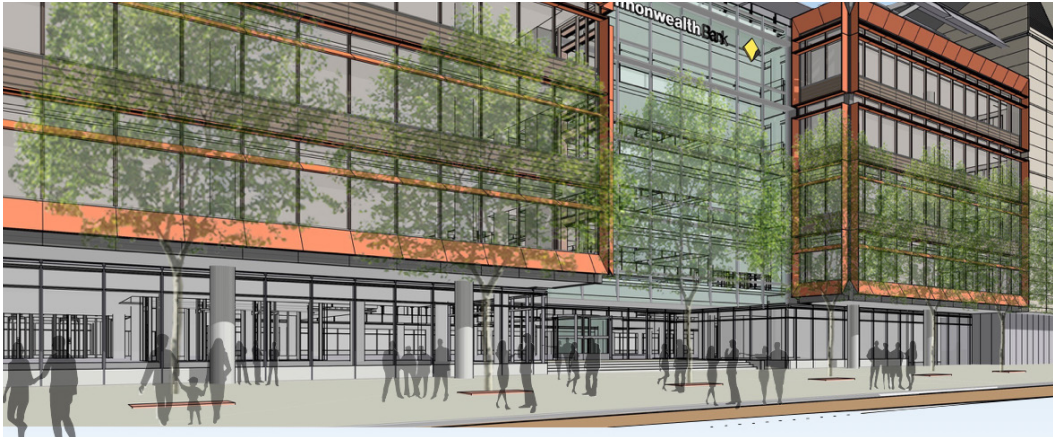




Image of B2 north facade showing horizontal articulation

Analysis of B2 scale and modulation relative to adjacent Locomotive Shed workshop.



B2: Main entry on Locomotive Street



Locomotive Workshop - glazed entry on Locomotive Street

Response to Department of Planning Comments

Key Issue 2 Building form and design - Building 2
Provide further consideration and justification for how the northern elevation of Building 2 and the related public domain enhances the setting and industrial character of the heritage listed Locomotive Workshops, including consideration of appropriate building setbacks (as recommended in the Redfern-Waterloo Built Environment Plan 2006), planting and landscaping.
In response to the recommendations of the Redfern-Waterloo Built Environment Plan 2006, the ground level north facade of B2 has been set back 4.5m from the building boundary and upper levels along Locomotive Street. This set back creates generous provision for undercover retail seating and a covered pedestrian path along Locomotive Street. To ensure the covered pedestrian path is maintained for the full extent of Locomotive Street, the egress stairs serving the office levels above fold back upon themselves at level one such that they come to ground without disrupting the undercover path. This 4.5m set back forms part of a total 28m separation between the ground level facades of B2 and the main wall of the Locomotive Workshop. Since the initial SSDA submission Aspect Studios has undertaken further design work to ensure the public domain along Locomotive Street enhances the setting and industrial character of the heritage listed Locomotive Workshops. The vaulted roof is a key architectural feature of Building 2, which is conceived as the single unifying element that ties the individual bays of the building together. The vaulted end bays of the roof reveal the internal planning of the building, and speak to the roof form of the adjacent Locomotive Workshops. A variety of treatments along the length of Locomotive Street ensures that the design is unique to the adjacent uses. These modifications will further enhance the human scale and experience within Locomotive Street. Porphyry stone has been chosen to complement the existing brick of the sheds. Stones setts that extend across the carriageway emphasise the pedestrian priority of the street scape and enable pedestrian permeability between Building 2 and the existing sheds, and connects the active retail spaces along the street. Tree pits and iron storm water grates have been chosen to ensure the industrial character of Locomotive Street is preserved and sympathetic to the precinct wide industrial themes. A unique furniture suite of reused heritage artefacts within mass planting and gravel along the street edge further makes this a distinctive and memorable street.

