



DESIGN STATEMENT

Sydney Flight Training Centre

Prepared for LOGOS Development Management
Pty Ltd

28-30 Burrows Road, St. Peters
NSW 2015

Date: 26th October 2022.





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LOCATION PLAN - 28-30 Burrows Road, St Peters, NSW 2015

Qualifications

PACE ARCHITECTS have been engaged on behalf of LOGOS, to undertake the design of a new Sydney Flight Training Centre at 28-30 Burrows Road, St Peters, NSW 2015.

PACE ARCHITECTS are a Sydney based architectural firm founded in 2009 by Patrick Pace, with over 25+ years experience within the Industrial / Warehousing sector and is recognised as an Architectural leader in the field in the within sector.

PACE ARCHITECTS are A+ members of the Australian Institute of Architects (AIA). Patrick Pace is the nominated architect no.7815, he is currently registered as a practicing architect in NSW, VIC + QLD.

PACE ARCHITECTS continually strive to remain the premier provider of design excellence and innovation in design; whilst producing sensible design solutions for our clients and building a dynamic, educative, challenging environment for our employees. We build long-term client relationships on mutual trust, respect and collaboration.



Qualifications

Bachelor of Architecture, University of Sydney 2000

Bachelor of Science (Architecture), University of Sydney 1998

Institute of Architects A+ member

Registered Architect NSW 7815, VIC 18614 & QLD 5143



Sincerely yours,

Patrick Pace
Director/ Registered Architect

Architectural Design Statement

01 EXECUTIVE SUMMARY

VISION

As one of the world’s leading independent training providers, CAE is a company with the experience, expertise, knowledge, suite of simulation products, and service delivery capabilities to provide defense and security forces with a turnkey training center. CAE provide turnkey training services through government-owned, contractor-operated (GOCO) or company-owned, company-operated (COCO) training facilities, or as part of joint venture training centers. CAE is also experienced in providing training center operations through existing government-owned, government-operated (GOGO) training facilities where comprehensive support services are required. CAE is a company that is very flexible in designing and developing comprehensive training centers and training programs that meet unique customer requirements.

The vision for this facility is a further expansion of CAE’s flight training innovation and provide QANTAS with a State of the art facility to train pilots and staff in NSW. The facility will house the latest edge technology simulators.

The intention is to create a functional facility that visually is respective of the changing fabric of the St. Peters precinct, with a building fabric and form that is contemporary yet functional for a building of its type. It is envisioned that the building will incorporate building materials of high design quality, whilst also taking into consideration site efficiency, technology and sustainability.

SITE

The site is located at 28 -30 Burrows Road, St Peters, NSW 2015 within the Industrial precinct of the area and only 1km north-west of Sydney Airport. The site currently has two large industrial warehouse buildings and large areas of hardstand. Demolition of all buildings and structures will be undertaken in accordance with a separate Complying Development Certificate.

Key property features include:

- » Two titles to be amalgamated.
- » One or two titles with land area from 3,914m² to 8,094m²
- » 3,157m² of total building area
- » WestConnex proximity
- » Zoned In1 General Industrial
- » Backs onto the Alexandra Canal

OPPORTUNITY

The site offers a rare opportunity of scale in the precinct to showcase quality architectural design within the Industrial sector. Its location with the IN1 zoning and is within close proximity to the WestConnex and Sydney Airport. Its location encourages efficient redevelopment of the industrial site and has a 18m height limit control.

THE PROPOSED DEVELOPMENT:

The proposed Flight Training center development comprises of 3 levels which house various training rooms. The front portion of the facility is three (3) levels and contains the main entry lobby, several training rooms, classrooms, ancillary offices and amenities. The back portion of the development is a large industrial style building enclosure that will house the flight simulators, where pilots will train. This layout has been tested by CAE internationally and it presents the most efficient layout to work with their program and building efficiencies.

PROJECT DETAILS

Construction of a three storey (3) Flight Training facility approximately reaching 18m in height. The building is compromising of 100 sqm of GFA, with areas comprising of:

Flight Training Centre (GFA)	SQM
SIM Hall GFA	1840 sqm
Training Facility GFA	4670 sqm
Total Building Area GFA	6510 sqm
Proposed Loading Area	2686 sqm
Deep Soil Landscape Area	1474sqm
Total Landscaped Area	1490 sqm
Proposed Car Parking	35 car spaces
Proposed Bicycle spaces	24 spaces

The proposed new facility has been designed to allow for two (2) new access points, so not to Burrows Road. It is envisioned that Flight Training center operation will the use of predominately semi trailers, small service vehicles, mini buses and regular cars.

As part of the Sydney Local Environmental Plan 2012 (SLEP 2012) and Sydney Development Control Plan 2012 (SDCP 2012 , a 10m building setback has been incorporated within the proposed development to facilitate a landscaped foreshore area along Alexandra Canal.

It is proposed that the operation of this facility will be 24hrs per day seven days a week.



EXISTING BUILDINGS AERIAL VIEW FROM BURROWS ROAD



EXISTING NORTHERN FACADE - VIEW FROM BURROWS ROAD



EXISTING NORTHERN WAREHOUSE FACADE VIEW FROM BURROWS ROAD

Urban context and Site Analysis (Macro-scale)

02 SEARS DESIGN DEVELOPMENT

Secretary's Environmental Assessment Requirements (SEARS) is a guide to control the Architectural quality of urban and built form design.

Consideration of these requirements is crucial in designing proposals that positively respond and impact the surrounding environment.

The proposed design excellence response aims to meet the criteria.

The proposal therefore aims to meet the criteria of SEAR's item 4 Built form and Urban Design, to achieve a high quality architectural response.

Throughout the design statement each area will highlight and address different criteria relating to the SEAR's guidelines.

4.1 Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.

Refer to the detailed site analysis for diagrammatic illustrations.

The building has responded to the site and the context of the area and within the 18m height limit. The bulk, scale and height of the building is reduced towards Alexander Canal boundary.

The design will provide a high standard of architectural design, with the Burrows Road facade suitably modulated to 'break up' the massing of the development. The materials and detailing of the facade will also make a positive contribution to the streetscape and neighbouring sites. The design has considered the future vision for the Liveable Green Network and achieves a 10m landscaped setback along the foreshore.

The proposed building has been designed in its layout reduce operation visibility with the use of solid panels/walls to most facades, this will aid to reduce acoustic attenuation and keep it contained within the building.

The proposed built form has been planned in its layout to have the main entry and pedestrian access to the frontage of Burrows rd. with the main operations to the south away from the main frontage. Apart from addressing the street in a more commercial presentable facade, this also enables the office/work areas to gain natural Northern sunlight and also a street frontage entry.

The design has taken on board the design feedback provided by CoS and produced a building that has resolved the challenges and embraced the opportunities to achieve a simple coherent outcome.

The scale and siting of the built form responds to the functionality of the site and integration with the surrounding context to deliver a state-of-the-art facility that responds to the local community context and the wider social context. The function itself will create ongoing training and employment opportunities for pilots and cabin crew.

The development appropriately manages the heavy vehicle access requirements through the provision of two separate access points to the site. The driveways are

appropriately separated to manage pedestrian safety.

The design appropriately satisfies the requirements in relation to parking and service access. Pedestrian movements around the site will be well-defined and will be complemented with wayfinding signage.

Consistent with CoS recommendations, the Project will involve upgrades to the public domain including new concrete footpath, turf verges and street lighting to meet current CoS standards.

4.2 Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.

The Project's building form is largely dictated by the engineering and logistical requirements of the intended purpose, and this limits opportunities for active frontages and entries at ground level. Nonetheless, the architectural treatment addresses Burrows Road and the fenestration at the upper levels has been designed to positively address the street. In addition, landscape features have been employed to deliver a high-quality frontage that improves the public domain in this location.

As with most Industrial building the form, bulk, height and scale is related to the functionality and the operation that it houses. In this particular case the building design is proposed to meet the all setbacks and building heights stipulated in the SLEP 2012

The bulk of the building and scale is reduced to the southern aspect as the simulators that it houses does not require as much height as the functions of the building to the North. The design is appropriately integrated within the surrounding built form and will not have a detrimental impact on view corridors. A 10m setback from Alexandra Canal is provided in line with vision for an open space corridor and public access way.

Typically industrial buildings are required to be built with open spans and high clearances to house machinery, storage and truck movements. The material selection for such buildings are required to be of a heavy duty nature, non corrosive and typically a combination of metal cladding and pre-cast cladding is common method of construction, which is structurally supported by steel portal frames. This has proven time and time again to be the best economically and efficient method for such buildings of this nature. The use of the juxtaposition of materials and colours have been incorporated to create articulation and visually break up the facade, especially to the Burrows Road aspect.

The main facade fronting Burrows Road has been embellished with more commercial materials with the inclusion of glazing and sunshade blades, canopies and signage to clearly identify the main entry point of the building. The proposed building provides adequate separation from frontages and surrounding buildings by adhering to all building setbacks outlined in the DCP.

The proposed building sites well within the building setback

guidelines and generally in line with the existing building in an effort to make the entire building look cohesive. The proposed building is in keeping with the Industrial nature of the context of the area. The scale, bulk and heights of the proposed building is reduced towards the site perimeter boundaries to be in keeping with the character of the surrounding Industrial buildings and present well to the streetscape.

4.3 Demonstrate how the building will deliver a high quality development, including consideration of facade design, articulation, materials, finishes, colours any signage and integration of services.

The proposed building is using high quality contemporary materials commonly used in Commercial / Industrial developments as such.

Taken into consideration:

- » Materials selections are high quality architectural

elements used in a responsive way to meet thermal, acoustic and site conditions.

