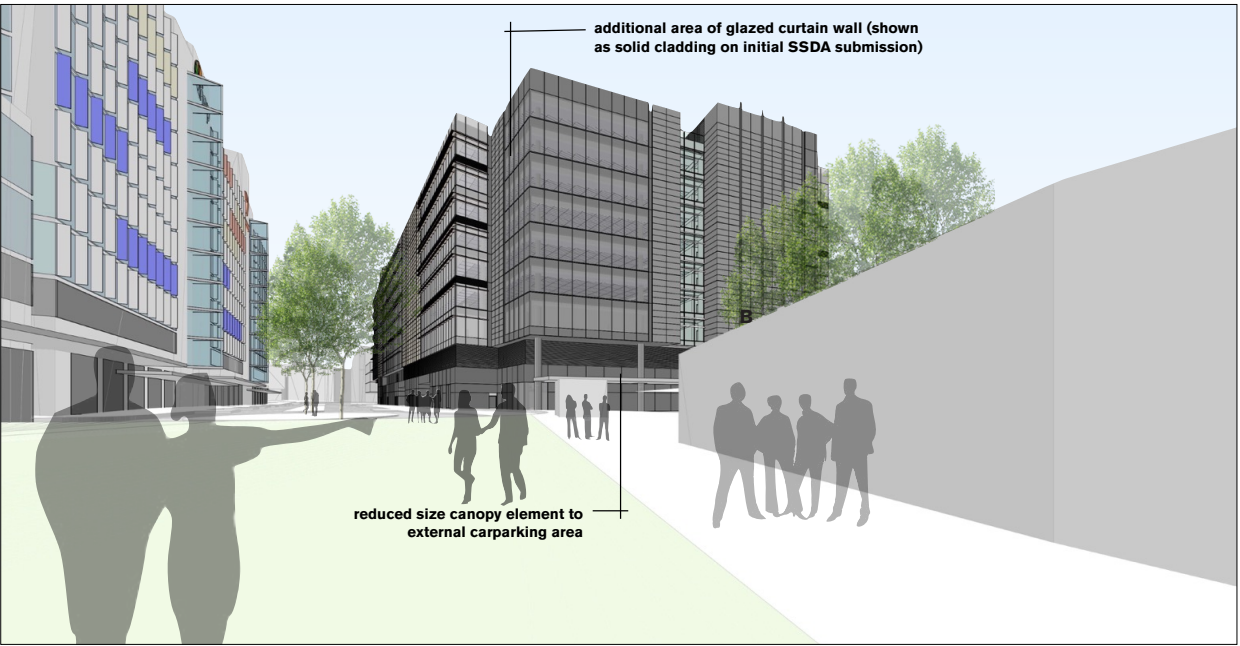


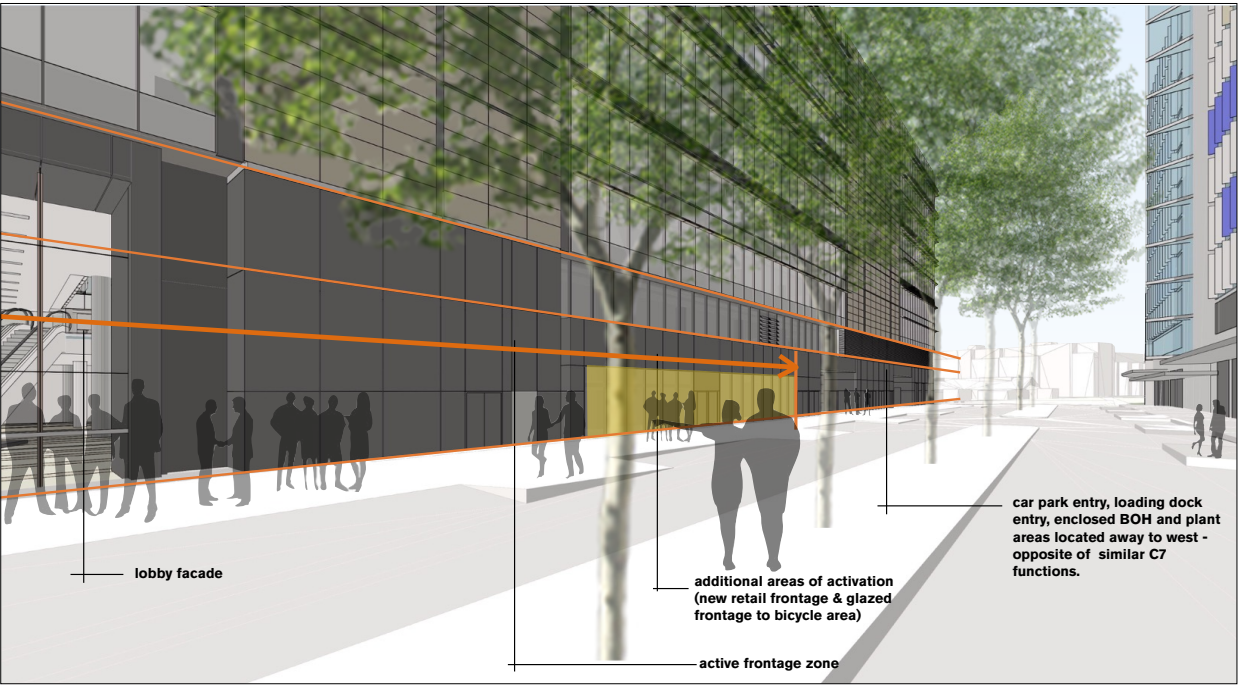
B1 adjustments: north facade

The following diagrams illustrate the additional areas of glazing and street level activation as provided to the north facade of B1:

- Additional glazed frontage along Central Avenue: retail tenancy and bicycle area.
- Additional glazing to the western end of the north floorplate - Level 01 - 07.



Sketch B1 view showing:
A: location and extent of additional glazed curtain wall along Central Avenue - replaces solid wall cladding
B: previous awning structure over external carparking has been replaced with a much smaller cantilevered element

