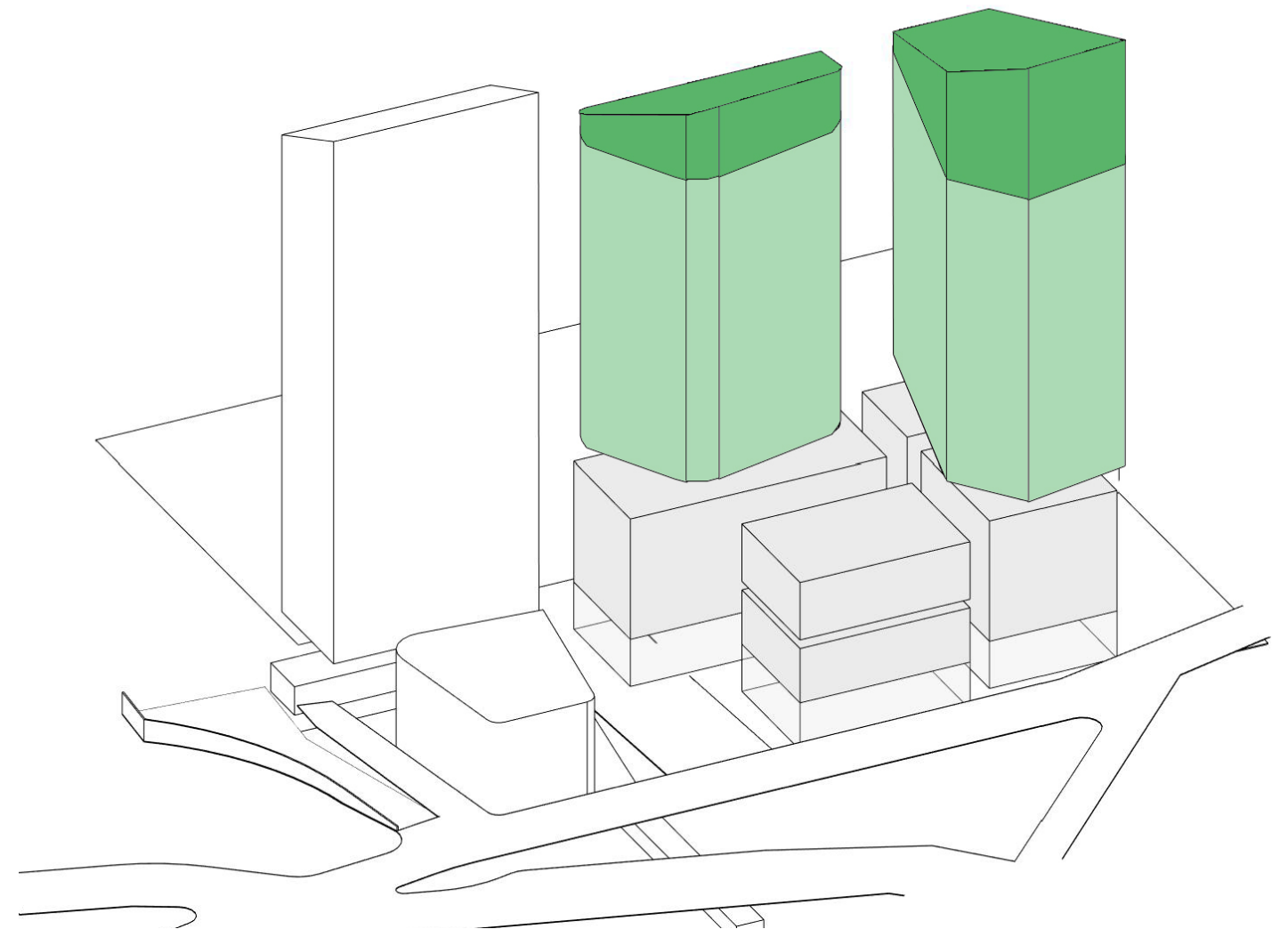
Typical Tower High-Rise Level

- Leasing Office Space
- Low Rise Elevator
- High Rise Elevator
- Goods Lift
- Bathroom
- Mechanical Space

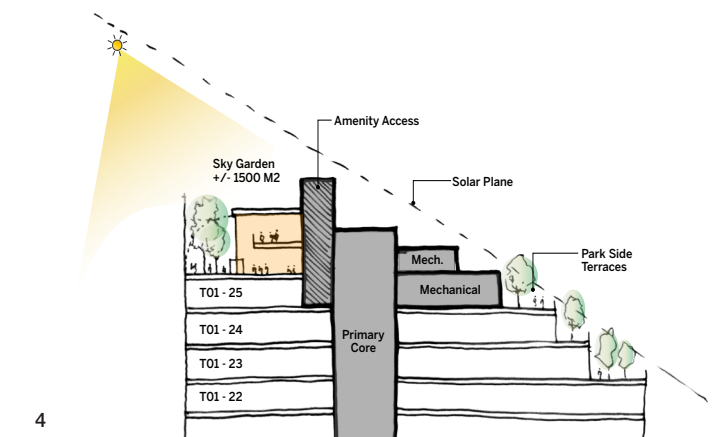
6.9 The Lanterns

Beyond contributing to the growing skyline and defining the Southern CBD extension, The Lanterns serve as beacons of place; celebrating a connection to the rejuvenated public realm below and signifying the aspirations of Sydney City.