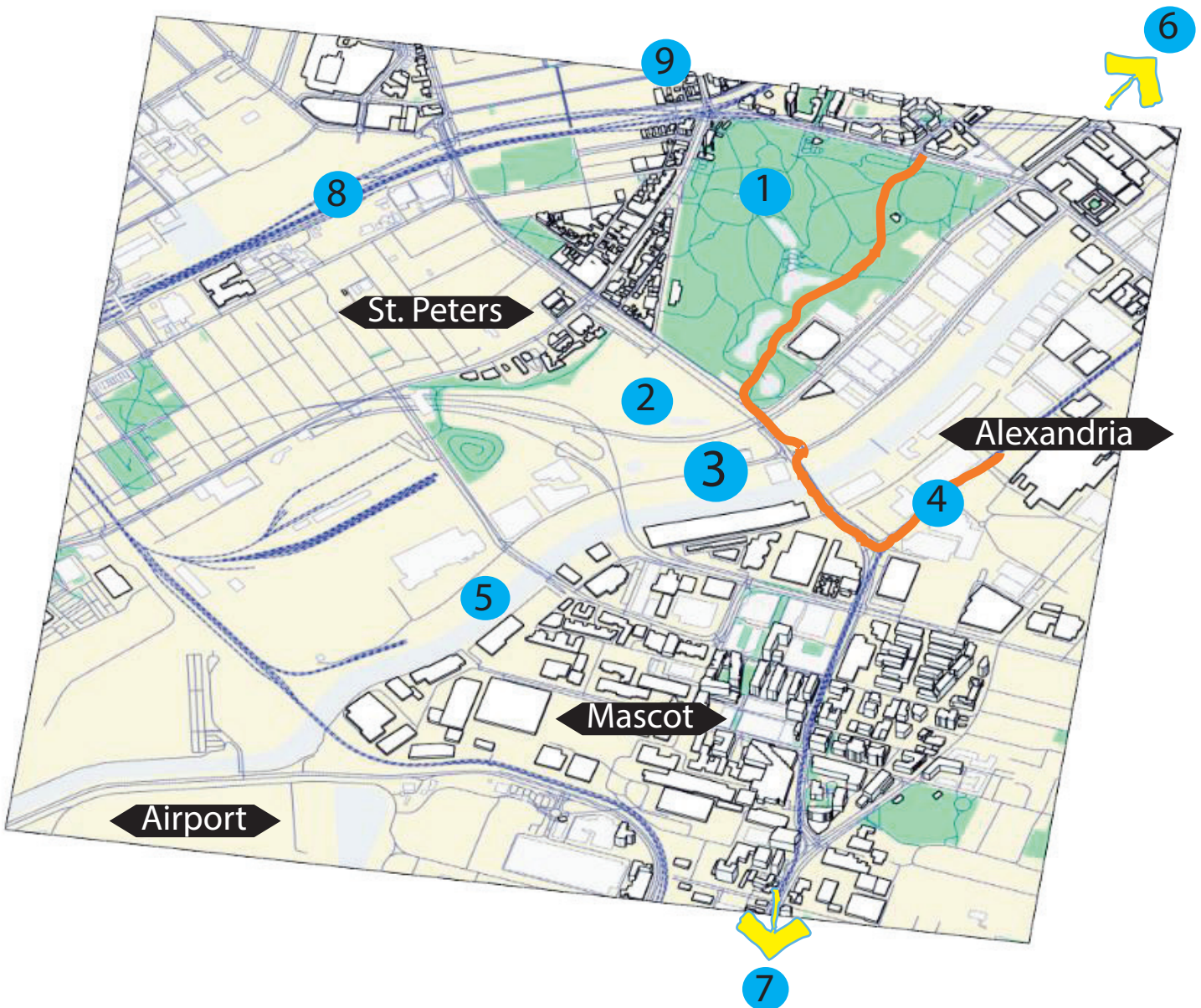
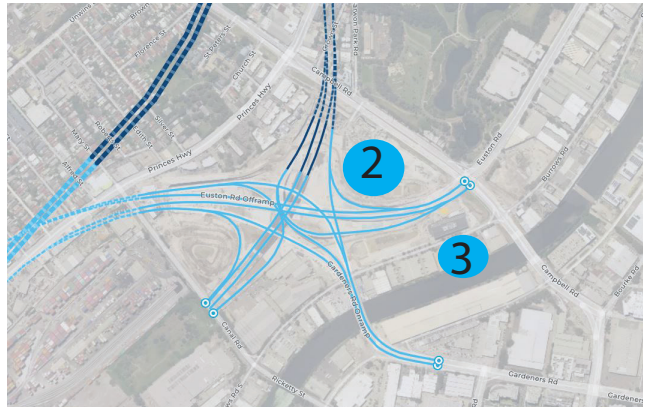
- » Careful selection of complimentary colours and high quality architectural textures and materials.
- » Elevations display the application of various high quality materials and finishes, to create a unique development by the use patterning, aesthetics and a functional office facade that is contemporary.
- » Environmental design principles are adopted within the building design generally, addressing thermal performance, amenity, durability and performance. The Project is targeting 5 Star Green Star equivalency.

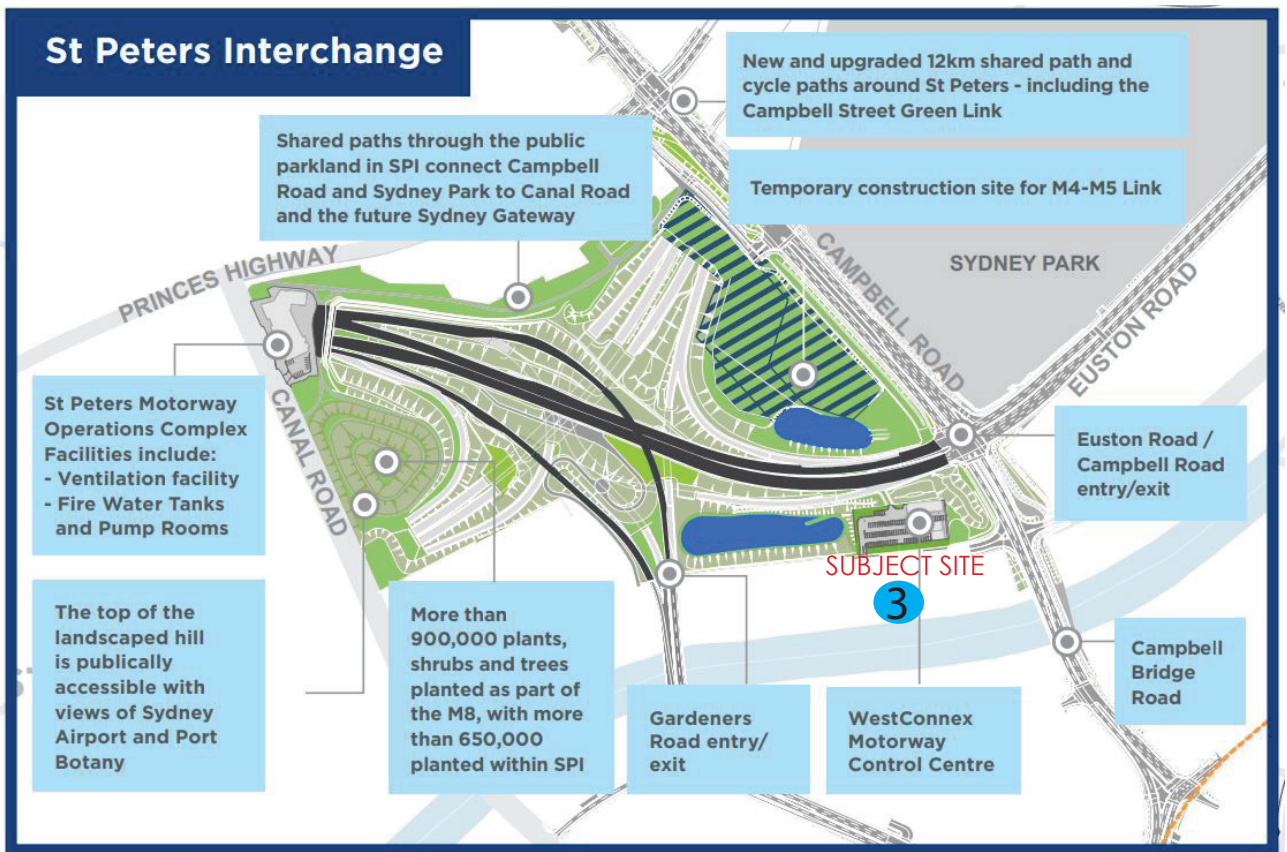
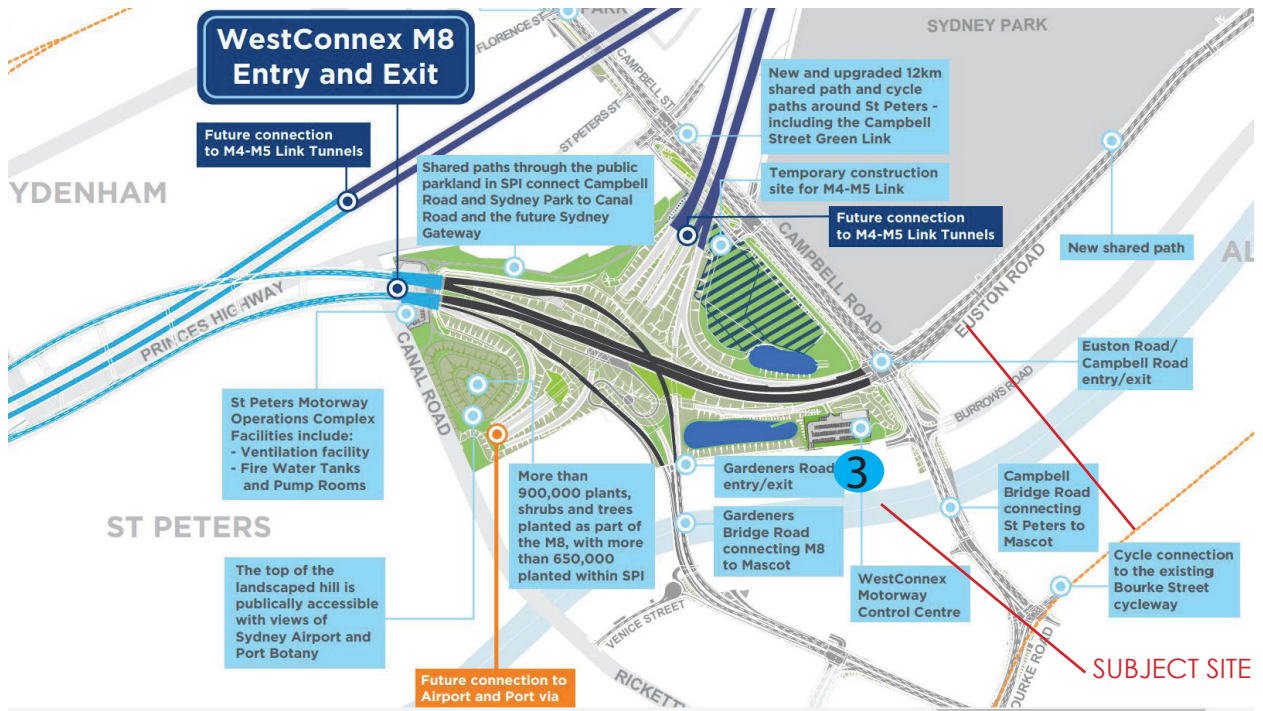
The provided rendered perspectives included in this submission help to give a realistic outlook of the high quality development intended.



ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

- 1 Sydney Park
- 2 West Connex St. Peters interchange
- 3 **SUBJECT SITE**
- 4 Dedicated Cycle way
- 5 Alexandra canal
- 6 Sydney CBD Access (7.4 km, 20min by car)
- 7 Sydney Airport Access (4.9 km, 9min by car)
- 8 Train Line





Architectural Statement

BETTER PLACED OBJECTIVES

"Better Placed" is an integrated design policy organised by the GANSW (Government Architects New South Wales). It is a set of seven objectives that aims to set aspirations and expectations for designing a built environment of high quality architecture and public domains for work and lifestyle.

The policy has a focus on providing good architecture which promotes amenity as well as an emphasis on sustainable management of built and cultural heritage. Our design was developed through the consultation of these seven objectives and is evident in this design report.



BETTER FIT

The analysis of the design showed the site was within the Industrial precinct of St Peters, with immediate surrounding buildings being of a similar function to the proposed development. (Page 16). The building is orientated and positioned appropriately in a response to thermal conditions and to efficiently maximise the built environment potential.



BETTER PERFORMANCE

The proposal developed within the existing constraints of the site and those developed from the site analysis. In addition to this the design emphasis on sustainable systems. The use of a functional roof to incorporate solar PV panels and various Green star design elements including EV parking bays, EOT facilities and bicycle parking to allow the building to achieve 5 star Greenstar rating. Building form has been designed to take advantage of its northern orientation to maximise natural day lighting into the building.



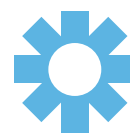
BETTER FOR COMMUNITY

Although typically industrial developments are not public spaces, we have designed towards the existing community of the precinct and not disrupted existing landscape setbacks and by not introducing additional roadway links and driveways. A 10m setback from Alexandra Canal is provided in line with vision for an open space corridor and public access way.



BETTER FOR PEOPLE

Aligned with the policy for GANSW, the built environment required an emphasis on safe, accessible amenity space. The design will maintain its existing accessible pathways and parking amenities. Office space has been incorporated to provide better amenities for workers associated with the addition of the Simulation Hall.



BETTER WORKING

The massing has been carefully articulated to maximise the potential function for the training facility. The planning has created a clear pedestrian circulation and separation of operational functions. Clear an unobstructed vehicle circulation has also been incorporated to function cohesively with the existing operations of the facility. Burrows Rd facade is clearly defined as the main point of entry and easy pedestrian access from existing streetscape is provided.



BETTER VALUE

The massing and bulk of the building has been designed to work best with the functionality requirements of the Training facility. Careful consideration has been taken into account to maximising the northerly aspect of the site - creating opportunities to capture natural light into the office spaces. Green star design elements to allow the building to achieve 5 star Greenstar rating.



BETTER LOOK & FEEL

A selection of contemporary materials of predominately neutral tones with small limited bold finishes to compliment the existing facility which is branded with hues of blue as branding the CAE branding colours. The combination of colours and materials has been used to break the large mass of the facade and create a unique response for the street frontage, yet in keeping with the existing form, bulk and material palette of the existing streetscape.

DESIGN QUALITY

Clause 6.21 of the SLEP 2012 outlines the requirements for development to achieve design excellence. The objective of the clause is to deliver the highest standard of sustainable architectural, urban and landscape design.

In reference to Table 12 SLEP Clause 6.21 Design Excellence Assessment here are our responses:

Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved.

The proposed FTC represents a considered design solution to a series of complex technical and functional requirements associated with the operation of a flight training facility. The site is located in an industrial precinct and the Project represents an appropriate response to this context and typology.

The design will provide a high standard of architectural design, with the Burrows Road facade suitably modulated to 'break up' the massing of the development. The materials and detailing of the facade will also make a positive contribution to the streetscape and neighboring sites. The design has considered the future vision for the Liveable Green Network and achieves a 10m landscaped setback along the foreshore.

Whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,

The Project's building form is largely dictated by the engineering and logistical requirements of the intended purpose, and this limits opportunities for active frontages and entries at ground level. Nonetheless, the architectural treatment addresses Burrows Road and the fenestration at the upper levels has been designed to positively address the street. In addition, landscape features have been employed to deliver a high-quality frontage that improves the public domain in this location.

Whether the proposed development detrimentally impacts on view corridors,

The design is appropriately integrated within the surrounding built form and will not have a detrimental impact on view corridors. A 10m setback from Alexandra Canal is provided in line with vision for an open space corridor and public access way.

How the proposed development addresses the following matters:

- » The suitability of the land for development,
- » The existing and proposed uses and use mix,
- » Any streetscape constraints,
- » The bulk, massing and modulation of buildings,
- » Street frontage heights
- » Environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity
- » The achievement of the principles of ecologically sustainable development,

- » Pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network],
- » The impact on, and any proposed improvements to, the public domain,
- » Achieving appropriate interfaces at ground level between the building and the public domain,
- » Excellence and integration of landscape design.

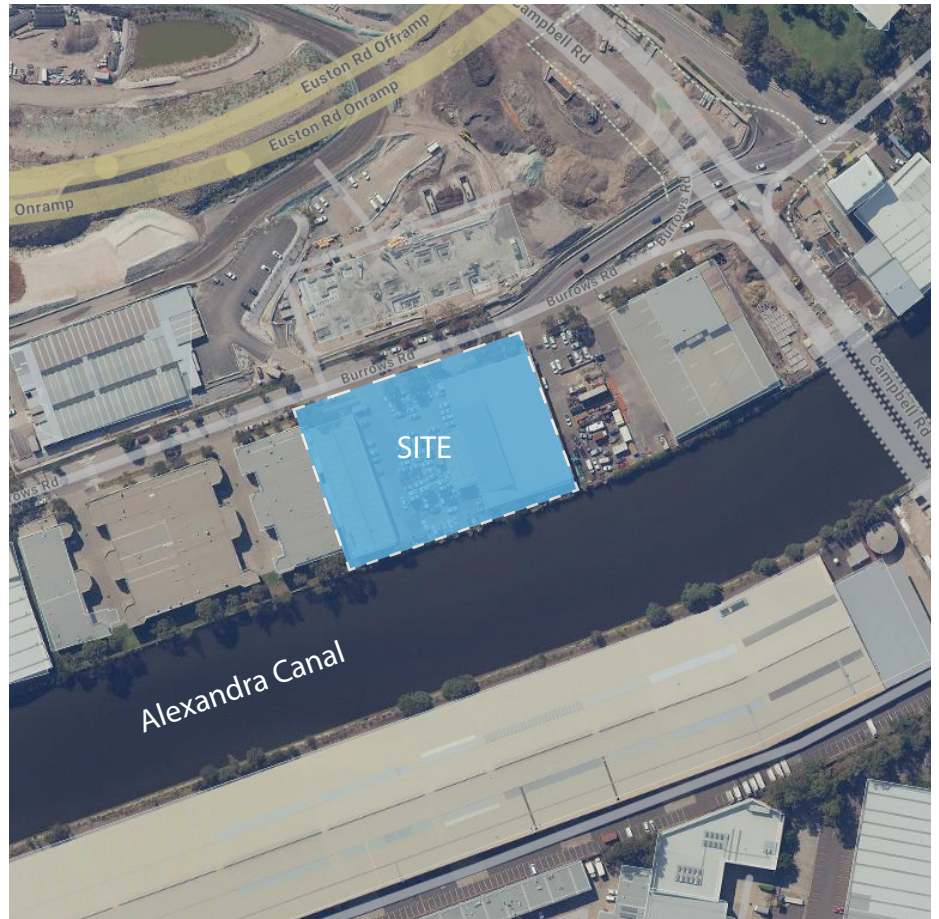
Response:

- » The suitability of the site to accommodate the proposed development has been assessed in Section 7.5.
- » The design has taken on board the design feedback provided by CoS and produced a building that has resolved the challenges and embraced the opportunities to achieve a simple coherent outcome.
- » The scale and siting of the built form responds to the functionality of the site and integration with the surrounding context to deliver a state-of-the-art facility that responds to the local community context and the wider social context. The function itself will create ongoing training and employment opportunities for pilots and cabin crew.
- » The development appropriately manages the heavy vehicle access requirements through the provision of two separate access points to the site. The driveways are appropriately separated to manage pedestrian safety.
- » The front parapet to Burrows Road sits below the 18m height control and will be readily absorbed into the streetscape.
- » There are no sensitive residential properties within close proximity to the site and therefore the Project will not result in any unreasonable environmental impacts. The proposed development includes a 10m setback to the Alexandra Canal to facilitate the future public reserve and this will also minimise impacts to the State heritage-listed canal.
- » Environmental design principles are adopted within the building design generally, addressing thermal performance, amenity, durability and performance. The Project is targeting 5 Star Green Star equivalency.
- » The design appropriately satisfies the requirements in relation to parking and service access. Pedestrian movements around the site will be well-defined and will be complemented with way-finding signage.
- » Consistent with CoS recommendations, the Project will involve upgrades to the public domain including new concrete footpath, turf verges and street lighting to meet current CoS standards.
- » As highlighted previously, the function of the development limits opportunities for active frontages and entries at ground level. The main entry to the building will be readily identifiable and the street frontage adopts a well-resolved landscape design to improve the interface with the public domain and soften the appearance of the built form.
- » Having regard to the above, it is considered the proposed development provides for a high level of design quality and will have a positive impact on the site and the streetscape.

