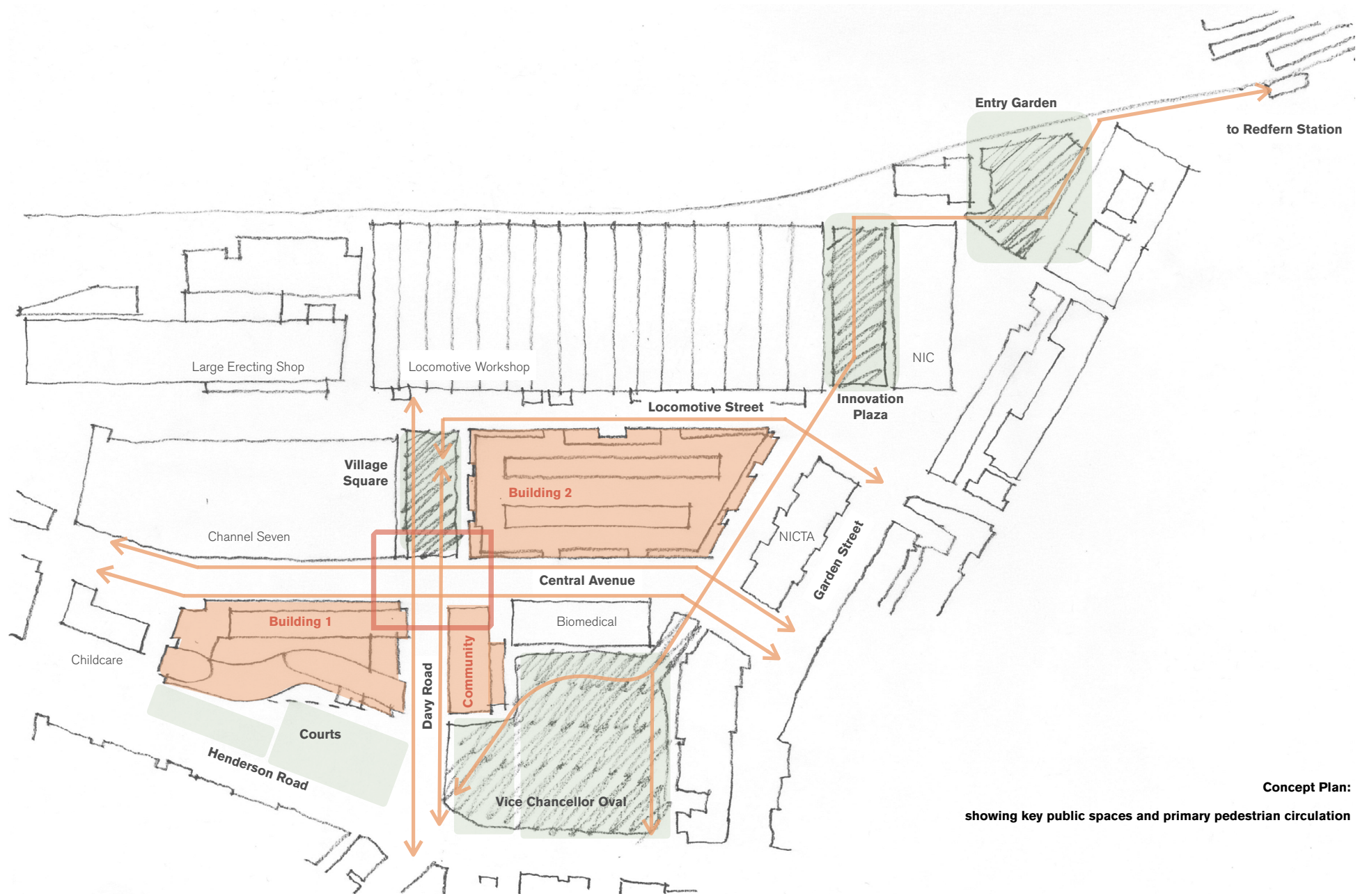




**Concept Diagram:**  
proximity to Redfern Train and Waterloo Metro



**Concept Plan:**  
showing key public spaces and primary pedestrian circulation





# 3.0 Built Form and Design Quality

## 3.1 Design Excellence

Design excellence is a key objective for the overall ATP site and adopting a mix of techniques and carefully considered processes have been adopted to ensure that this objective will be achieved. The proposed buildings will achieve design excellence in accordance with the urban design principals as outlined in Redfern Waterloo Built Environment Plan (Stage One) August 2006 document and detailed in the following pages of this report.

fjmt + Sissons are working in collaboration on the design on proposed Buildings 1, 2 and the Community Building (Building 3) within the ATP precinct. fjmt + Sissons share Mirvac's over arching vision to create workplace buildings sitting within a series of public spaces including tree lined streets, landscaped green spaces and a major central civic space. This urban approach will create an active village and engaging public domain offering workers and the wider community diverse and unique opportunities for recreational and work activities.

**fjmt** has an outstanding international reputation for design excellence and innovation. fjmt strives to produce buildings of high architectural quality and merit without compromising value for the client, the user or for the community.

fjmt's approach to architectural design is one of specificity: providing unique design solutions for each particular project. This approach requires careful analysis of the site (physical, environmental, historical, cultural, commercial and social), and of the brief (both functional and aspirational) and budget (time and cost). Superimposed onto this analysis is the quality and rigour of fjmt's design expertise and specialised knowledge across diverse building typologies and the innovation and creativity of the project team. From this overlaid and integrated process, unique design solutions emerge, which are subjected to critical review and refinement. A key component to the process is ensuring that the projects respond positively to national urban and environmental policies.

