



PROPOSED NEW WESTRAC FACILITY, TOMAGO



OVERVIEW ARCHITECTURAL DESIGN

Revision E - 8 th OCTOBER 2008

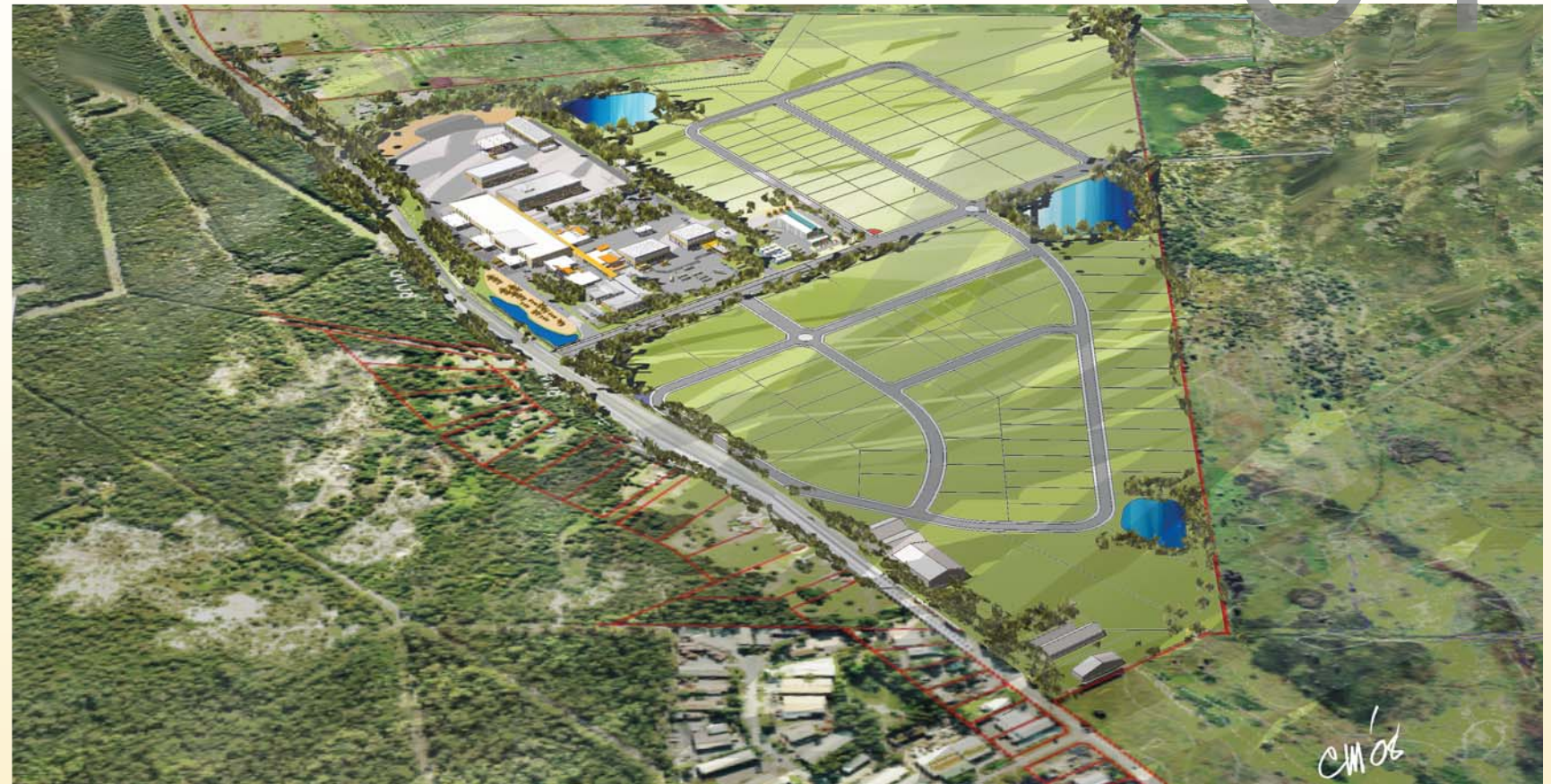
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The design of the site plan for the proposed WesTrac Facility at Tomago is premised on access being provided safely and conveniently from the new subdivision access road. The site layout is generally contained within a perimeter circulation road which allows easy access to all areas of the site and encourages a positive separation of external access, vehicular movement and pedestrians. Staff parking has been centralised and specifically secured to provide safe access to the works for employees. Customer parking has also been placed to gain immediate access from the local road network in close proximity to the main Administration building, Parts Warehouse and WesTrac Institute.

On Highway Trucks and Building Construction Workshops traffic has been separated to ensure minimal conflict with staff and customers to access the remainder of The Facility. Caterpillar equipment display areas have been positioned to address Tomago Road, the main public visibility aspect of the site, with additional display for Coates Hire facing the subdivision access road. The Parts Warehouse, Main Administration Building and the WesTrac Institute also face Tomago Road for public visibility and Corporate branding opportunities. The High Velocity Oxygen Fuel and Hydraulic Facility has been located on its own site on the Southern side of the WesTrac facility as a stand-alone development.



SUBDIVISION MASTERPLAN

02



STAGE 1 WESTRAC SITE PLANNING 03

The WesTrac Facility layout is generally oriented in an east west direction, giving good northern orientation for environmental performance of the buildings. The individual component buildings are located on a central Pedestrian / Services spine which provides direct efficient access to all Facility components.

The WesTrac Institute is located on the Western end of the central spine, with its own carpark, making it accessible by the public and visitors as well as undercover pedestrian access from the centralised staff carpark. It places the WesTrac Institute as a stand alone facility with secure, direct access from the surrounding local area road network.

Staff change facilities are located so they are directly accessed from the staff carpark and provide immediate access to the central Pedestrian / Services spine. The Cafeteria has also been positioned in close proximity to the Change Facilities and Pedestrian spine for ease of access by staff at the beginning and end of shifts. It is centrally located within the overall facility to provide easy access during break times for staff.

The Parts Warehouse has also been placed centrally within the layout to facilitate ease of distribution of parts throughout the Facility by using the central spine. CRC and General Workshop have also been placed on the spine in close proximity to the Parts Warehouse as they are major "Customers" of the Parts Warehouse and require direct and efficient access.

Utility areas of the Facility such as Wash Bay / Paint Shop / Sand Blast / Fabrication Shop have been placed remote from the spine to allow better flexible machine access and to assist in "Contamination Control" particularly for the General Workshop CRC and Parts Warehouse.

Administration is positioned adjacent to the Parts Warehouse on the central Pedestrian / Services spine with direct access from the customer carpark and a northerly aspect to Tomago Road. This means the main corporate signage façades of Administration and the Parts Warehouse give a bright sun drenched presentation directly behind the Machine Display areas facing Tomago Road.

Building Construction Workshop and On Highway Trucks are accessed off the Central spine at the western end of the facility and face the new subdivision access road for visual prominence and ease of access for their customers.

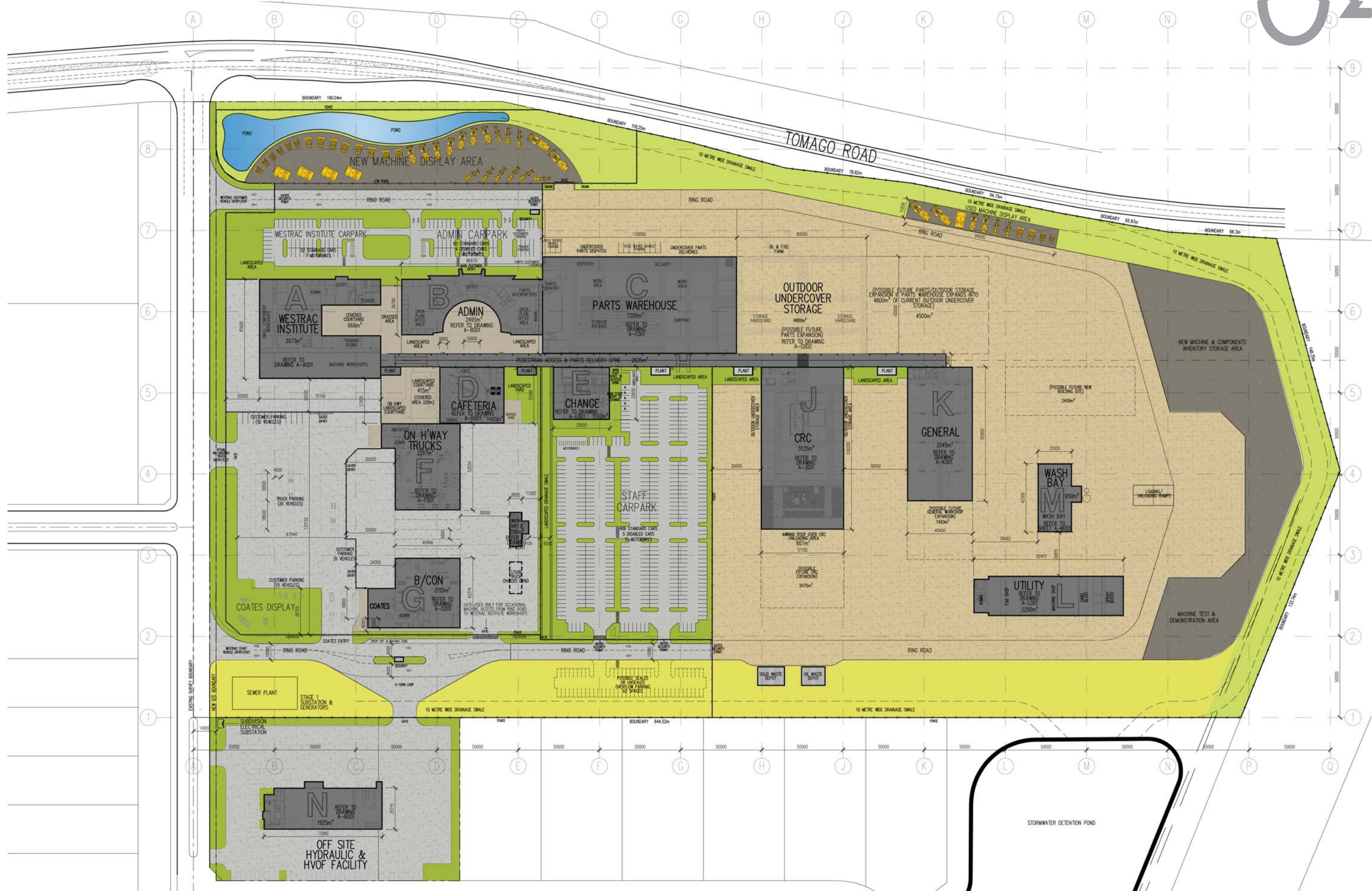
Ancillary structures such as Sewer Plant / Solid and Oil Waste Depots, Loading Ramps and Oil and Fuel Farm are strategically placed around the access ring road. The positioning of these buildings will facilitate external servicing by vehicles and contractors so they do not interrupt work flow patterns within the overall WesTrac Facility.

Hydraulics and High Velocity Oxygen Fuel Facility are located on a site South of the Main WesTrac facility with its own amenities, offices and carparking.

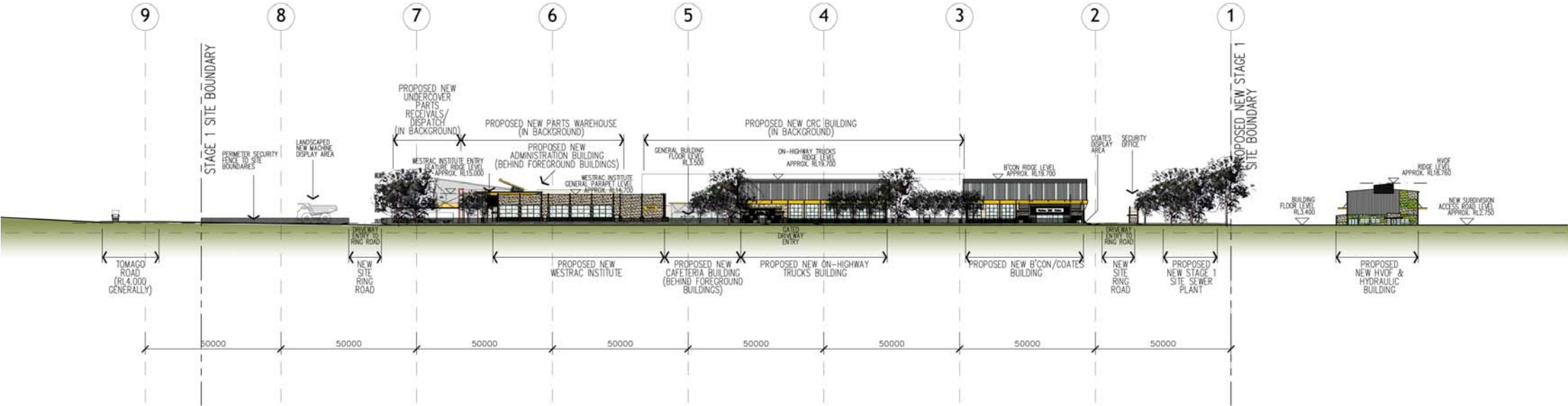
The overall approach to the aesthetic design of the Tomago WesTrac Facility is based on the idea that an encounter with the WesTrac Facility reinforces the Caterpillar experience through a derived iconography based on the essence of the Caterpillar Machines themselves.



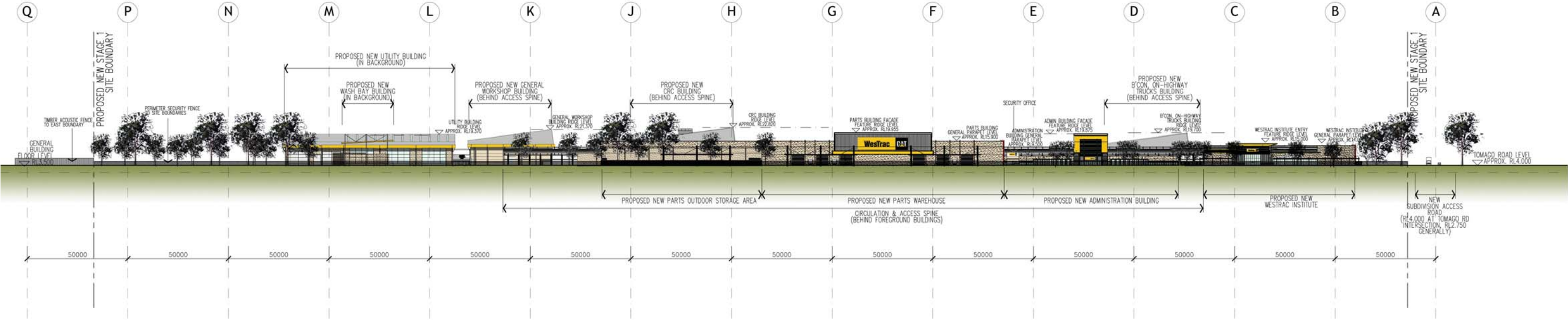
STAGE 1 WESTRAC SITE PLANNING 04



STAGE 1 WESTRAC SITE PLANNING 05



STAGE 1 SITE ELEVATIONS
- WEST ELEVATION (VIEW FROM NEW SUBDIVISION ACCESS ROAD)



STAGE 1 SITE ELEVATIONS
- NORTH ELEVATION (VIEW FROM TOMAGO ROAD)

The WesTrac Institute is located on the western end of the main circulation spine that binds the remainder of the WesTrac development. For this reason, visual prominence of the Institute is of chief importance to maintain its significance as an educational facility. The character and overall aesthetic of the WesTrac Institute compliments the remaining development by enhancing the western end of the site through its visually dominant scale and architectural language.

Similar to the design principles of the remaining structures on site, the Institute utilises the Caterpillar machine components of form, colour and scale to inspire the architectural language. The subtle cascade of roof forms and configurations break up the elevation of the Institute between areas of differing use, while achieving an overall visual consistency. The entry foyer roof stands prominent, easily identifiable from the entry road as the main entry point of the Institute. The quadrangle roof is reduced in height cascading down to the entry of the change rooms and the parapet wall of the training centre and administration areas.

The Institute Workshops break the barriers between the articulation of the administration and staff areas with the scale and simplicity of the industrial workshops, whilst maintaining its own identity. At the prominent entry, horizontal louvres have been introduced through inspiration of the radiator grille from the Off Road Mining Trucks. These louvres not only provide solar protection from the western sun, but break the vertical dominance and reduce the visual scale of the entry, whilst allowing adequate signage and visual aesthetic.

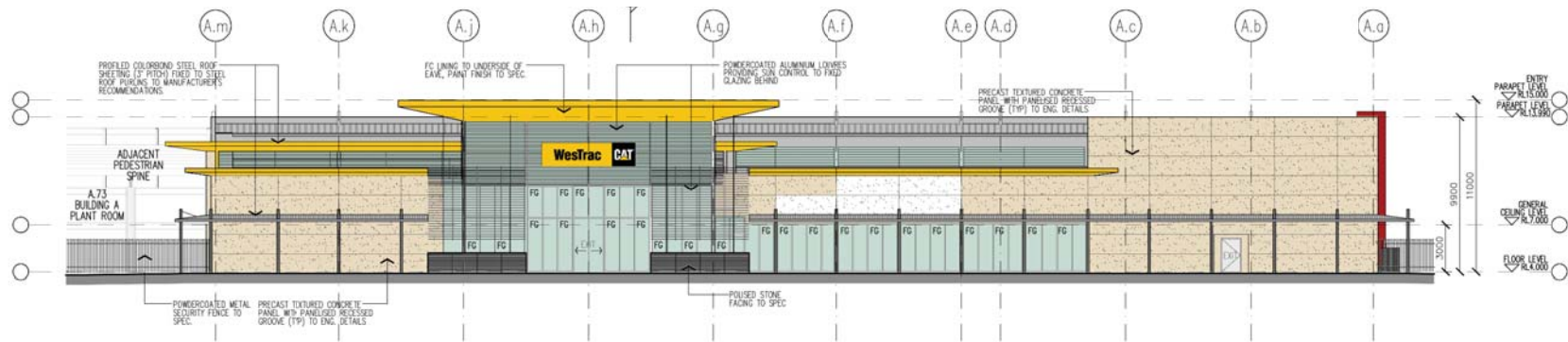
The Institute change facilities, staff and training areas wrap around the Institute quadrangle enabling its use as a centralised communal area. Natural light filters under the large eaves of the quadrangle roof into the training rooms and administration areas.

The training areas are segmented but are all linked by circulation corridors which double as acoustic barriers between the noisier institute workshops and the quieter training rooms and computer rooms.

