

Community Building: View from west showing retail in foreground



3.7 Materiality

3.7.1 Building 1

Eastern Elevation: The Eastern Elevation forms the entry and distinctive face of the building. The twin office floor plates are enclosed by a battened screen to provide layering, shading and view to the glazed panels behind. The screen is flanked by solid masonry panels to provide solidity and presence at this important end of the building. The collaborative spaces are enclosed by the full height glazed screen between the twin office floor plates. The glazed screen has external shading at each level.

Southern Elevation The Southern elevation is distinctively curved and capped by the expressed perimeter core to the East. The facade treatment has been developed to accentuate the horizontal grain, with full height flush glazed panels with a horizontal frit or suitable treatment that varies in density through the length of the facade.

Western Elevation: A combination of solid and glazed panels with horizontal panelisation has been developed to enclose the office floor and core functions, as a spine and relief to the glazed northern and southern elevations.

Northern Elevation: Flush glazed curtain walls with external horizontal sunshades are provided along the Northern elevation

Core Cladding: Through coloured solid cladding panels have been envisaged, for their texture and grain, and as a relief from the glass and metallic panels through the typical floor plates.

3.7.2 Building 2

The facades have been carefully considered relating contextually to the industrial heritage locomotive sheds and reflect the technological and collaborative aspirations of the incoming tenant Building 2 is characterised as three distinct rectilinear floor plates, articulated by perimeter cores and a profiled roof that expresses the light filled atrium spaces and gathers together all the various roof plant enclosures into a sinuous form. Facades have been developed to respond to each of these conditions as follows:

Northern Elevation Picture Frames (FT2): The northern elevation is characterised by a multi-storey folded Aluminium expressed picture frames articulated into two frames vertically,

relating to the scale of the adjacent locomotive workshop. The frames have infill horizontal sunshades at each level creating an emblematic soft and distinctive backdrop to the tree canopies and public spaces within Locomotive Place. A warm metallic finish is envisaged as a contemporary interpretation of coreten. The typical glazed panels behind are flush glazed, with heights determined by a step up perimeter ceiling and low sill. Horizontal profiled spandrel panels provide a secondary layer of grain.

Core Cladding (FT4): The perimeter cores are located defining the central spine of the building on the Eastern and Western edge. Secondary cores are located dividing the length of the Northern and Southern elevations into smaller scale elements. Through coloured solid cladding panels have been envisaged, for their texture and grain, and as a relief from the glass and metallic panels through the typical floor plates.

Southern Elevation (FT5): The Southern elevation consists of flush glazed full height curtain wall panels, with a narrower band of profiled spandrel panels due to its orientation.

Atrium glazing (FT1): There two atria running east west are expressed as shadow reveals from the three main rectilinear forms of the typical office floor plates. The glazing has finer horizontal sunshades at each level extending up to the Aluminium horizontal louvres at the end profile of the roof.

Roof: The profile of the roof is formed by a combination of straight and curved standing seam roof sheeting, with infill horizontal plant room louvres for mechanical requirements.

3.7.3 Community Building

A simple glass clad plate is protected by an additional secondary external skin of horizontal louvres, separated by a generous air gap. This will allow the louvres to absorb and reflect the solar loads, keeping long wave radiation away from the glass within, reducing both heat gain and glare. The 700mm deep air gap allows natural airflow to remove the heat differential, keeping it well away from the internal occupied spaces. The bespoke louvre screen consists of tubular aluminium louvres that will provide a high degree of shade as well as animation and sparkle throughout the day, no matter the sun's location.



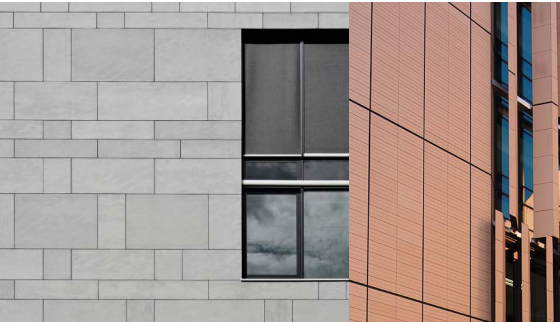
Building 1



1. glazed curtain wall - with localised frit / interlayer treatment



2. ribbed metal spandrel panels



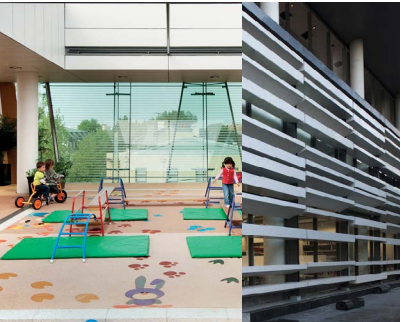
3. through coloured solid cladding panels



