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JUNE 2023

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Launceston Airport
Architectural Master Plan

Cumulus respectfully acknowledges the First Nations Peoples of Australia, their elders past, present and emerging, who were and are the keepers of their cultural and spiritual knowledge and traditions, and the traditional owners of the land on which we live and work.

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INTRODUCTION

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1.1 LAUNCESTON AIRPORT AND SURROUNDS

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1.2 INTRODUCTION TO THE PROJECT

The development of an architectural approach to the existing Launceston Airport Master Plan, and associated Style Guide, recognise the works undertaken to date by the airport to identify a consolidated long term terminal expansion plan.

The existing Master Plan aims to incrementally respond to the demands forecast for the terminal over the coming decade, with passenger movements likely to almost double by 2038. As a planning document, it serves the purpose of identifying the necessary floor area requirements to meet these demands, however, the plan does not take into consideration the look and feel – the architectural response – to these planned improvements.



This project aims to identify the risks and opportunities associated with the expansion of the airport, and in so doing provide an architectural framework around which future staged projects can be consolidated.

The experience of passengers and staff of the airport will be addressed in terms of the interior look and feel, as well as the external architectural expression of the building form. This document aims to consolidate the Launceston Airport brand with the spatial experiences upon arrival and departure.

The initial component of these works sets out to analyse the current terminal building, review the proposed security screening extension design principles to set out a clearly recognisable design language that can be applied to both the proposed security screening extension, as well as to future staged works both landside, and airside.

Following this analysis, key decisions by APAL based on information presented in this document, will set the baseline for future design options, steering the project towards its final approved form, and creating a Master Plan and Style Guide set of documents for the future development of Launceston Airport.

Key to this first stage of analysis - and tied to the critical path of delivering the Security Screening Upgrades expansion project - the landside façade architectural analysis, associated design options, and subsequent selection of a singular design solution will steer the Master Plan on a path influencing both the airside design solutions, as well as interior experiences of Launceston Airport.

	Existing	2023 Demand 1.3MPPA	2028 Demand 1.9MPPA	2038 Demand 2.5MPPA
TERMINAL TOUCHPOINTS				
Check-in Hall [m ²] Based on Check-in open @ 90min	350	106	148	195
*Check-in Counter / Bag Drop [#] A: Airline allocation B: Common Use	12	A: 12 B: 8	A: 17 B: 10	A: 22 B: 12
Security Screening [#] CT Scanner (CTS) Body Scanner (BS)	0 CTS 0 BS	2 CTS 2 BS	2 CTS 3 BS	2 CTS 3 BS
*Departures Lounge [m ²] excl. F&B and retail A: 30 min call to gate B: 20 min call to gate	665	A: 699 B: 782	A: 977 B: 1092	A: 1285 B: 1436
*Boarding Gate [m ²] A: 30 min call to gate B: 20 min call to gate	605	A: 487 B: 163	A: 680 B: 228	A: 894 B: 300
Reclaim Belt [m] presentation length	84 #1: 40m #2: 44m	73 #2	95 #2	114 #2 or #3
Arrivals Hall [m ²] incl. meets & greets (1: 1.1 ratio)	627	676	944	1241
RETAIL BENCHMARK [m ²]				
A: 0.75m ² /000 annual pax [Airbiz LST Retail Study 2015]	861	1020	1418	1872
A: 500m ² /1M annual pax [Buchan MEL T34 Retail Study 2013]	861	650	950	1250
AIRCRAFT STAND	5	5	6	6

source: [Launceston Airport Terminal Masterplan]

1.3 BRIEF UNDERSTANDING

PART 01:

An architectural master plan document and 'style guide' steer future development stages undertaken at the Launceston Airport.

The document is to address, but is not limited to, the following:

- Build the narrative for where the overarching ideas are derived from

- Enhanced forecourt journey from carpark incorporating landscaping (separate consultant)

- Create a positive and memorable travel experience-enhancing LST as the gateway to Northern Tasmania

- 'Style Guide' outlining proposed suitable finishes, fixtures and materials (both internal and external)

- A retail strategy - including a 'style guide' and narrative for retailers to connect with.

- Tidy existing additions to allow a congruous overall architectural language

- This architectural master plan document and 'style guide' will respond to the current 'LST Terminal Master Plan' provided and align to the existing proposed staging.

This architectural master plan document and 'style guide' will respond to the current 'LST Terminal Master Plan' provided and align to the existing proposed staging.

PART 01: DELIVERABLES

A document outlining the following:

The document is to address, but is not limited to, the following:

- Diagrams outlining forecast growth and facility demand*

- Existing building analysis: identifying constraints and opportunities, circulation (vehicular and passenger), existing structural logic, high-level environmental considerations and opportunities. NCC considerations etc.

- A long-term terminal expansion plan considering: the elimination of redundant works, increase in non-aero revenue and an incremental stage-able development.

- Development sequence strategy considering: minimising redundant works, operational impacts during construction

- 3D representations of the proposed expansion areas capturing an indication of the proposed architectural language and materiality

- 'Style Guide' outlining proposed suitable finishes, fixtures and materials (both internal and external)



1.4 TERMS OF REFERENCE

PROJECT MANAGEMENT

Our Design Team will collaborate with your sub-consultant team. This collaboration with the whole design team is critical to the success of the project. Our processes incorporate not only the client-driven outcomes but more importantly our collaborative team approach.

A project team is only as strong as its weakest link, in this our Design Team strives in its delivery to provide a well-thought-out master plan, and style guide, that provides integration of the whole design teams' expertise to develop a wholistic solution.

To achieve this, we integrate our design approach with the sub-consultant team you have assembled in a collaborative manner, to build on each other's strengths.

Risk management is fundamental to project management. Our design team is experienced, capable and able to identify and reduce potential risks associated with errors and coordination.

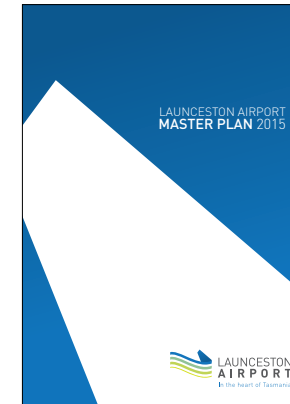
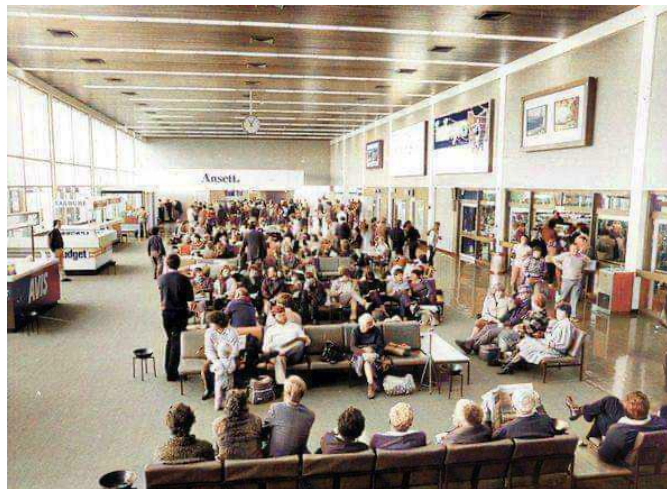
Our management systems have been developed over a number of years with the most experienced architects in Tasmania. Proof of their success lie in our third party QA certification, our nationally recognised project outcomes, the testimonials of builders and most importantly, our repeat clients.

From our experience and understanding, we have developed an indicative list of potential risks for the project. Our initial thoughts are listed in the table below:

MASTERPLAN DEVELOPMENT HISTORY

This Architectural Masterplan builds on the broader commercial and strategic Masterplan work undertaken by Launceston Airport, as well as indicative planning, areas and expansion requirements identified in the Terminal Development Plan documents and expansion stage modelling undertaken by Airbiz and other consultants.

The Architectural Masterplan sticks broadly to the framework established in these documents, but also deviates to try and identify opportunities for improved user-experience and staging efficiency dividends from the incremental roll-out of terminal expansion works, and aims to minimise redundant and abortive works.



1.5 RISK ANALYSIS AND MATRIX

RISK	MITIGATION MEASURE
Programme	Adherence to a sharp programme particularly meeting all identified milestone dates. Identify deliverables and where possible overlap tasks. Cumulus Studio is acutely aware of the impact of any delays on the current Airport Security Screening Upgrades project and will endeavour to fast-track Master Plan land-side terminal façade proposals to expedite the redesign and re-documentation of the proposed façade. The Master Plan and Style Guide documents will follow on from this focused stage of the program.
Existing site information	Review available site survey data and existing documentation. If existing information is inadequate or non-existent, site surveys must be conducted to ascertain accurate general arrangement drawings and services.
Budget	The project budget often presents a big risk to clients. Whilst preparing a Master Plan and Style Guide do not inherently come with budget risks, Cumulus recognises both the impact on budget the façade redesign works may have, and the subsequent incorporation of design elements into any future works. We will work with you at the outset of the project to align your budget, project brief and expectations of quality. We will work with your Quantity Surveyor at every project stage to independently assess the likely cost of the project, and in turn make decisions as early as possible if changes are needed to reduce or remove cost overruns.
Design	Due to the nature of architecture being a creative field, often clients feel unsure about what they will get or whether it will live up to their expectations. We find that the best way to overcome this is to spend time at the outset of the project to explore all the possibilities, so that an informed direction can be agreed by all stakeholders (design/cost etc.). We ordinarily work through a clear set of staged services, allowing clients to give approval at every stage before moving on to the next level of detail, however as the Master Plan and Style Guide form a conceptual framework for the future development of the Airport, Cumulus will introduce a 'stage-within-stage' approach to the concept design to ensure confidence, and key decisions, are maintained throughout. Maintaining clear communication through the project is critical for a great design outcome.
'Buy-in' ownership	Consult with relevant stakeholders through information sessions/ briefings as well regular updates on the design. A "no surprises" approach - sign offs become a formality as all parties are aware of what is being tabled for approval. Keep the stakeholder management responsibility to a small group of representatives led by a nominated 'champion' of the project who is trusted by APAL.