Darling Quarter located South-east of the Darling Harbour precinct in Sydney, is a key example of achieving design excellence as it successfully integrates urban design, architecture and landscape architecture. fjmt sought to enhance the joy and beauty of Darling Harbour, one of the most popular public places in Australia, and to do so in a way that imbues it with a sense of quality and permanence. Darling Quarter has been awarded Australia's highest design and

construction honours including the Lloyd Rees Award for Outstanding Urban Design, the Milo Dunphy Award for Sustainable Architecture and Sir Arthur G. Stephenson Award for a Commercial Building. It has also received prestigious international awards including the Office Category award at the 2012 World Architecture Festival.

fjmt possesses a thorough knowledge of planning and regulatory controls, authority approvals, procurement processes and construction delivery arrangements to ensure projects are delivered within strict cost and programme criteria. fjmt acknowledges that such knowledge is essential to any commercial undertaking to ensure that new projects integrate seamlessly into contexts with particular heritage and historical importance and do not create unacceptable environmental impacts. fjmt recognises sustainable building and site development is fundamental to delivering innovative and imaginative designs. Accordingly, the practice places an emphasis on analysing the impact of a projects development on our environment and in turn has devised an impressive range of innovative design solutions. The result has seen the receipt of numerous awards for achievements in environmental sustainability, including the including receipt of the American Institute of Architects/Boston Society of Architects Honour Award for Design Excellence – Sustainable Design Awards Program and AIA Award for Sustainable Architecture 2010.

fjmt design excellence is ultimately born out of a team with formidable expertise and experience with a commitment to design innovation, quality and excellence. fjmt has been recognised for design excellence having received some of the highest architectural and property awards in the Asia Pacific region.