4. aluminium battens finished to match adjacent cladding



5. through coloured solid cladding panels, with expressed aluminium blades



6. metal screen with inset cladding panels



7. aluminium louvres



Building 2



Building 3



1. glazed curtain wall



2. ribbed metal spandrel panels



3. expressed aluminium frames



4. through coloured solid cladding panels



10. aluminium cladding



11. aluminium batten screen



5. profiled metal roofing



6. aluminium louvers



7. aluminium framed retail glazing



11. aluminium batten screen



12. shopfront glazing

4.1 **Appendix A - View Impact Study**

View Impact Study

This study examines the visual impact of the proposal when viewed from a series of points in and around the Australian Technology Park site.

Images have been compiled using a high accuracy 3D digital model sourced from AAM with the proposed buildings added to the site.

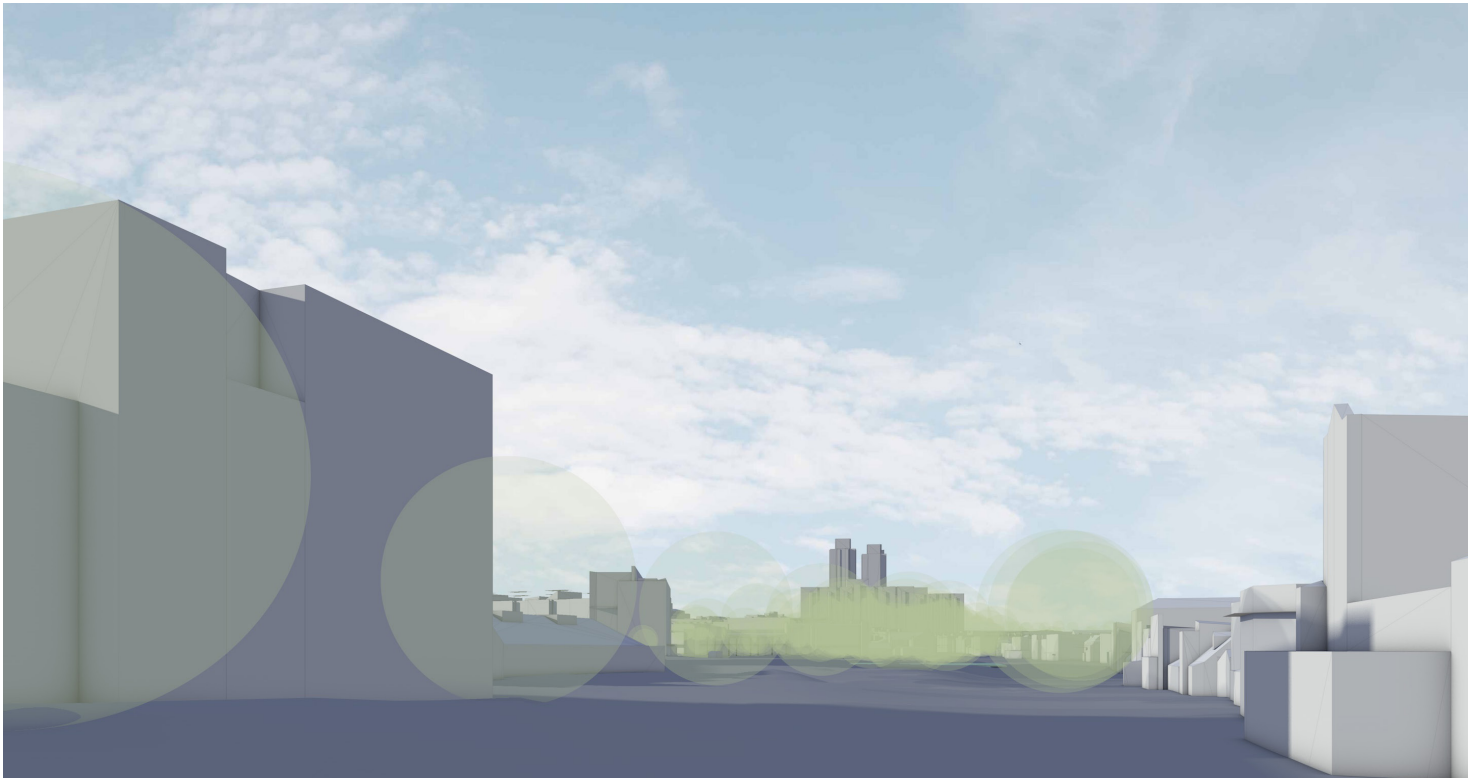
The keyplan to the right indicates where the views have been taken from with a brief description of each point below.