RISK	MITIGATION MEASURE
Industry resourcing & cost escalations	Ordinarily Cumulus would review the project with a Quantity Surveyor to determine sensitivity of trade resources and cost impacts from other projects in Tasmania. We would also establish a procurement program and methodology to forecast probable escalation, however, as a Master Planning exercise these tasks should be postponed until each stage is escalated to become a stand-alone project.
Defining the budget	Initially the Quantity Surveyor could provide broad brush probable cost across the broad scope of the staged Master Plan elements if required by APAL however, with the market as volatile as it is at present, forecasting may prove futile. Cumulus could also utilise the combined expertise of the Quantity Surveyor, and when appropriate, the early involvement of construction manager for the staging sequences for the works including out of hours operation for operational continuity.
Resourcing	Forward planning of resource allocation, availability of backup resources when required.
Capability	Involvement of experienced/expert personnel for key decision making. Adherence to QA procedures, coordination with consultant team and client.
Planning constraints	Review relevant Planning criteria at an early stage to avoid potential planning issues.
Adoption of Style Guide by Future Consultants	An inherent risk with any Master Plan and/or Style Guide is the potential for future consultants to reinterpret the intent of the documents at the expense of the project (as a whole), leading to discontinuity across projects as APAL rolls out the staged growth of the airport. It is worthwhile having a champion of the Master Plan and Style Guides as a resident member of staff and/or a consultant on retainer to vet, review and approve any proposals are within keeping with the Master Plan and Style Guide.
Fire Management	Any future expansion of the existing airport (beyond the proposed Security Screening Expansion Project) is likely to trigger re-evaluation of the Fire Compartment sizes and sprinkler requirements throughout the entire airport. It may be prudent to future-proof any current and proposed works to remove the need to reverse engineer/demolish and rebuild new works to introduce fire sprinklers etc.

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2.1 HISTORY OF LAUNCESTON AIRPORT

The History of Launceston Airport stretches back almost 100 years to the late 1920's with the formation of the Tasmanian section of the Australian Aero Club, and the construction of the first Aerodrome and Hangers on the site at Western Junction

By the early 1960's Launceston Airport had grown to become the sixth largest airport in Australia with more than 127,000 passengers annually, and the third busiest airport for freight movements. It was in the midst of this boom of domestic air travel that the airport was upgraded to its present configuration that included a new terminal, apron and lengthening of the runway and taxiway system.

The Terminal building constructed at this time was emblematic of the International Style of Modern Architecture, relying on a strict geometric grid and dispensing with formal flourishes in favour of rigid functionality. The scale and utility of the building delivered far belie the status of a simple regional airport, and might instead be viewed more akin to a 'scaled-down' version of some of the great international airports of the modern era.

It is the principles of this highly flexible and iconic core modernist structure that underpin many of the successful later developments to the Launceston Airport Terminal precinct.

The analysis of this central modernist structure also forms the foundation for this Architectural Masterplanning document, as we seek to inform the strategies which best allow for future expansion whilst respecting and recognising the heritage of what has come before.



Tasmanian Aviation Historical Society (1967) *Runway commercial expansion and Terminal under construction*

2.2 DEVELOPMENT TIMELINE

1960's

Golden Age of Air Travel - Core Modernist Structure

1970's

1980's

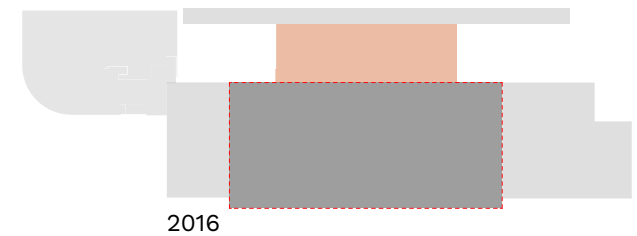
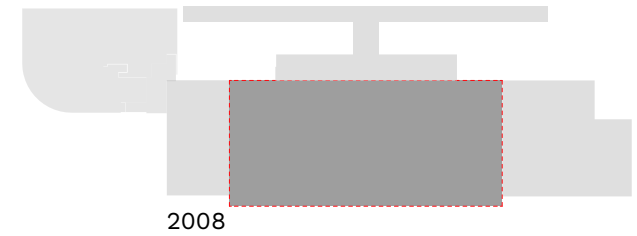
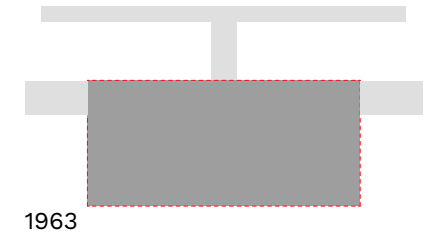
1990's

2000's

Ad hoc Expansions -
Larger Check-in and Arrivals Halls

2010's

Airside Pivot -
New Departures Lounge



2.3 LAUNCESTON AIRPORT TODAY

Launceston Airport today is the subject of numerous expansions, added incrementally over the past 2 decades to deal with the steadily increasing flow of patrons and additional demands not able to be accommodated by the original building.

Whilst these small sequential updates may have been fully considered on an individual basis, collectively the lack of an Architecturally Masterplanned approach has meant the gradual dilution and obscuring of the core structure and has in some ways made future expansion more challenging given the lack of overarching logic for continued expansion.



G.V. Brooks High School & Tasmanian Pictorial History Facebook Page (early 1970's) *Launceston Airport Terminal*

Nevertheless, the robust and monumental nature of the original building provides a solid core for future expansion works. Future development sequencing also creates the opportunity to more fully evaluate some of the past extensions and refurbish these into a more cohesive 'whole-of-building' approach as the Launceston Airport continues to expand to cope with the demands of a growing city and rapidly expanding tourism market.

0m

200m



- Original 1960's Terminal Building
- Subsequent C21st Building Expansions

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FUTURE
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3.1 FUTURE TERMINAL EXPANSION

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The current terminal is in a phase of rapid upgrade and expansion, commencing with the current Security Screening Upgrade works and New Check-In Hall, now underway.

The key to this expansion is to maintain passenger experience as a priority and carefully consider staging to garner the most benefit from co-dependent works and minimise shut-downs and disturbances.

The current and future planned expansions also give an opportunity to revisit and refurbish some of the more recent expansion works which may not align with the current masterplan.

Unifying elements such as a new facade will help pull together some of the disparate building elements into a cohesive whole and relate more clearly to the core principles of the original 1960's terminal building.



- Original 1960's Terminal Building
- Subsequent C21st Building Expansions
- Planned Terminal Expansion

3.2 DEVELOPMENT SEQUENCING

Strategy:

- Identify long-term terminal expansion plan
- Incremental, stage-able development
- Unlock Retail opportunity
- Creating memorable travel experience, enhancing LST as the gateway to Northern Tasmania

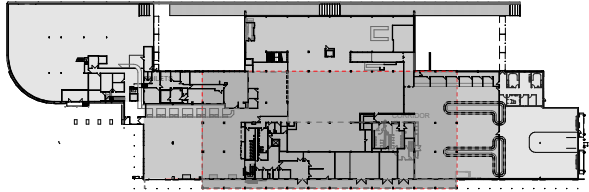
Opportunity:

- Increase non-aero revenue
- Eliminate redundant works

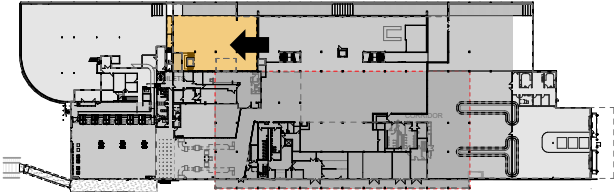
Outcome:

- Developments can be staged to minimise redundant works
- Minimise operational impact during construction
- Retail opportunity uplift at every development stage
- Optimal CUDL configuration and maximising retail frontage
- CUDL and Arrivals/Reclaim Hall preserve the views, maximise 'sense of Tasmania' for travellers

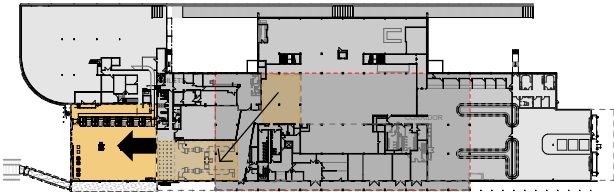
source: [Launceston Airport Terminal Masterplan]