- World Architecture Festival — World Building of the Year 2013
- World Architecture Festival — Office Building of the Year 2012
- World Architecture Festival — Office Building of the Year 2014
- World Architecture Festival — Future Project Competition 2015
- International Public Library of the Year Award - Danish Agency of Culture
- AIA Jorn Utzon Award for International Architecture — RAIA
- Architecture Medal — NZIA
- International Architecture Award — RIBA

- International Architecture Award — Chicago Atheneum
- AIA Sir Zelman Cowan Award for Outstanding Public Architecture
- Australia Award for Urban Design
- National Award for Sustainable Architecture
- Milo Dunphy Award for Sustainability
- Emilio Ambasz Award for Green Architecture — Architecture Israel (runner up)
- Built Environment Award — Banksia Environmental Foundation
- Property Council of Australia Sustainable New Building Award
- World Environment Day Award — United Nations Association of Australia

**Sissons Architects** is a design led architecture practice, based in Sydney. Established in 2012, the firm specialises in large scale complex projects throughout Australia.

Their design process is based upon a sustained period of client engagement, asking questions, listening and challenging the brief to identify the core problems. It also involves a period of intensive research and information gathering to place the design team in a strong position of knowledge in preparation for the design process.

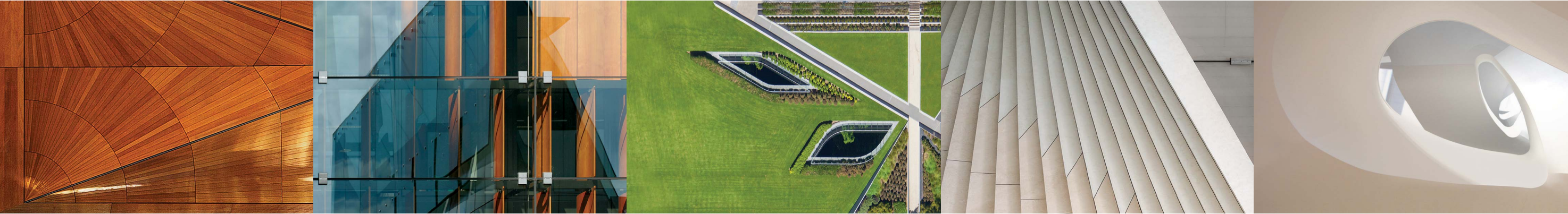
They then assess all the options available within the constraints of the brief and narrow in on the preferred solution. By preparing a broad range of options and iterations, it allows them to explore possibilities before they commit to them in reality. Teamwork is at the heart of this process with active participation by the design team, the client and consultants. They use digital and physical models, diagrams and sketches to clearly communicate ideas and concepts.

Once the solution has been established and approved, technical design development and documentation can follow, based upon the clearly defined design parameters that can meet the time frame, budget and planning constraints.

Essentially, good design is all about improving the quality of life. They aim to do more with less, to reduce cost, energy usage and improve efficiency. In built design flexibility allows for future change, both during the design process and

into the working life of the building.

Sissons Architects aims to achieve design excellence in all projects. Their focus upon client engagement, and a consistent culture of research and enquiry ensures that unique and appropriate design solutions are delivered. Sissons prides itself upon investment in the latest technologies and systems, always looking for the best and most efficient way to produce quality at every stage of a project.







Darling Quarter, fjmt



Auckland Art Gallery, fjmt



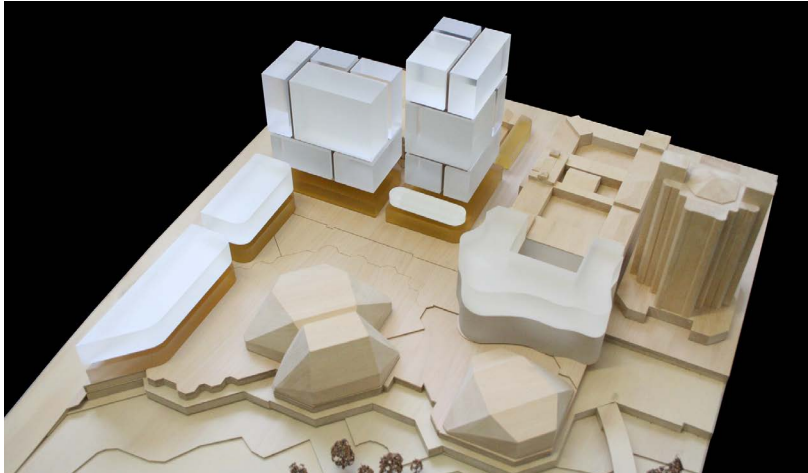
Goods Shed South, Melbourne, Sissons Architects