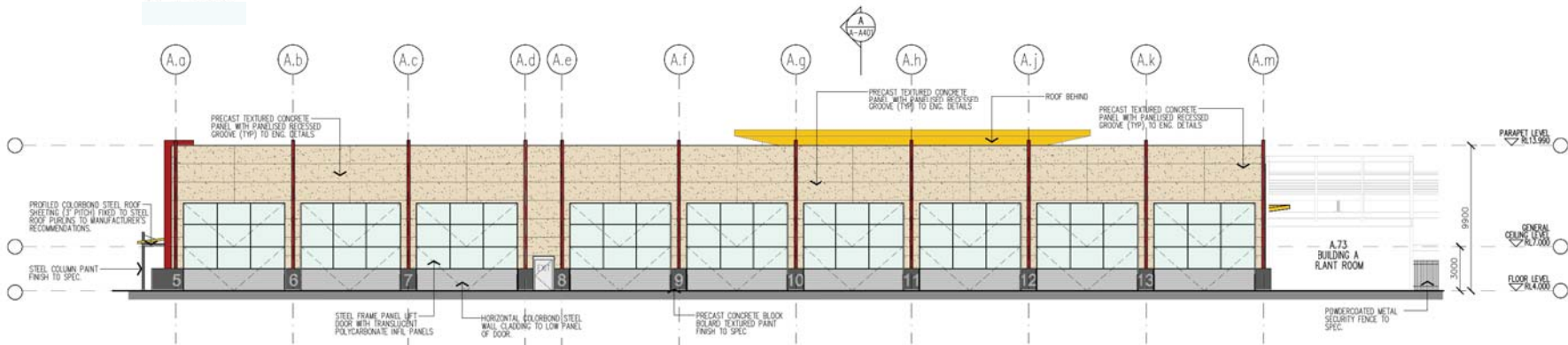




WESTRAC INSTITUTE FLOOR PLAN



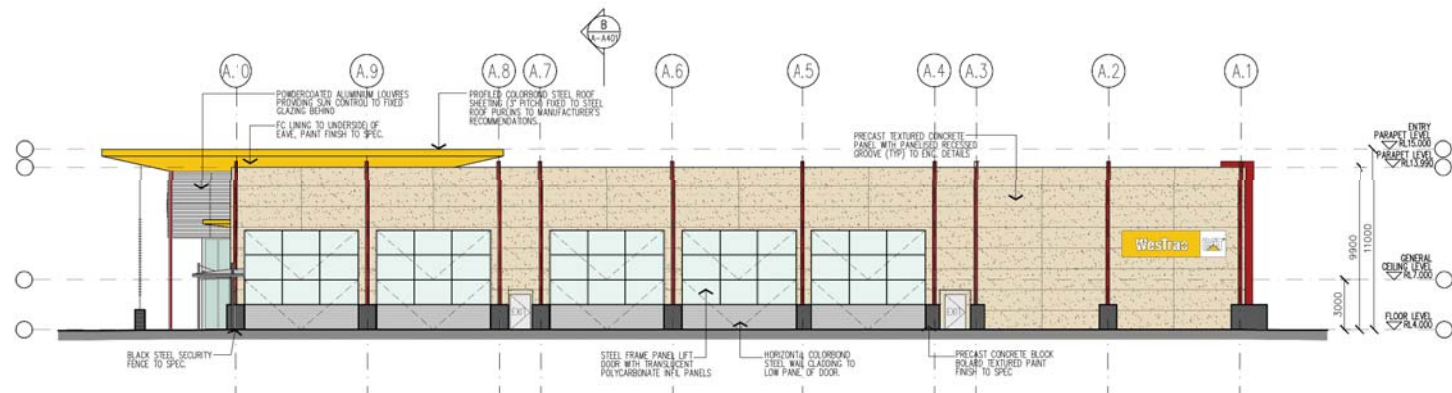
WESTRAC INSTITUTE
NORTH ELEVATION



WESTRAC INSTITUTE
SOUTH ELEVATION



WESTRAC INSTITUTE
EAST ELEVATION



WESTRAC INSTITUTE
WEST ELEVATION

The Floor Plan and central landscaped courtyard is inspired by the geometry of Caterpillars 994D Wheel Loader with the centre point of the layout being the centre point of the rear wheel hub and the northern façade being proportional to the distance between the centre point of the hub at the top of the Hood.

The internal layout of the Administration building focuses on the large central landscaped courtyard and gives visual access and amenity to staff as they move around the offices. Large open plan work areas surrounded by the individual senior staff offices also allows for significant flexibility in the office layout and enables good visual access to the exterior. Two amenity cores have been provided to assist in efficiency of work practices for the staff.

Customer access is central in the plan. Direct access through the landscape to the pedestrian spine means customers do not enter the sensitive works areas of the staff. Meeting rooms, Theatre and Customer facilities including the CAT Shop are concentrated around a dramatic Reception foyer entry with an increased vertical volume to signify for the customers "ENTRY" to the Facility.

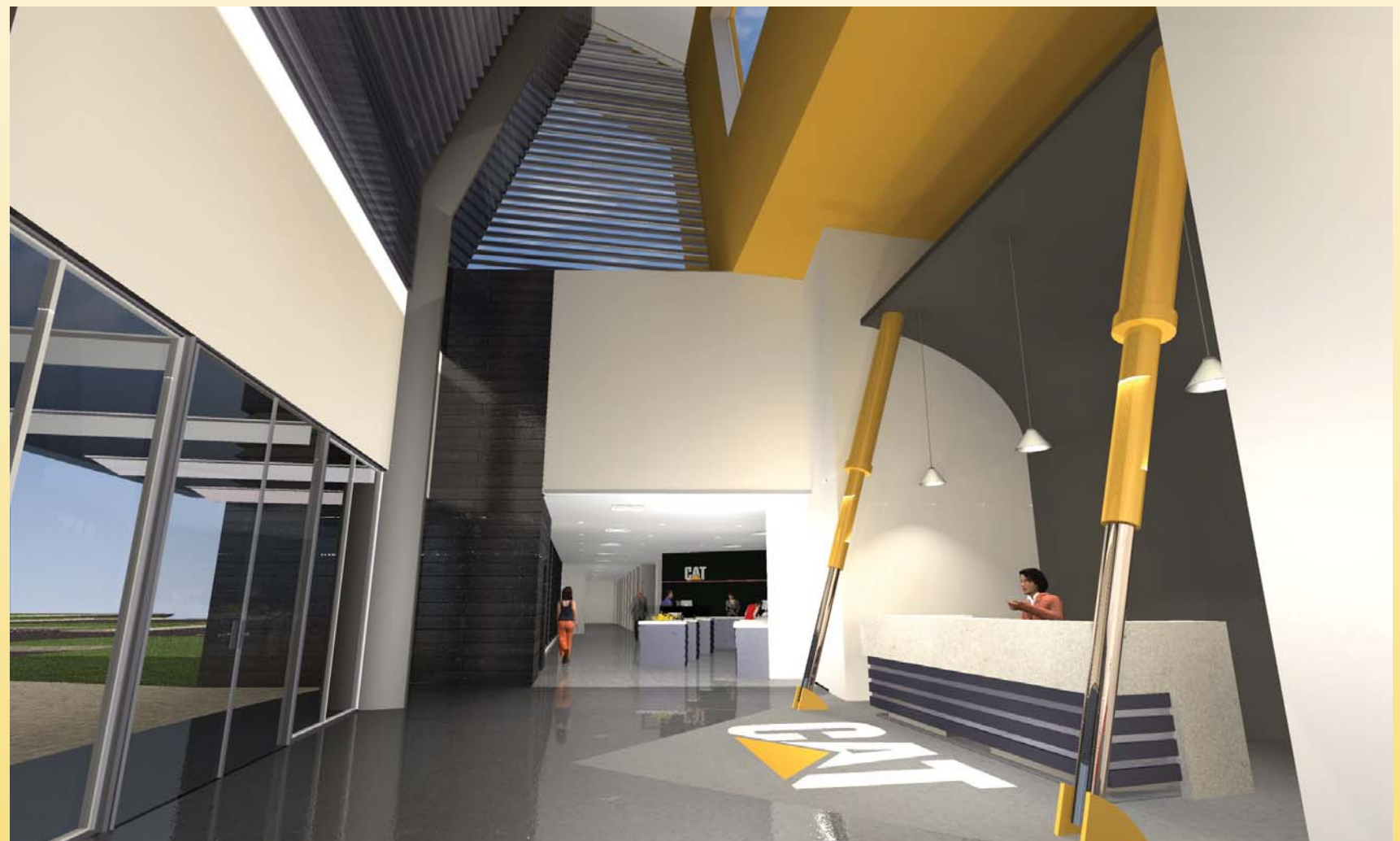
Access to the Parts Interpreters and Warehouse for customers is also strategically located at the main foyer entry through the Cat Shop to reinforce the "Brand" to customers.

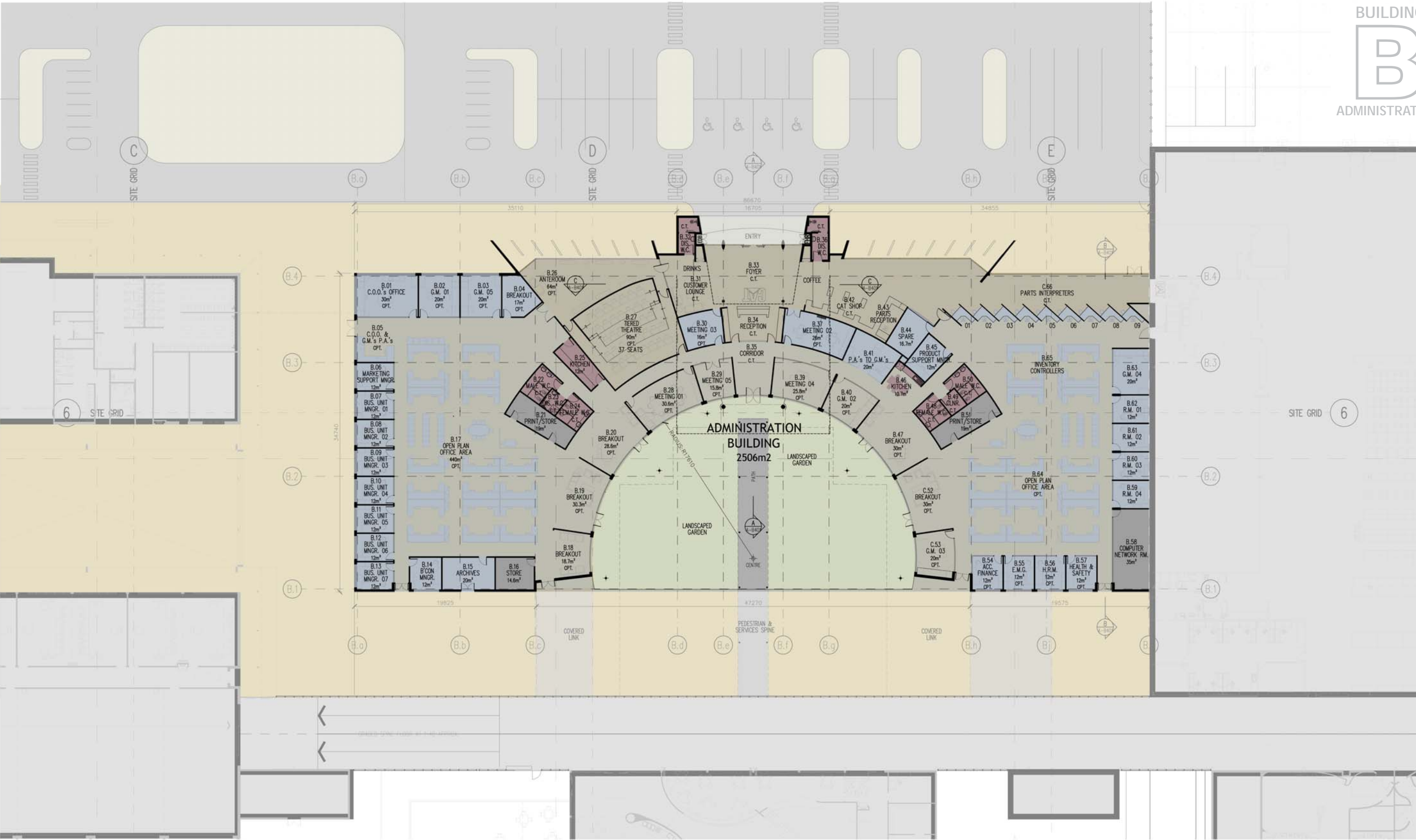
Access for Administration staff to the Pedestrian / Services spine is direct and flexible to provide efficient circulation for the Administration layout.

The Entry is the dominant Architectural signature for the Administration building and gives a strong visual totem to assist customers to clearly identify the Entry to the Facility. The form of the Entry feature and its colour palette is grounded in the form of the body of Caterpillar's largest Off Highway Truck, the 797B Mining Truck.

The sectional profile and colour provide a dramatic Entry feature both externally and internally. The internal use of the "hydraulic ram" elements and clear storey glazing gives the sense of movement and power that is integral to all Caterpillar Equipment.

The remainder of the Administration building is subservient in its aesthetic to give the Entry feature it's power and unmistakable character.





ADMINISTRATION FLOOR PLAN

ADMINISTRATION BUILDING

11

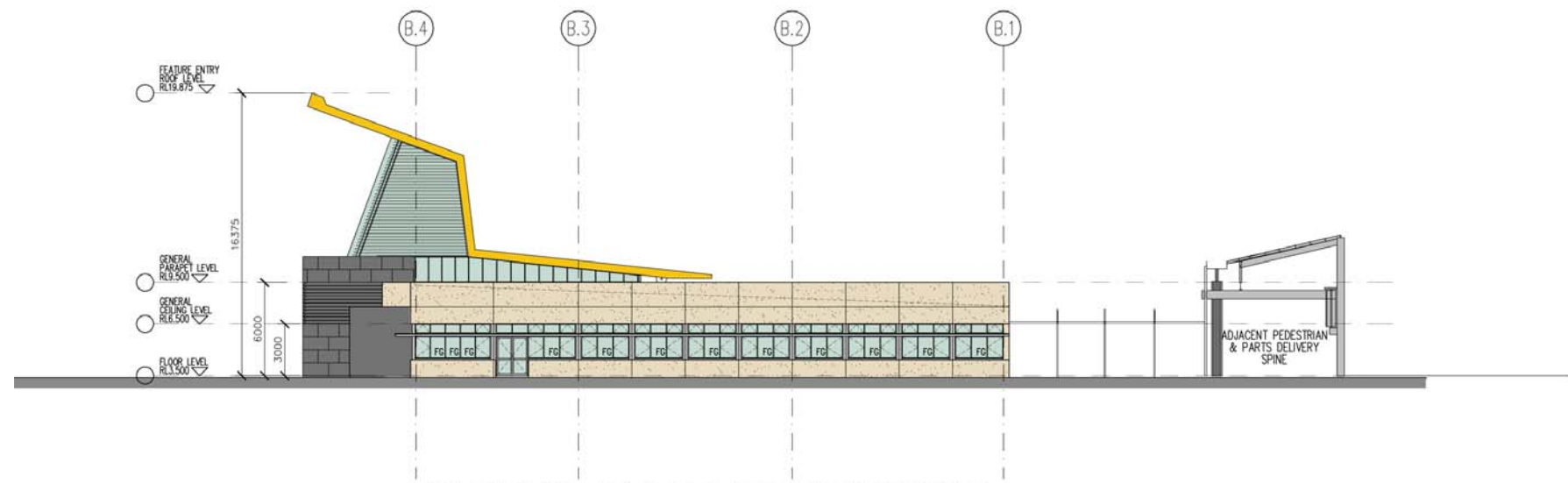
BUILDING
B
ADMINISTRATION



ADMINISTRATION NORTH ELEVATION
(VIEW FROM VISITOR CARPARK)



ADMINISTRATION SOUTH ELEVATION
(VIEW FROM ACCESS SPINE)



ADMINISTRATION WEST ELEVATION

PARTS WAREHOUSE & STORAGE 12

The Parts Warehouse is the largest building in the WesTrac Facility. The building contains the General Parts Store with undercover Receival and Dispatch loading / unloading areas, a large flexible shipping receiving staging area and large work areas related to the Parts Storage racking for making up orders.

A Parts Counter, Laboratory (for oil sampling) and a Hose Shop relate to the Customer Service area with the Main Administration Building. The Parts Warehouse also has it's own Admin area for staff within the Warehouse and separate areas for Remanufactured Parts Store, Warranty Store (for returned parts under warranty), Packaged Oil Store and Tool Store. Associated with the Parts Warehouse is a large, undercover secure flexible storage area for components and stands that can be stored outside.

The Architectural character of this building is subdued, given that its size will be a dominant feature. The form of the building is divided by a Central Corporate Branding feature which relates to the Receival and Dispatch Loading areas which are covered by large span canopy roofs to allow weather protected loading and unloading. The central feature again picks up the geometry of the 797B truck body and uses that form to provide an upper level area within the Parts Warehouse for air handling equipment to provide pressurisation of the Parts Warehouse to assist with contamination control.

The vertical form created by this central element allows for large, readable signage which will identify this significant facility. The tripartite horizontal break up also reflects the façade break up of the Administration Building although at a much a larger scale. The form also relates to the form of all other workshop buildings to be constructed on site and gives a related context to the Facility as a whole.



PARTS WAREHOUSE & STORAGE

13

BUILDING

C

PARTS
WAREHOUSE

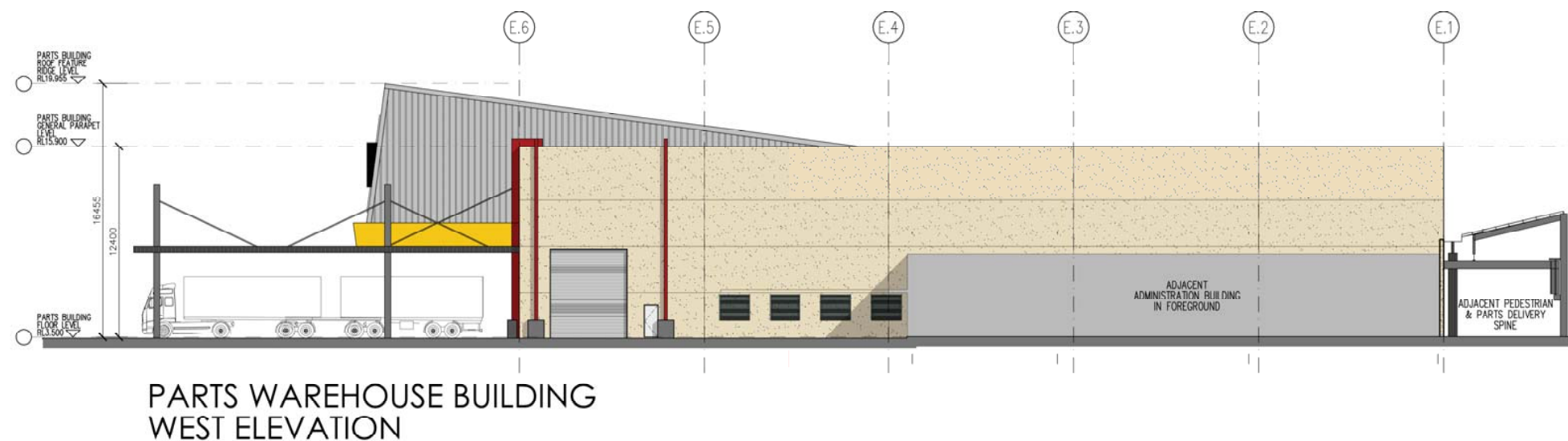
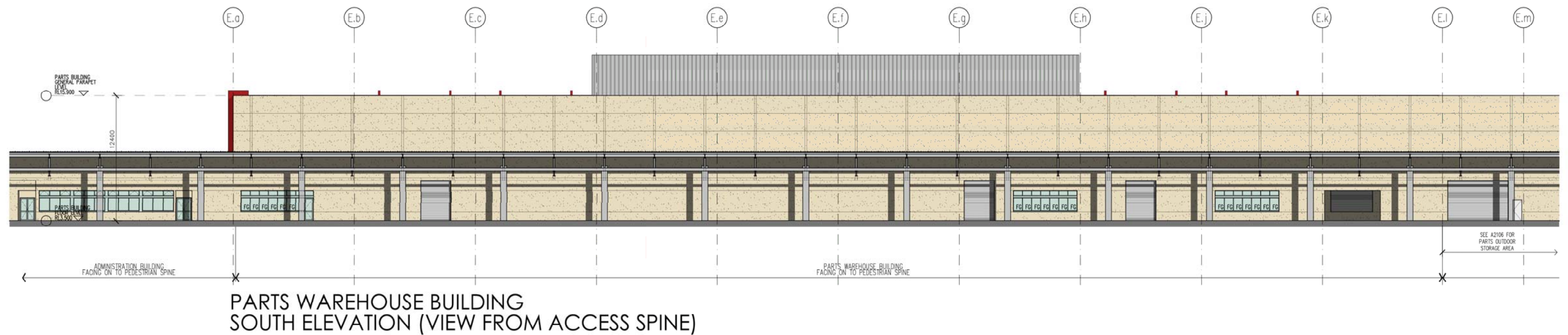


