

STATE REVIEW

Dec 1974

QLD.

Trans Australia Airlines Terminal Brisbane Airport

architect: Clarke Gizzard Pty. Ltd.
project management: Civil and Civic Pty. Ltd.

Background: The burning out of the old TAA terminal at the end of 1971 necessitated immediate rebuilding and to save time, documentation was provided in stages. Temporary arrangements for passengers were provided during building operations at the adjacent International Terminal.

Design concept: The new terminal was designed as a simple infill building between the existing communications area, which survived the fire, and an existing hangar. It was designed as a temporary building to accommodate the requirements of the foreseeable future and which would be erected in a minimum construction period to reduce disruption to airline services. This concept resulted in a simple steel structure with lightweight cladding which was designed, documented and built in eight months.

A maximum use of natural daylight provides a high level of illumination within the terminal and the large glazed areas enable all the action on the tarmac to be seen from within.

The simple, easily comprehended flow pattern from the entrance to the departure gates assists passengers, particularly those in a hurry. Subsidiary elements, such as toilets and restaurant, are placed to one side and on the mezzanine floor.

A clear view of the planes from the main circulation and waiting space provides a direct visual link between passengers and planes.

Great importance was placed on the design of graphics. Passengers and visitors to the terminal are vitally concerned in knowing where to go and when to move. Graphics therefore should be easily seen and preferably the only visual material of that type. Other material tends to conceal the important messages. Two exceptions, in the Brisbane terminal, to this rule are the photo mural on the irregular shaped end wall, with the tail of the plane filling the space under the tilted roof, and the painted supergraphics on the corrugated sheet wall of the baggage claim area. The high ceiling and abundance of natural light provide ideal conditions for large tropical plants in stainless steel troughs which provide decoration and examples of the natural flora of Queensland.

Total area of building: 6,810m².

The terminal was designed around a figure of 2,300 passengers and 1,300 visitors per hour.

Structure

Material: standard mild steel sections, painted white. The upper floor is of steel plate and reinforced concrete slab construction, with steel deck covering the steel roof structure.

Finishes

Walls: Glass walls facing north and south. Aluminium faced polyurethane core 'refrigeration' panels on east and west walls.

Roof: Roof/ceiling panels of Stramit board.

Floor: Ceramic tiles.

Air-conditioning: 180 tonnes capacity, outlets at each end of the public area, without intermediate ducting. Small ducting units condition other areas.



Photography David Moore

Don Gazzard's Brisbane Terminal for TAA Dec 1974 STATE REVIEW

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