Darling Quarter, fjmt



Newcastle Museum, fjmt



Adelaide Square, Sissons Architects



Collins Square, Sissons Architects



### 3.2 Urban Design Principles

The Australian Technology Park, CBA precinct is an integration of workplace, urban design, architecture and place making. Two major workplace buildings and a smaller community building sit within a series of public spaces including tree lined streets, landscaped green spaces and a major central civic space. This urban approach will create an active village and engaging public domain offering workers and the wider community diverse and unique opportunities for recreational and work activities.

fjmt + Sissons have developed the architecture in parallel with the public domain proposals as prepared by Aspect Studios. As noted in Aspect Studios SSDA report, the public domain seeks to:

*".....unlock this former industrial site and recreate it as a significant 21st century workplace as well as a destination for the surrounding communities. Building on the existing site structure and referencing ATP's industrial heritage is key in the creation of a layered and vibrant public offering for the commercial and local populations.*

*Through a series of landscape interventions, the proposal seeks to create a public domain which embraces the following objectives;*

- Provide a progressive workplace which fosters outdoor working
- Create a new hub for the surrounding suburbs of Eveleigh, Redfern and Erskineville, integrated into the local network of streets
- Establish The Locomotive Workshop as a destination with a variety of flexible public domain spaces supporting it."

The architectural proposals seek to:

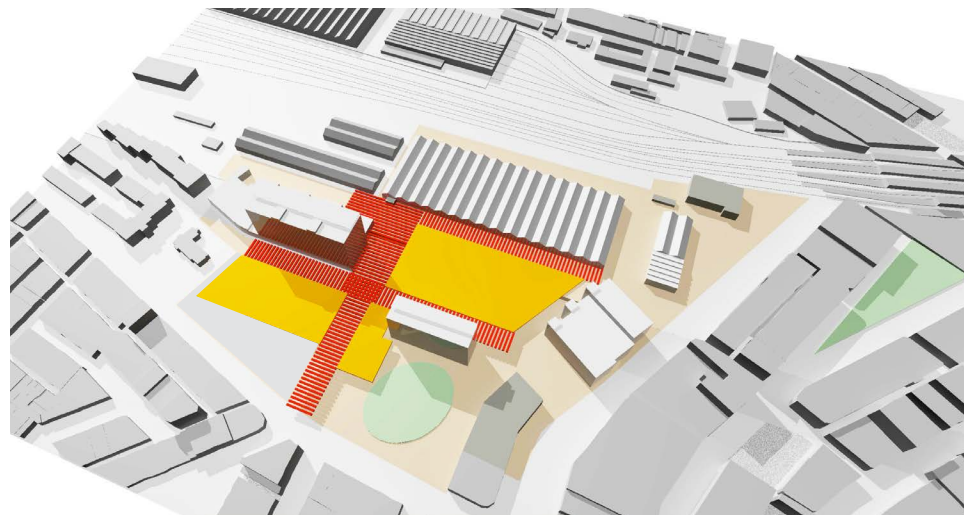
- Achieve design excellence in architectural, landscape and urban design.
- Establish a built form and massing which responds to the immediate context and character of the site and provided a transition between scales.
- Reinforces the sense of enclosure to the streets, reinforces street alignments and achieves an appropriate human scale at street level.
- Maximises opportunities for street activation and amenity for occupants.
- Incorporates sustainability principles, including building design that maximises energy efficiency.
- Considers solar access to adjacent developments, open space and the public domain in accordance with best practice.
- Minimises wind impacts on pedestrian amenity.
- Provide active frontages to all public domain areas including streets and parks to maximise informal surveillance.