PARTS WAREHOUSE
MEZZANINE LEVEL PLAN

PARTS WAREHOUSE FLOOR PLAN

PARTS WAREHOUSE & STORAGE

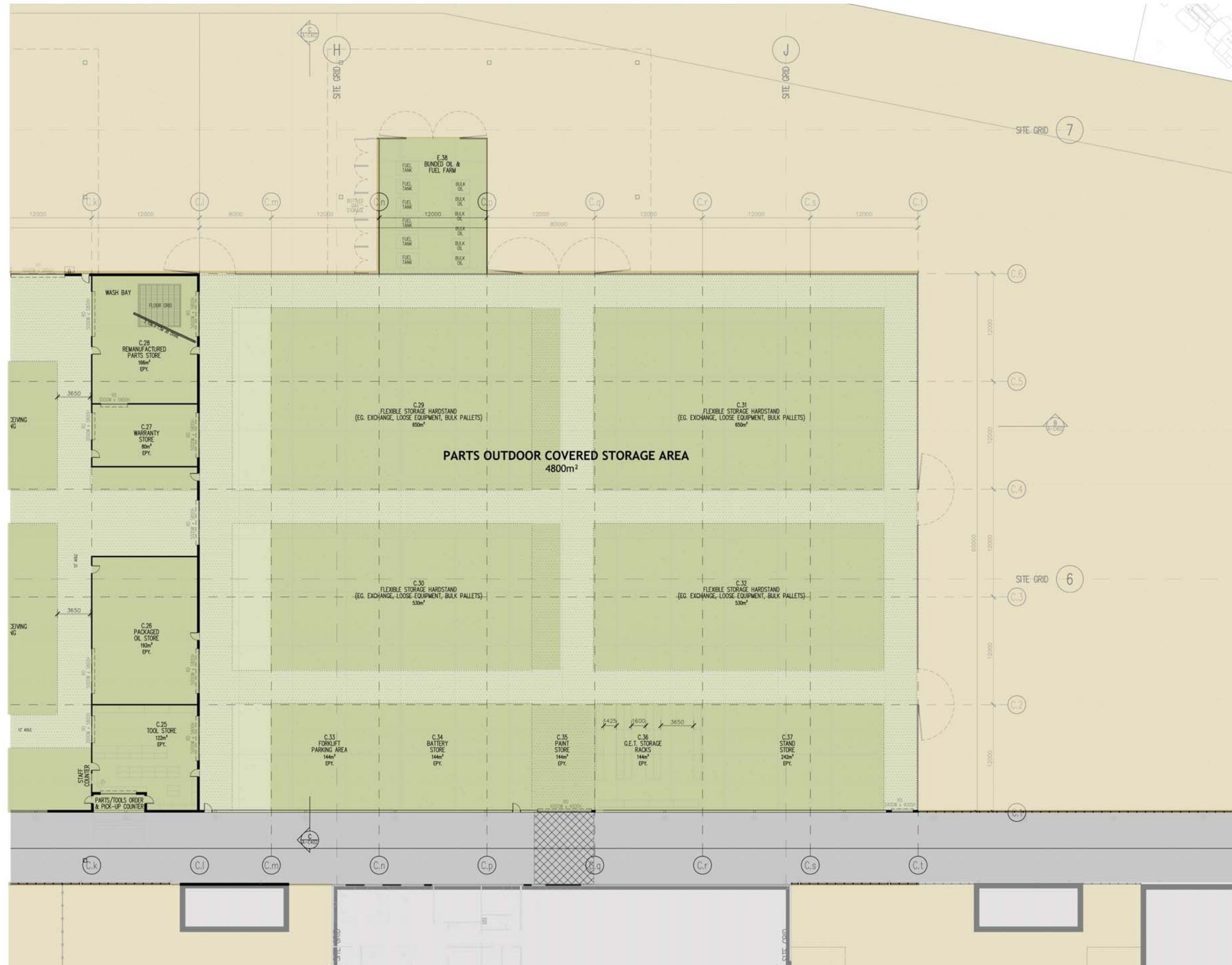
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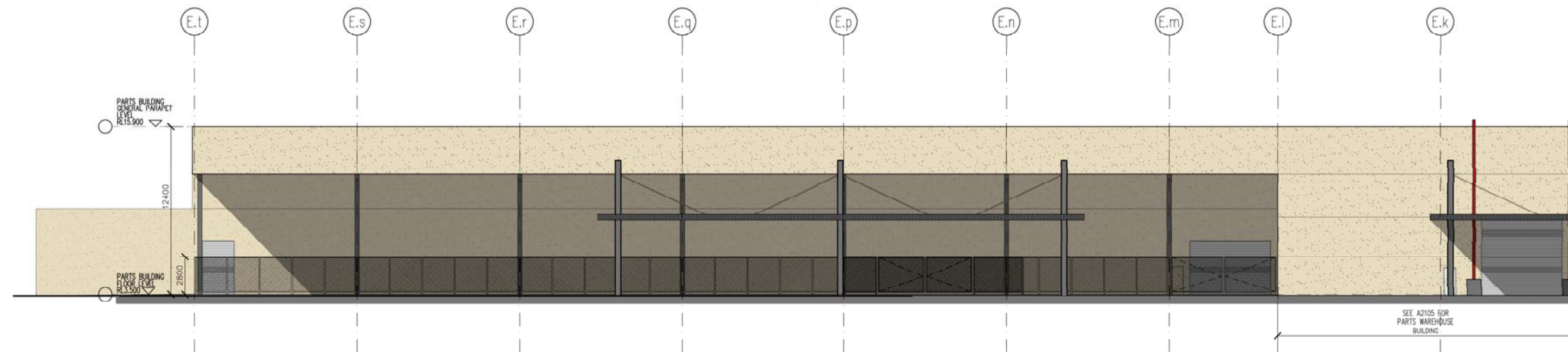
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C

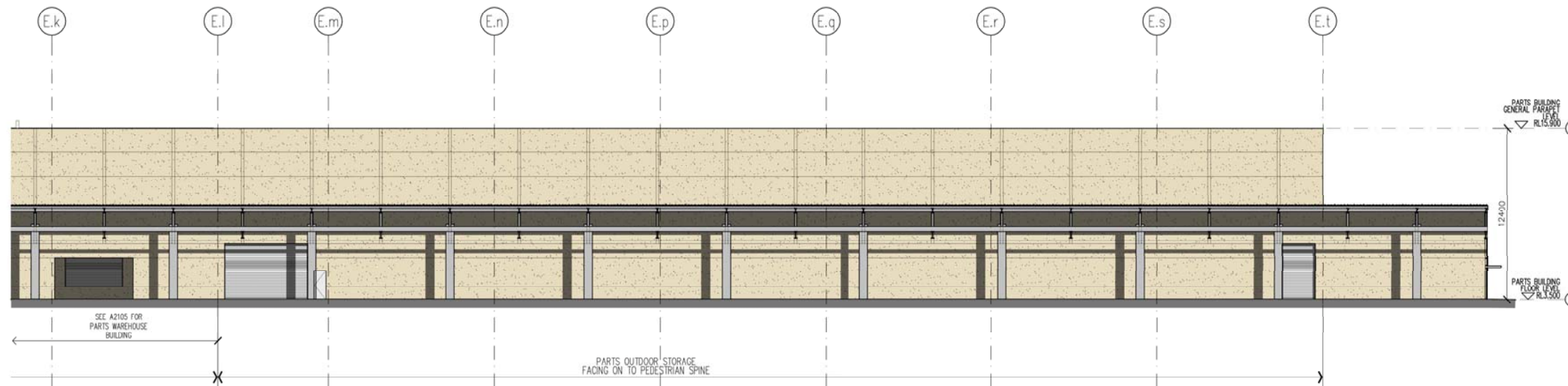
PARTS OUTDOOR



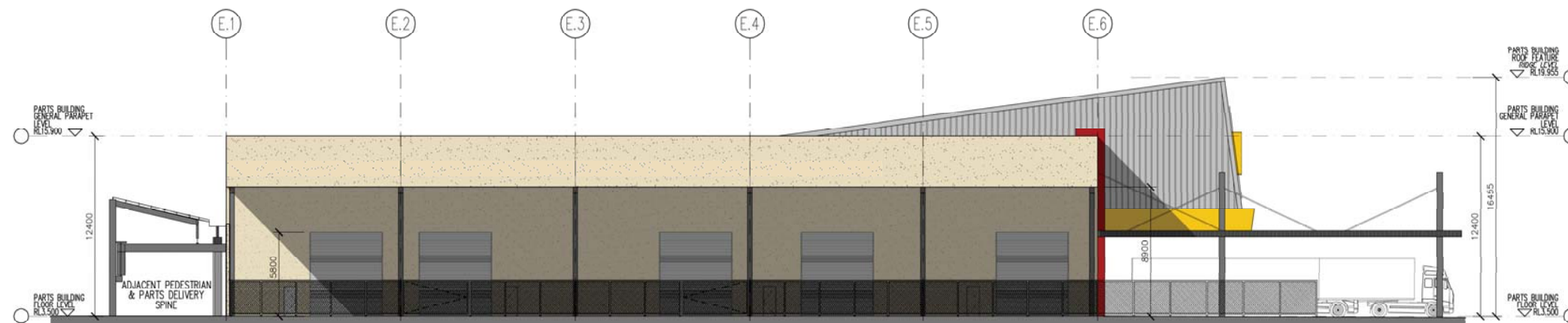
OUTDOOR STORAGE FLOOR PLAN



PARTS OUTDOOR STORAGE AREA
NORTH ELEVATION



PARTS OUTDOOR STORAGE AREA
SOUTH ELEVATION (VIEW FROM ACCESS SPINE)



PARTS OUTDOOR STORAGE AREA
EAST ELEVATION

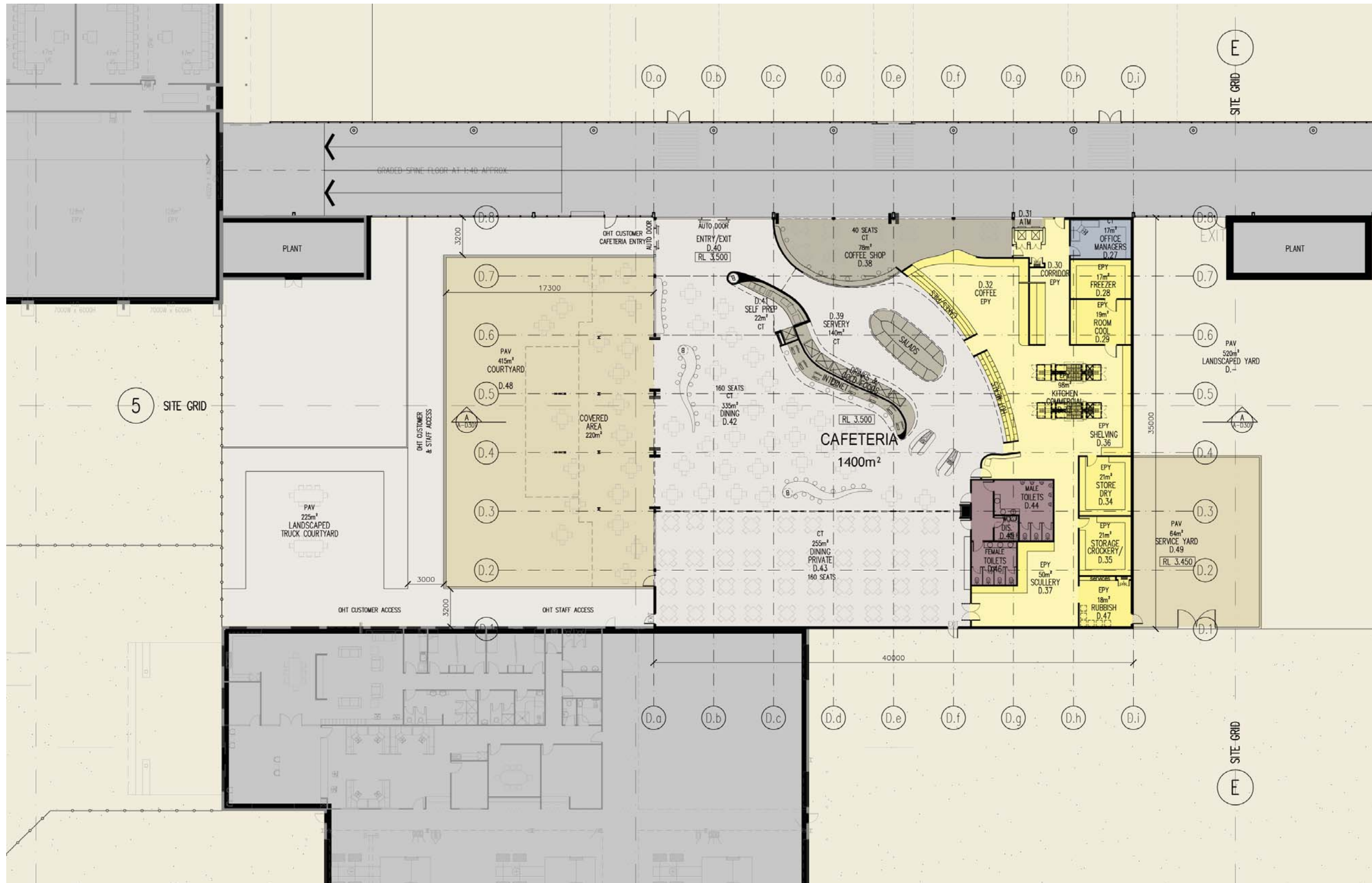
CAFETERIA

17

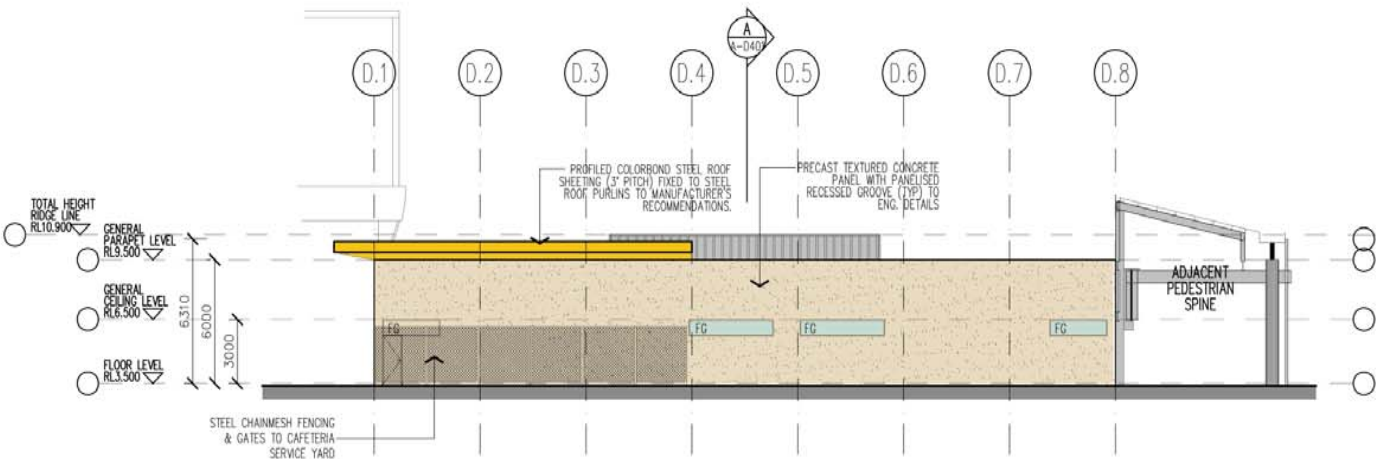
The Cafeteria planning follows similar organic principles to reinforce the separation from “work” during break times. The layout of the Cafeteria encourages different use patterns and allows flexibility in operations. The plan has a coffee shop directly accessed off the spine for casual and short breaks, without the main Cafeteria needing to be open at all hours. A Self Prep area for workers who bring their own food is also positioned for 24hr availability. The main food service customer area is separate from Coffee and Self Prep and is designed to split the customers into four service lanes to minimise queuing. Pre-prepared cold food and drinks are separated from soups and salads. Cakes and pies are separated from hot meals allowing choice and speed.

The Main Dining area has various modes of seating. Some with internet availability, some bar type seating for quick meals and then a casual dining area as well as a flexible formal dining area which can be adapted for private dining areas of various sizes. Generous courtyards are also provided to give outdoor undercover eating areas.