00 Existing



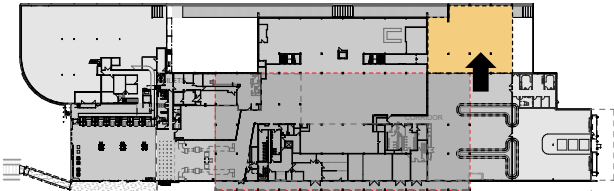
Stage 03 Departures Lounge Expansion | 2026+



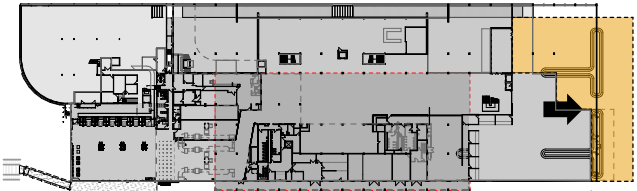
Stage 01 Security Expansion | 2021-2023



Stage 04 Airline Lounge & Office Relocation | 2026+



Stage 02a + 02b Arrivals Hall Expansion | 2024+

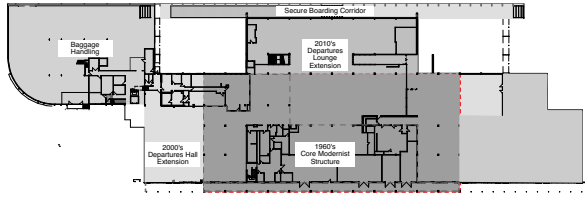


Stage 05 Future End Stage - Reclaim Carousel Expansion | 2030+

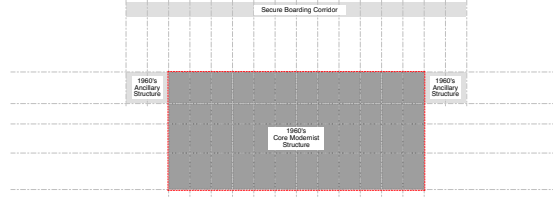
3.3 STRATEGIC CONSIDERATIONS

STRUCTURAL GRID OVERLAY

Present Day Airport Terminal Buildings

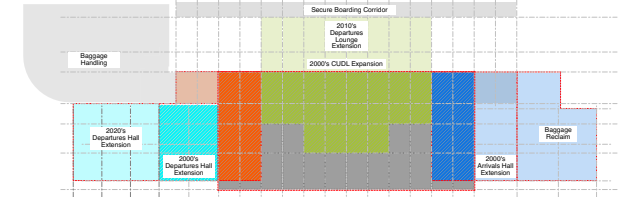


Historical Expansion Strategies



1963: Core Concrete Terminal Structure

Future Development Considerations



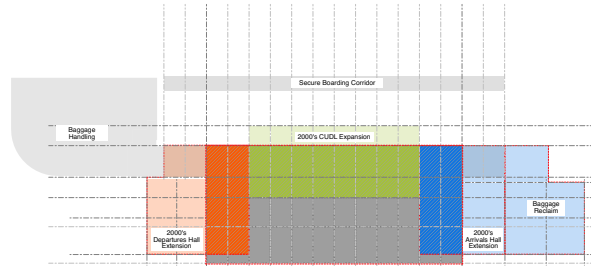
2021: Security Screen and Departures Hall Expansion Steel Truss Roofed Expansion

STRUCTURAL GRID OVERLAY AND ANALYSIS

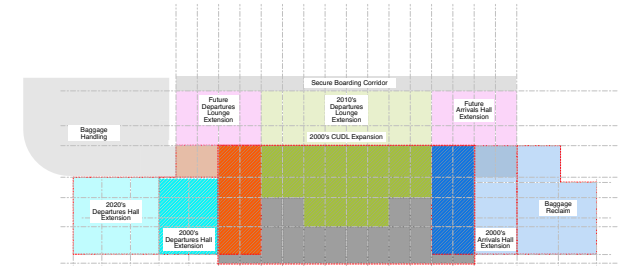
The present day airport terminal is an amalgamation of assorted building systems from different time periods and working to different structural grids.

Future expansions will have to reconcile with the existing varied modules to determine workable grid denominators by which the building can continue to grow, notably;

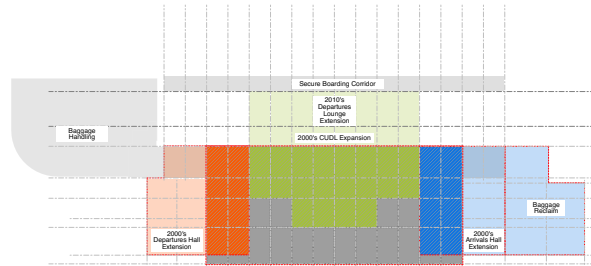
- 1960's Terminal Concrete Structure - **6.7m Grid**
- 2008 Departures Steel Extension - **9.0m Grid**
- 2008 Arrivals Hall Steel Extension - **12.0m Grid**
- 2016 Airside CUDL Expansion - **11.0m Spans**



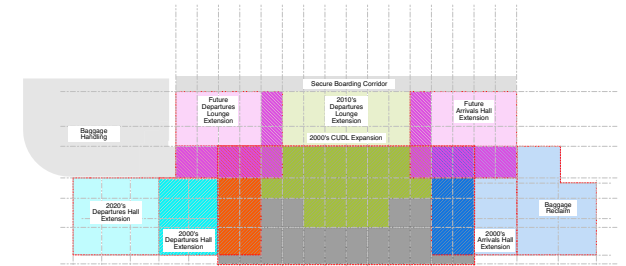
2008: Steel Framed Arrivals, Departures, CUDL and Baggage Handling Structures added



Mid 2020's: Arrivals and CUDL Expansion to Existing Unbuilt Void Areas

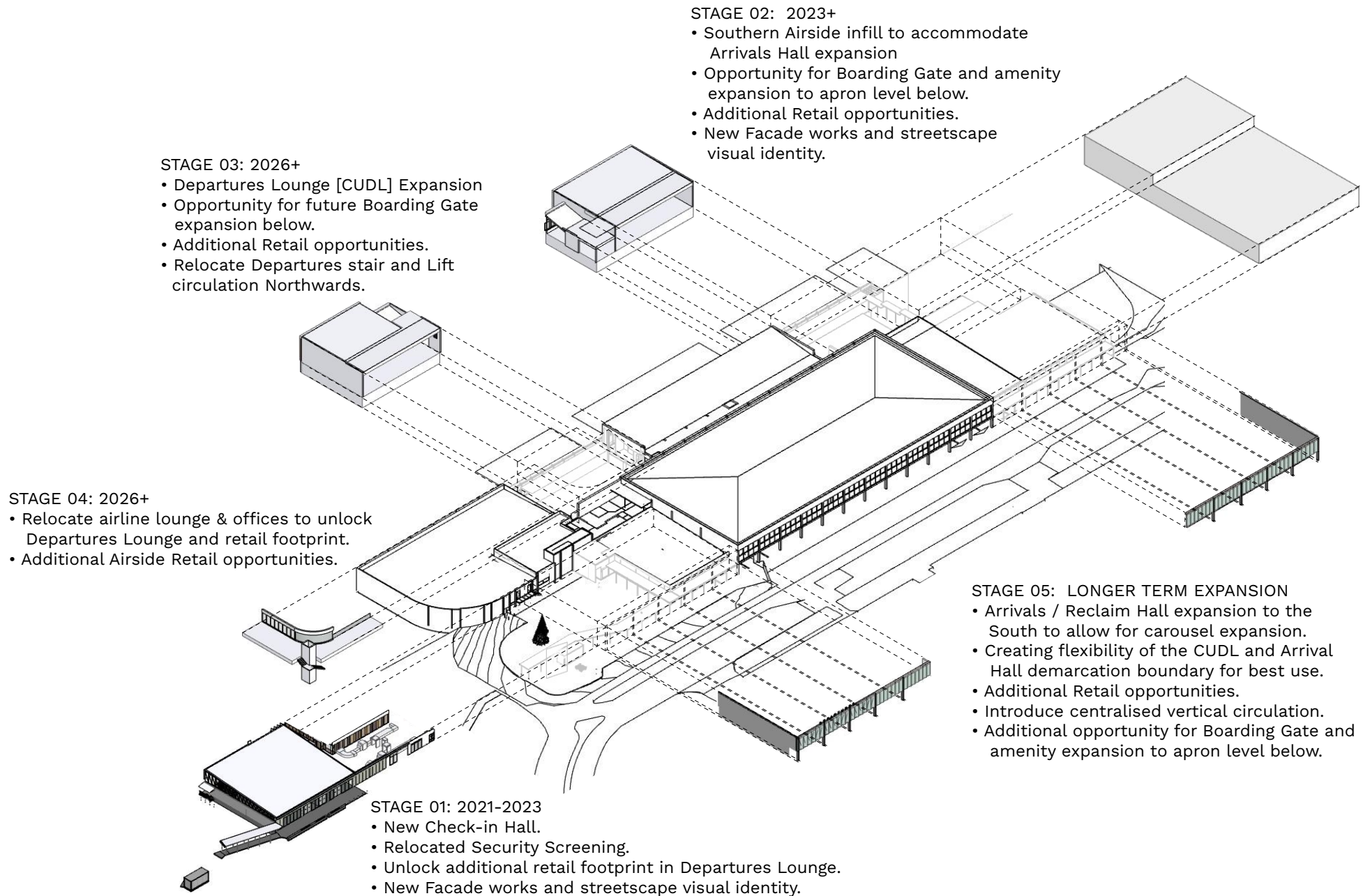


2017: Steel Truss Roofed CUDL Expansion



Four-Way Building Intersections Identified as both Developmental Challenges and Opportunities.