#### Aerial photograph montage:

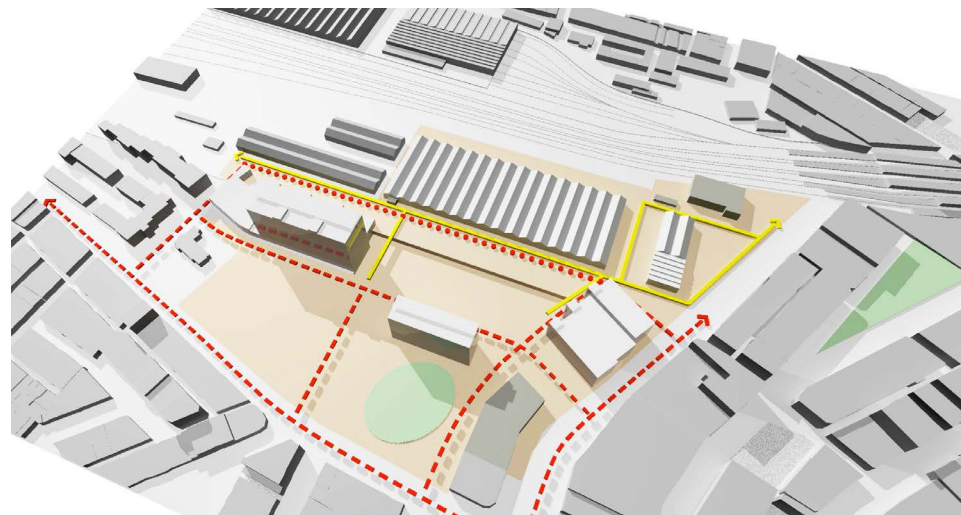
B1, B2 & Community Building (B3) together with the existing Channel 7 building create a central space at the intersection of Central Avenue and Davy Road