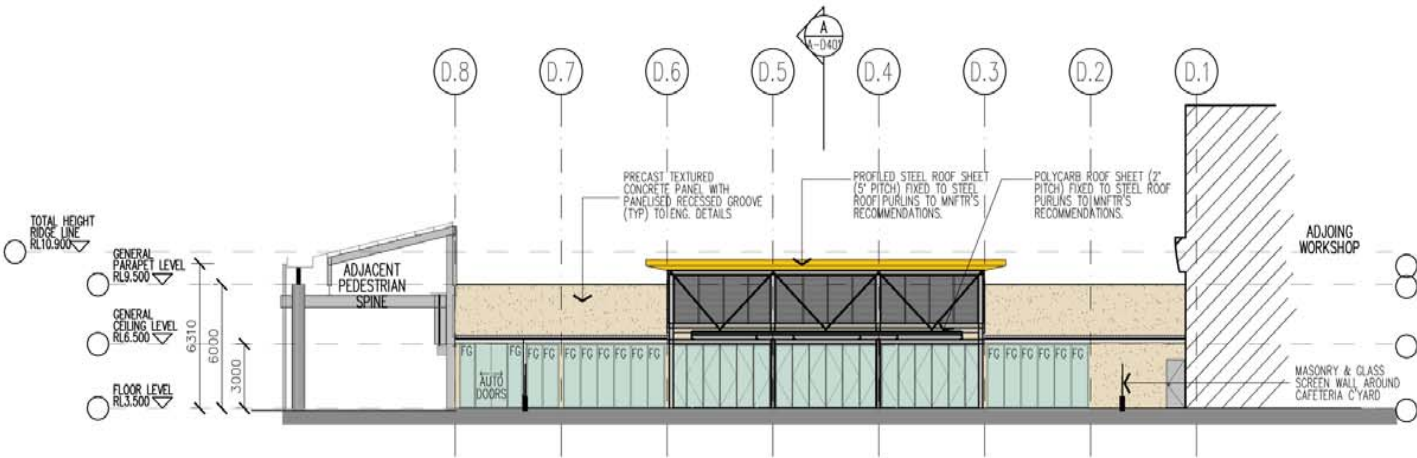




CAFETERIA FLOOR PLAN



CAFETERIA
EAST ELEVATION



CAFETERIA
WEST ELEVATION

CHANGE ROOMS

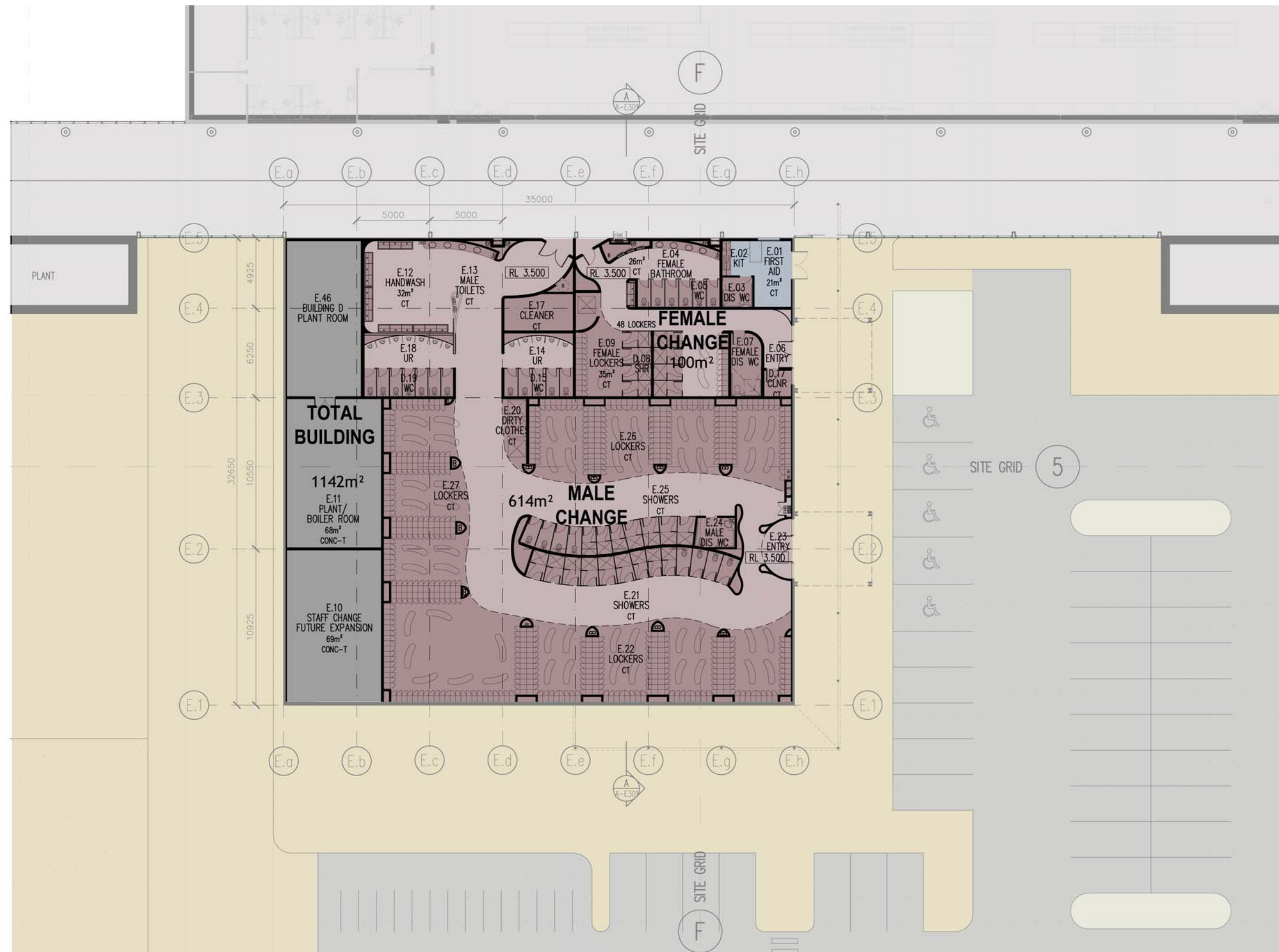
20

Located immediately adjacent to the Staff Carpark and centrally placed on the Pedestrian / Service spine, the Staff Change Facility is the main entrance for all staff arriving at work. It was felt important that all staff pass by or through this facility to give an equality to the arrival at work no matter what position is held within the corporate structure.

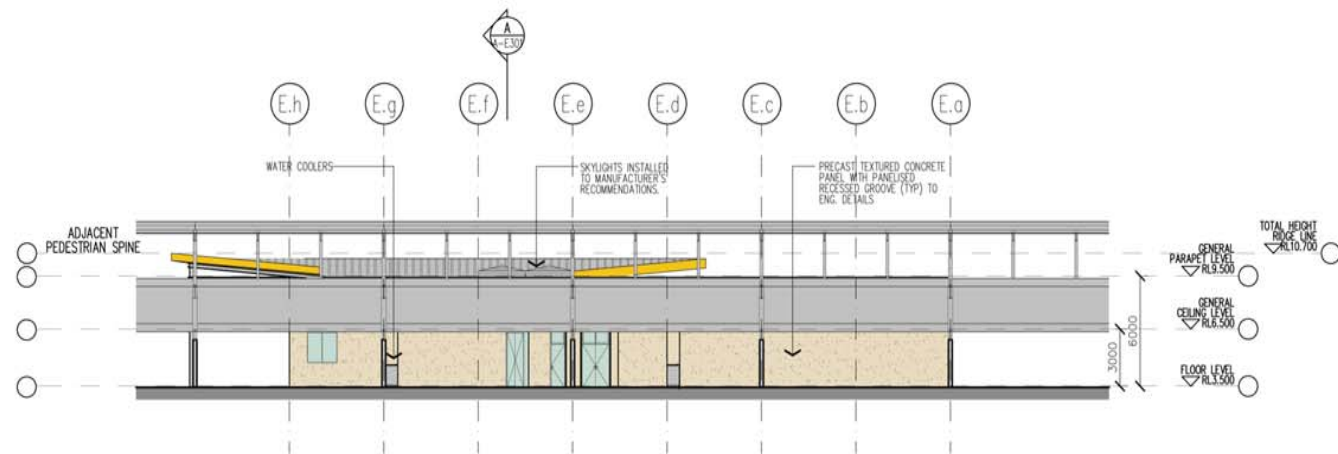
The exterior of the building is simple in its character and functionality, with broad covered ways to assist in weather protection during arrival and departure. The Male and Female Change Room entries are defining features giving clear direction on where to enter the building. Internally, the change rooms follow an organic planning regime to differentiate the environment from the more structured rectilinear work environments of the Workshops and industrial components.

The flow patterns within the Change Facilities encourage hygiene and cleanliness and minimise back tracking through the facility. Hand Wash and Toilets are located adjacent to the Spine to make it easy to wash and use the toilets without entering the Shower and Locker areas.

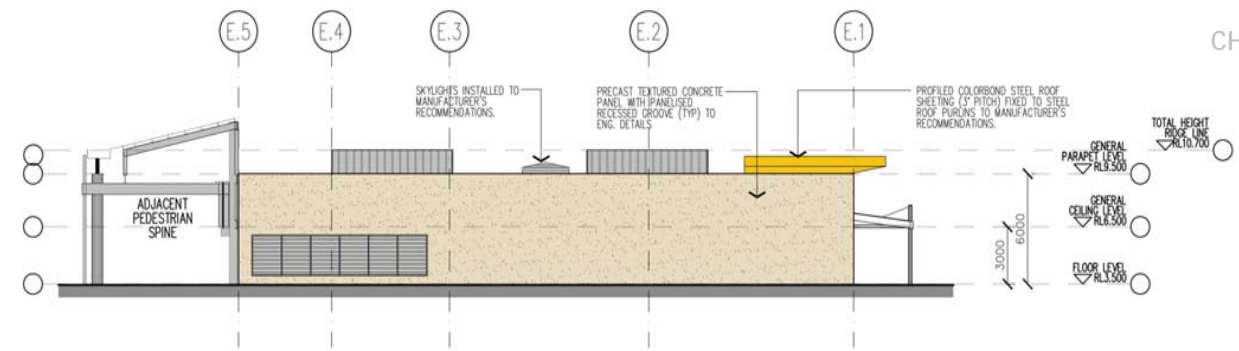




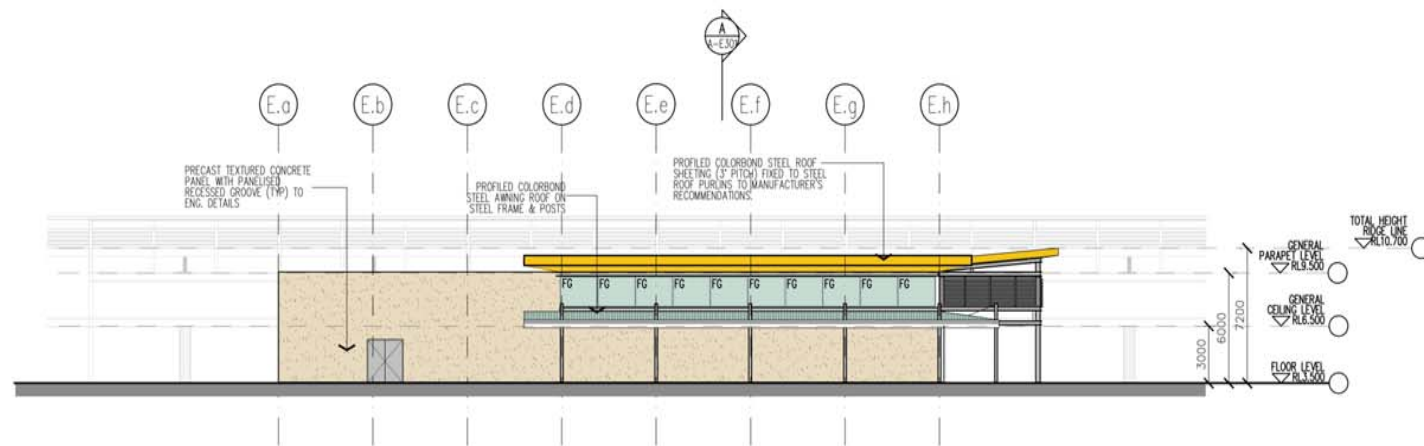
CHANGE ROOMS FLOOR PLAN



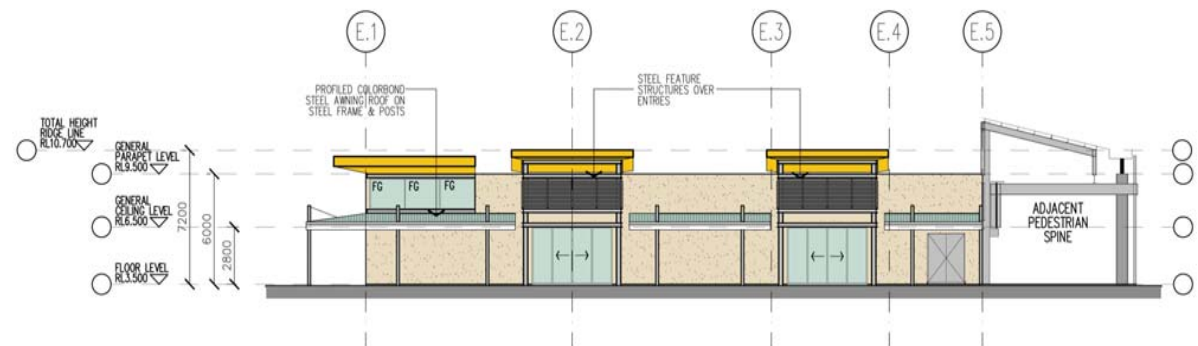
CHANGE ROOMS
NORTH ELEVATION



CHANGE ROOMS
WEST ELEVATION



CHANGE ROOMS
SOUTH ELEVATION



CHANGE ROOMS
EAST ELEVATION

The design of the On-Highway Trucks building and surrounds has resulted from the requirement to satisfy various brief and user demands. More so than other workshop facilities on the site, the On-Highway Trucks building must allow easy access for customers, but in a controlled manner to ensure safety and the efficiency of staff is not affected.

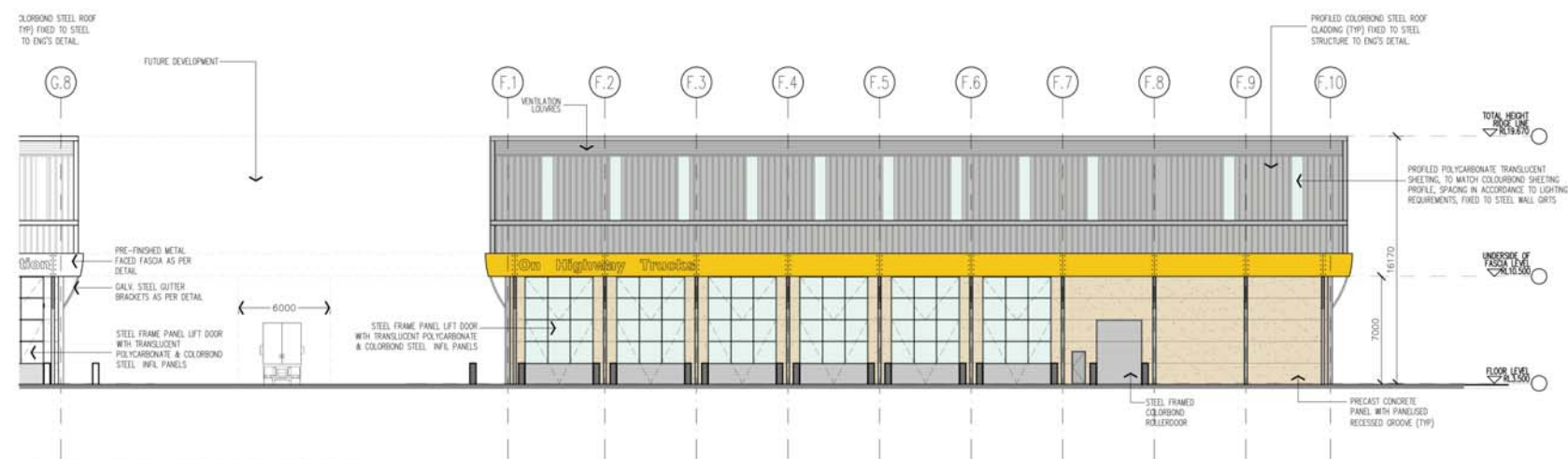
The On-Highway Trucks facility needs to cater for a variety of circumstances - from trucks driving to site for scheduled services to trucks arriving under tow, with or without trailers attached. For this reason it is located adjacent to the main arterial road. A large flexible hardstand area is provided just inside the site perimeter fence to allow drivers to safely bring their machines and vehicles off the road and set down, where WesTrac staff can then arrange for the safe movement of this equipment into the workshop compound.

The aesthetic architectural approach for the On-Highway Trucks facility corresponds to the B'Con workshop and other Workshop Buildings on site. The aesthetic is one of simplifying the related forms that have been generated from the geometry of the 797B Off Highway Truck. This is done through the adaption on a 7.5 degree single slope roof pitch. This slope when combined with the varying heights of each individual workshop provides an aesthetic theme which is consistent yet diverse, given the changing orientation of the buildings across the site.

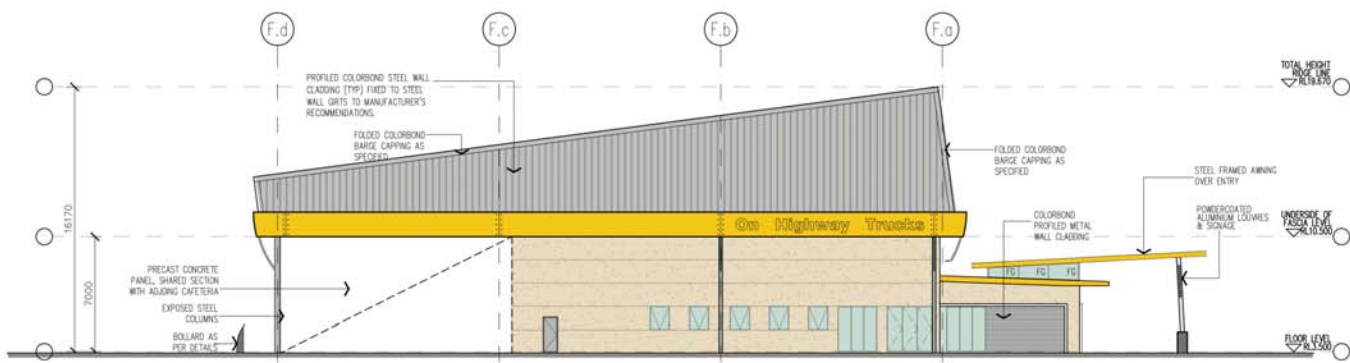




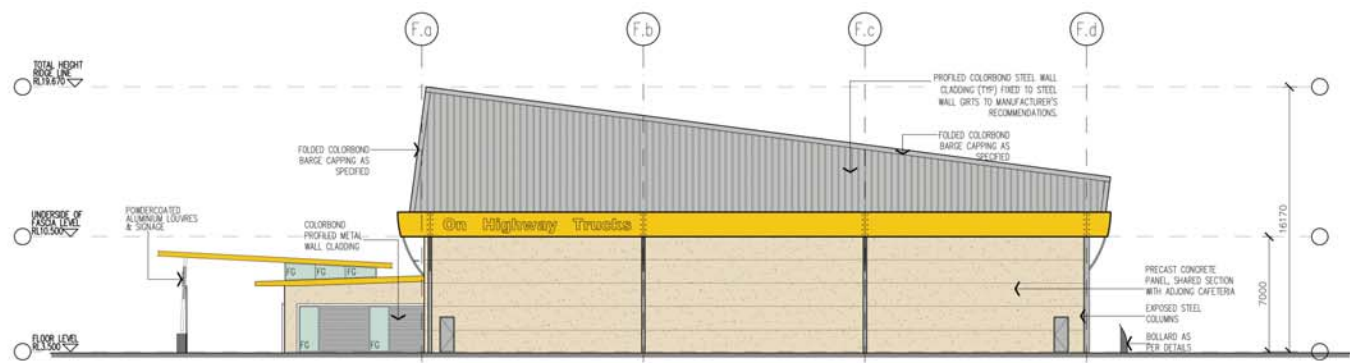
ON-HIGHWAY TRUCKS FLOOR PLAN



ON-HIGHWAY TRUCKS
EAST ELEVATION



ON-HIGHWAY TRUCKS
NORTH ELEVATION



ON-H'WY TRUCKS
SOUTH ELEVATION



ON-HIGHWAY TRUCKS
WEST ELEVATION

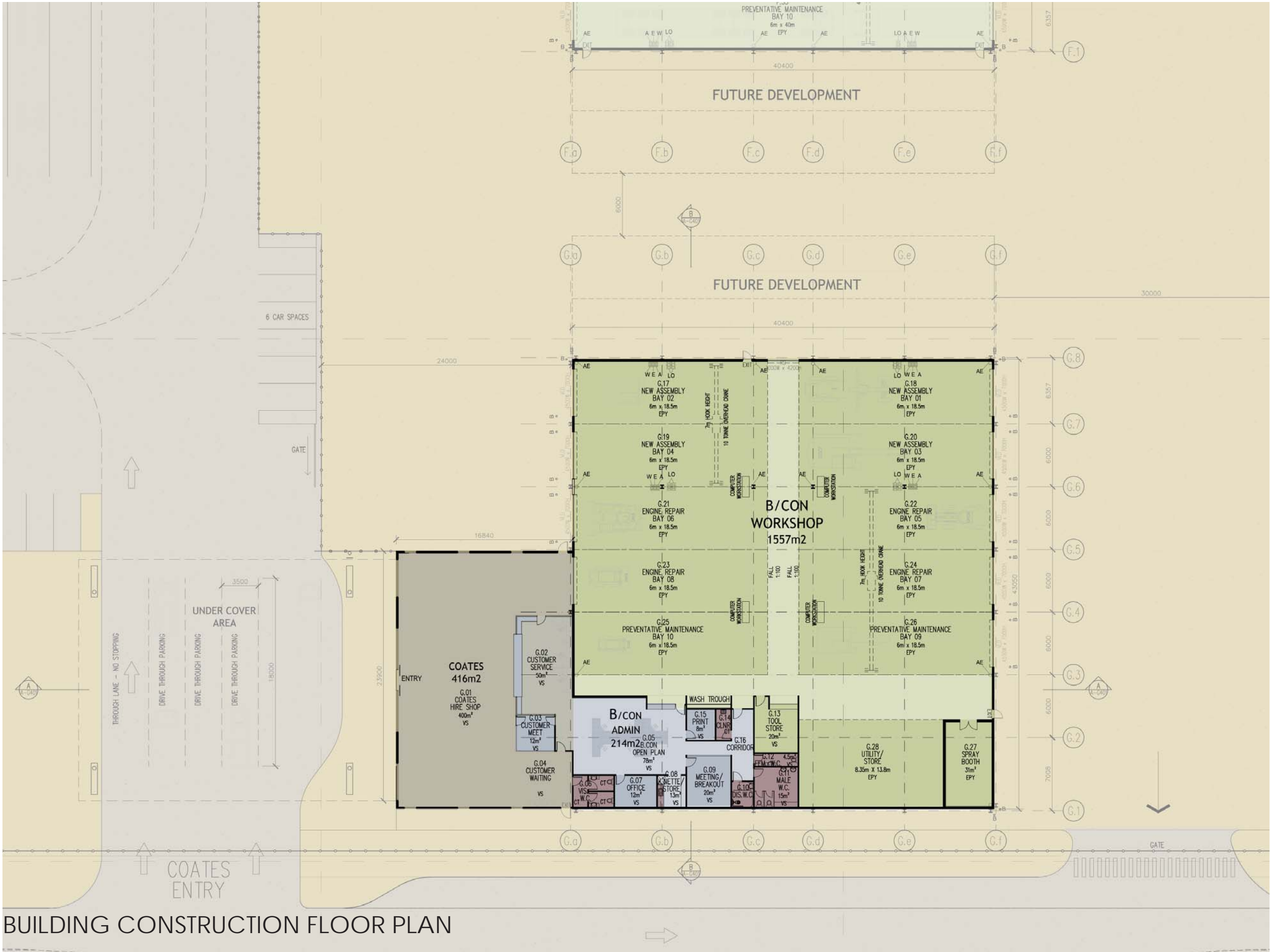
The B.Con and Coates building is for the assembly of new machinery, as well as repair, maintenance and hiring of building construction equipment. Like On Highway Trucks it is located to provide ease of access for customers and delivery of machinery requiring repair or maintenance. Its adjacent location to On-Highway Trucks enables facilities such as the washbay & future dyno test cell to be shared.