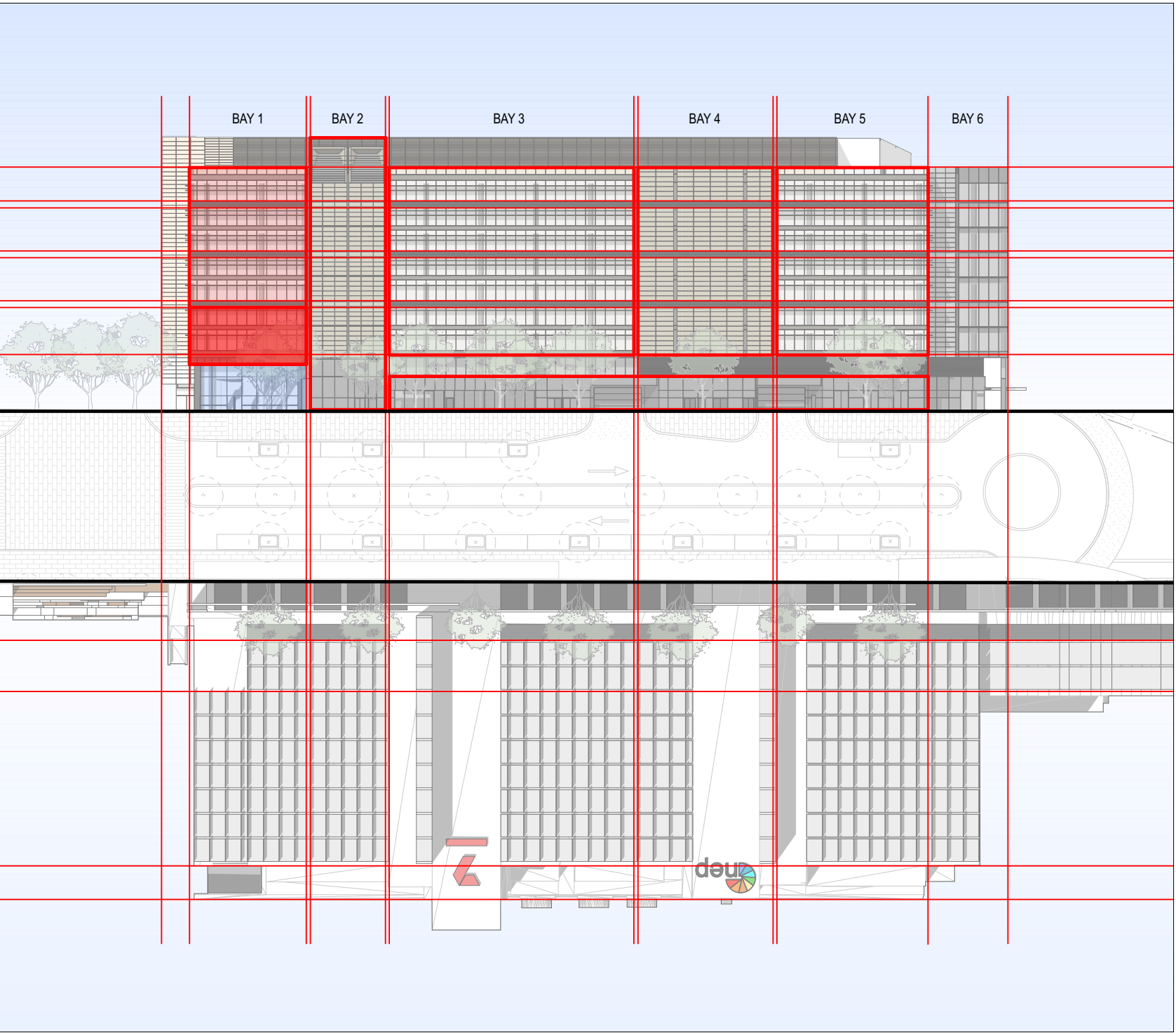


Sketch B1 view showing location and extent of additional glazed frontages along Central Avenue

Analysis of B1 scale and modulation relative to adjacent Channel 7 & building.

Notes:

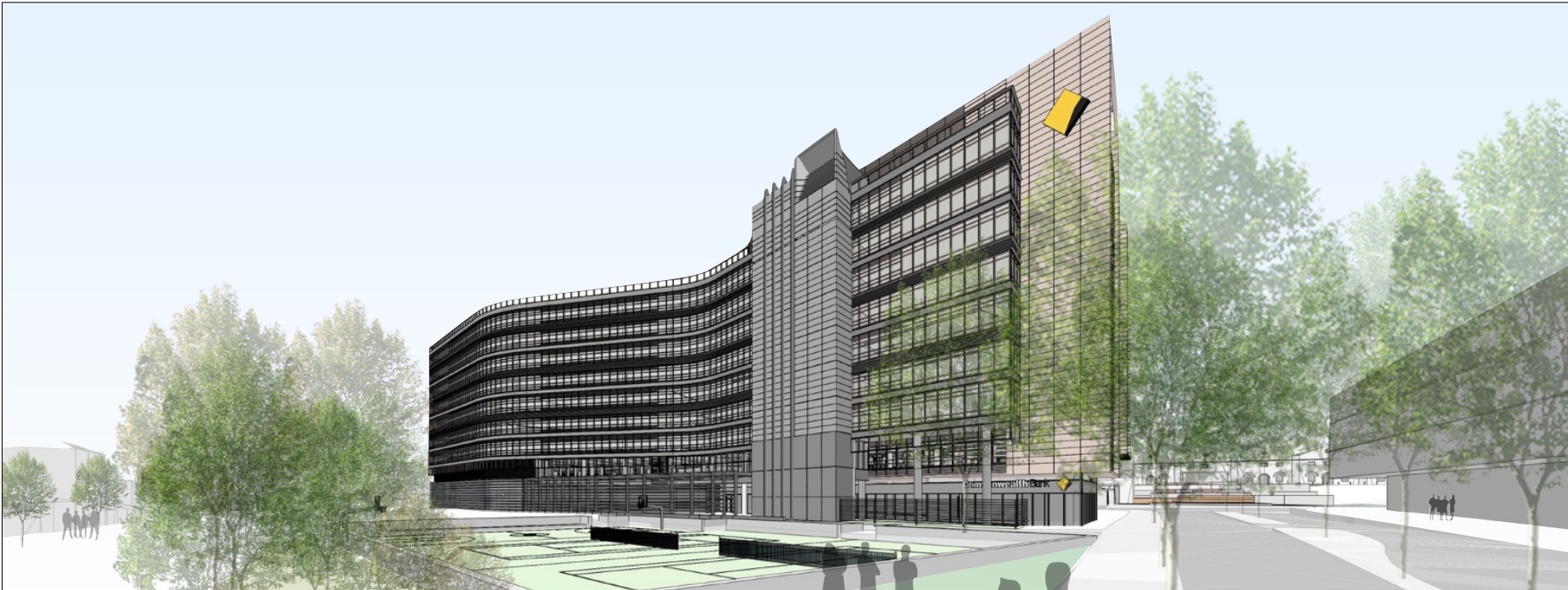
This analysis illustrates how the north facade is broken into 6 primary facade bays. Each bay is subsequently further articulated as a series of smaller modules, e.g.: the curtain wall zones adopt a ribbed metal spandrel to every second floor and a glass spandrel to the alternate levels. This allows the curtain wall be articulated as a series of two storey glazed volumes vertically stacked (shown as the red zone below). A finer level of articulation is then applied through sunshading and panel break up.