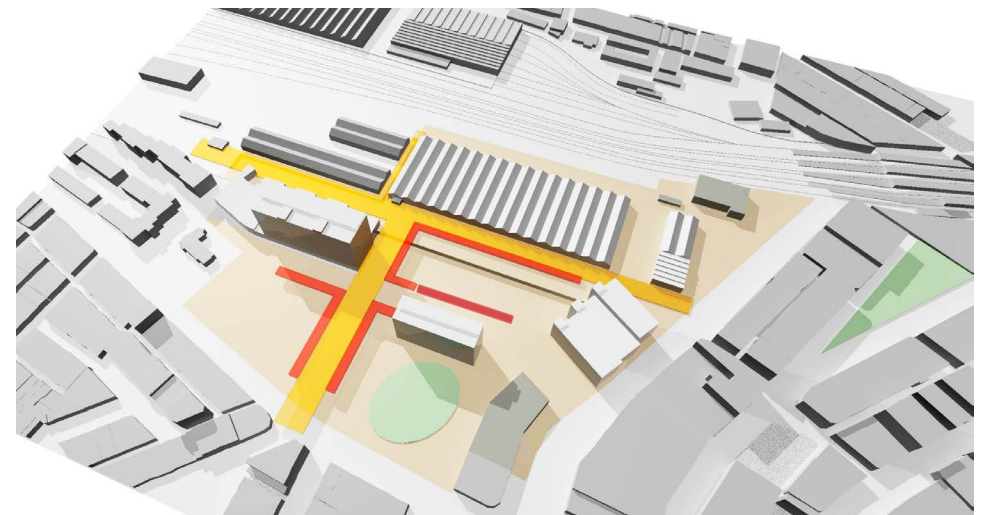




Concept Design Study: Key Public Spaces adjacent to new buildings

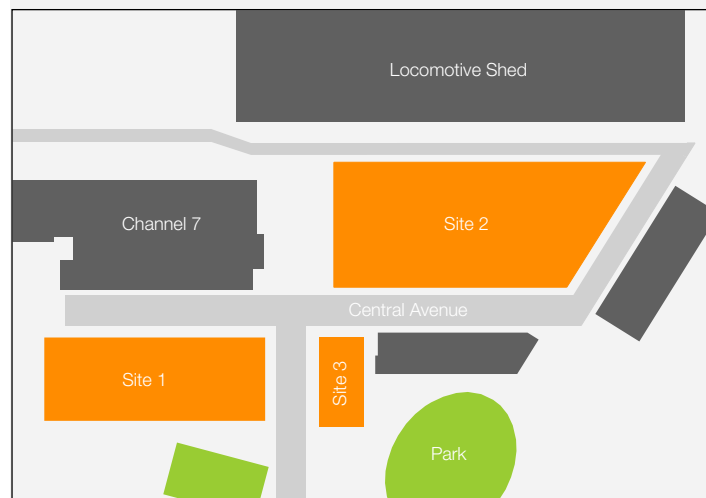


Concept Design Study: Key pedestrian links



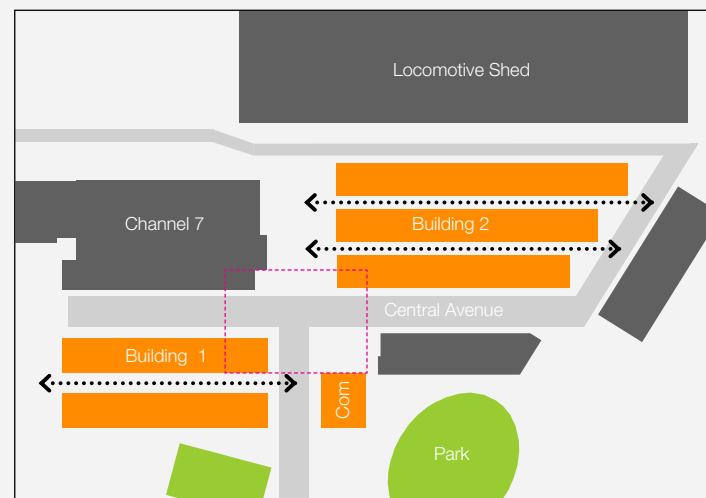
Concept Design Study: Edges for street activation

## Step 1



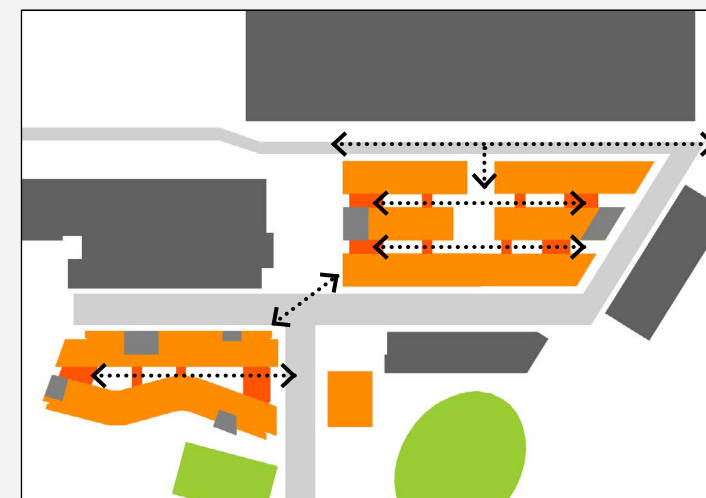
Currently, the site contains three substantial development sites defined by the approved masterplan setout. There is an existing network of roadways and there are a number of existing buildings, in particular the Channel 7 development. This site is zoned for commercial use and there are height and FSR constraints.

## Step 2



The site geometries suggest lineal building forms with their long elevations facing the North. This provides the best opportunities for solar control. The lineal forms can be scaled down in depth to suit the office spaces within. Due to the linear form of the building, internal full height atrium spaces have been provided to achieve natural light from above. The space between the buildings is a critical component of creating a successful urban outcome with strong links between all buildings.