3.4 STAGING DIAGRAM



3.5 LAUNCESTON AIRPORT 2040 AND BEYOND

The current staged implementation of Building Expansion as described in the Launceston Airport Terminal Masterplan envisages five key phases of capital works through to the 2040's to deal with the projected increase in passengers.

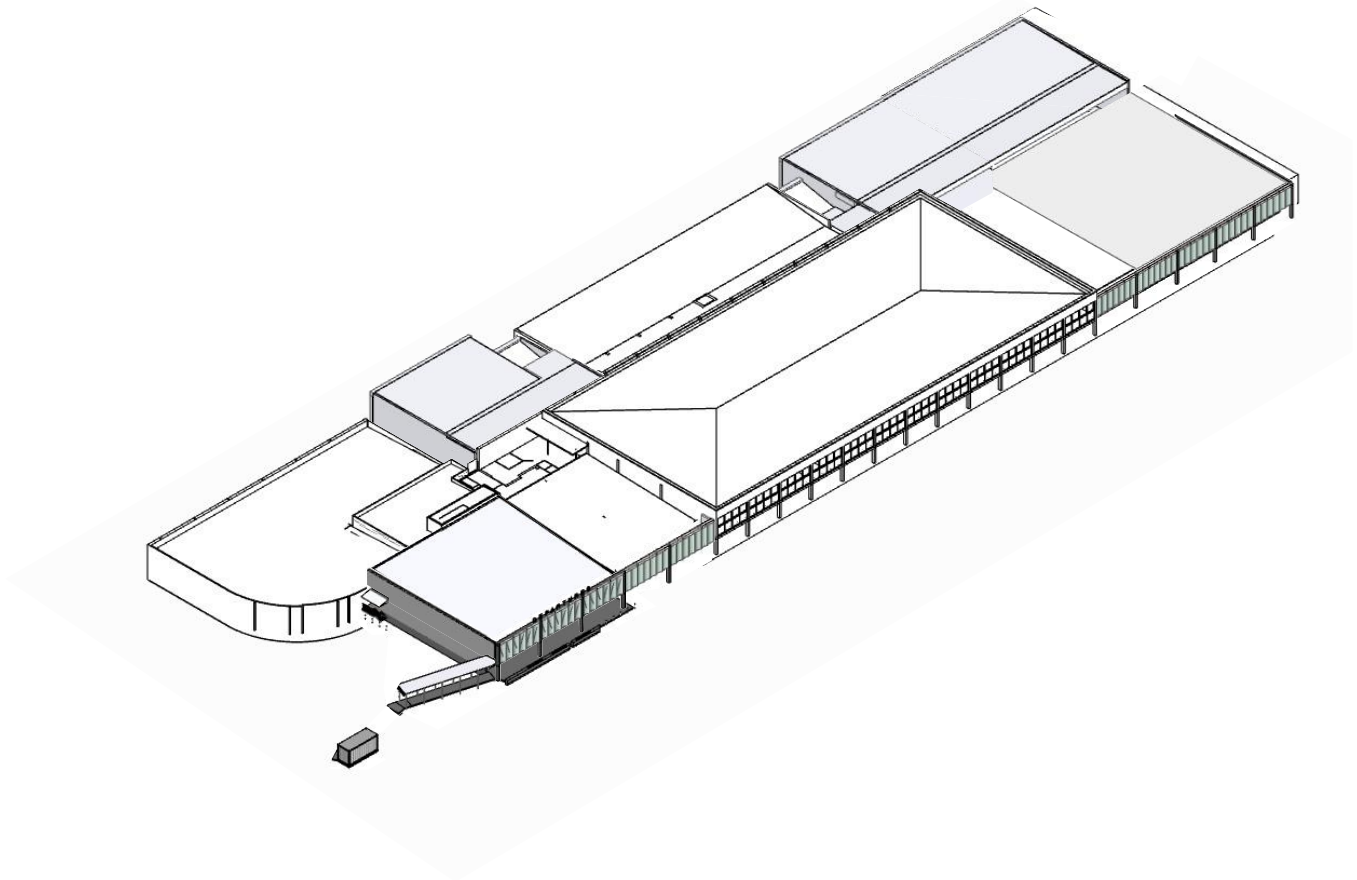
Beyond this point balanced avenues for expansion exist only towards the south of the existing terminal, and so must allow for greater flexibility to deal with potential need for future expansions in this direction.

Aside from the identified capital works stages of the expansion, there are also a number of referenced and discussed projects not currently assigned to a stage of works that should potentially be considered.

Additionally portions of some stages may perhaps be realigned as the business case for these stages progresses, to make maximum use of efficiencies to be gained by simultaneously rolling out the works across a single area of the terminal.

Such projects include, but are not limited to:

- Forecourt Hardening (not currently assigned)
- APAL Offices Expansion (not currently assigned - may yield efficiencies when combined with Stage 04 airline offices relocation).
- Airline Lounge Relocation (currently assigned to Stage 04) should be considered during Stage 03.



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SITE CHARACTER
AND LANDSCAPING

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4.1 SITE CHARACTER AND LANDSCAPING | INTRODUCTION

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The Launceston Airport's most recognisable asset is arguably its position within the landscape - both in terms of the broader outlook towards the eastern foothills - as well as the more locally considered Avenues and Gardens that have long been an established feature of the site.







The Historic Gardens are home to Rhododendrons (Emblem of the City of Launceston), Azaleas and Camellias, as well as hundreds of natives and European trees and shrubs, planted through the early 1970's. However in the 1990's the current loop road was cut through the heart of the historic garden to make way for the new traffic roads and exits.

Building on this strong historical foundation, the current phases of terminal redevelopment present a compelling opportunity to reconsider and integrate an overarching landscape strategy that addresses some of the readily identifiable site project features and constraints, in particular;

- Forecourt Hardening Landscape Project
- Rehabilitation of Historic Gardens
- Future Transportation & Circulation Strategy
- Landscaping & Identity of Entry Boulevard
- Limited Resources for upkeep, preference for low maintenance landscaping, flora and fauna.



1970 - 1990s

- | | |
|--|--|
|  Existing Terminal Building |  Central Transport Avenue |
|  Planned Terminal Expansion |  Kerbside Landscaping Opportunities |
|  Historic Heritage Gardens | |
|  Future Forecourt Hardening | |

4.2 SITE CHARACTER AND LANDSCAPING | DESIGN PRIORITIES AND REFERENCE PROJECTS

PRECINCT WIDE LANDSCAPING STRATEGY

The precinct landscape is both the first and last experience of the site that users experience when departing and arriving from the airport, and leaves a lasting impression, as well as serving to relax and calm people before and after flights.

The example of Essendon Fields Airport Precinct Masterplan involved a strategic commitment from the management team to construct a 'Super Garden' to improve precinct health, mood and amenity as part of a broader environmental strategy for their ongoing development of the surrounding industrial park.

A target of 10,000 mature trees planted was set as a goal, and has since been surpassed. Plantings were selected to be drought resistant and low maintenance, and were combined with wider landscaping initiative such as the construction of bio-swales to reduce the water requirements for the gardens.



Essendon Fields Airport Precinct Masterplan:
FORMium Landscape Architects + NH Architects,
Henderson Architects, Peddle Thorp Architects (2015)

CENTRAL BOULEVARD LANDSCAPING AND TRAFFIC

The current circulatory form of the site is defined by the central traffic boulevard, as well as the roundabout form of the ring road through the historic gardens. However the current composition of elements has grown up incrementally in recent years through various extensions to the precinct parking and circulation.

A future precinct landscaping strategy is required to consider integrated opportunities for the greening of this boulevard and as well as objectives for traffic management around the new forecourt hardening and within the short-term car parking areas.

A good reference project is the central boulevard of Canberra Airport, branching off from the adjacent highway the ring road is flanked by two 1200 vehicle carparks. Despite the ambitious scale the central 'roundabout' of the terminal drop-off and pick-up zones, the landscape maintains a distinctly pedestrian scale and accessibility.



Canberra Airport Forecourt Avenue:
DZ Designs Landscape + GMB Architects (2013)

VEHICLE EDGE DEMARCATION AND THREAT MITIGATION

The future forecourt hardening presents an opportunity for improved shelter, seating and general amenity to support visitors awaiting arrival pickups, gathering in groups, boarding buses, taxis or ride shares, or just simply a place to take a break outside the Terminal.