A separate entry off the site access road is provided for Coates customers to facilitate an undercover, safe and user-friendly loading area.

As part of the architectural design, an awning flies out from the building over the customer drive through loading area, signifying entry and business identity while establishing the building location for customers.

The overall aesthetic architectural approach for the On-Highway Trucks facility corresponds to the On Highway workshop and other Workshop Buildings on site. The aesthetic is one of simplifying the related forms that have been generated from the geometry of the 797B Off Highway Truck. The use of lightweight materials, screens and a glazed entry helps to create a scale more conducive to the smaller customer accessing this facility.



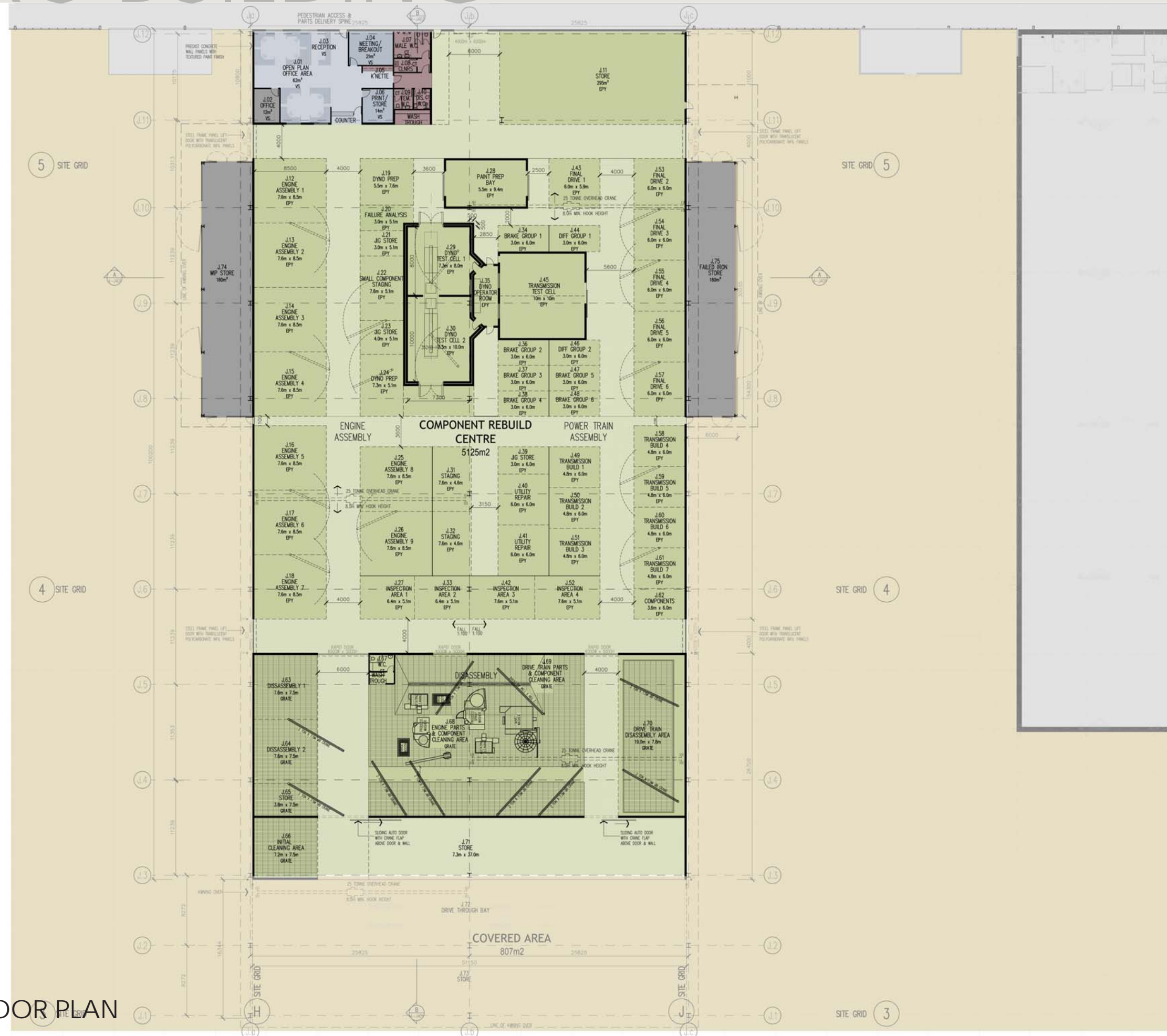


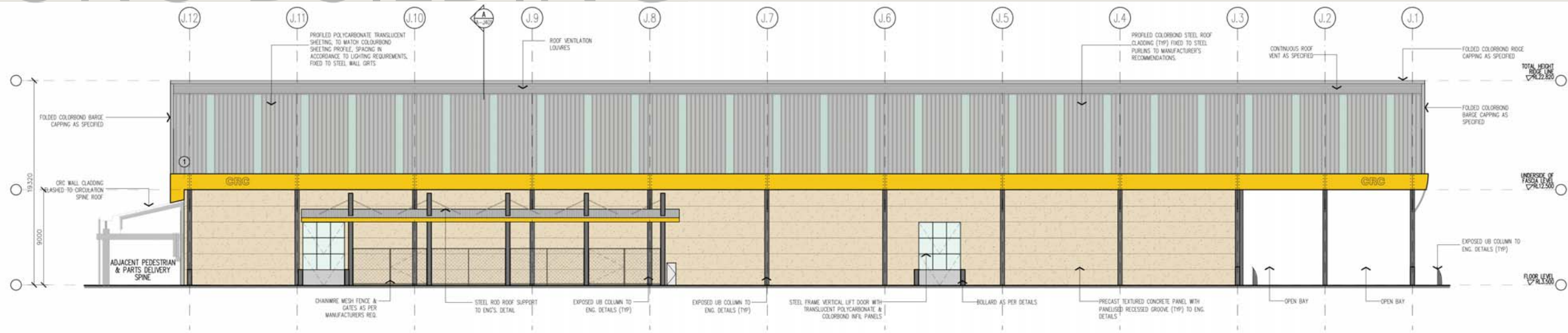
BUILDING CONSTRUCTION FLOOR PLAN

The CRC Building continues with the workshop building aesthetic theme which applies consistently across the site. This form is generated from the geometry of the 797B Off Highway Truck through the adaption on a 7.5 degree single slope roof pitch.

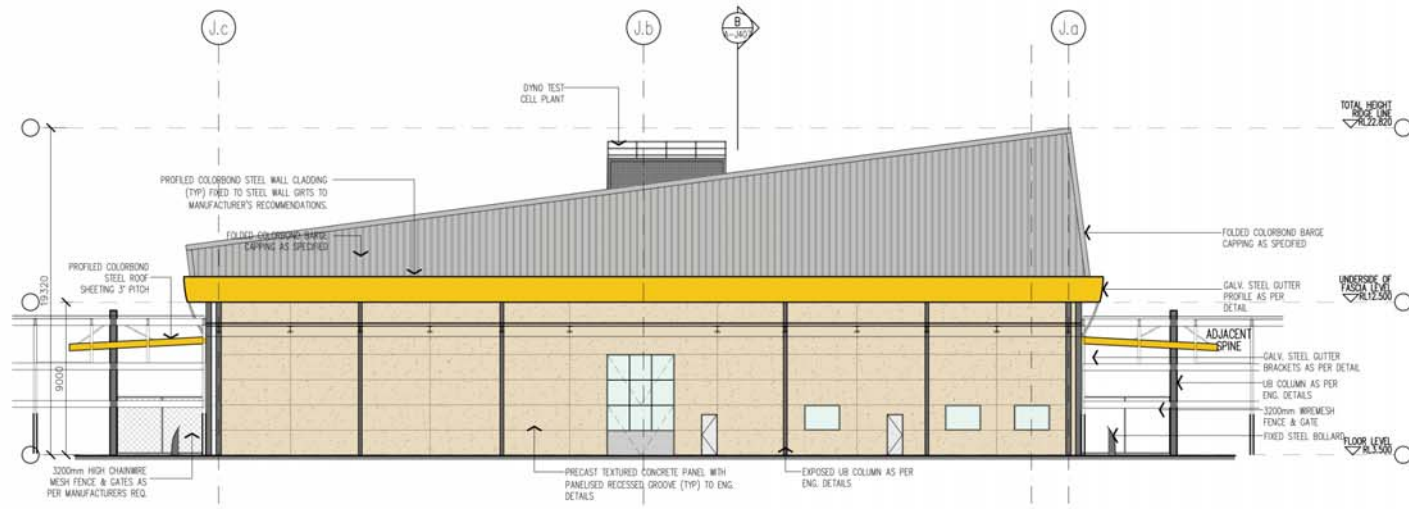
The cross-section created gives a very strong architectural aesthetic and allows the separation of solid wall to light weight wall to be consistent through all workshop buildings. The single slope approach provides an upper level air volume and is generous in its environmental amenity. This provides a buffer zone over the breathing zone for stale and warm air to be dispelled from the workshops using the “stack effect” of natural ventilation. The large inclined light weight wall that is created on one side of each building allows significant natural lighting to be introduced to reduce artificial lighting requirements and running costs.



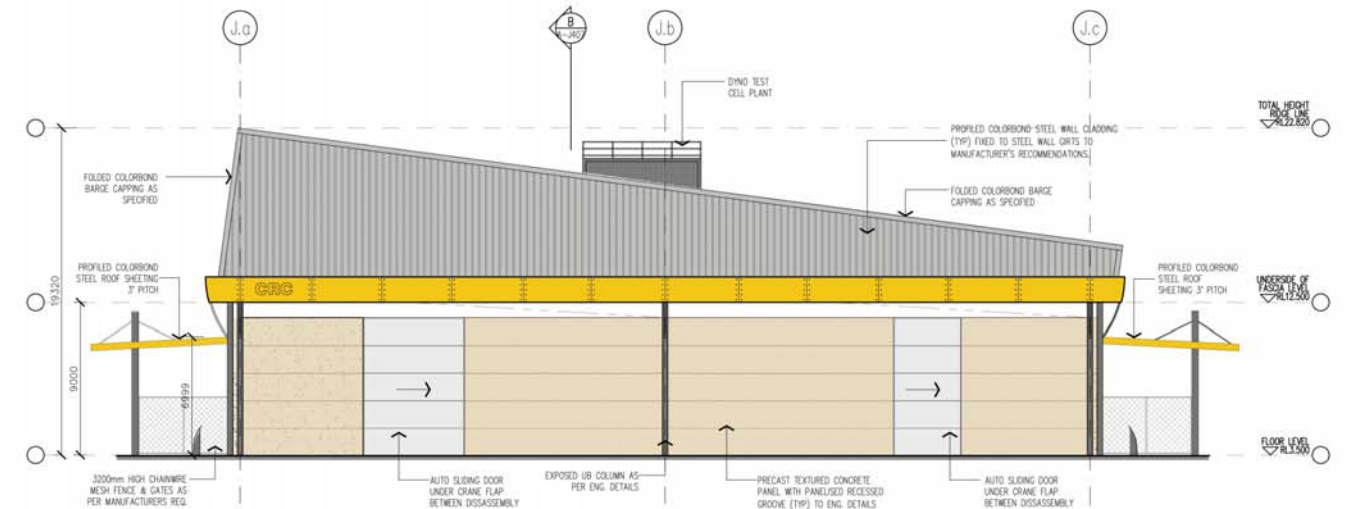




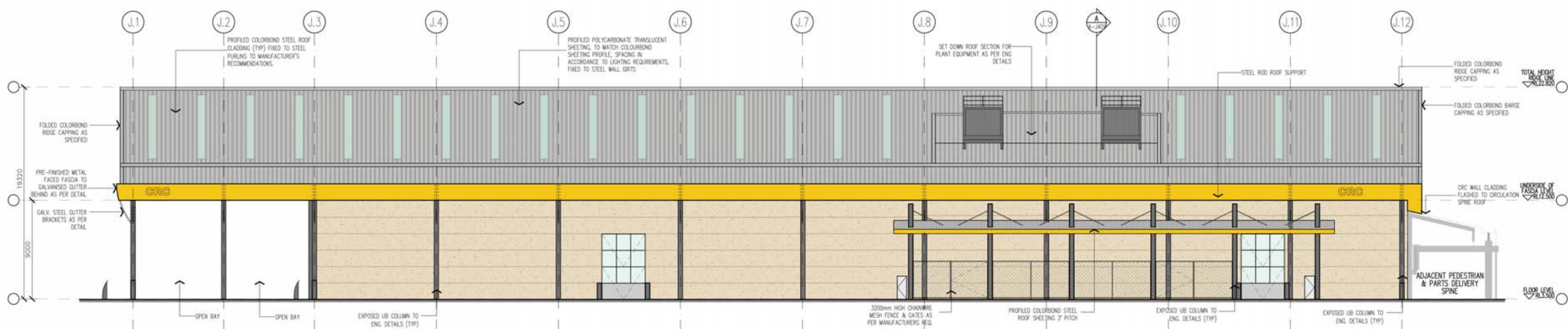
CRC
WEST ELEVATION



CRC
NORTH ELEVATION (VIEW FROM ACCESS SPINE)



CRC
SOUTH ELEVATION



CRC
EAST ELEVATION

GENERAL WORKSHOP BUILDING 32

The General Workshop maintains consistency with the aesthetic and environmental design principles of the generic site workshop. This consistency creates a cohesion to the site design, despite some individual variations in all the workshop buildings to suit specific requirements of crane heights, workshop bay depths, and the size and amount of openings in external walls.

The overhanging of the upper walls of the General Workshop Building, and workshop buildings more generally, will provide shading and will allow ventilation flow paths to enhance the stack effect of natural ventilation no matter which way the wind is blowing. It will also allow the doors to remain closed and not be required to be open for ventilation, thus minimising the increase of dust and contaminants at the lower level working area. The roof design also maximises collection of roof and wall water and allows it to be channelled at a high level above the doors and wall panels in a horizontal direction back towards the stormwater collection tank, below the Pedestrian / Services spine.