## Step 3



These parallel building forms can be further articulated to respond to the specific characteristics of the site. Building 2 can be split into two separate halves to create a centralised arrival and full height hub space at the heart of the building opposite the existing entry to the Locomotive Workshop. Building 1 can geometrically respond to the site boundaries with a widened and articulated central atrium space that can provide a more generous zone at the centre of the building. These subtle shifts in the forms create buildings with character and unique spatial experiences.

## Step 4



Centralised cores are located at the extremities to keep the floor plates uninterrupted for internal planning flexibility. The core walls benefit from external facade walls which allow for natural ventilation to the bathrooms. The materials of the central core elements can be simple and direct in contrast to the glass facades on either side.

Concept Stage Design Study: Key linkages between buildings



### 3.3 Overall Design Principles

The proposals have been developed to provide for interaction and visual connectivity with the public domain and wider community to provide a high level of appeal aligned with the aspirational expectations of CBA. This will see the precinct transformed at the ground plane level. Two primary retail zones provide activation at street level throughout the precinct. Along the northern edge, fronting the existing Locomotive Workshop a retail zone incorporating restaurants, cafes and bars is created taking advantage of the northern aspect. An additional "high street" retail zone is located along Central Avenue accommodating a supermarket and cafes, which will link the precinct to the wider Alexandria area. These retail edges will be developed in parallel with the designs for the public domain to ensure a public space is delivered that accommodates and reflects human scale, values and ideas.

The historical character and materiality of the Locomotive Workshop has informed the design of the northern workplace building, known as Building 1. This building's form and materiality create specific relationships with the existing heritage buildings. Workplace accommodation is provided in three parallel wings placed each side of twin east / west oriented linear atria. These atria feed into a major central space which functions as a macro scale gathering place, encouraging natural and wider congregation. This space subdivides the two linear atria into four more intimate spaces. The central atrium is visible from Locomotive Street and is viewed immediately upon entry, offering the opportunity for a series of public, privileged and private spaces in visible layers. Opportunity for a large stair platform and auditorium is provided to the south of the central atrium creating a dynamic backdrop and a natural space for gathering and informal interaction.

The atria roofs are supported on lightweight trusses, with profiled metal lining referencing the industrial aesthetic of the Locomotive Workshop. The atria spaces are top lit, with solar control provided via a combination of external shading and internal diffusers. A series of stepped platforms, bridge links and stairs within the atria will promote simple and efficient connection and interaction in an inspiring environment.

Via the introduction of an external terrace all along the northern edge of Building 2, this northern accommodation is expressed as a level lower than the central and southern wings, thus establishing an appropriate building scale relative to the adjacent Locomotive Workshop. The external terrace facilitates views to the north towards the city skyline.

The facades of Buildings 1 respond to their varying solar aspects and reference the adjacent heritage buildings. The northern elevations of these buildings incorporate a screen of folded external horizontal sunshades, creating an emblematic soft and distinctive backdrop to the tree canopies and public spaces within Locomotive Place.



Three key principles drive the interior design and spaces; interaction, transparency, and flexibility. The design team has sought to develop floor plates that foster a connected, softly expressed, efficient, human scale and healthy workplace environment. Occupant interaction is encouraged via generous building circulation paths around the atria. The robust planning provides for easy integration of social hubs, meeting rooms etc to create a stimulating and collaborative campus environment. Functions of the workspace are opened or closed through varying levels of transparency, in both the façade and interior design. The atria spaces have been designed such that they are open at the ends to allow views out for staff and dramatic views into the atria for the public.