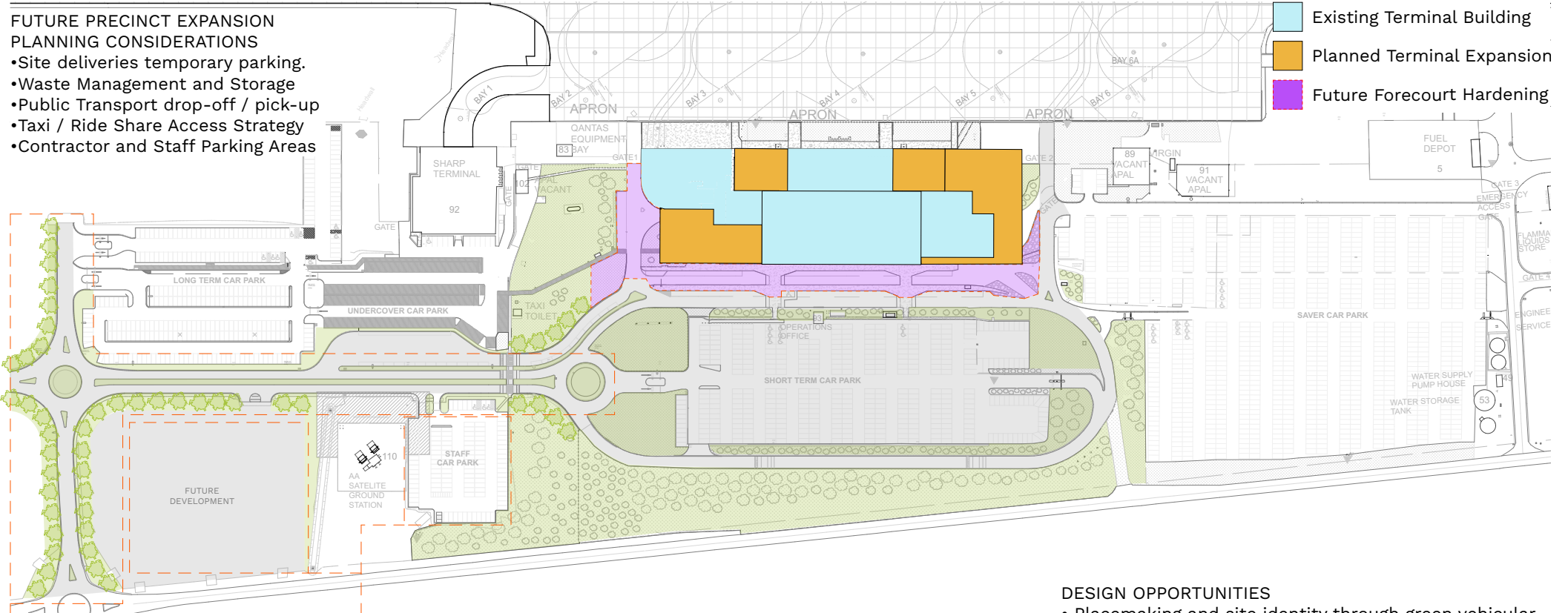
The strategic placement of these objects of amenity can also serve a dual purpose in the form of vehicle threat mitigation, with relying on obtrusive bollards or concrete block barriers.

A good reference is the forecourt of Perth Airport where a soft landscape central "green spine" runs along the length of the space, with well defined pathways running through this landscape, from the drop-off zone directly into the main doors of the Terminal 1 Building. This "green spine" is delineated with either seat walls or barrier kerbs, to subtly control circulation and access around the site, as well as assisting general orientation and way-finding.



Perth Airport Forecourt Collaboration:
Woods Baggot + Plane Landscape (2015)

4.3 SITE CHARACTER & LANDSCAPING | PRECINCT DEVELOPMENT OPPORTUNITIES



DESIGN OPPORTUNITIES

- Placemaking and site identity through green vehicular corridor to connect with and revitalise existing heritage gardens ring road route.
- Staged upgrades and additions of solar power canopy awnings to new and existing parking areas to deliver on energy autonomy and deliver additional new 'non-aero' commercial opportunities such as Hydrogen generation and electrical vehicle charging capabilities.
- Integrated art and landscaping to satisfy security requirement without compromising site identity.



4.4 SITE CHARACTER & LANDSCAPING | WELCOMING VISITORS TO COUNTRY

LANDSCAPE WAYFINDING AND ORIENTATION

The future forecourt hardening presents an opportunity for improved shelter, seating and general amenity to support visitors awaiting arrival pickups, gathering in groups, boarding buses, taxis or ride shares, or just simply a place to take a break outside the Terminal.

A good reference is the forecourt of Perth Airport where the landscape philosophy imagines a predominantly soft landscape central “green spine” that runs along the length of the space, with well defined pathways running through this landscape, from the drop-off zone directly into the main doors of the Terminal 1 Building.

This “green spine” is delineated with either seat walls or barrier kerbs, primarily to control circulation and access around the space, as well as assisting general orientation and way-finding.



Perth Airport Forecourt Collaboration:
Woods Baggot + Plane Landscape (2015)

PUBLIC ART AND IDENTITY

The future landscaping of the Launceston Airport forecourt represents an opportunity to incorporate Public Art both as a landscape narrative device, as well as a way of delineating and controlling circulation between the carpark and Terminal building.

An appropriate reference is Adelaide Airport's Forecourt Plaza, which is deliberately open and egalitarian, allowing for large numbers to traverse unencumbered.

The design takes its cues from the wider South Australian landscape, with the oval pattern and colours of the plaza reminiscent of dryer landscapes experienced from the air. The eucalyptus trees evoke a distinctively Australian experience. The sculptural water-feature Watercourse (TCL in collaboration with sculptor Mark Stoner) takes its inspiration from the creeks that lace through this often parched environment.



Adelaide Airport Forecourt Collaboration:
TCL Landscape + Mark Stoner (2013)

ACKNOWLEDGMENT OF COUNTRY

Whilst the Airport Terminal proper provides wide range of narratives and tourist information about attractions around the state, and particularly the North of the state, more could be done to provide and acknowledgement of country and a more culturally inclusive welcome to incoming visitors.

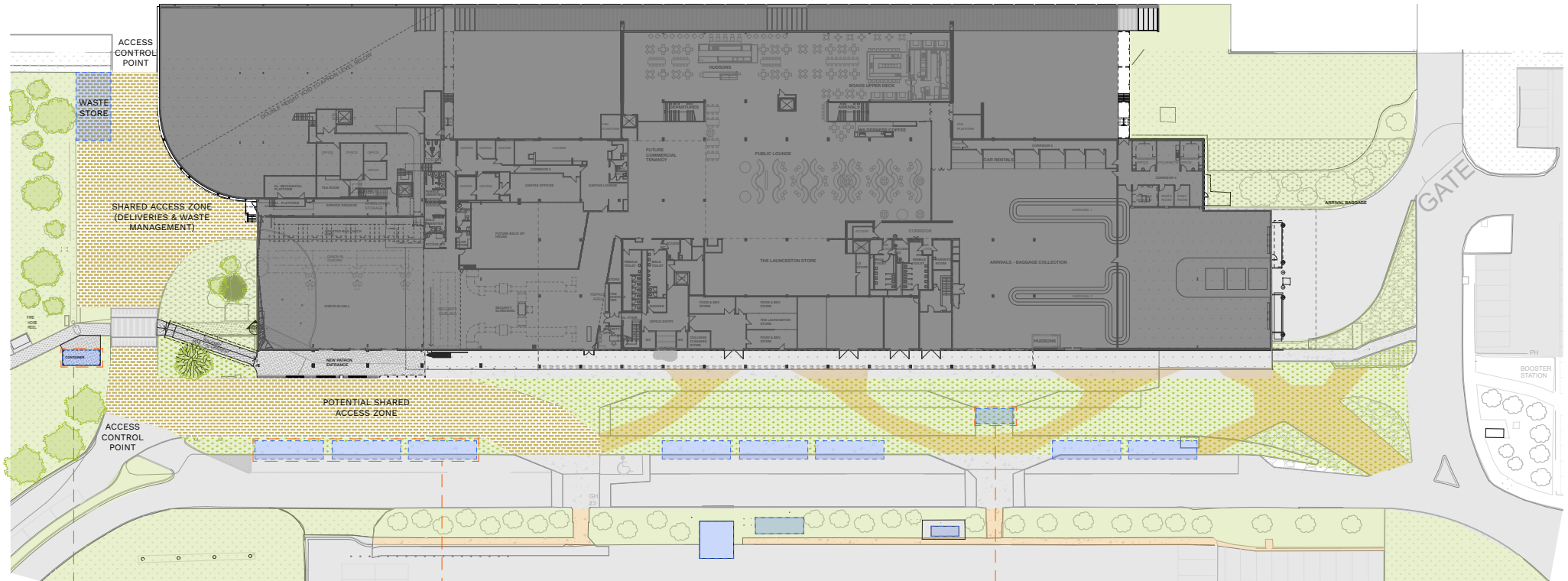
The future landscaping of the Launceston Airport Forecourt provides an opportunity to subtly incorporate alternative narrative viewpoints and work towards reconciliatory objectives through landscape selections.

The Bendigo TAFE Six Seasons Calendar is a great contemporary example where the local indigenous community was invited to relay their understanding of country through a selection of plantings that represented the six seasons of the native calendar, creating a diverse array of landscaped experiences through the site as plants regularly change in response to local climactic conditions.



Bendigo Tafe Six Seasons Calendar Landscape
Collaboration: SBLA Studio + Dja Dja Wurrung and Three
Acres + Thunda, Paul Aburrow and TAFE Art Cohort

4.5 SITE CHARACTER & LANDSCAPING | FORECOURT DEVELOPMENT OPPORTUNITIES



DESIGN OPPORTUNITIES

- Potential for additional revenue streams created by increased occupancy of forecourt areas - eg *coffee container for passenger drop prior to check-in.*
- Improved all-weather amenity for passengers awaiting pick-up / departures, sculptural shelters can become their own distinct design element within the landscape and complement the overall site identity.
- Public art can serve as a focal meeting point for patrons as well as provide a narrative to the site / acknowledgment of identity as the 'Northern Gateway'.