GENERAL WORKSHOP BUILDING

33

BUILDING
K
GENERAL
WORKSHOP



GENERAL WORKSHOP FLOOR PLAN

GENERAL WORKSHOP BUILDING 34

BUILDING
K
GENERAL
WORKSHOP



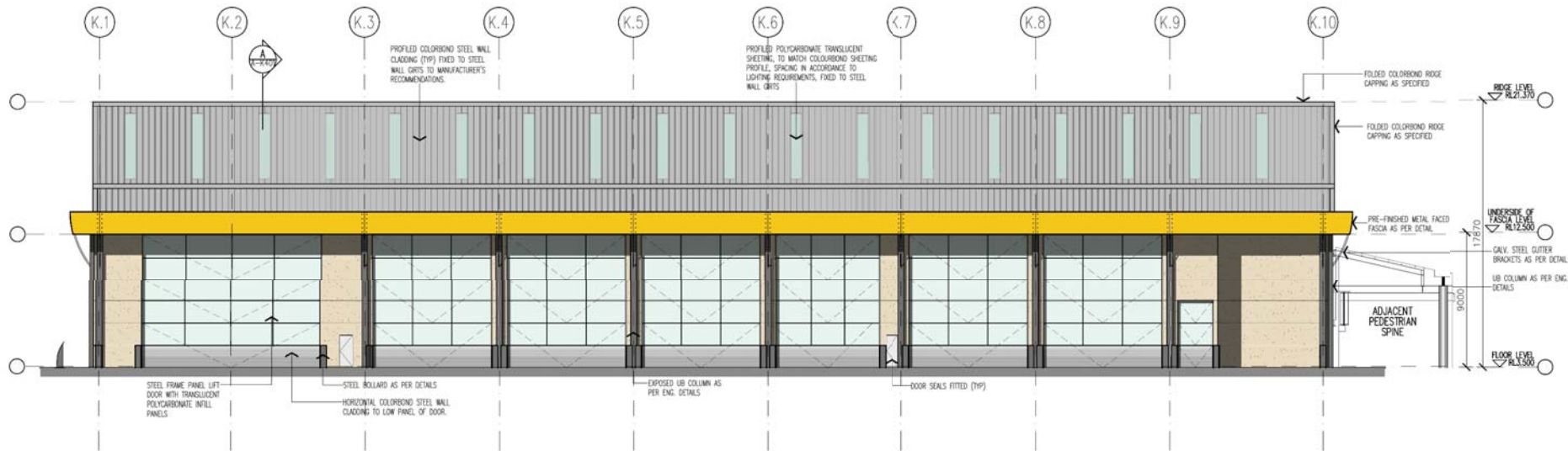
GENERAL WORKSHOP
WEST ELEVATION



GENERAL WORKSHOP
SOUTH ELEVATION



GENERAL WORKSHOP
NORTH ELEVATION (VIEW FROM ACCESS SPINE)

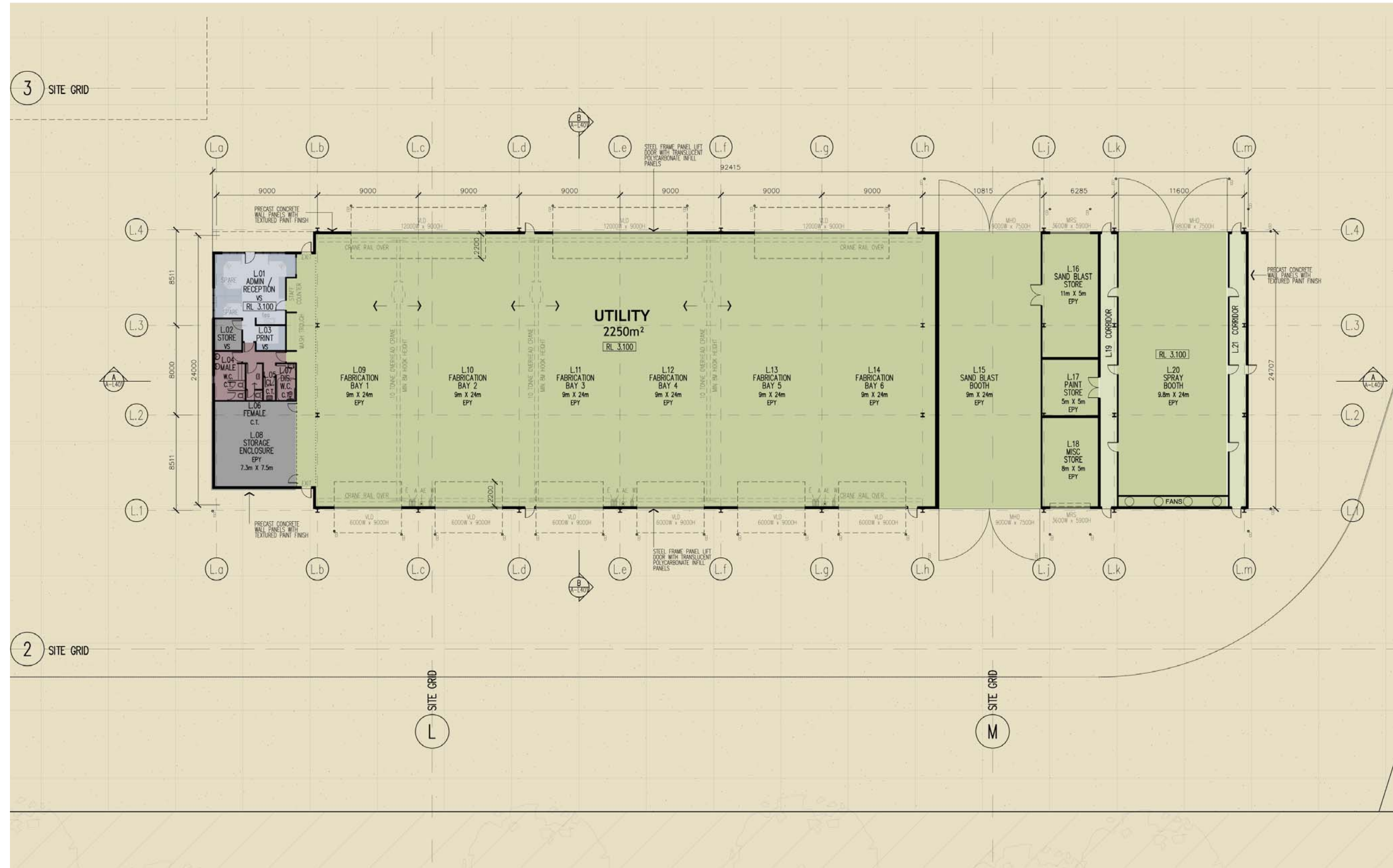


GENERAL WORKSHOP
EAST ELEVATION

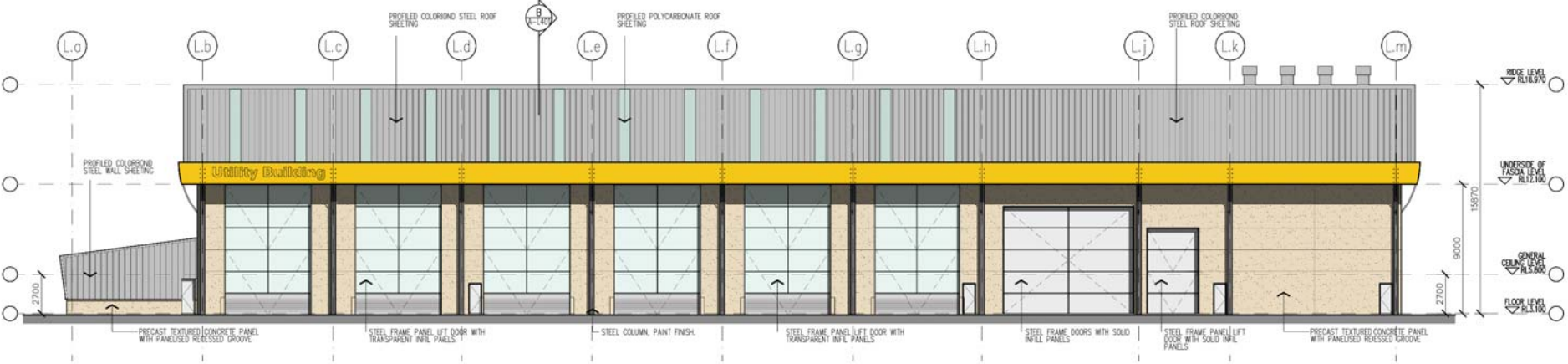
The Utility and Wash Bay Buildings are simple in layout, housing workshop bays of various specific uses, but in a configuration allowing flexibility for later changes to these uses.

The Utility Building sits consistently with the aesthetics of the nearby buildings. With the long axis of this building running east-west, the opportunity exists to orientate the roof to take advantage of controlled natural light from the south. The Utility Building is located conveniently to the Wash Bay, but adequately clear from other buildings in the WesTrac facility.

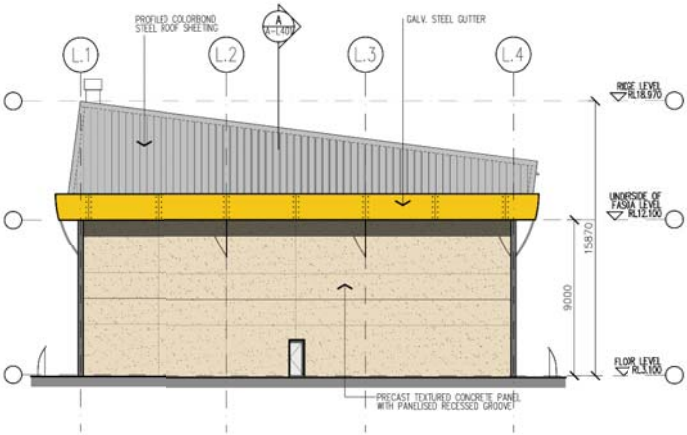




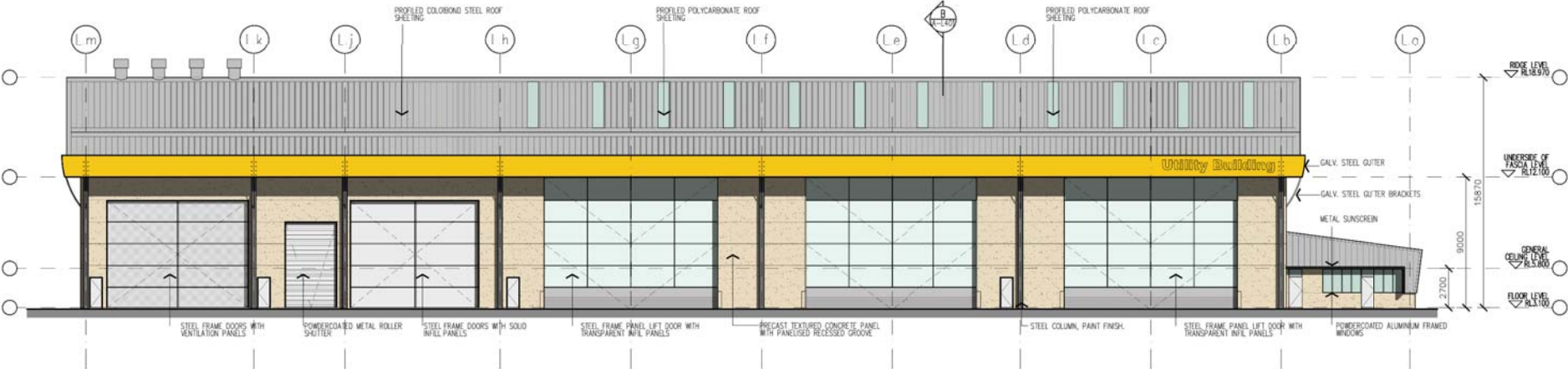
UTILITY BUILDING FLOOR PLAN



UTILITY WORKSHOP
SOUTH ELEVATION



UTILITY WORKSHOP
EAST ELEVATION



UTILITY WORKSHOP
NORTH ELEVATION

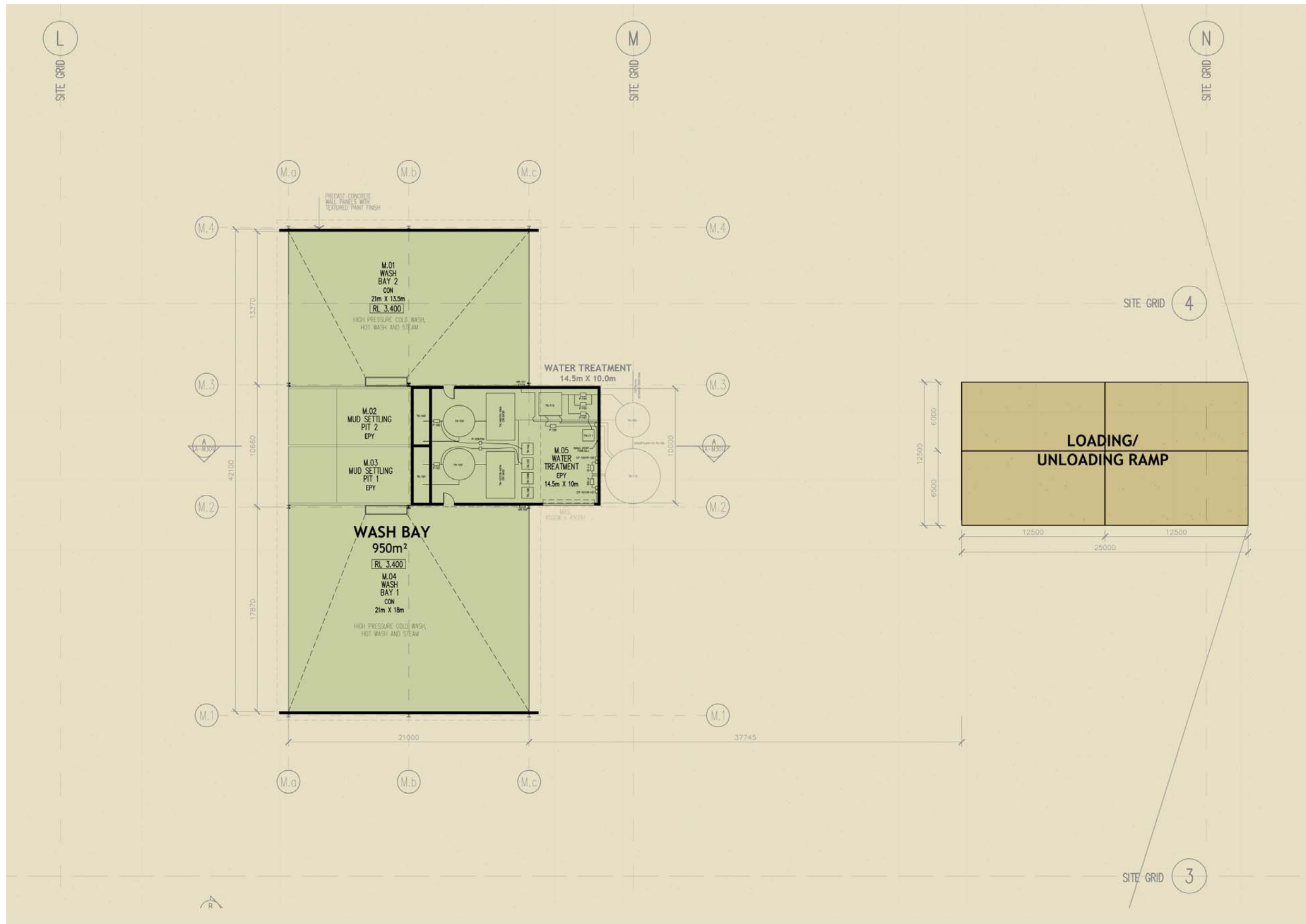


UTILITY WORKSHOP
WEST ELEVATION

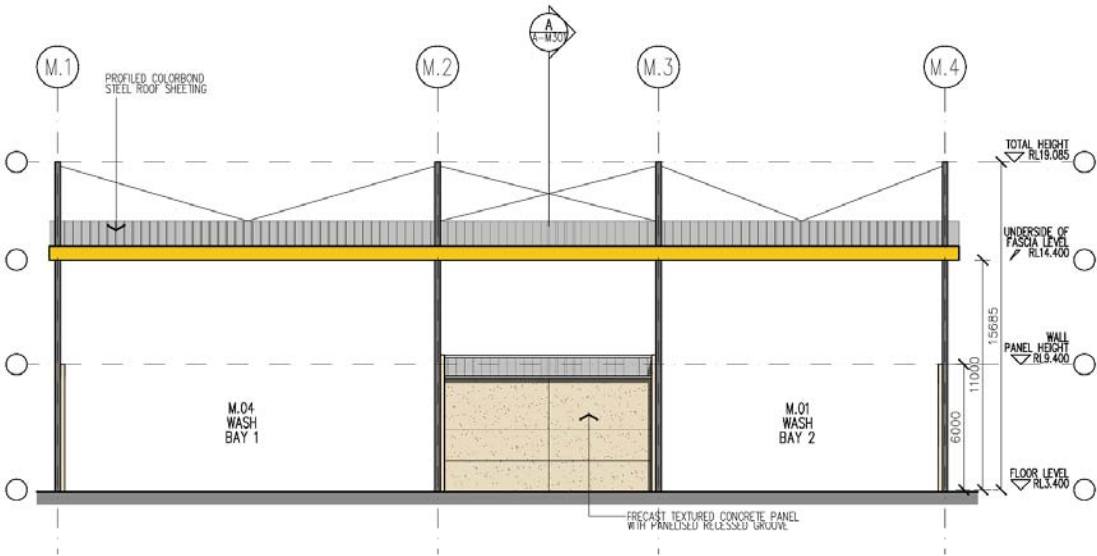
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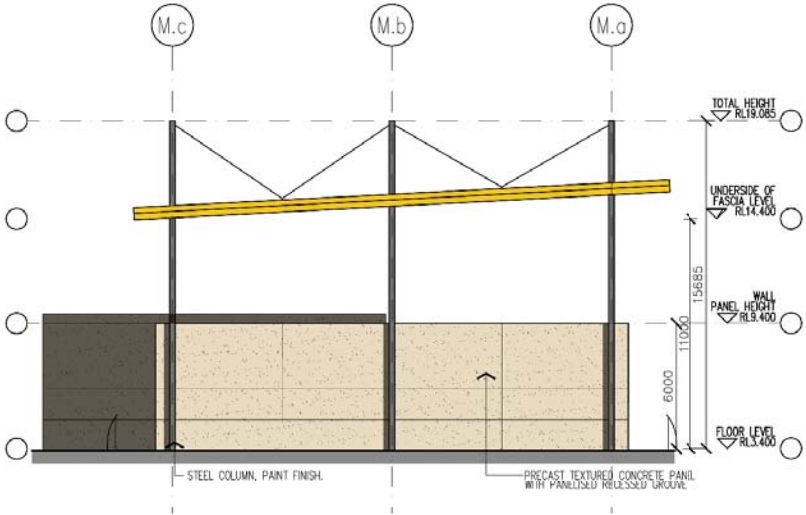




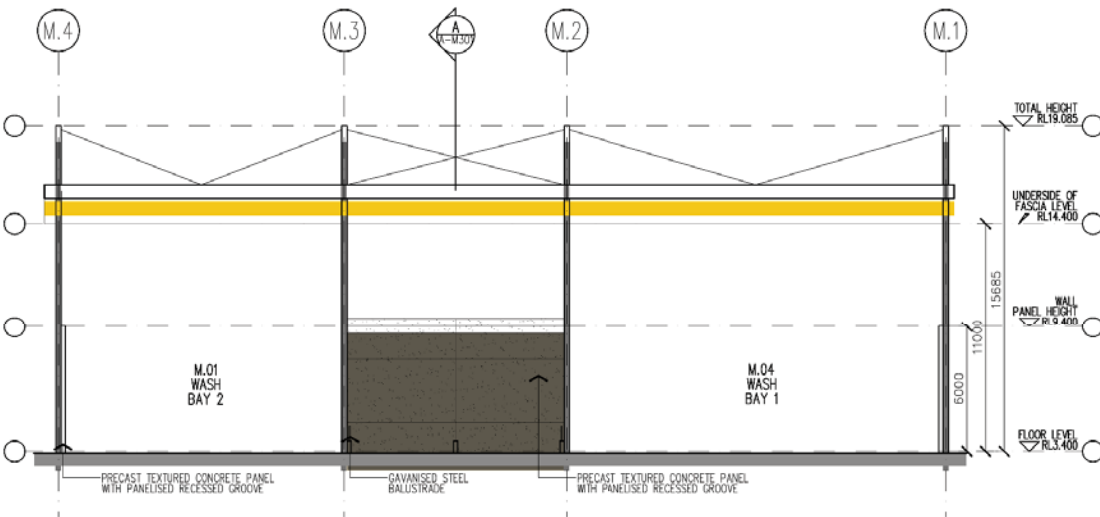
WASH BAY FLOOR PLAN



WASH BAY
EAST ELEVATION



WASH BAY
NORTH ELEVATION



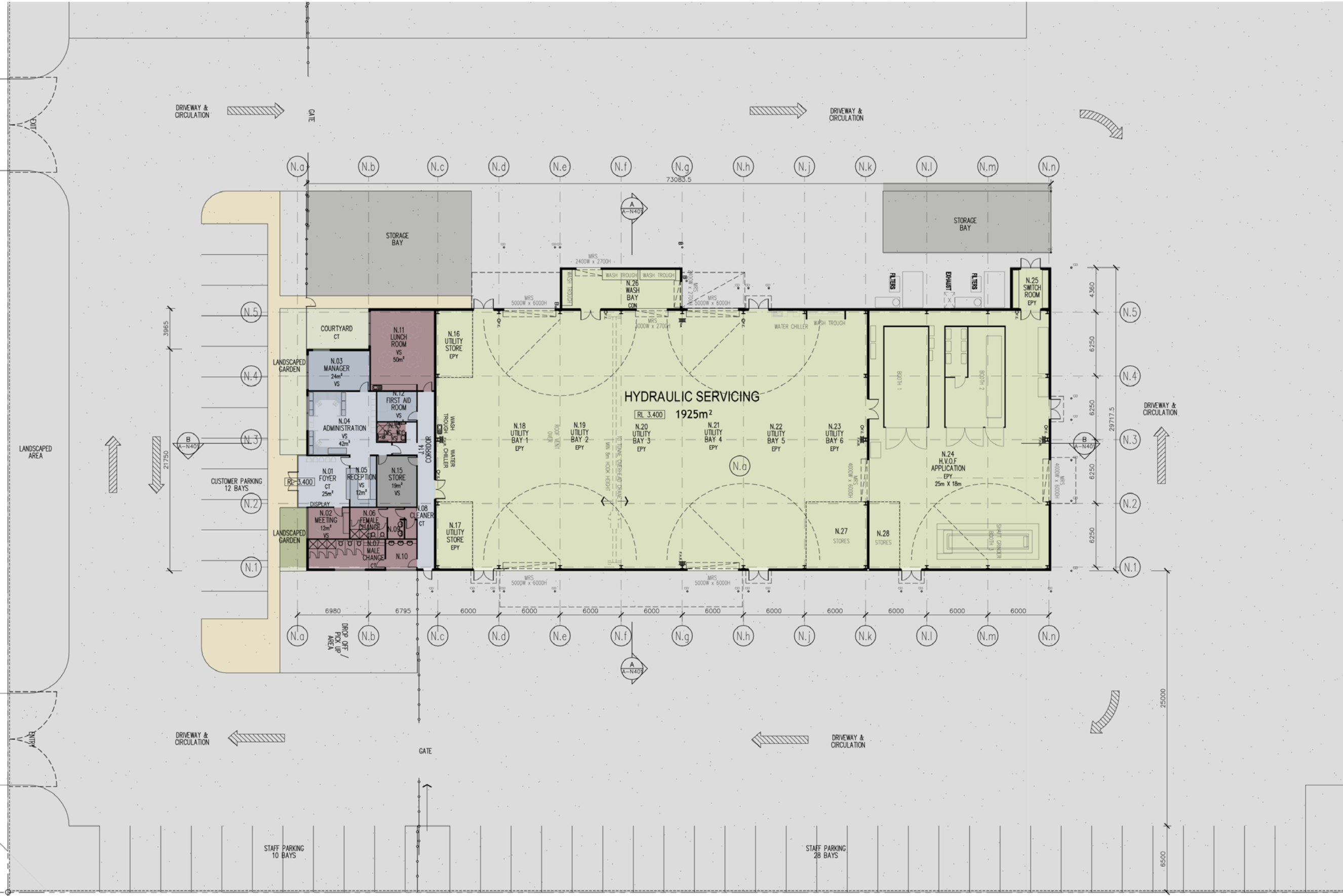
WASH BAY
WEST ELEVATION

The High Velocity Oxygen Fuel / Hydraulic facility is located to the west of the main WesTrac facility, within the adjacent industrial subdivision. This location provides close proximity for WesTrac, and allows external customers to access the HVOF/Hydraulic facility without having to enter the WesTrac site.