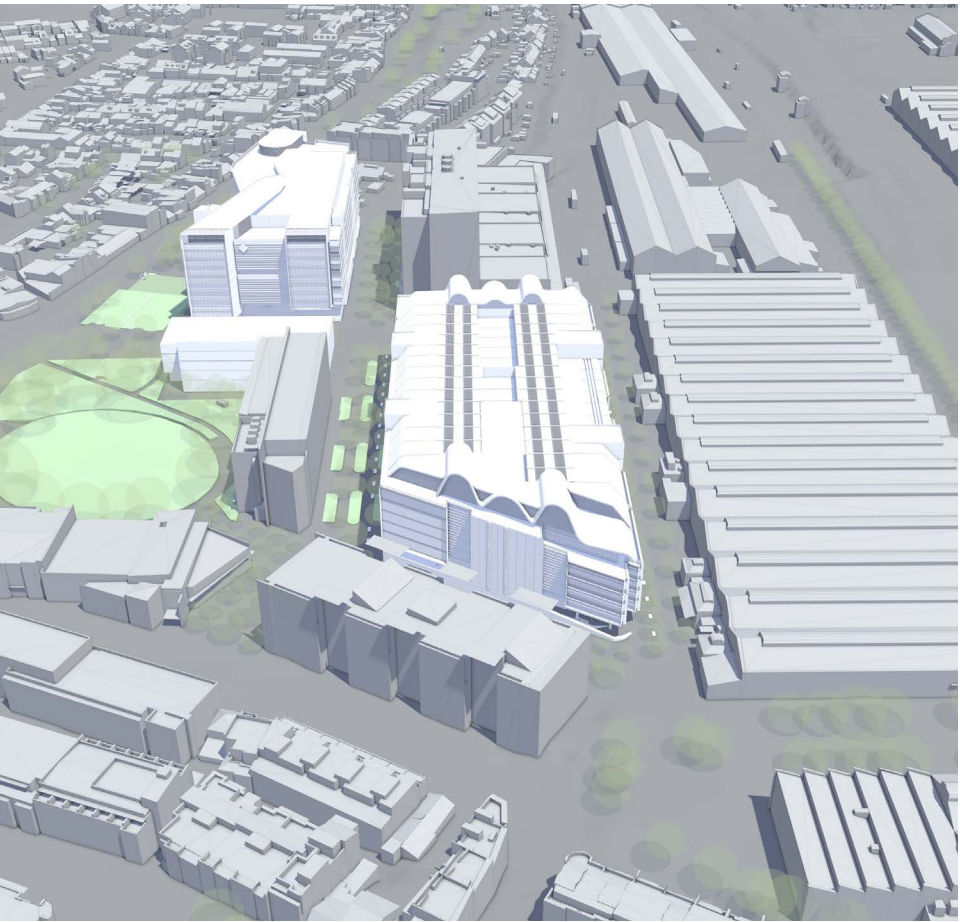
The foyers to Building 1 and 2 sit at the heart of the precinct and are diagonally opposed across a major public plaza, on Central Avenue. The south eastern corner of this plaza is further defined by a timber framed civic building which incorporates a ground level cafe, childcare facility, gymnasium and community space. This sustainable multi-purpose building will be designed to be carbon positive and symbolises the wider precinct's aspirations and values.

To the south of Building 2, the existing courts will be refurbished for use by both ATP users and the wider community.

Building 1 is characterised by the sweeping, sinuous forms of the southern façade. This provides a distinctive character to the precinct upon approach from Henderson Road. The curved plan form of Building 1 is extended inside to generate an architectural expression unique to Building 1. The atrium space of Building 1 will have a distinctive and unique character relative to Building 2, responding to the different brief and cultural requirements.

Significant retail offerings at street level will encourage use by the local community, drawing residents into the heart of the ATP precinct thus establishing it as a 7 day week precinct.

When complete, the entire precinct will be transformed into a new neighbourhood, encouraging permeability and connectivity with the wider Redfern precinct, encouraging a community feel that is open, accessible and welcoming.



Massing model study: View from east, showing proposed buildings in white