B1 adjustments: south facade

Response to Department of Planning Comments

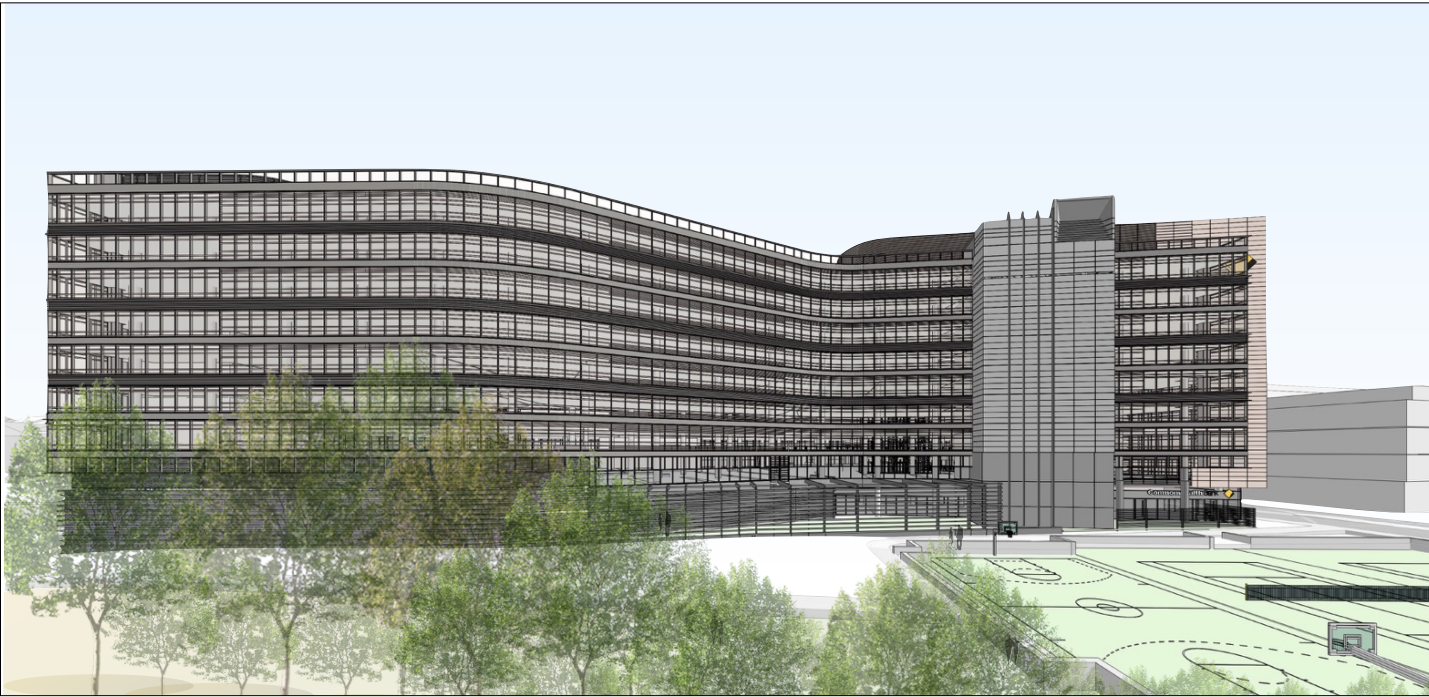
Key Issue 1 Building form and design - Building 1
Further consideration should be given to options that reduce the actual or perceived east I west length of Building 1, including architectural design features, recesses and building articulation. Further consideration should be given to the internal arrangement of building 1 to increase activity on the north and south facades, including further consideration given to: — how the car park, plant and two cores on the north elevation could relate more positively to the desired 'high street' character of Central Avenue and the orientation of the Channel 7 building; and — how the car park on the south elevation could provide an active facade to the adjacent public domain. In addition to the proposed building height coordinates requested by Sydney Airport, please provide further clarification of any potential impacts of the building should it enter protected airspace.
Response to items as above: B1 south facade: As noted in the original SSDA submission Design Report: <i>....from Henderson Road the building 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 south eastern core projects beyond the line of the curved southern elevation to form the single vertical element in this facade. This vertical expression is positioned at the east of this elevation forming a distinctive, landmark element on approach from the south."</i> <i>....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.</i> The addition of architectural features or articulation to the southern facade is not in accordance with the design intent to create a clean, sweeping, sinuous form as noted above. The screen element to the carpark is formed from a series of refined, horizontal metal blades that accentuate the horizontal lines of the south facade. Inset cladding panels allow the density of the screen to be varies in response to technical requirements while also allowing for patterning and articulation. Opportunities to integrate landscaping and artwork into this screen will be further explored during design development. In addition to the proposed building height coordinates requested by Sydney Airport, please provide further clarification of any potential impacts of the building should it enter protected airspace. Refer to separate information as supplied by Mirvac.