Site Analysis (Microscale)

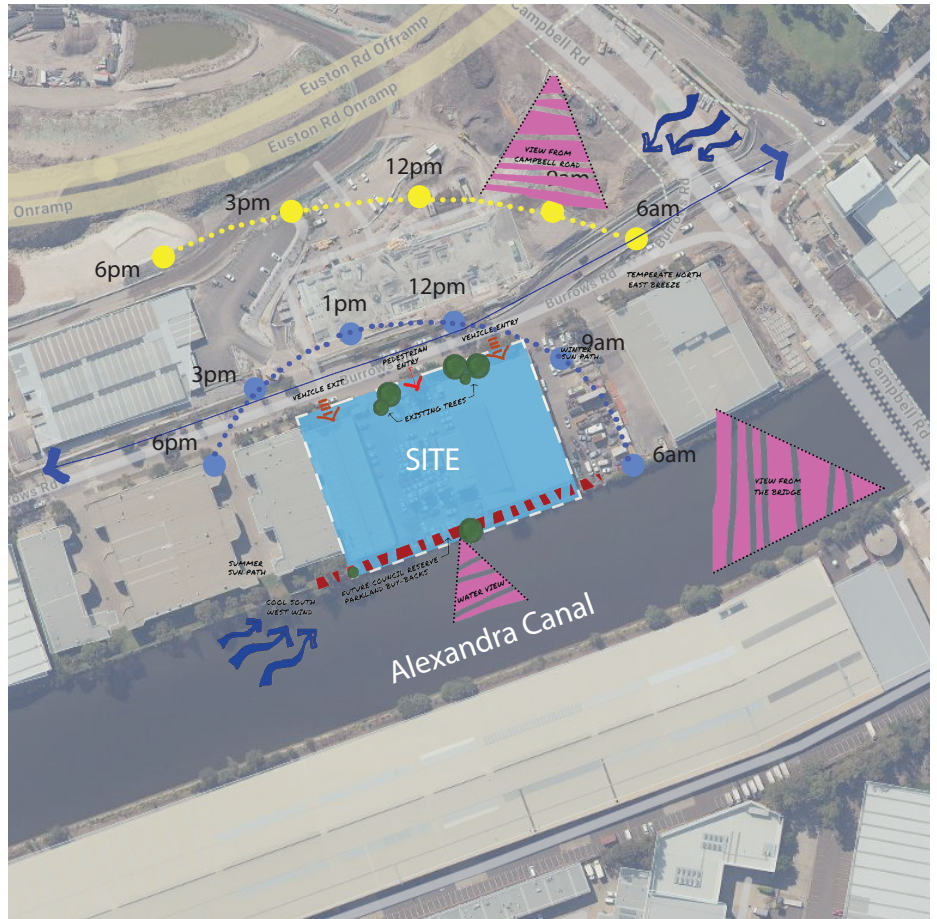
URBAN CONTEXT


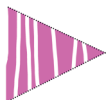


The SSDA relates to the site at 28-30 Burrows Road, St Peters. The site, identified in blue at Figure 1, is located on the southern boundary of the City of Sydney local government area (LGA), on the corner of Burrows Road and Canal Road. The site is within IN11 zoning and currently offers tenants mid sized format warehousing space with roller doors, parking and internal circulation accommodating direct truck access. The site is surrounded by existing industrial and commercial development on the north-east, southeast and south-west and is strategically located within close proximity to Sydney Airport and Port Botany. The Cooks River Inter-modal Terminal, a container storage yard, is located about 100 meters north-west of the site. The site is in the Southern most end of City of Sydney Local Government Area (Sydney LGA) and borders the Inner West Council LGA to the west and south. Alexandra Canal, a tributary of Cooks River, is located to the south of the site. It is a visually prominent site with large volumes of traffic travel along Burrows Road, it can be seen from the new interchange and the bridges that cross Alexandra Canal.



SITE SURROUNDING & THERMAL CONDITION

The frontage of the site faces North along Burrows Road which means the primary office and open work spaces will have access to a large amount of direct sunlight. The building design has incorporated area portions of it walls with segments of glazing to allow natural light enter the building - whilst proposed sunshade blades will help block out any unwanted daylight/heat transmission. The building is proposed to sit within the building setback parameters and is situated within an existing Industrial precinct. There are no sensitive residential properties within close proximity to the site and therefore the Project will not result in any unreasonable environmental impacts. The proposed development includes a 10m setback to the Alexandra Canal to facilitate the future public reserve and this will also minimise impacts to the State heritage-listed canal. The proposed development has ample space for parking amenities on the site and the existing driveways will serve the proposed development, this not disrupting the existing road network.



-  Wind
-  View
-  Vehicle Entry/Exit
-  Pedestria Entry

AERIAL LOCATION OF SITE IN ITS LOCALITY



(1) Montage commercial Interiors



(2) WestConnex Transurban MCC main Office



(3) Industrial Strata Units



(4) Industrial Strata Units



(5) Commercial Office & Industrial Warehouse

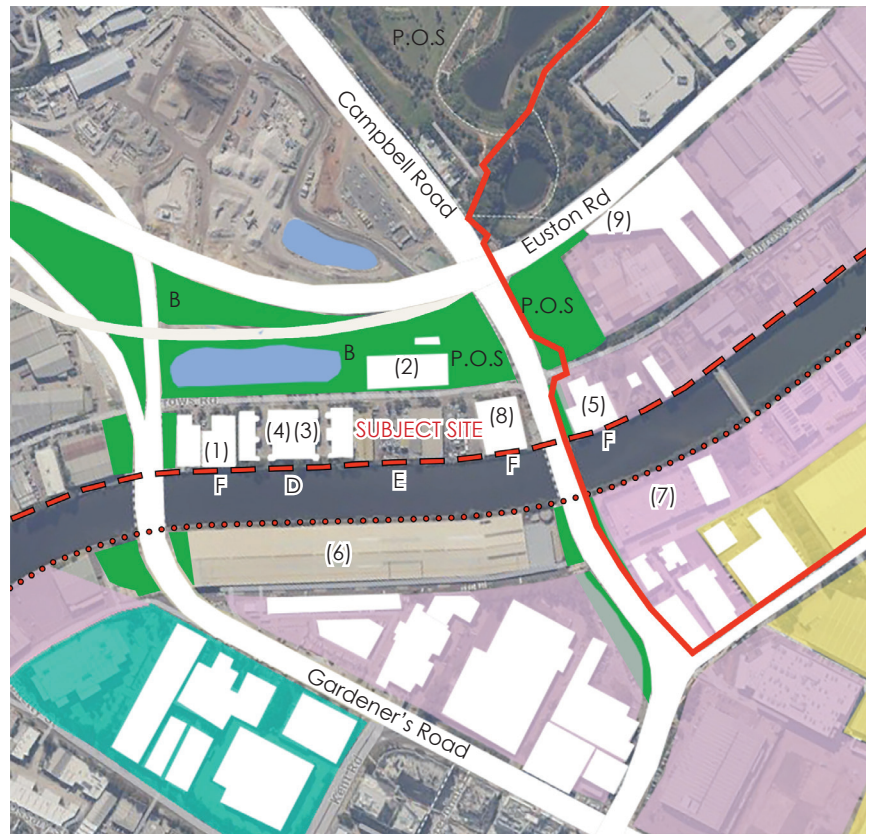


(6) Nippon Food Supplies



(7) Waverly / Woollahra Council Depot

LOCALITY ANALYSIS PLAN



LEGEND

Public Open Space (P.O.S)

- A Road Reserve
- B Road Reserve to WESTCONNEX
- C Canal Reserve to Riparian Zone

Private Open Space for 10m Reserve

- D Available
- E Available (Future Council Buy-Back)
- F Unavailable (Requires Demolition)

- IN1 - General Industrial
- B6 - Enterprise Corridor
- B7 - Business Park

- Existing Bike Path
- Proposed Primary Bike Path
- Proposed Secondary Bike Path



(8) Sato Vicinity



(9) Zen Motorcycles

Site Analysis (Micro-scale)

STREET CHARACTER & FRONTAGE

The existing street character of Burrows Road consists primarily of a mix of single storey and two storey industrial developments. Most of the surrounding developments are older style Industrial buildings, however there are now more developments in contemporary style around the vicinity that seem to have been built within the last 10 years with similar materiality and architectural design.

The proposed training facility is aimed to be in keeping with the existing Industrial framework of the area using similar materials and form.

The building height the building setback are in line with the SLEP 2012 guidelines.

The design is appropriately integrated within the surrounding built form and will not have a detrimental impact on view corridors.

A 10m setback from Alexandra Canal is provided in line with vision for an open space corridor and public access way.

Our aim is to create a cohesive building form with the existing facility, whilst also using building articulation and a variety of cladding materials to create interest and compliment the existing environment.



ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE - NORTH ELEVATION



ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE - SOUTH ELEVATION

Design Development

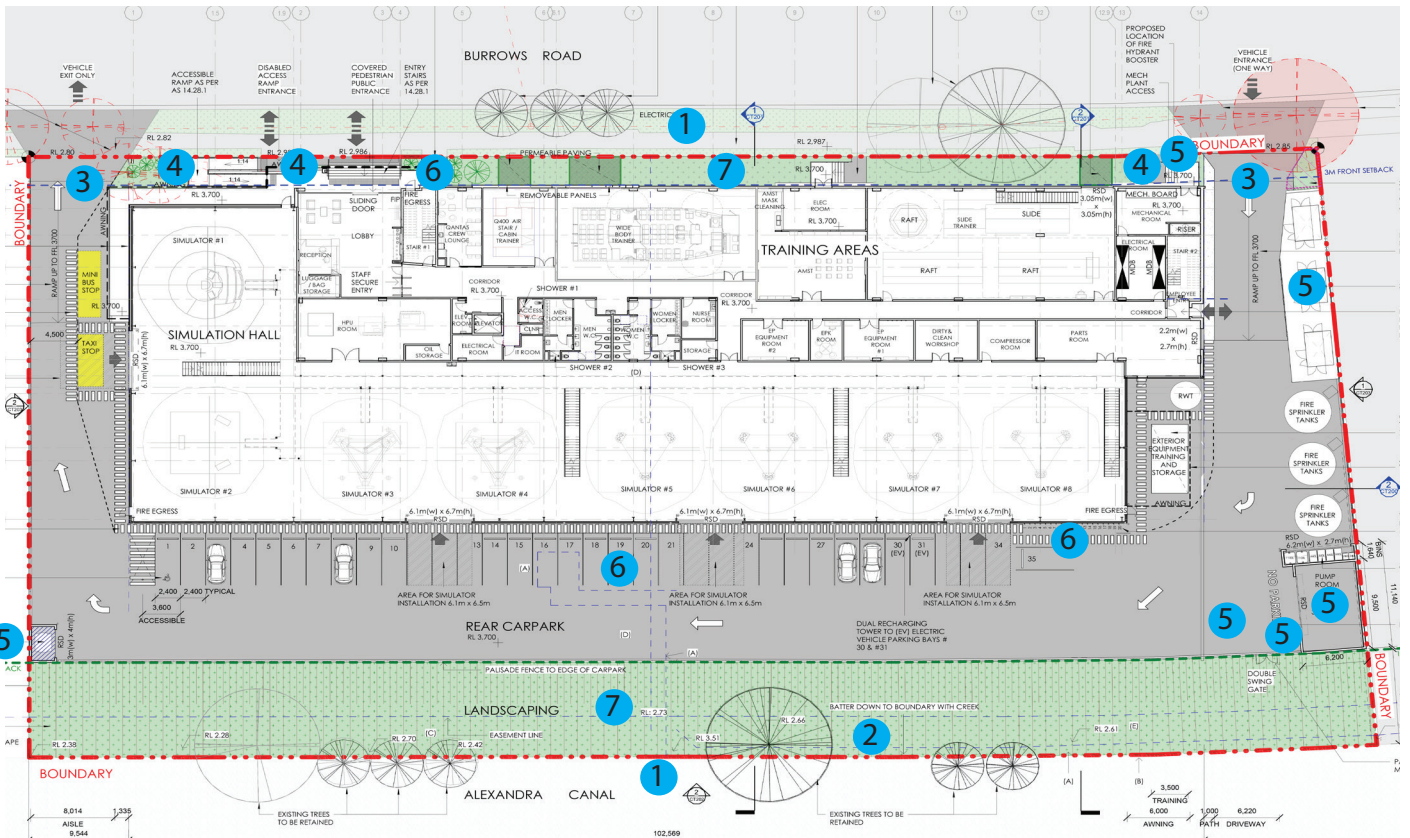
DESIGN RESPONSE

The Architectural diagram below illustrates the Design response to the site and takes into consideration the main aspects.