- 1. Henderson Road, corner of Kingsclear Road looking east
- 2. Henderson Road, outside Alexandria Hotel looking north-west
- 3. Garden Street, entry to ATP at Central Avenue looking west
- 4. Locomotive Street, South of Innovation Centre, looking west
- 5. Northern Entry to ATP, main approach from Redfern Station
- 6. Carriage Works, Northern side of rail line looking south
- 7. Rowley Street, looking east up Central Avenue
- 8. Mitchell Road, looking north over Vice-Chancellors oval
- 9. From Train - heading south-west after Redfern Station
- 10. From Train - heading north-east after Erskineville/ Macdonaldtown Stations
- A. Locomotive Street, looking south down Davy Road
- B. Locomotive Street, looking north-east

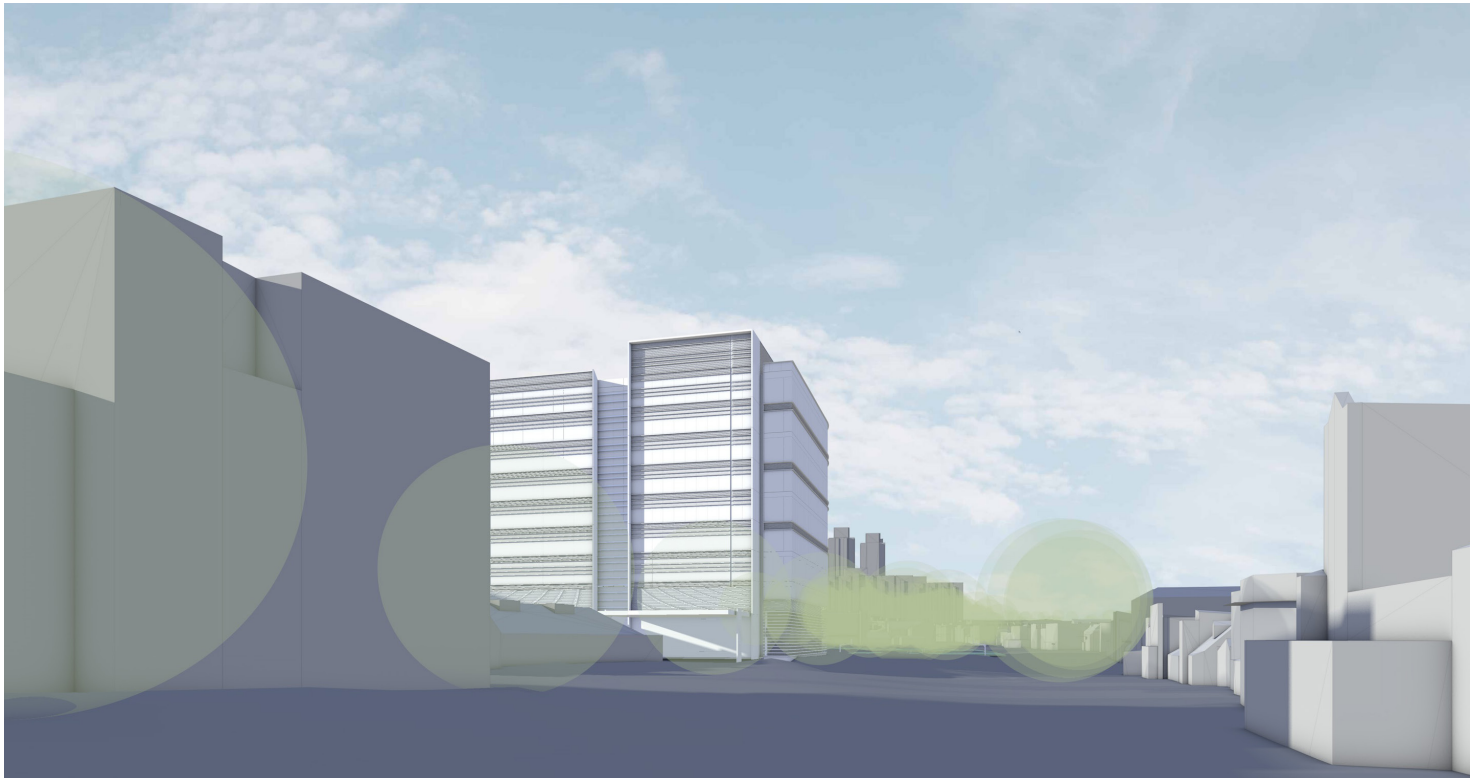


View 1

Henderson Road, corner of Kingsclear Road looking east



View 1: Existing



View 1: Proposed