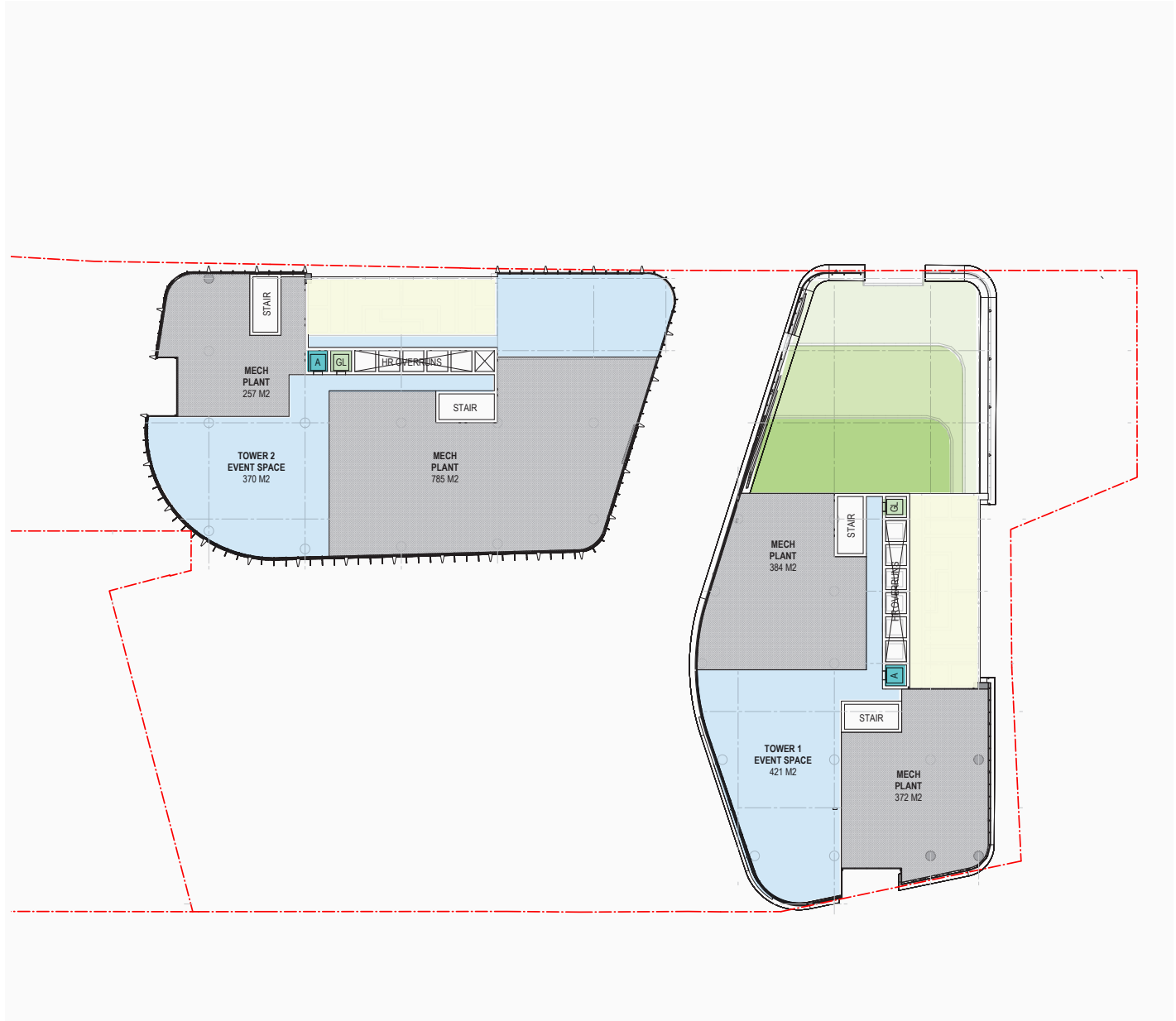
At 160 metres, The Lanterns offer dramatic views to Darling Harbour, the CBD and Sydney's iconic coastline. In addition to serving the office tenants as a collaborative and special event space, the lanterns will engage the public and activate the site during off-hours by providing the opportunity to experience Sydney from a new vantage point.



6.9 The Lanterns



- 1 Gyoenmae National Garden
Tokyo, Japan
- 0 20 Fenchurch Street - Rafael Vinoly
London, UK
- 3 The Kibble Palace
Glasgow, UK
- 4 The Lanterns Sketch Section



Level 25

Informed by the solar plane, the towers culminate in swept crowns which lyrically define an edge for the vertical, glassy containers to dissolve into the sky. Diaphanous enclosures follow the swept lines of the tower geometry to create vegetated solariums that begin at a standard height before dramatically expanding to triple height spaces. Blurring the line between interior and exterior space, landscaping flows from the lanterns to an adjacent, outdoor terrace before stepping down around the cores toward the park to conceal mechanical equipment and reduce heat island effect.

- Roof Event Space
- Roof Lift Elevator
- Goods Lift
- Mechanical Space
- Outdoor Terrace