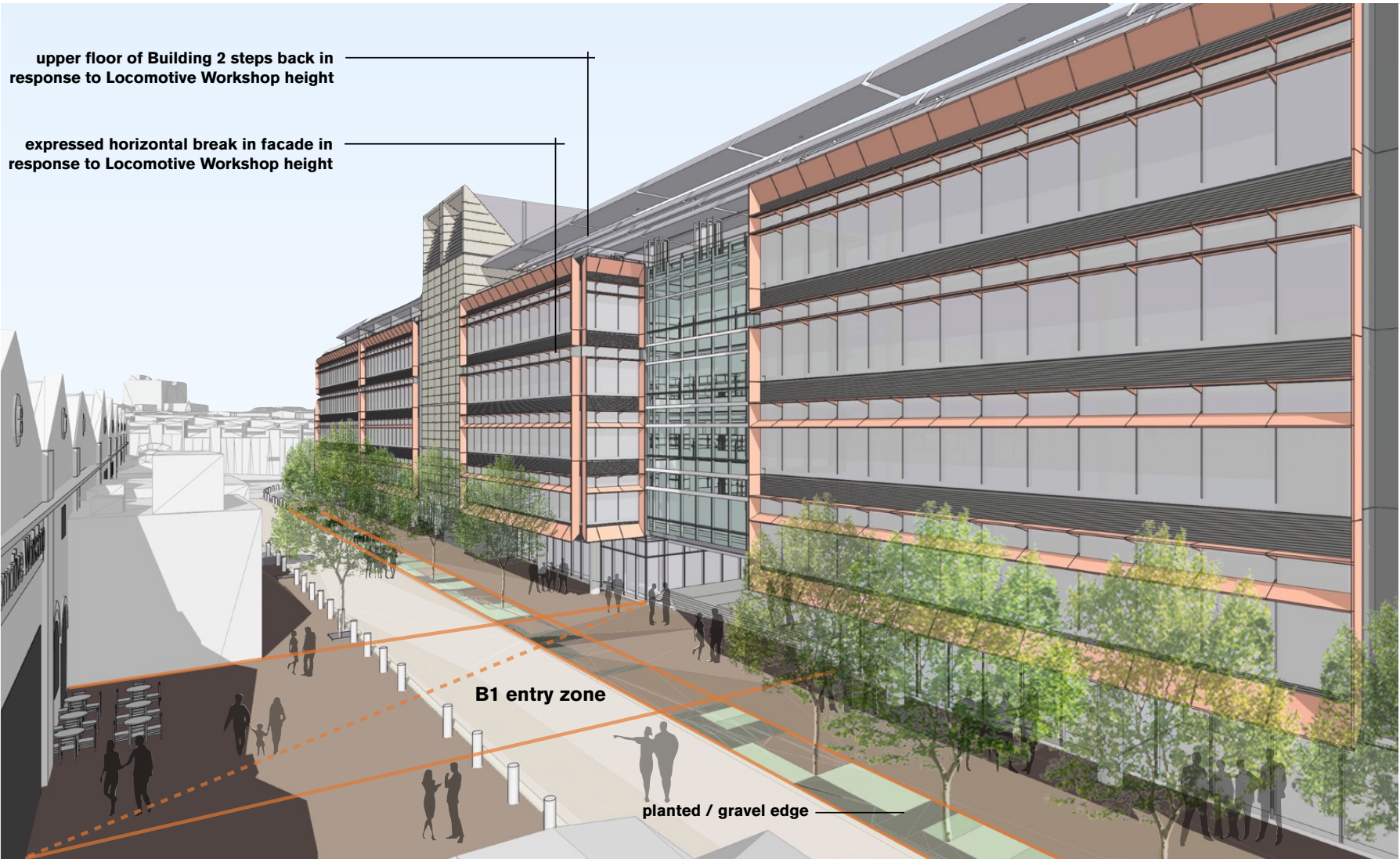


Image of Locomotive Street showing separation between B2 and the Locomotive Workshop