1. Appropriate creation of boundary setback from the Northern street frontage of Burrows Road and south of the site to the Alexandra Canal.
2. Appropriate interaction considered with neighboring properties and landscaping to the south
3. Appropriate building layout to allow uninterrupted one way traffic flow around the site and separating traffic and pedestrian flow.
4. Appropriate signage location to create a recognisable

frontage of the site. (Pylons in vehicle entry/exit, Three signage locations on front elevation for tenant, landlord and operator, and a further landlord signage location to the rear elevation)

5. Appropriate location for fire services, hydrants, combined enclosed bin storage and pump room, bulky waste storage, substations and brigade set down.
6. Appropriate number of vehicle and bicycle parking spread throughout the site
7. Appropriate building setbacks to street frontages using landscape to create separation from street frontages and existing surrounding buildings.



PROPOSED ARCHITECTURAL SITE PLAN FOR SYDNEY FLIGHT TRAINING CENTRE.

PRECEDENT STUDY

The key elements used from the precedents were the concepts of using industrial materials in an architectural language. Studies of similar projects locally and internationally undertaken by CAE, has been taken into consideration in the architectural language in the built form, bulk and the cladding materials. With the intention to not only create the CAE identity but also creating a high quality level building which will showcase CAE's vision for being a world leader in the aviation training industry. The main entry to the building will be readily identifiable

and the street frontage adopts a well-resolved landscape design to improve the interface with the public domain and soften the appearance of the built form. Careful selection of cladding material, colour variation and orientation, help the large facades to break down and create articulation in a complimenting the existing buildings with its mosaic of grey hues accented with the use of vertical timber-look shading blades and the use of dark blue to the 'eyebrow' shading device both accentuating the curtain wall glazing.



DESIGN STRATEGY

The design team in collaboration with CAE/LOGOS, worked on numerous options for the massing and facade treatment. The options included several ideas on what existing architectural features could be incorporated into the proposed new facility.

The final plan layout was decided upon for the most efficient flow of operation in the facility. The proposed new building layout is an simple and rectangular in form which connects the two main operations in the facility.

This layout is the most efficient and economical layout for CAE/LOGOS that suits their operation. The bulk of the building and components that need additional height, have been set back

from the street frontages to be less imposing to these frontages.

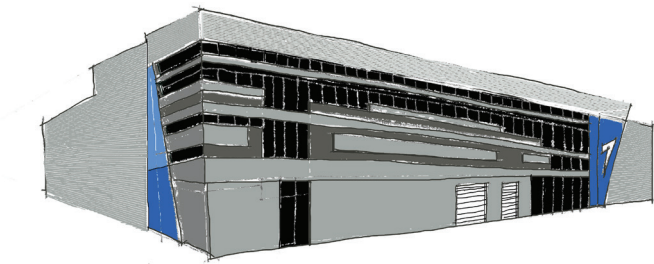
Where necessary the bulk and scale of building elements have been reduced/lowered to a pedestrian scale to create a clear and inviting entry point to the building.

The preferred scheme is a balanced facade design that is functional, efficient and architecturally visually complements the existing streetscape

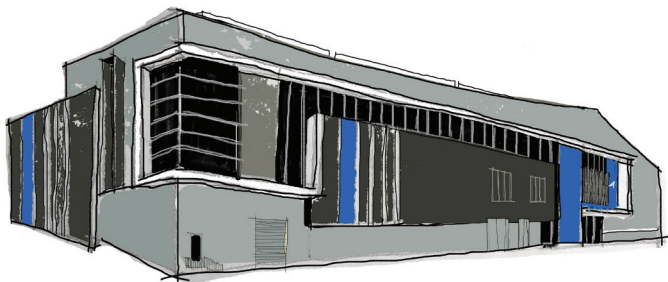
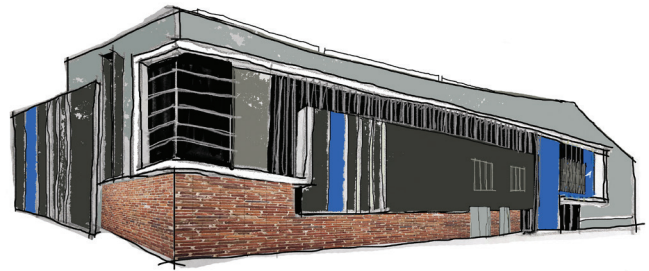
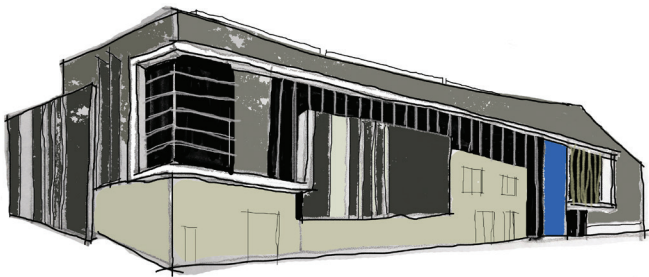
Below are various architectural concept schemes initially prepared for the purpose of primarily showcasing the built form:



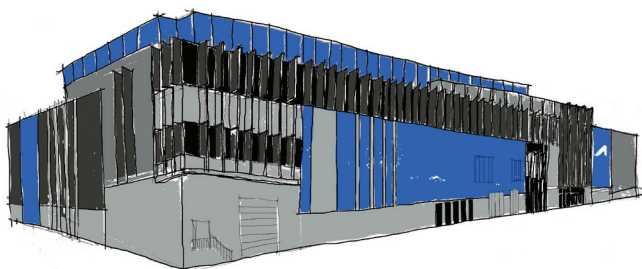
DESIGN PROCESS STUDIES



- ✓ Compatible with Internal layout
- ✗ Cost-effective Plant & HVAC machinery screening on roof top
- ✓ Introduced CAE blue
- ✗ Introduced LOGOS Branding (Barcode elements, Eyebrow shape element)
- ✗ Controlled Northern Sunlight and Shading Devices



- ✓ Compatible with Internal layout
- ✗ Cost-effective Plant & HVAC machinery screening on roof top
- ✓ Introduced CAE blue
- ✗ Introduced LOGOS Branding (Barcode elements, Eyebrow shape element)
- ✓ Controlled Northern Sunlight and Shading Devices



- ✓ Compatible with Internal layout
- ✓ Cost-effective Plant & HVAC machinery screening on roof top
- ✓ Introduced CAE blue
- ✓ Introduced LOGOS Branding (Barcode elements, Eyebrow shape element)
- ✓ Controlled Northern Sunlight and Shading Devices

VARIOUS ARCHITECTURAL CONCEPT SCHEMES INITIALLY PREPARED FOR THE PROPOSAL.

EIS Adequacy Review Response

URBAN DESIGN AND VISUAL IMPACT

The proposed development is nestled between several other surrounding industrial buildings. The design will provide a high standard of architectural design, with the Burrows Road facade suitably modulated to 'break up' the massing of the development. The materials and detailing of the facade will also make a positive contribution to the streetscape and neighbouring sites.

The scale and siting of the built form respond to the functionality of the site and integration with the surrounding context to deliver a state-of-the-art facility that responds to the local community context and the wider social context. The function itself will create ongoing training and employment opportunities for pilots and cabin crew.

The Sydney FTC is defined by one building with two distinct areas that are internally connected and have a maximum height of 18m from existing ground level to the top of building.

The proposed building height is a direct response to the operational requirements of the facility. Where possible the building form has been designed with a mono pitched roof to lower the building height and form as much as possible to the neighbouring properties.

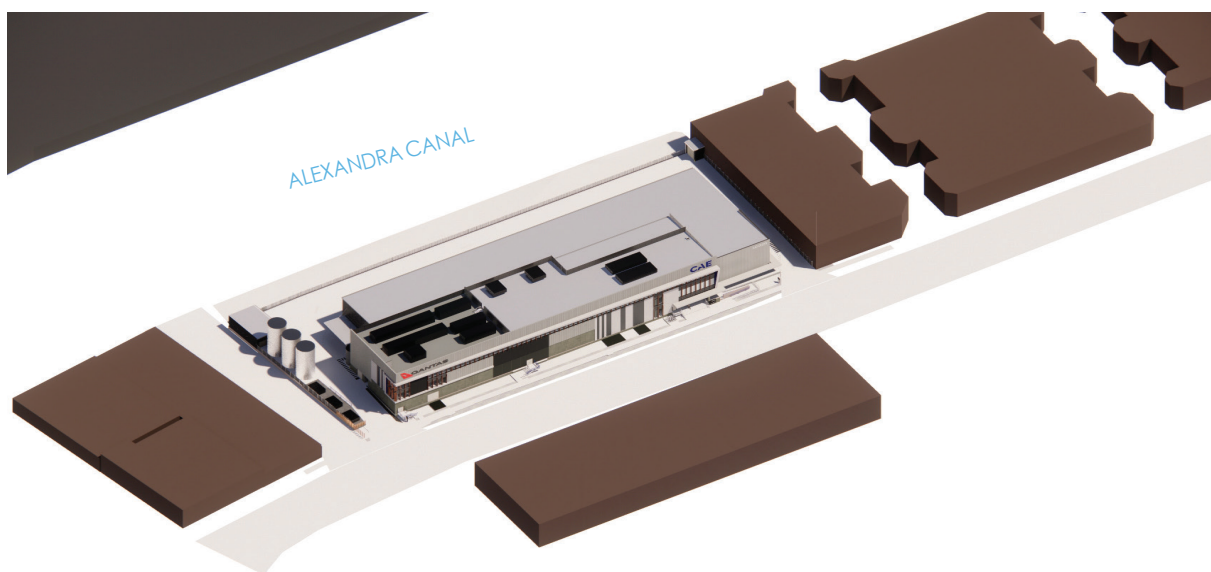
The two distinct areas are reflective of the different functional requirements of the proposed uses. The emergency procedures and ancillary spaces occupy the three-storey built form towards Burrows Road, whilst the lower simulator hall has been sited to the rear.

The functional and technical requirements of the building are appropriate to the industrial context whilst the materiality has been designed to complement the primary function as an operational facility within an industrial precinct. Detailed consideration has been given to the facade facing Burrows Road, including strong vertical emphasis to provide 'visual relief' to the length of the building.