B1 sketch view: modified SSDA proposal with reduced extent of roof top plant



Reference image for carpark screen.



B1 sketch view: modified SSDA proposal with reduced extent of roof top plant.
The reduced height, south west plant room is not visible from this elevated position.

Response to Department of Planning Comments

Key Issue 2
Building form and design - Building 2

Further consideration should be given to options that reduce the actual or perceived east-west length of Building 2, including architectural design features, recesses and building articulation.

Provide further clarification on how the two entrances to the commercial component relate to each other, and in particular the impact on legibility for visitors to the building.

Building 2 (B2) is the largest building with the ATP development. The site is located along the northern edge of the precinct, directly opposite the heritage Locomotive Workshop dating from the 1880s. The building design has been inspired by the Locomotive Workshop with its long and narrow bays, evocative of the industrial production areas within. Three long parallel fingers of office accommodation have been arranged in an east-west direction across the site.

A comparison analysis between the north facade of B2 and the adjacent Locomotive Workshop facade has been undertaken and is included on the following page of this report. This analysis illustrates how the north facade of B2 is broken into 9 primary facade bays. Each bay is subsequently further articulated as a series of smaller modules, eg: the glazed workplace bays sit above a recessed ground level and are articulated as two vertically stacked framed elements. The horizontal break between the lower and upper elements has been positioned such that it relates to the top of the Locomotive Workshop gables. Within each frame, an additional level of articulation is provided via carefully detailed and well proportioned shading and spandrel elements.

The comparison analysis illustrates that the overall scale and modulation of the B2 north facade is appropriate and sympathetic to the scale and modulation of the Locomotive Workshop. It will be strongly expressed built form that will reveal the uses within, scaled appropriately to its unique surroundings.

Additionally the comparison analysis illustrates the relationship between the main B2 entry and the major glazed entry to the Locomotive Workshop. The main B2 entry is co-located with the glazed entry to the Locomotive Workshop with a slight but deliberate offset in plan. The offset ensures that the entrances have a relationship and can collectively define a central activated zone along Locomotive Street whilst not creating an overall formal relationship. This relationship is further illustrated in the 3d sketch views that follow.



Views of B2 looking along Locomotive Street



Existing photographs of Locomotive Workshop along Locomotive Street