CU

05/
LANDSIDE
ARCHITECTURAL
EXPRESSION

MUL

US

5.1 LANDSIDE ARCHITECTURAL EXPRESSION | FACADE NARRATIVE

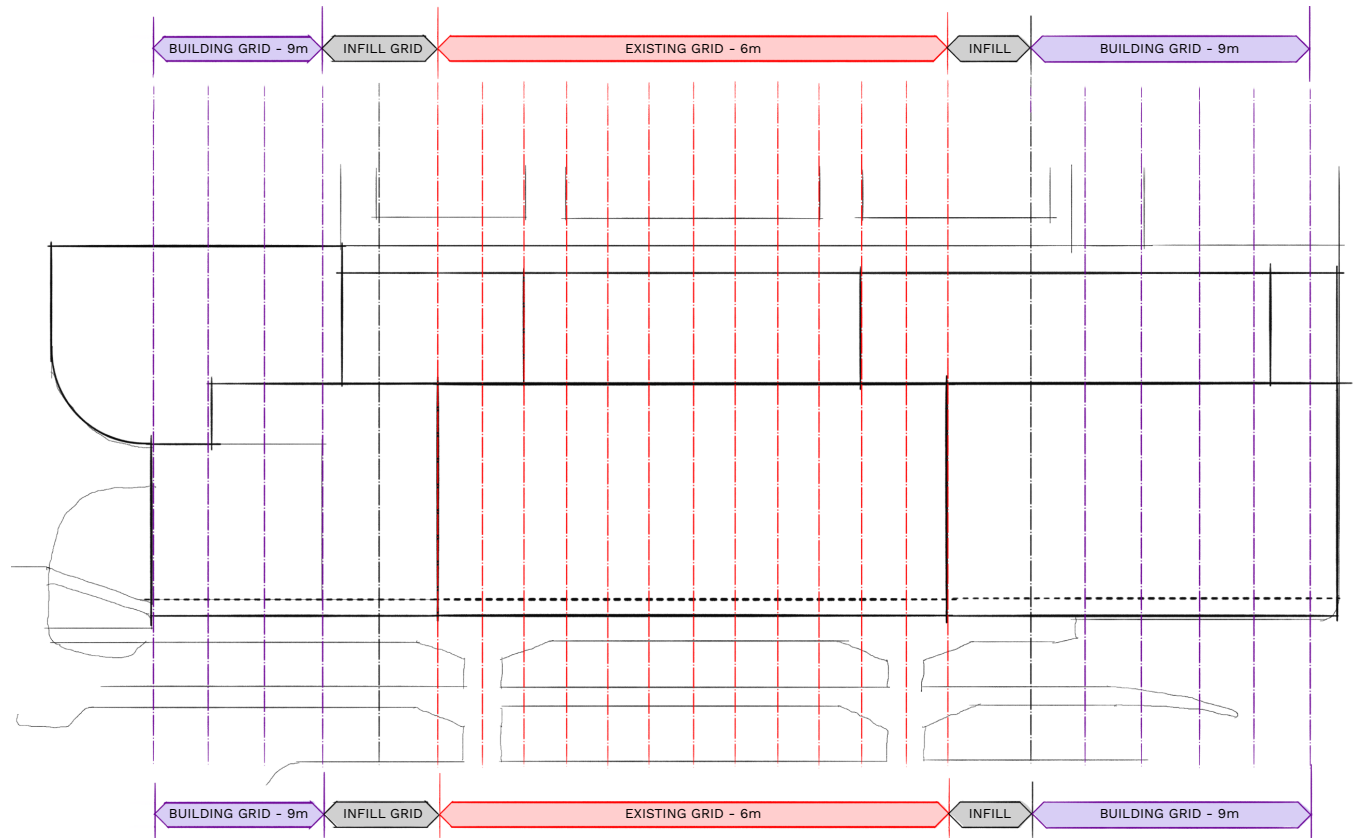
The growth of the Launceston Airport Terminal over recent decades has centred around the original 1960's modernist form, with the accretion of elements in an informal manner to service the increasing needs of passenger demand. This informal expansion is evident in the current footprint of the building, the primary 1960's terminal rectangle beginning to get lost with ad-hoc expansion.

The existing Launceston Airport Master Plan identifies areas for future growth, and the diagrams on this page serve to recognise the existing structural grid system of both the 1960's building, as well as the associated upgrades over recent decades. In so doing, the diagrams identify a means to consolidate future expansion plans, structural systems, and associated architectural treatments/ responses.

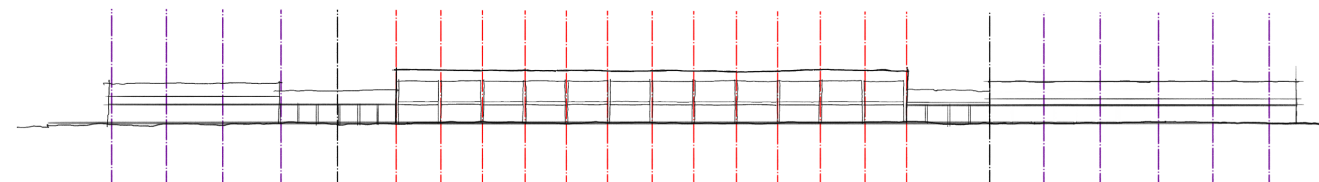
The scalloped language of the new facade works draws on the existing modernist form and proportions for inspiration, presenting a continuous landside rhythmic elevation, with a distinct stop between the old and new elements that makes the story of the growth of the building immediately evident. A contemporary addition that defers to formal pattern at the heart of Launceston Airport.



The Filling Station, Carmody Groarke, London (2012)
reference formative language for placemaking and identify

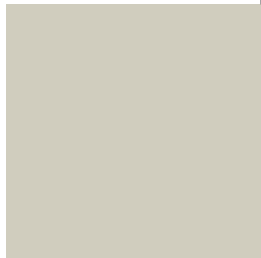


Launceston Airport, concourse level grid plan analysis

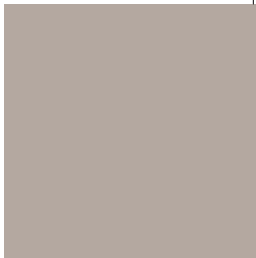


Launceston Airport, western elevation facade grid analysis

5.2 LANDSIDE ARCHITECTURAL EXPRESSION | BUILDING MATERIALITY



SURFMIST
Metal Cladding, Trims,
New Concrete Facade
Paint Colour



BRONZE METALLIC
Flat Aluminium
Surface of New
Facade Works;
Columns and Parapet



SAGE
Rolled Aluminium
Scalloped Panels of
New Facade Works



CEMINTEL BARESTONE
Textured Fibre
Cement Sheeting to
Enclose Existing
Glazing and Line New
Solid Wall Surfaces.

5.3 LANDSIDE ARCHITECTURAL EXPRESSION | LIGHTING AND EFFECTS

Events such as Dark MoFo, Hawthorn AFL Games at UTAS Stadium, and Junction Arts Festival could be celebrated both upon arrival in Launceston, and departure, through the introduction of event lighting incorporated into the existing and new elements of Launceston Airport.

Improvements in LED lighting technology in recent years provide a cost effective and flexible opportunity to light the façade of the terminal to celebrate events.

EVENT LIGHTING POSSIBILITIES

Terminal Landside

- › Internally lit façade elements to the south and west wings + localised flood lighting of the 60's building form
- › Soffit lighting the entire length of the covered walkway
- › Façade lighting from spotlights opposite the façade
- › May need to be located on poles above vehicles to ensure the lighting isn't interrupted by passing traffic
- › May detract from forecourt of the airport



Terminal Airside

- › Internally lit façade elements
- › Soffit lighting the entire length of the covered walkway from gates
- › Façade lighting from spotlights opposite the façade on top of Gate Walkway



Pictured: (Left) Hawthorn Hawks, (Center) Allianz Stadium Munich with event lighting for each home team, (Right) Dark Mofo Winter Feast Hall, Dark Mofo neon display at Hobart Airport.

CU

06/
AIRSIDE
EXPANSION
CONSIDERATIONS

MUL

US

6.1 AIRSIDE EXPANSION | BACKGROUND

Whilst the current Airside building fabric is solely the product of C21st expansions, the built form and boarding bridge is in fact a legacy of the original 1960's Terminal design which featured an elaborate airside approach and covered walkway to the airside gates.

Incremental Airside expansions since have failed to more broadly consider the functionality of this approach and the expense to the overall architectural language of the terminal and loss of airside amenity for patrons.

A clear opportunity exists for future airside expansions to expand out to the furthest reaches of the building edge to reinforce the value in the internal floor area, provide improved connection to the external landscape assets beyond and provide generally improved user amenity.



Launceston Airport, Airside Access, circa 1980's



The Examiner (2016) Current Airside Terminal Building Assembly

6.2 AIRSIDE EXPANSION | SITE CONSTRAINTS AND SIGHT LINES

0m 200m



While a clear opportunity exists to future airside expansions to extend to the airside edge, this must be balanced against critical sight lines from the existing heritage radar tower so as not to impair visibility of the runway or aircraft parking bays.