The existing site is expansive and has a squarish shape site with site prominence to the North being Burrows Road and to the South fronting the Alexandra canal. Significant **10m** setback as landscaped buffer zone is provided from the Alexandra canal and **3m** from Burrows Road. The design has considered the future vision for the Liveable Green Network and achieves a 10m landscaped setback along the foreshore.

When viewed at a pedestrian level from Burrows Road, the main entry to the building will be readily identifiable and the street frontage adopts a well-resolved landscape design to improve the interface with the public domain and soften the appearance of the built form.

Architecturally the development provides a fresh identity and contemporary aesthetic for an industrial building of this nature. The proposed building is a clean and simple form, with modern cladding materials that showcase CAE's international brand.



ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

URBAN DESIGN AND VISUAL IMPACT

The existing street character of Burrows Road is heavily influenced by industrial development. However, apart from this industrial context, there is very little consistency between each of the developments due to different dates of construction, materiality, and architectural design. Additionally, with the exception of a few developments in contemporary style, the general architectural quality of the road is dated. Based on VIA report, it has been concluded that the significance of the impact upon the landscape at this project development is minor in a way that it will cause a change in the view for a very small minority of properties. Pedestrians and cyclists have been identified as being impacted at a low level. Views

from adjacent industrial properties to the west, east and south, and the commercial / office building to the north of the site are to be mitigated with tall native canopy trees, and screening shrubs and ground-covers are planted. In addition to that, the development will be heavily landscaped in 10m setback on the south and 3m setback on the north helping to soften and screen views for the road users. It should also be noted that these users living along and/or traveling in north-south direction along Campbell Road and Gardeners Road currently experience views of the Alexandra Canal with adjacent industrial warehouses and landscape setbacks.

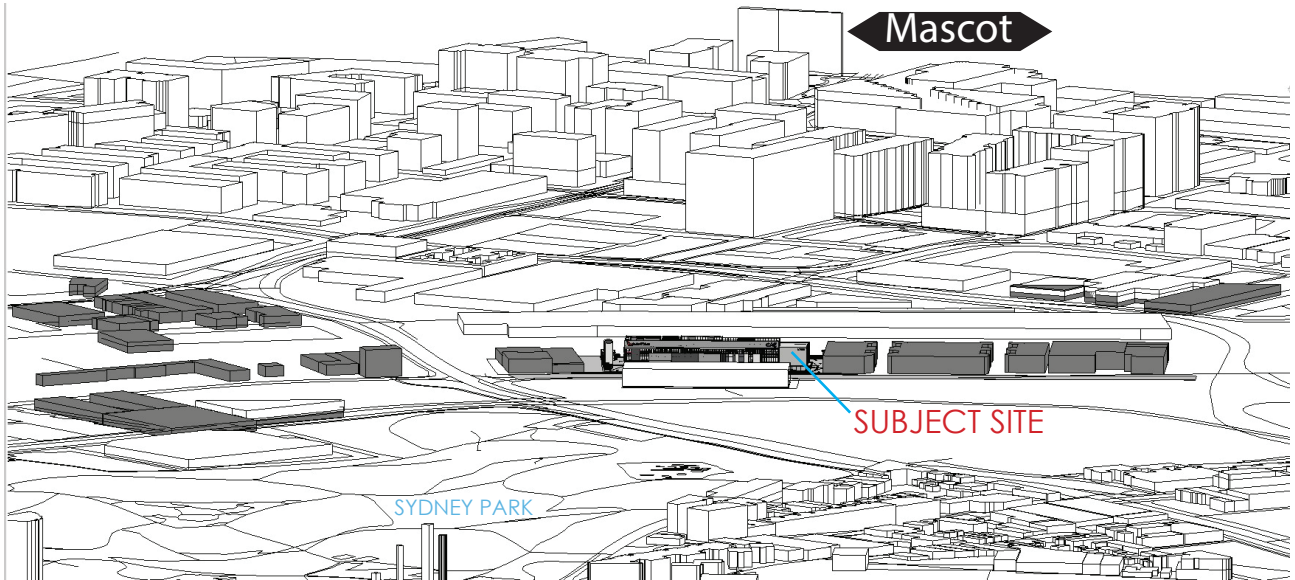
Image from VIA Report:

LANDSCAPE MASTERPLAN

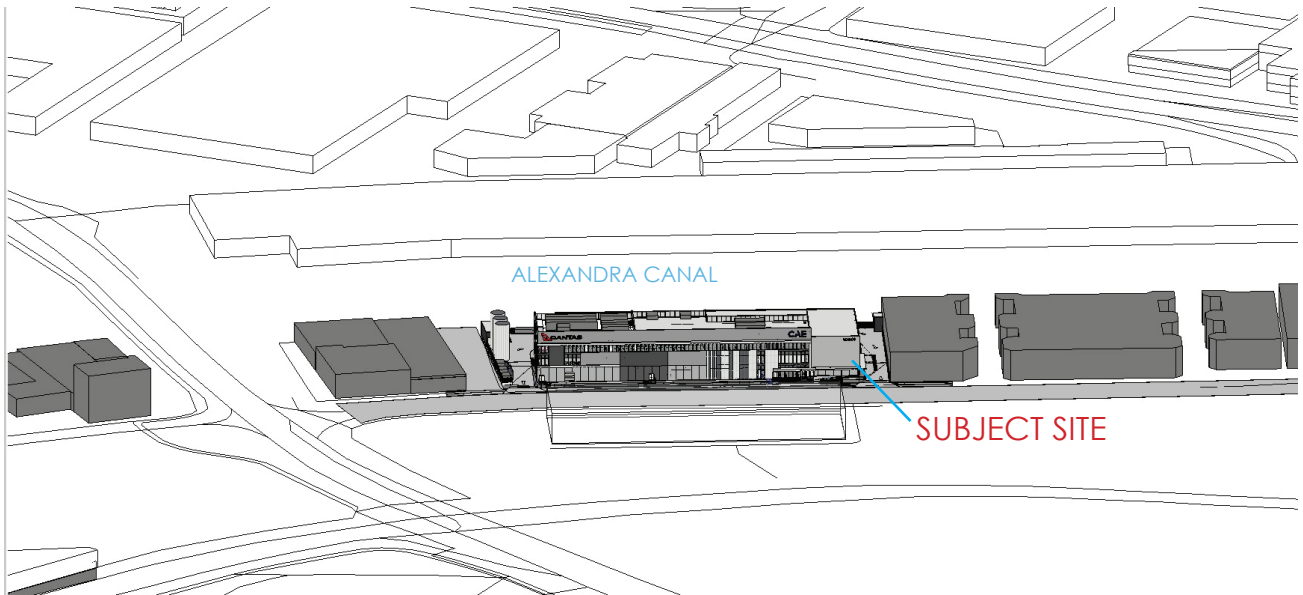


Design Proposal

3D PERSPECTIVE VIEWS / MONTAGE

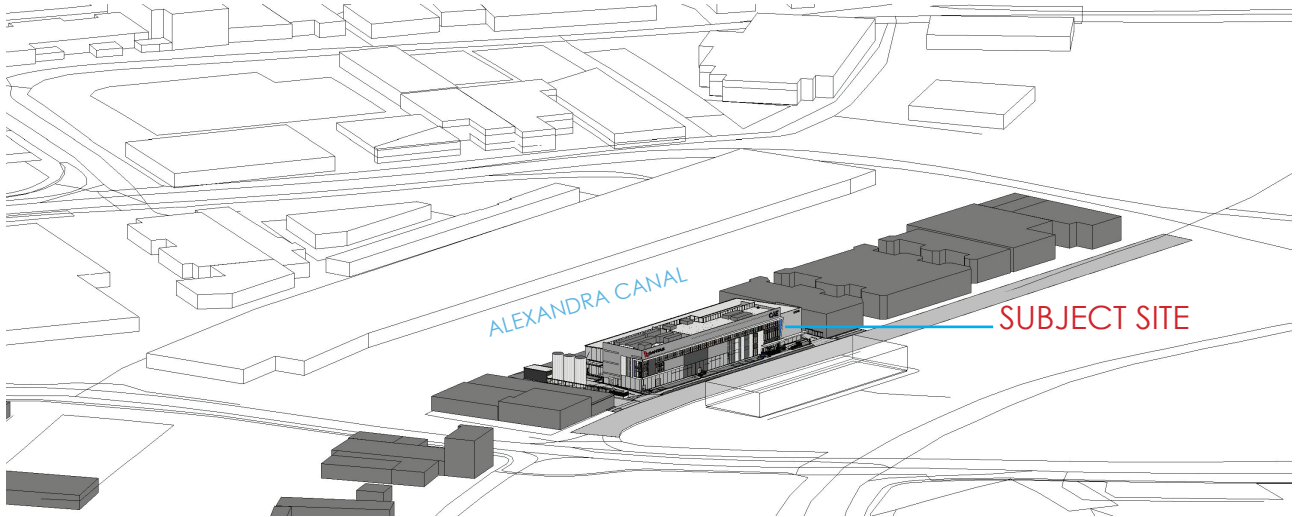


ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

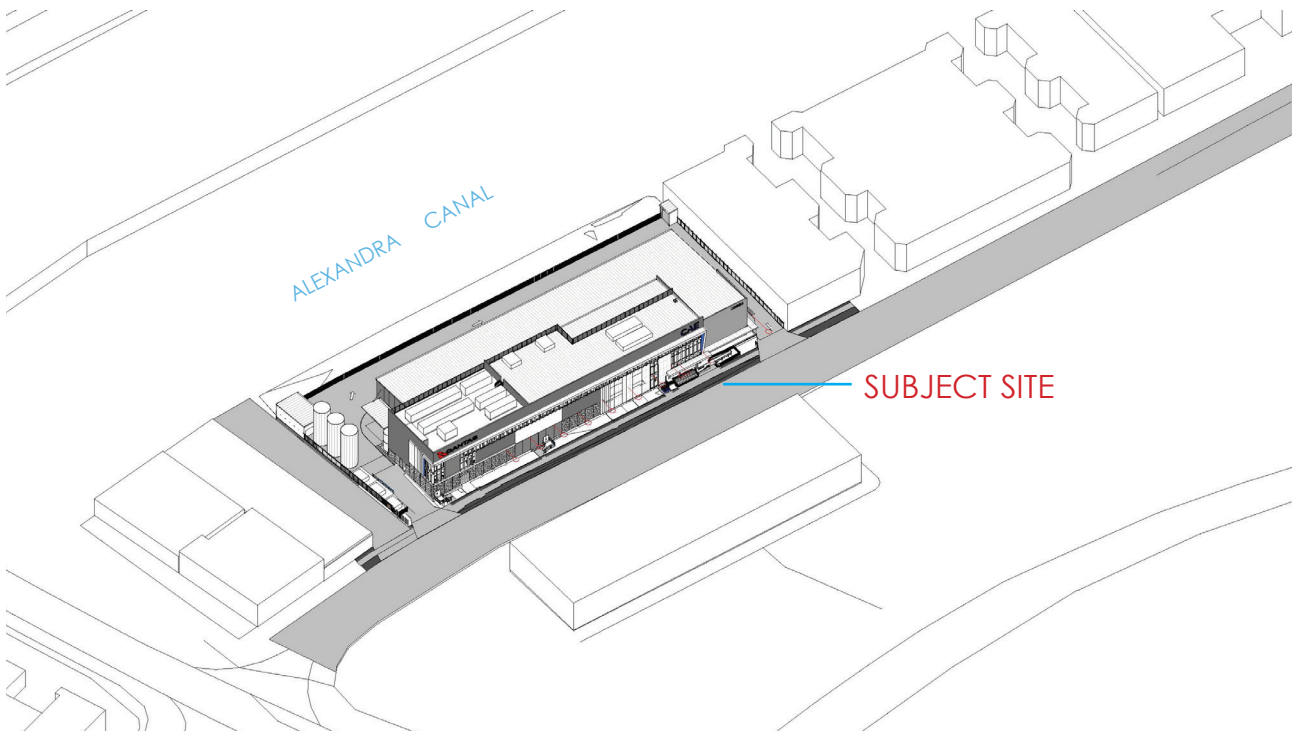


ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

3D PERSPECTIVE VIEWS / MONTAGE

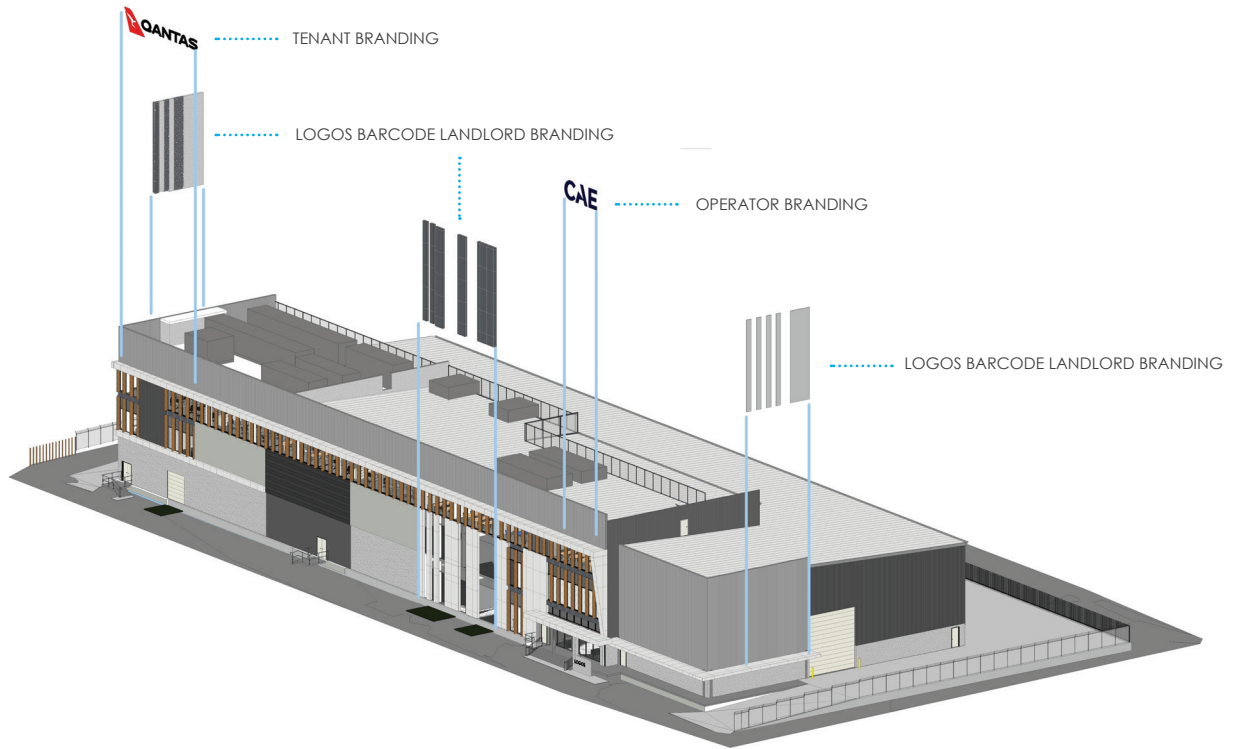


ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

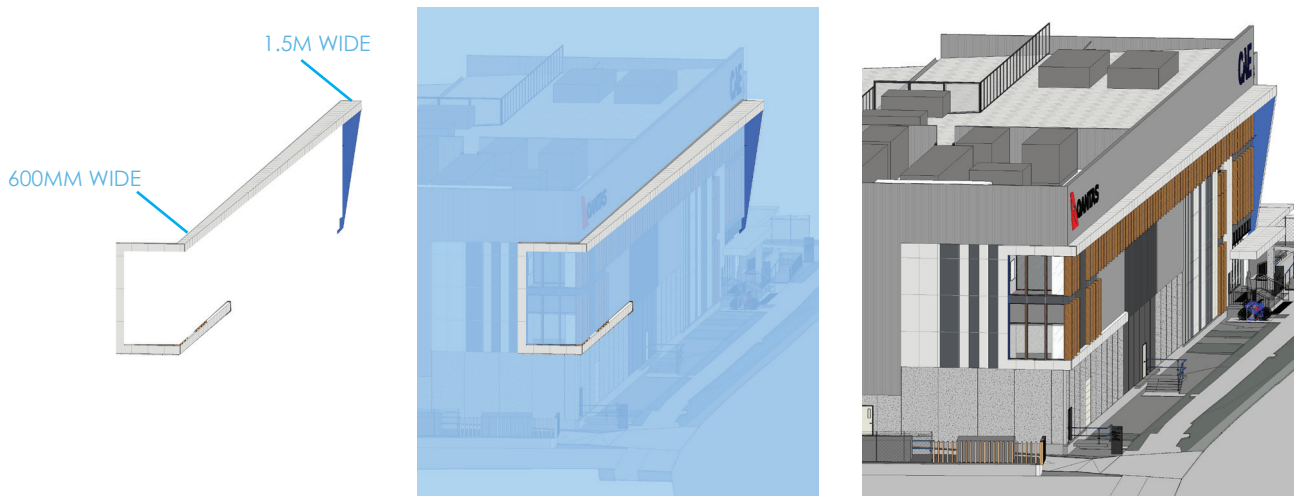


ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

3D PERSPECTIVE: EXPLODED AXONOMETRIC VIEW



TAPERING 'EYEBROW' WRAPS AROUND THE BUILDING FACADE AND ENLARGES IN SIZE FROM 600MM TO 1.5M IN OVERHANG WIDTH TO PRONOUNCE THE MAIN FRONT ENTRANCE



PRELIMINARY MATERIAL PROPOSAL



















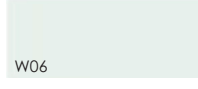

LEGEND

- P01 - PAINT FINISH CAE ACCENT
- P02 - PAINT FINISH COLORBOND MONUMENT
- P03 - PAINT FINISH COLORBOND SHALE GREY
- P04 - PAINT FINISH COLORBOND WINDSPRAY
- P05 - PAINT FINISH COLORBOND SURFMIST

- MP01 - PROFILE METAL WALL CLADDING WITH SHALE GREY PAINT FINISH
- MP02 - PROFILE METAL WALL CLADDING WITH WINDSPRAY PAINT FINISH
- MP03 - PROFILE METAL WALL CLADDING WITH SURFMIST PAINT FINISH
- MP04 - PROFILE METAL WALL CLADDING WITH ZINCALUME PAINT FINISH
- MP05 - PROFILE METAL WALL CLADDING WITH MONUMENT PAINT FINISH

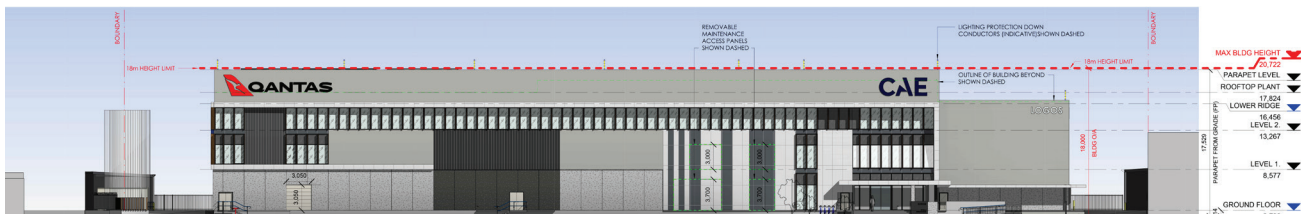
- C01 - PREFINISHED PANELISED SYSTEM CLADDING WITH LIGHT GREY FINISH COLOR SIMILAR TO SHALE GREY
- C02 - PREFINISHED PANELISED SYSTEM CLADDING WITH DARK GREY FINISH COLOR SIMILAR TO MONUMENT
- C03 - VERTICAL SHADE/BATTEN SCREEN WITH LIGHT / PALE TONE TIMBERLOOK

- W01 - PRECAST CONCRETE DADO PANELS EXPOSED WITH ANTI-GRAFITTI CLEAR COAT FINISH
- W02 - CONCRETE RENDERED MASONRY WITH SHALE GREY FINISH
- W03 - CONCRETE RENDERED MASONRY / PRECAST WALLS WITH MONUMENT FINISH
- W04 - GLAZING TO MEET SECTION J REQUIREMENTS - POWDERCOATED ALUMINIUM MULLIONS IN MONUMENT SATIN
- W05 - GLAZING TO MEET SECTION J REQUIREMENTS - WITH COLOURBACK GLASS - DARK GREY SIMILAR TO MONUMENT
- W06 - GLAZING TO MEET SECTION J REQUIREMENTS - WITH COLOURBACK GLASS - OFF WHITE
- W07 - GALVANISED METAL

PAINT COLOURS	METAL CLADDING	CLADDING	WALL ELEMENTS
			
			
			
			
			
			
			

