

BRISBANE INTERNATIONAL TERMINAL

Part 2 – Architecture

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INTRODUCTION

This paper is generally an overview of the design and configuration of the New Brisbane International Airport. The talk shall include the following items :

1. Site Plan with location of the airport terminal relative to the domestic terminal
2. Discussion on the airport site plan of the location of the terminal relative to its car park and air side activities
3. Possible expansion of the terminal to the north and south
4. A cross section of the terminal to explain how passengers both depart and arrive through the building
5. Various floor plans of the terminal to convey how the planning arrangements occur within the building

EXTERNAL

Slides of the building will show the airport both landside and airside and various other external shots to indicate the structure and materials of the external envelope.

INTERNAL

The interior of the building will be explained with additional slides at both departures and arrivals level. The talk will now move to a more detailed level of smaller elements within the terminal embodying lightweight structures, these will include check-in counter canopies, the awnings above shops and the special fabric sun-shading in the central skylight.

DAYLIGHT WITHIN THE BUILDING

Slides of the computer plans prepared by Lighting Design Partnership will indicate the computer modelling taken on board to illustrate how shadows are created by the sails to prevent direct sun light getting on the check-in counters.

The selection on type of translucent fabric will be discussed, this part of the project description will also be accompanied by discussion on the use of daylight in the terminal including the specially design refractors to bounce the light around on the ceiling planes during the day and reflect the light at night.

BUILDING STRUCTURE

The building structure will be explained from an architectural point of view as well as the external cladding details including mullions which are stabilised by a series of horizontal stainless steel cables. These elements will be discussed in greater detail by Max Kilmister.

LIGHTING

The artificial illumination of the terminal will be discussed with the general philosophy of a combined up lighting and down lighting system. A series of slides will illustrate the effect of this lighting system to convey a sense of lightness to the ceiling planes which is extremely apparent when one drives past the terminal in the evening.

THE PERCEPTION OF "LIGHT WEIGHT"

The building has a strong but different appearance from night to day time use. The lightweight appearance of the terminal is working in concert with the nature of flying. The building is not heavy and ponderous and the floating roof plan is analogous with the wings of an aircraft. On a building such as this there is a very close alliance between the architect and the structural engineer and I'm very pleased to thank Max Kilmister of Connell Wagner for his help in working with us on this project to achieve a building of great delicacy and delight.