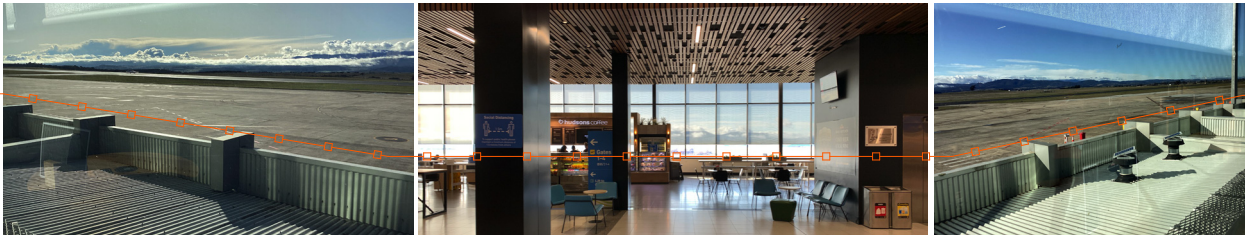
We are also mindful that with future technical upgrade works the manned roles within this tower are likely to become automated or remotely resourced via cameras and so these constraints may not be as critical by the time that detailed design of airside expansions is undertaken.



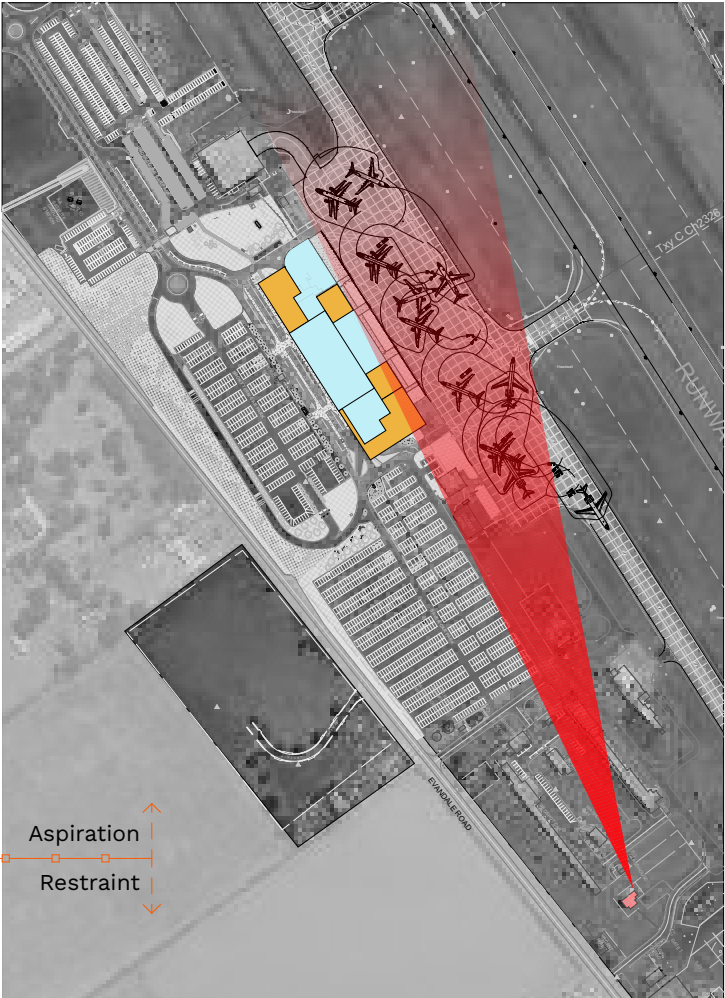
Launceston Airport, airside terminal facade



Launceston Airport, eastern airside 'ideal' outlook



Launceston Airport, existing eastern outlook analysis

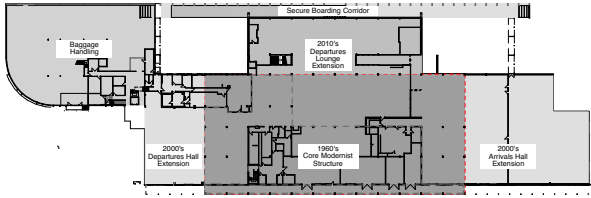


Aspiration
Restraint

- Existing Terminal Building
- Planned Terminal Expansion
- Radar Tower and Critical Sight Lines

6.3 AIRSIDE EXPANSION | DEVELOPMENT STRATEGY

Present Day Airport Terminal Buildings

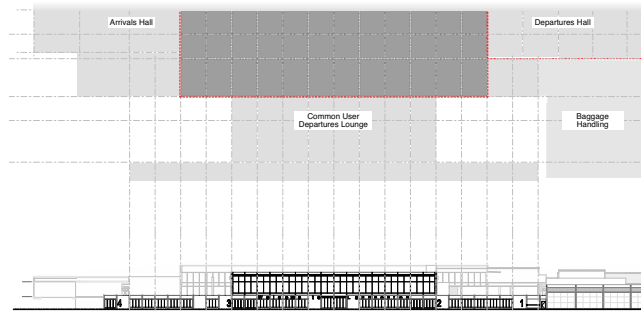


STRUCTURAL GRID OVERLAY AND ANALYSIS

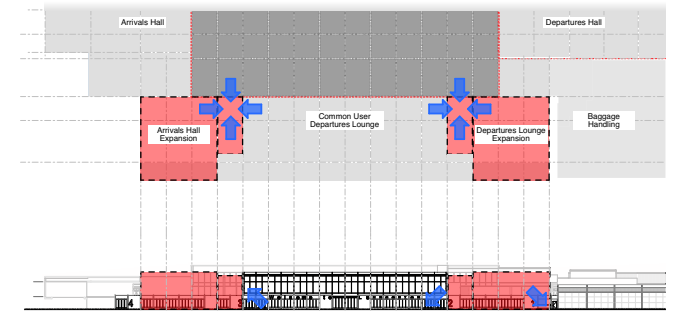
Whilst previous expansions have typically extruded in a single direction from the original terminal building, any future airside infills will have to remedy a 4-way junction between themselves, the existing terminal building, and 2 of the later C21 additions.

Due to the complexity of intersecting these varied structural systems and scales, it is proposed that the intersecting junctions be spread across a full structural bay to enable a series of 2-way junctions to more gradually overlap one another and define the architectural form of the future expansions.

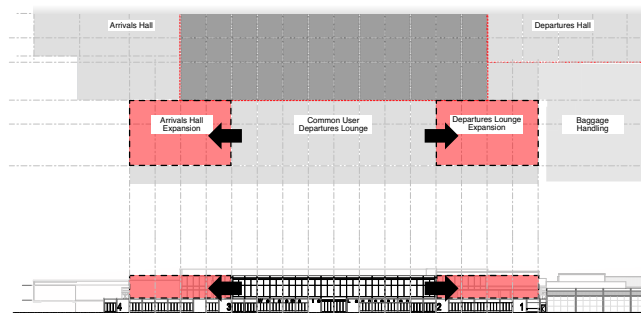
From a circulation standpoint these junctions are also recognised as critical nodes for the movement of users between the different building volumes and also vertically between levels.



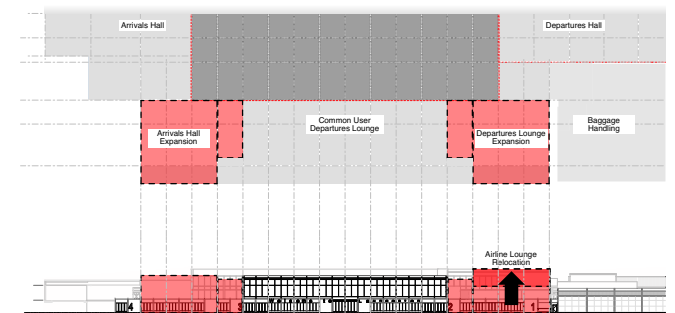
Present Day Airport Terminal Buildings



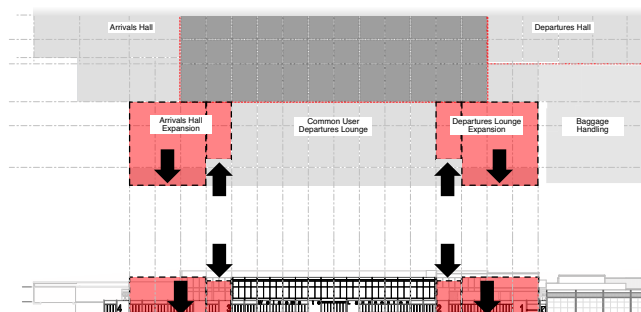
Recognition of Critical Junctions & Circulation Nodes