ELEVATIONAL VIEWS

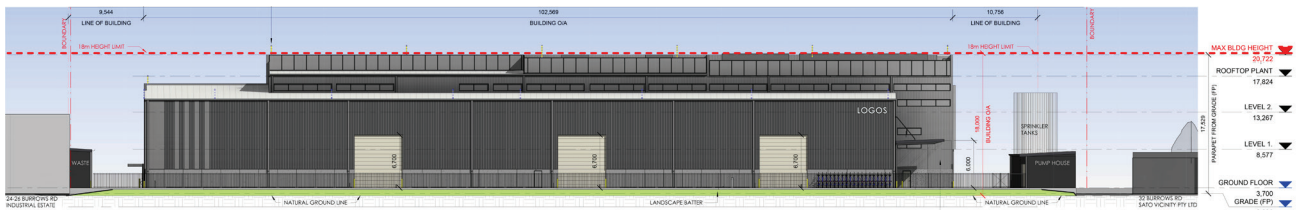
NORTH ELEVATION



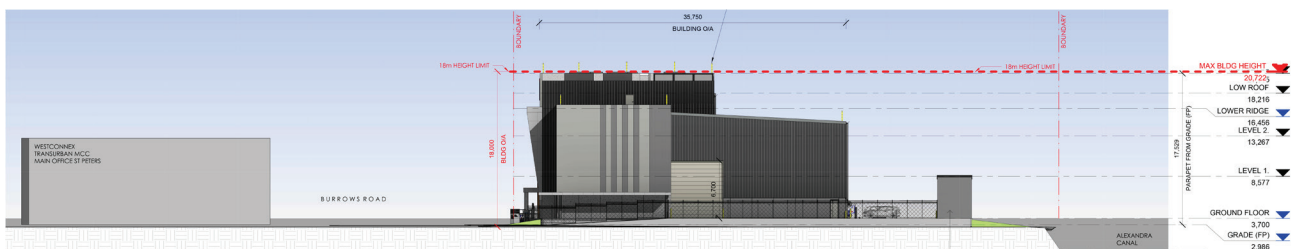
EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



3D PERSPECTIVE VIEWS / MONTAGE

ARTIST IMPRESSIONS OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.



NORTH EASTERN CORNER FRONTING TEMPLAR ROAD

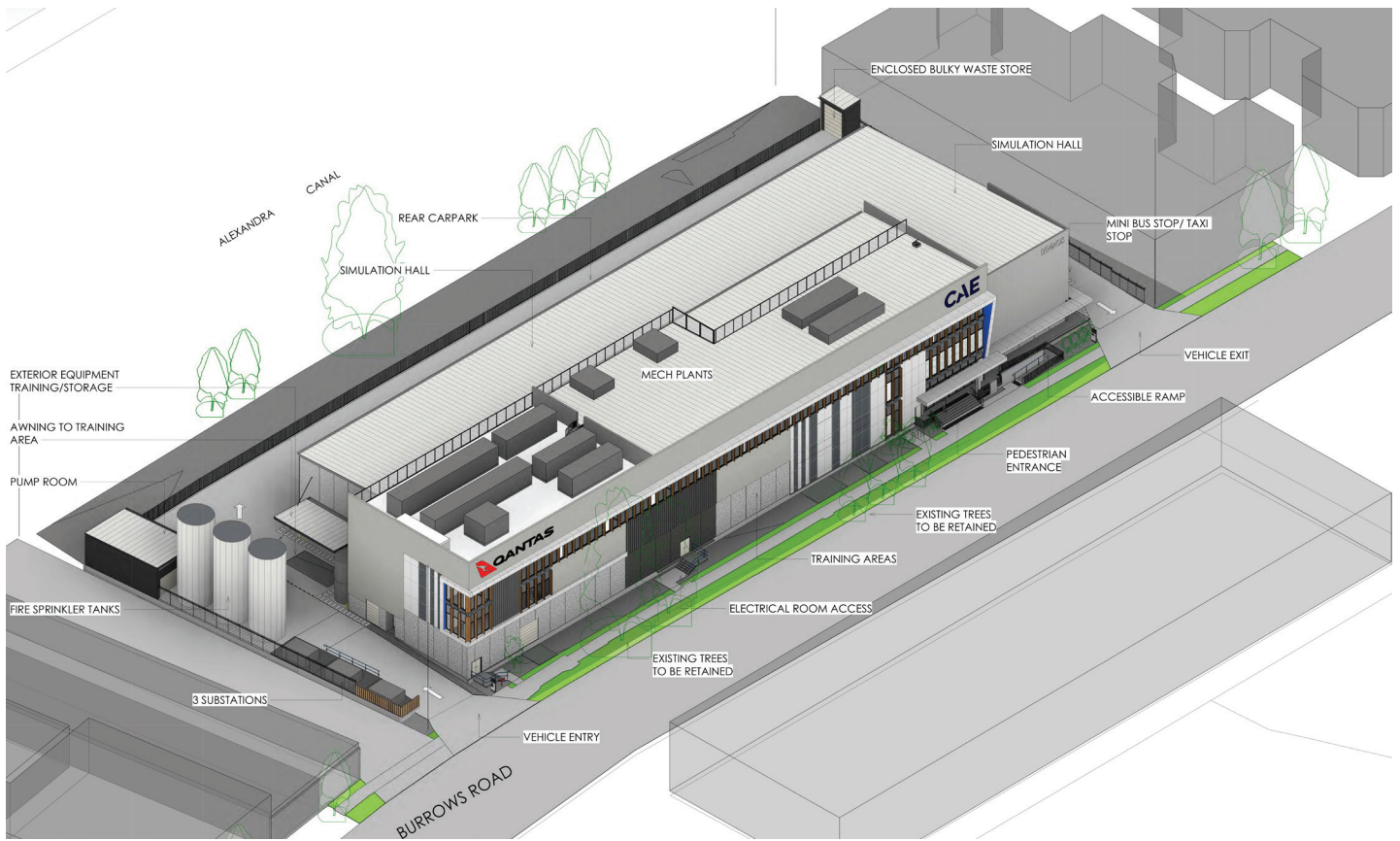


NORTH WESTERN CORNER FRONTING TEMPLAR ROAD



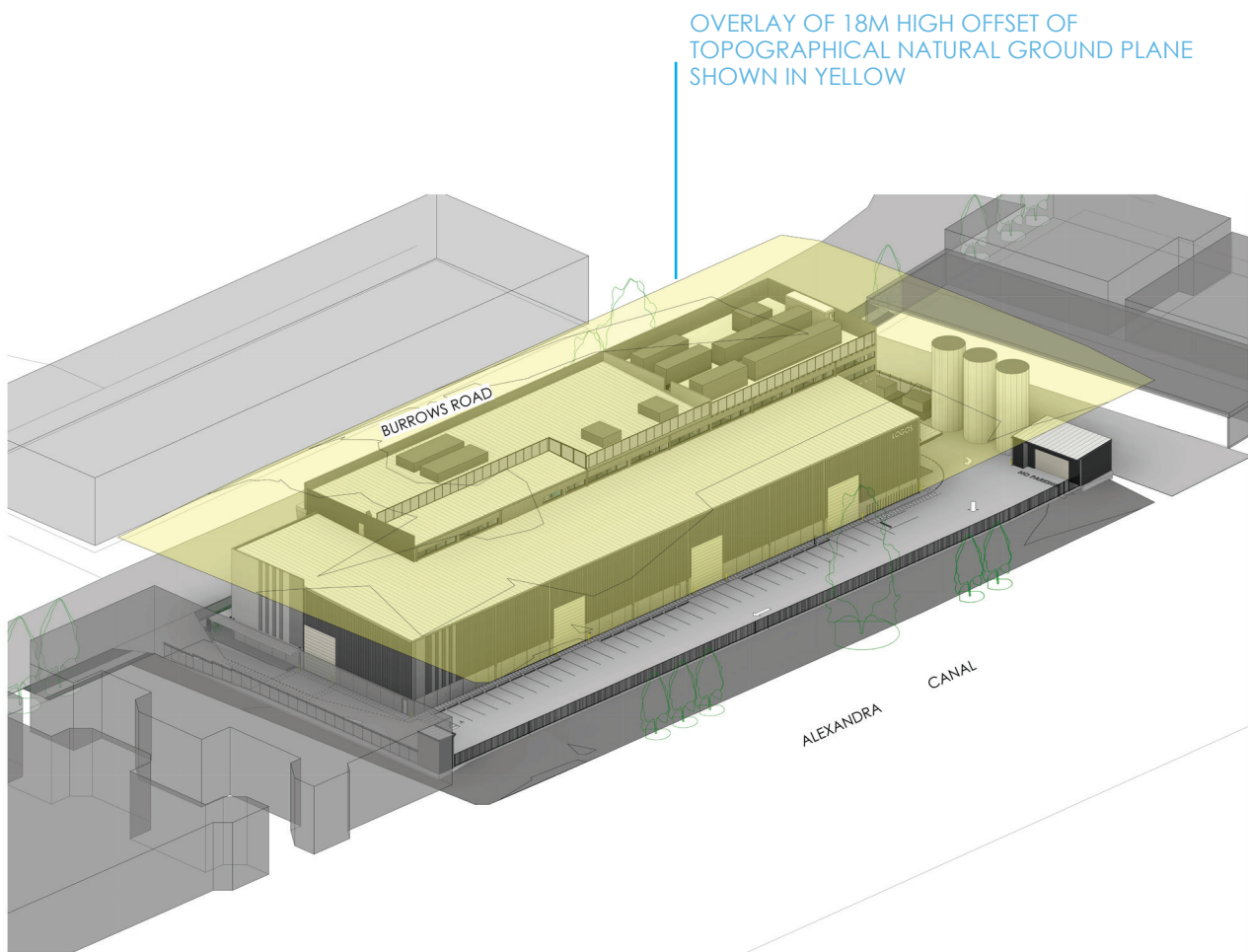
SOUTH EASTERN CORNER FRONTING ALEXANDRA CANAL

ANNOTATED 3D PERSPECTIVE: AXONOMETRIC VIEW



ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

MAXIMUM BUILDING HEIGHT CHECK 3D PERSPECTIVE:: AXONOMETRIC VIEW



ARTIST IMPRESSION OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.

3D PERSPECTIVE VIEWS / MONTAGE

ARTIST IMPRESSIONS OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.



NORTH EASTERN CORNER FRONTING TEMPLAR ROAD



SOUTH WESTERN CORNER FRONTING ALEXANDRA CANAL

3D PERSPECTIVE VIEWS / MONTAGE

ARTIST IMPRESSIONS OF PROPOSED SYDNEY FLIGHT TRAINING CENTRE.



NORTH WESTERN CORNER FRONTING TEMPLAR ROAD



SOUTH EASTERN CORNER FRONTING ALEXANDRA CANAL

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Registered Architect in NSW, VIC & QLD.

**“We consult, listen and design.
Managing the process to promote
better design, efficient project delivery
and sustainable human environments.”**

Patrick Pace - Director