This facility will have a sleek industrial form, in keeping with the overall design philosophy of the WesTrac site, but with its own distinct language to identify it as a separate business.

As a stand alone facility the HVOF/Hydraulic building includes workshops, administration and staff areas, staff and customer parking, and allowance for truck access and circulation.

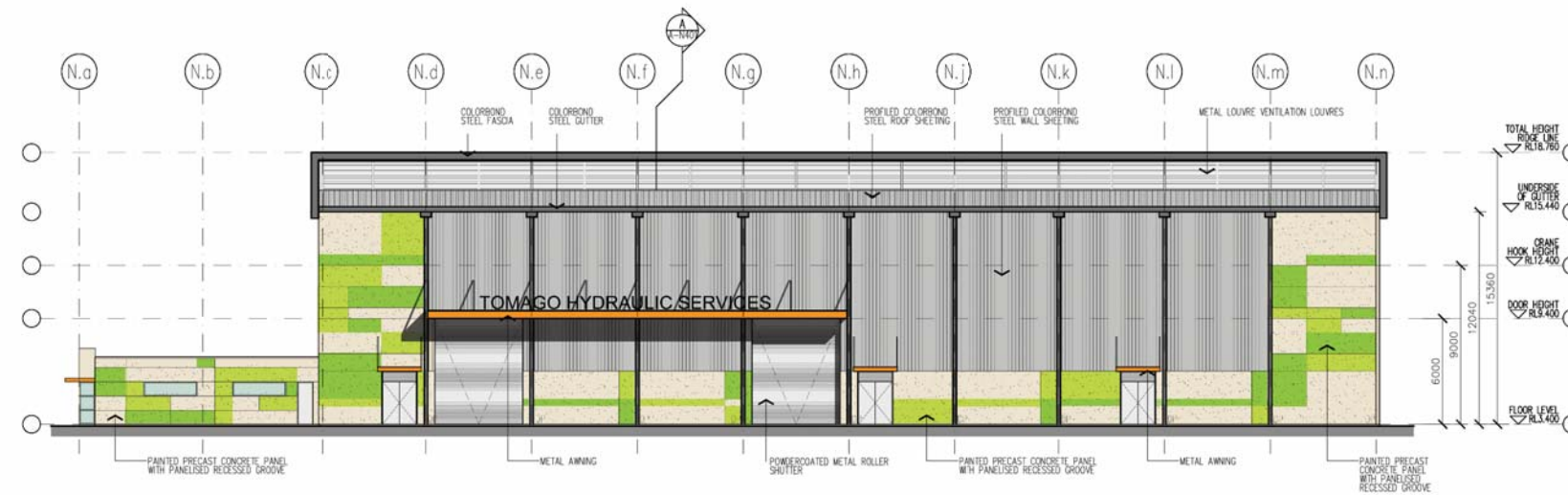




HYDRAULIC & HVOF FLOOR PLAN



HYDRAULIC & HVOF
EAST ELEVATION



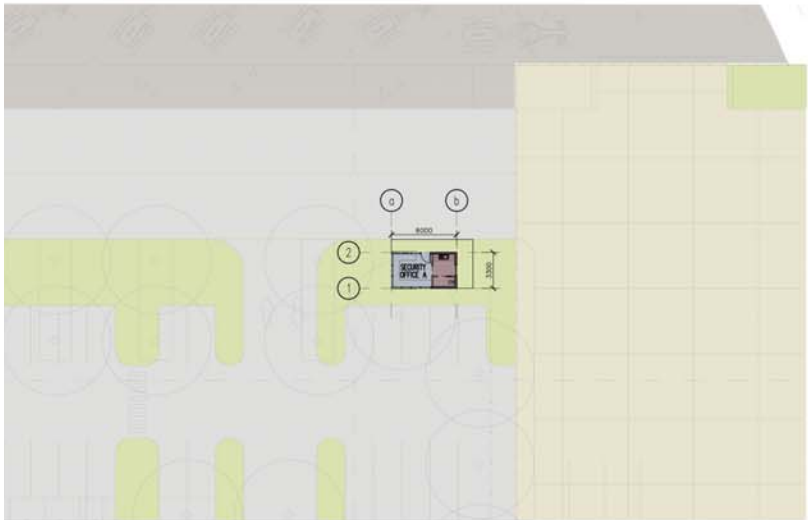
HYDRAULIC & HVOF
SOUTH ELEVATION



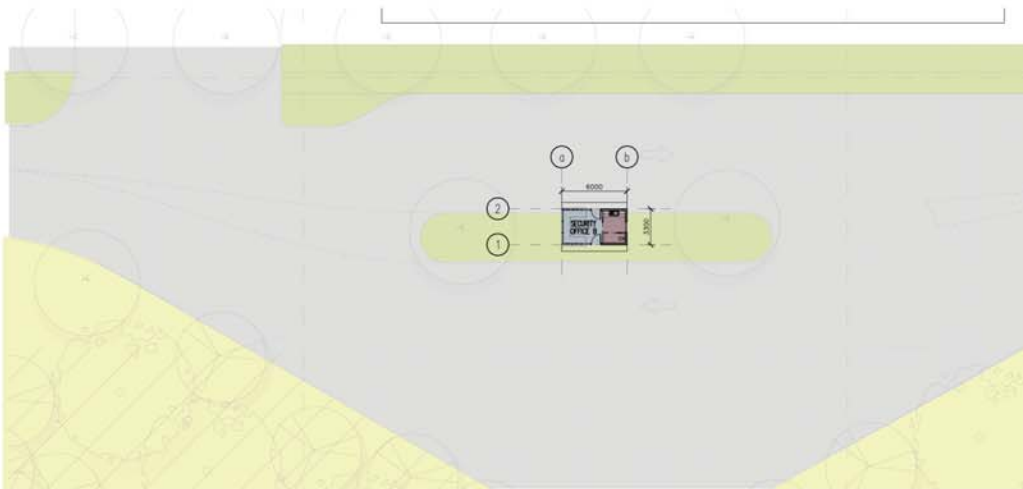
HYDRAULIC & HVOF
WEST ELEVATION



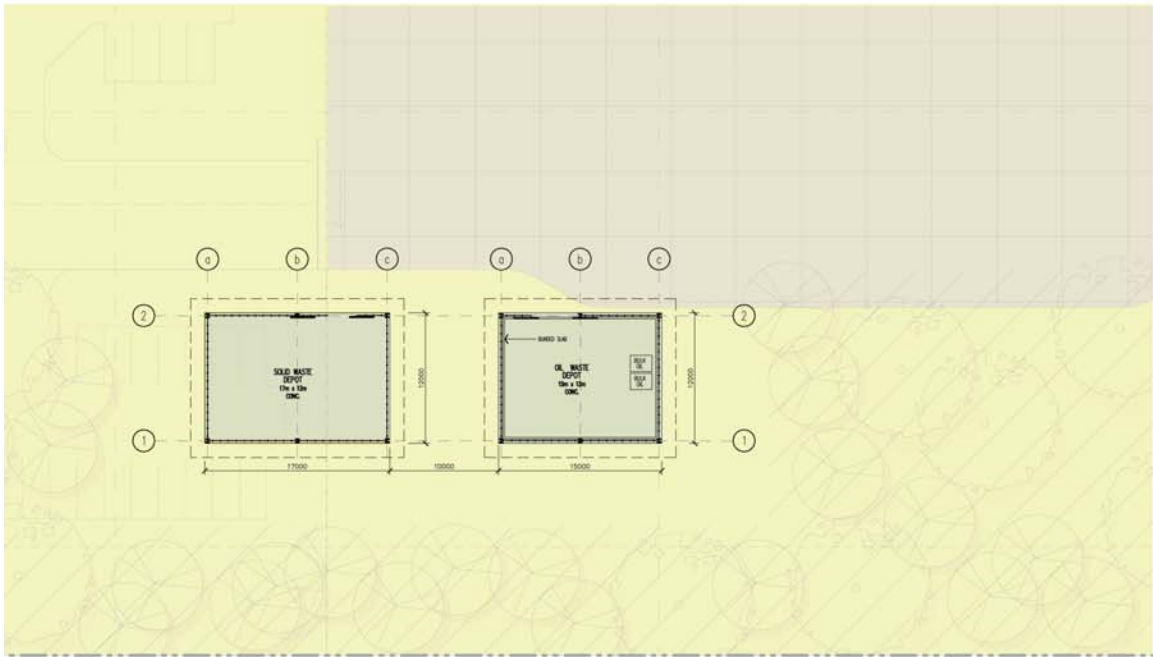
HYDRAULIC & HVOF
NORTH ELEVATION



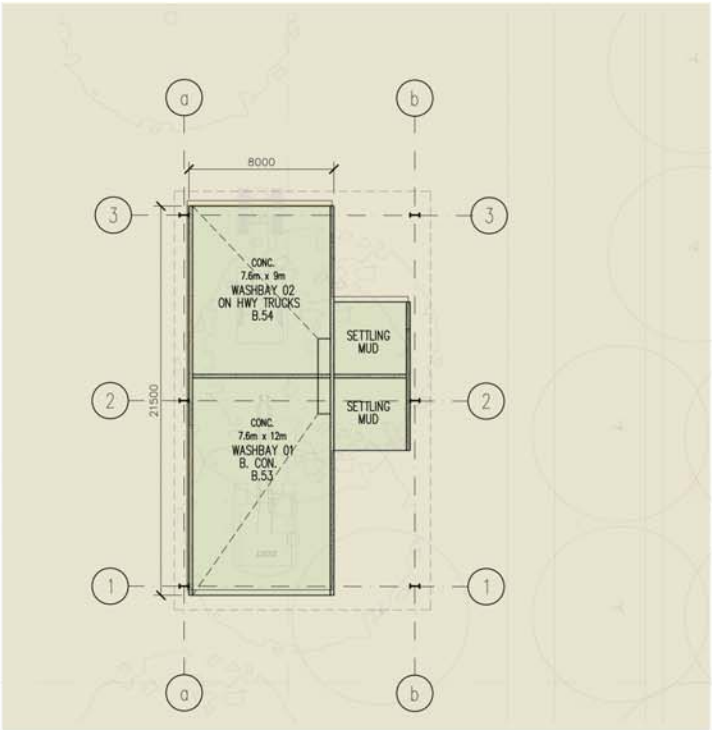
SECURITY OFFICE A
FLOOR PLAN



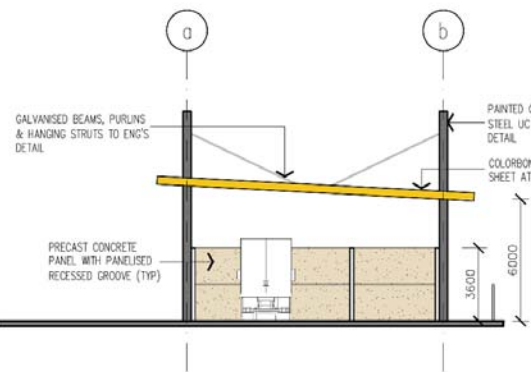
SECURITY OFFICE B
FLOOR PLAN



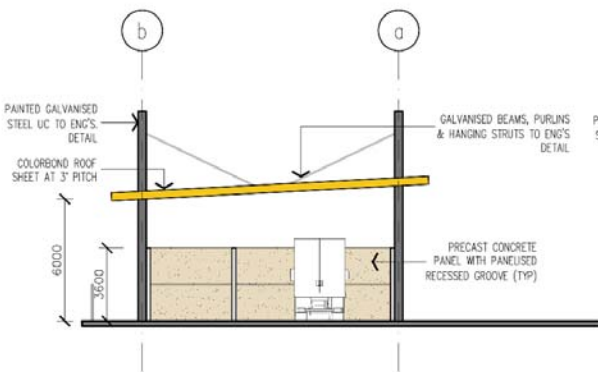
OIL & SOLID WASTE DEPOTS
FLOOR PLANS



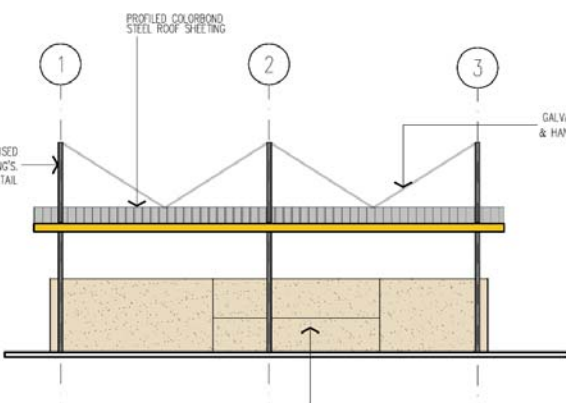
WASH BAY 2
FLOOR PLAN



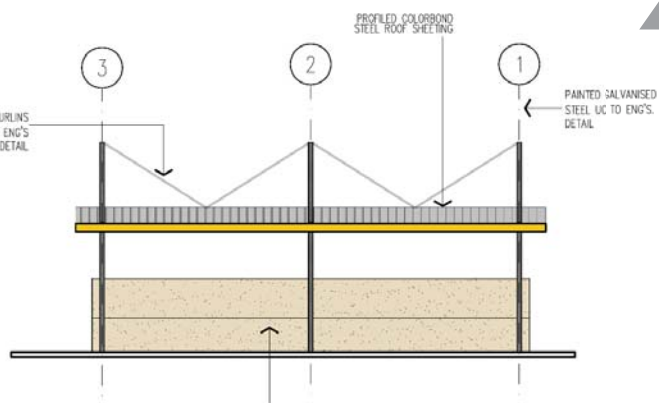
WASHBAY 2
SOUTH ELEVATION



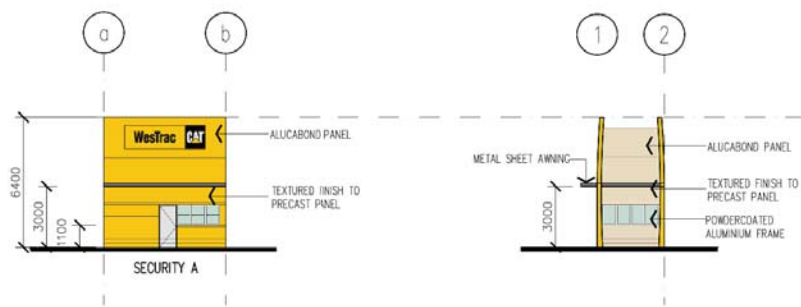
WASHBAY 2
NORTH ELEVATION



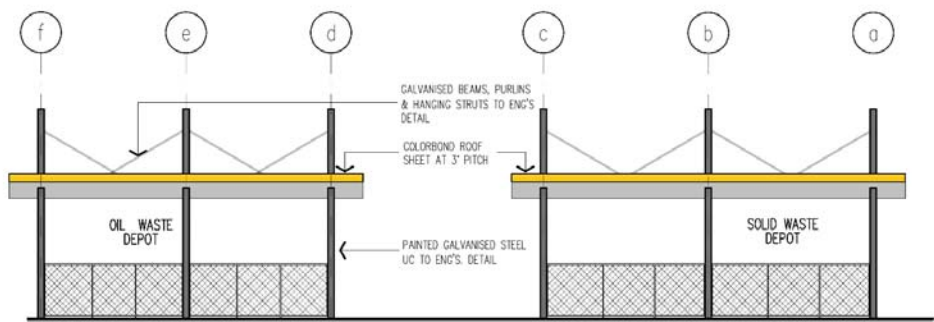
WASHBAY 2
EAST ELEVATION



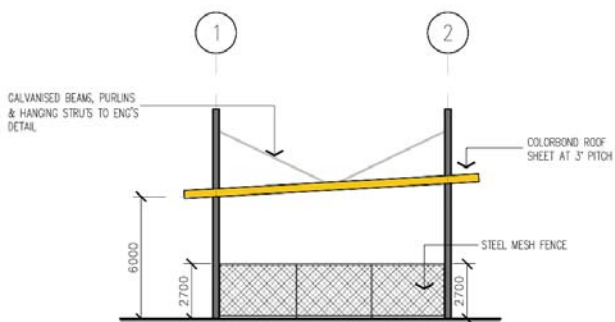
WASHBAY 2
WEST ELEVATION



SECURITY OFFICE A & B
ELEVATIONS



OIL & SOLID WASTE DEPOTS
NORTH ELEVATION



WASTE DEPOTS
EAST ELEVATION

The Spine is central to the entire site layout, with the majority of buildings connected as “limbs” to this element. Functionally, the spine provides secure, all-weather access for staff, parts, and, if required, visitors to the various parts of the facility. Apart from the functional purpose, the spine serves as a communal space, allowing all staff to meet and greet along the path between their workspace building and other common areas such as the Change Rooms, Cafeteria, Staff Carpark and Staff Services in Administration.

The journey along the spine, for both visitors but importantly also staff, will provide the full experience of the WesTrac site. Windows and openings along the length of the spine will provide views of the various WesTrac business, as well as the external work areas. The spine will open into the other primary communal space, the Cafeteria and Coffee Shop, so that these spaces flow together. A staff member spending a meal break having a coffee in the Coffee Shop can greet through the large openable glazed doors other staff as they pass.



The proposed development is to be used as a Caterpillar Machinery Depot. This will include administration buildings, training facilities, spare parts storage, and equipment servicing buildings, outdoor machinery sales area, carparking and outdoor storage areas.

To supplement the proposed development, the primary objectives for landscaping shall be to:

Create a landscape buffer to the east and south of the site. This will be done using endemic plant species. Trees have been selected for their high and low canopies which will provide a dense vegetative screen between the development and neighbouring properties.

Front entry, front carpark and landscaping around Administration and Westrac Institute buildings will be well manicured with large specimen trees formal avenues of tall Eucalypts, lawn areas and mass planted gardens.

Staff carparks will be planted with a mixture of native evergreen trees and exotic deciduous trees to provide plentiful shade. Hedging plants along the perimeters will break views into surrounding areas of hardstand.

Landscaping on the western boundary along the entry road will consist of an avenue of tall Eucalypts, screen planting along the fence line of *Casuarina glauca* and tall shrub species.

A 3.5 metre acoustic fence made of timber will be constructed in the northeastern corner of the site to alleviate noise concerns.

Attractive outdoor areas for staff and visitors that will be utilised for dining, relaxation and passive recreation.

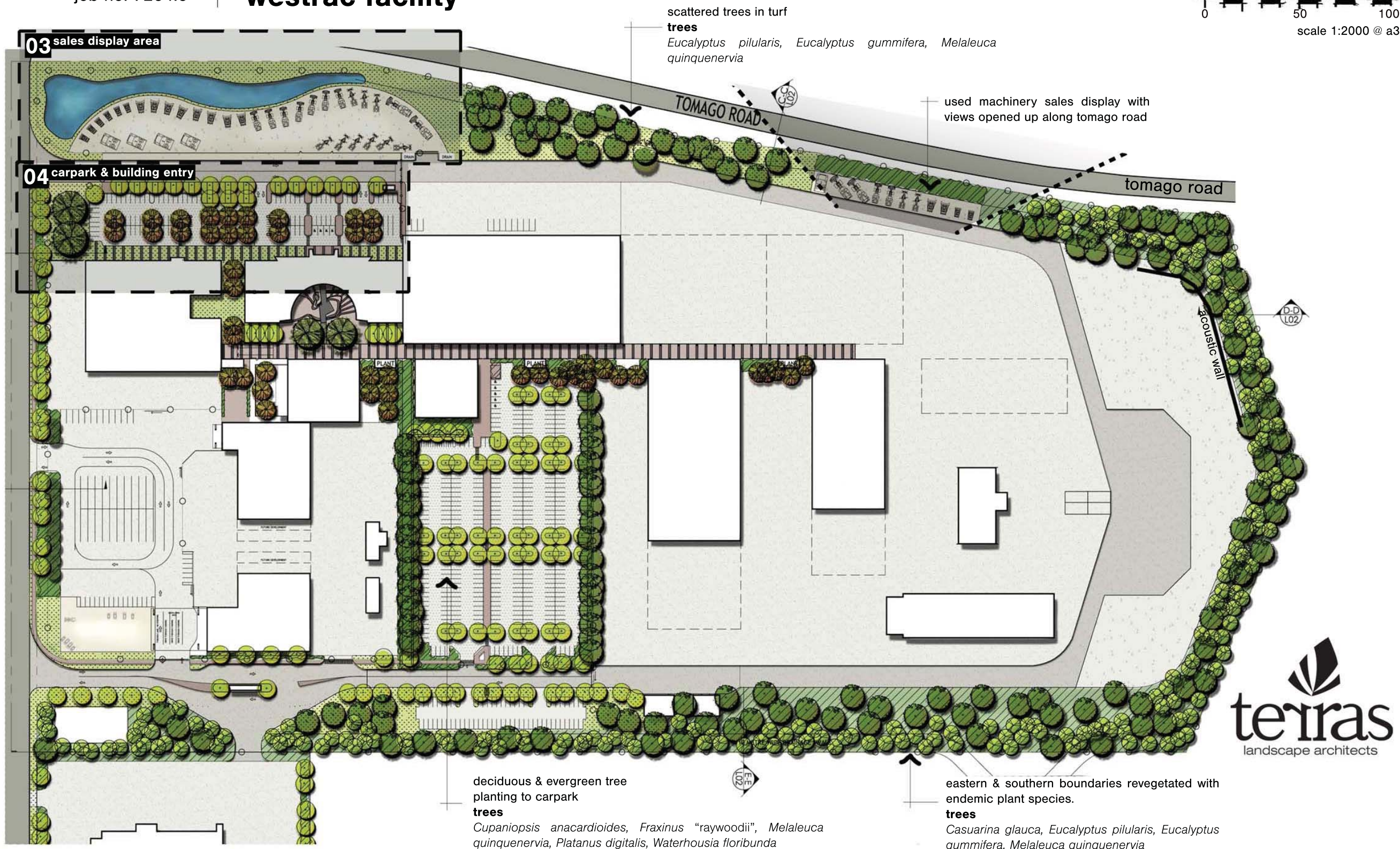
With these landscape treatments in place it is felt that an attractive and functional landscape will be produced, a landscape that addresses screening issues while allowing for corporate identity, provides attractive outdoor areas for staff and visitors to enjoy, shading to carparks and enhances the proposed buildings.

01

oct 2008
job no: 7254.5

site plan

westrac facility



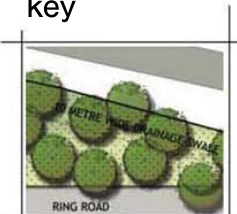
02

oct 2008
job no: 7254.5

site plan feature trees

westrac facility

key



scattered trees in turf, northern boundary



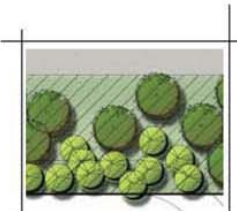
Melaleuca quinquenervia



Eucalyptus pilularis



Eucalyptus gummifera



eastern & southern boundaries revegetated with endemic plant species.



Casuarina glauca



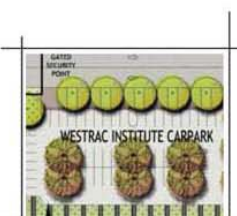
Melaleuca quinquenervia



Eucalyptus gummifera



Eucalyptus pilularis



deciduous & evergreen tree planting to car park



Cupaniopsis anacardioides



Fraxinus "raywoodii"



Waterhousia floribunda



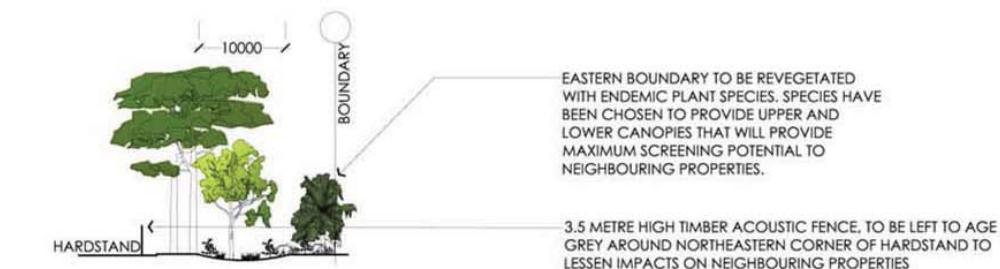
Melaleuca quinquenervia



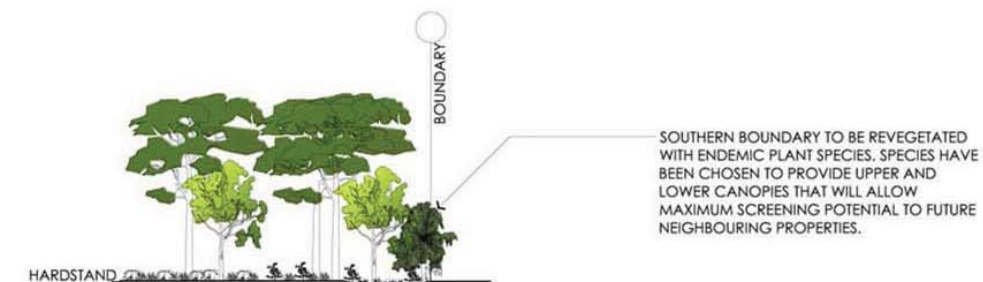
Platanus digitalis



section C-C through northern boundary



section D-D through eastern boundary



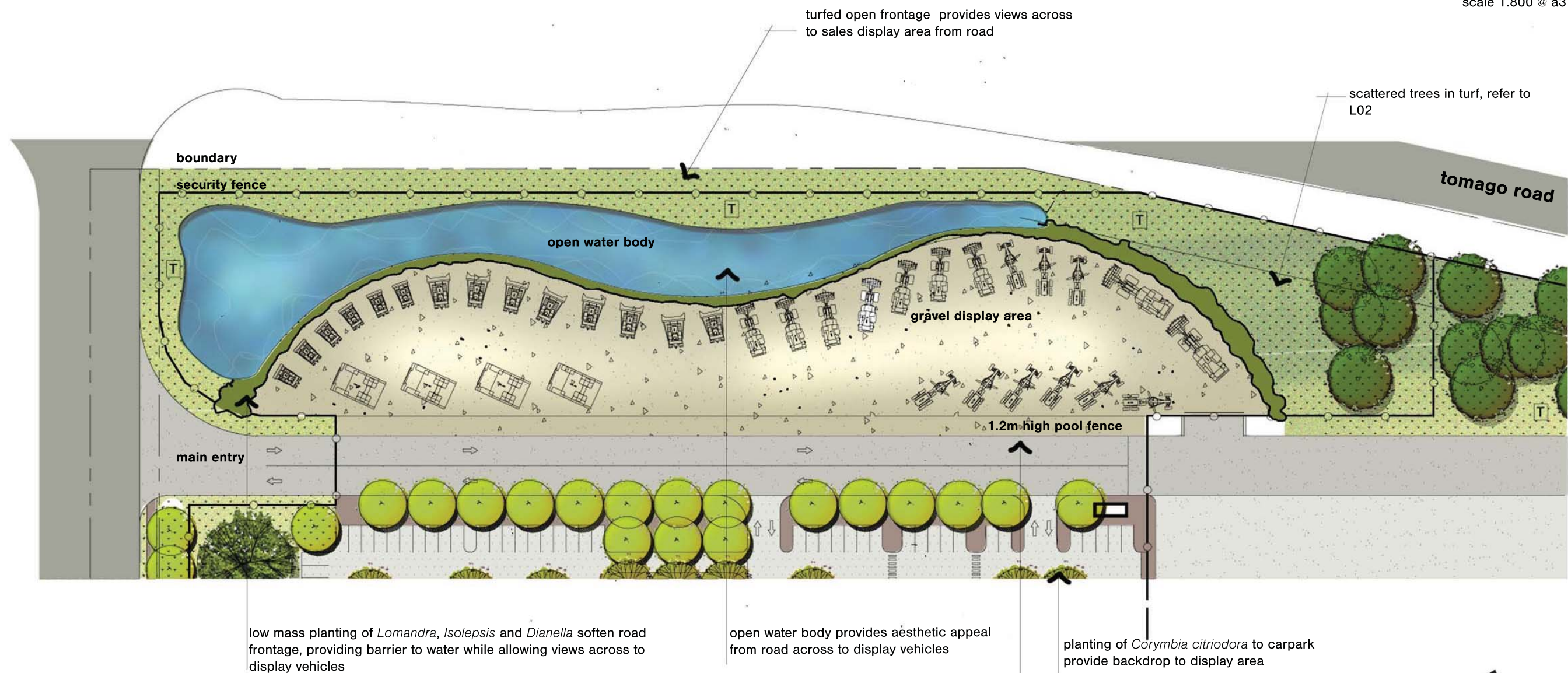
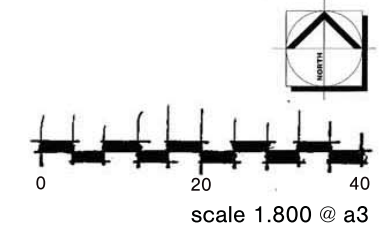
section F-F through southern boundary

03

oct 2008
job no: 7254.5

sales display area

westrac facility



Lomandra species



Dianella species



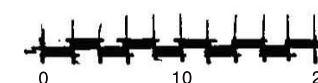
Isolepsis nodosa

04

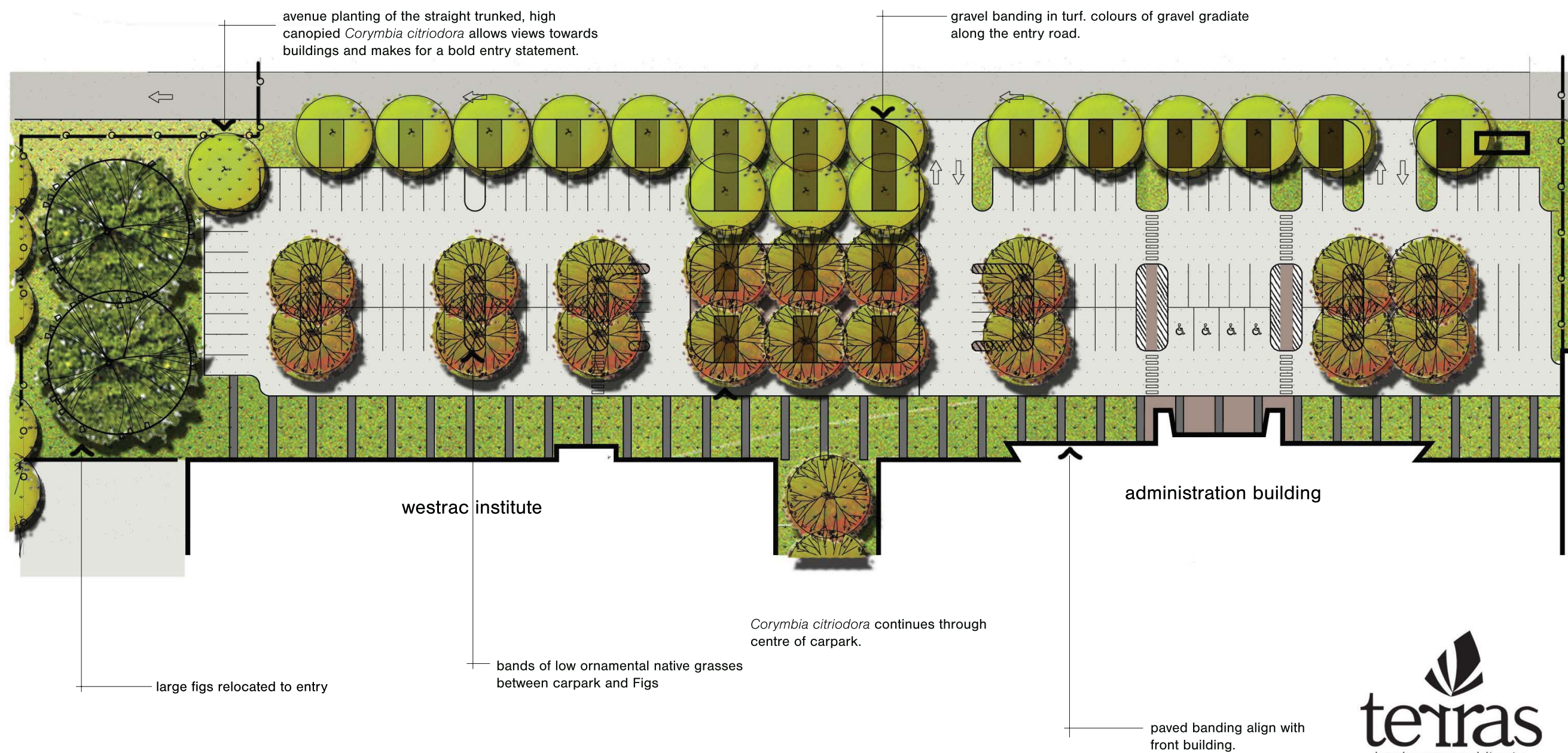
oct 2008
project no: 7254.5

carpark / building entries

westrac facility



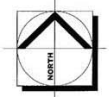
scale 1:500 @ a3



05

oct 2008
project no: 7254.5

carpark / building entries



westrac facility

scale 1:150 uno@ a3

feature trees



existing figs to be relocated



Corymbia citriodora

tall slender trunks provide views through to buildings on entry road while tall canopies provide vertical accent

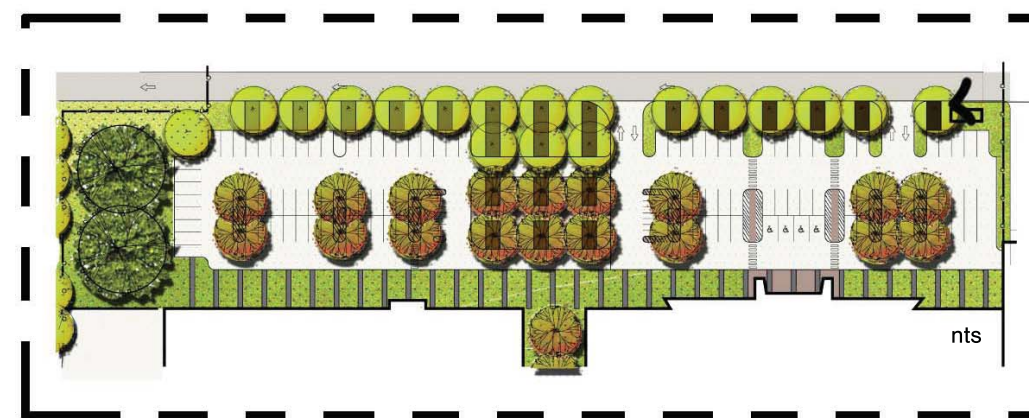


Nyssa sylvatica

follage creates interest within carpark while offering seasonal shade

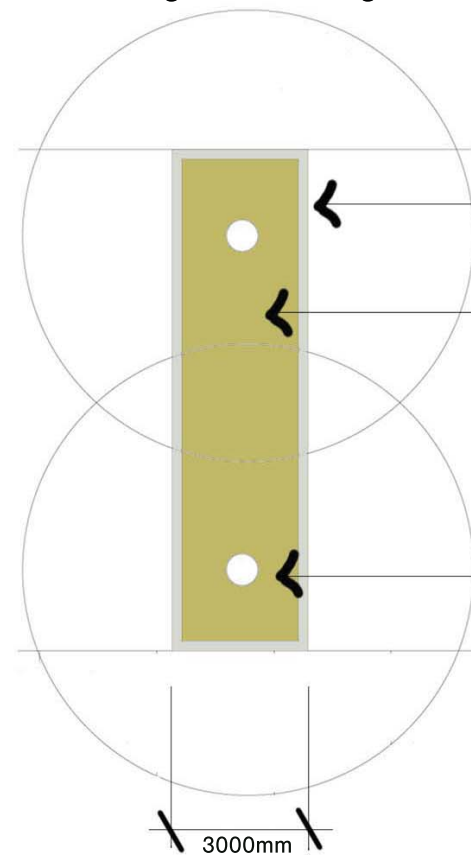


plan



avenue planting of *Corymbia citriodora* with uplighting

gravel banding detail



200mm wide concrete edging

gravel of varying colour gradients as indicated on sketch



avenue planting of the straight trunked, high canopied *Corymbia citriodora* allows views towards buildings and makes for a bold entry statement. with uplight trunks and canopy from tomago road