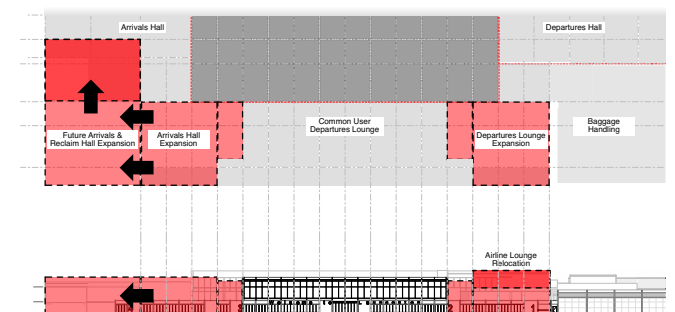
Proposed Airside Expansion Volumes



Increased Elevation to Northern Expansion



Articulation of the Facade / Structural Intersection



Longer Term Southern Expansion Corridor

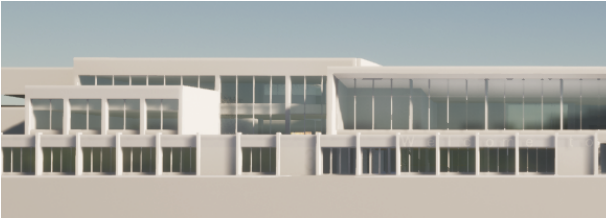
6.4 AIRSIDE EXPANSION | VISUAL MASSING STRATEGIES



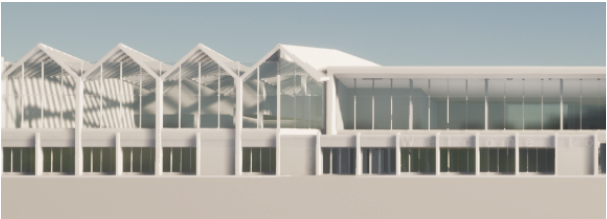
VISUAL MASSING STUDIES

Whilst the design of future stage extensions sits beyond the scope of this Master Planning study, efforts have been made to assess different building volumes and intersections to identify which strategies have the greatest chance of success in delivering on future design brief and spatial planning requirements.

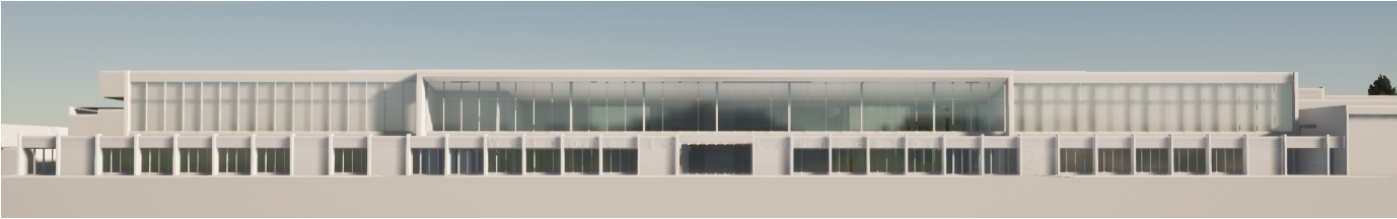
A key component of future airside expansion design briefs must be to identify and clearly define the relationship against the existing 2017 CUDL extension, whether this built language is to be continued indefinitely, adjusted and further articulated, or departed from entirely to make way for a new aesthetic.



Compartmentalisation



Form Finding and Spatial Experimentation



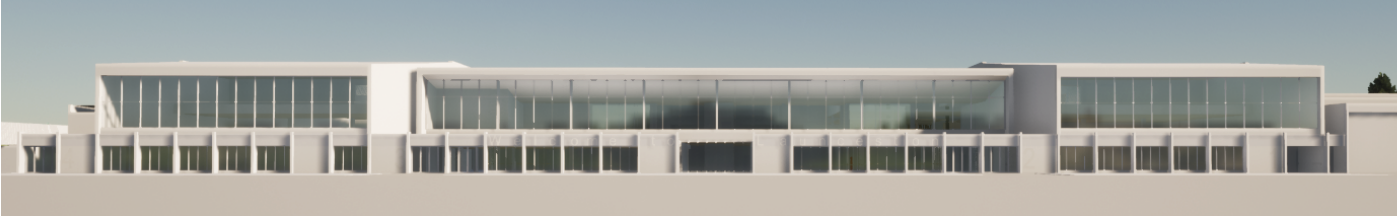
Horizontal Extrusion + Replication



Recess and Facade Articulation



Elevation and further Articulation testing



Stepping the Facade Line Forwards



Structural and Facade Articulation Detail

6.5 AIRSIDE EXPANSION | VISUALISATION

*Refer following pages on development stages 02-04 for additional information



Existing apron level walkway structure to be reexamined as part of future north / south expansions as unified system.

Northern extension to airside facade line to maximise presence and connection

Consideration to be given to fixed shading of future extensions to minimise glare. Opportunities exist to relate this detail to the landside facade language.

Articulated facade recess to align with new building junctions and moderate structural intersections.

Southern extension to extrude indefinitely to satisfy future planning and spatial requirements.

Northern extension to maximise elevation to provide for future airline lounge relocation

CU

07/
SECURITY
SCREENING
UPGRADES AND
CHECK-IN HALL
EXPANSION

US

MUL

7.1 SECURITY SCREENING UPGRADES | INTRODUCTION

SCOPE SUMMARY

- New Check-in Hall.
- Relocated Security Screening.
- Unlock additional retail footprint in Departures Lounge.
- New Facade works and streetscape visual identity.

PROJECT INTRODUCTION

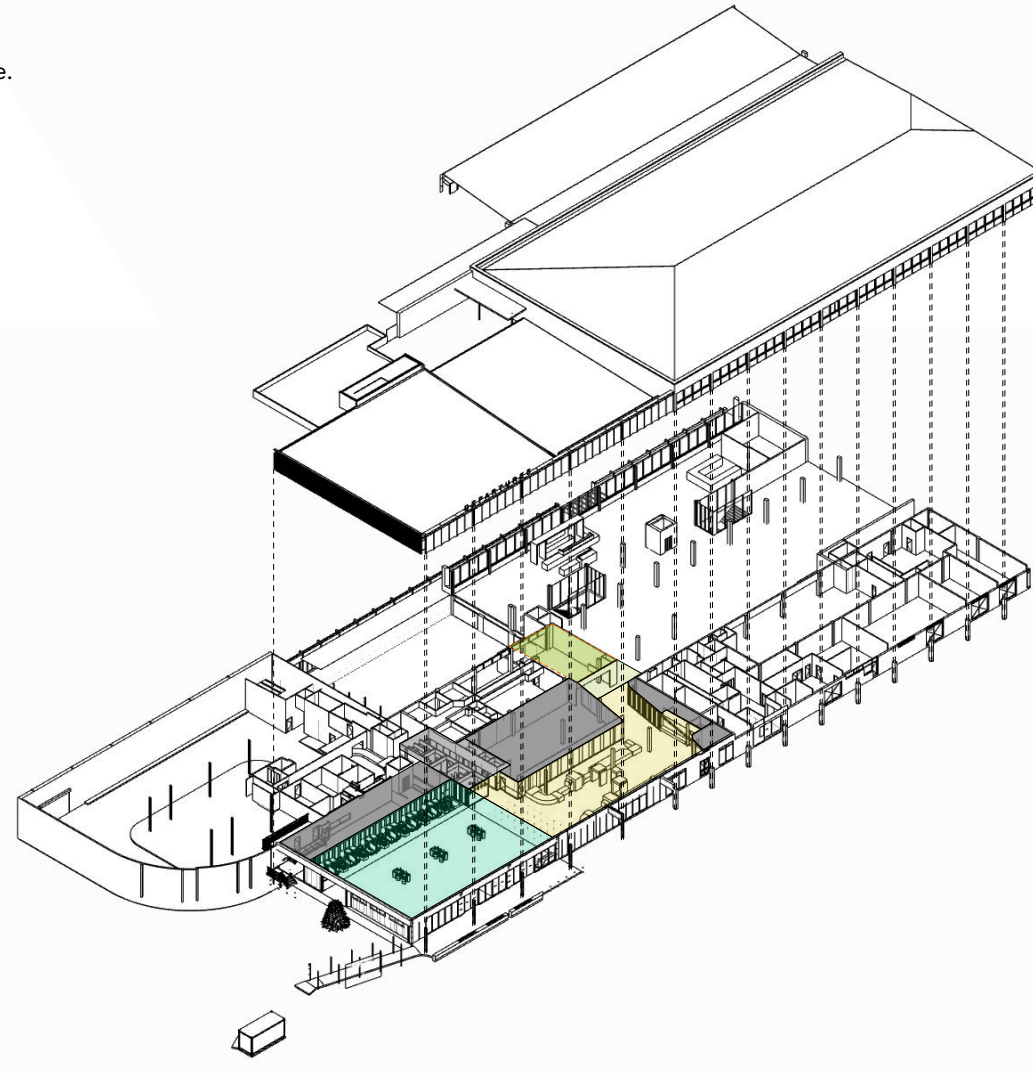
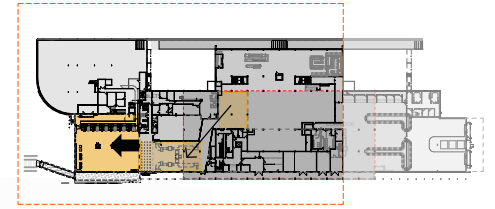
Federally mandated Security Screening upgrades serve as the catalyst for a significant expansion of the airport Terminal building and provide a vehicle for a number of other modernisation projects such as a fully automated Common User Technology Area of the new Check-in Hall.

Architecturally, this development is the most significant since the airport's construction as it provides a singular opportunity for the refurbishment and re-examination of more recent airport additions.

This stage of works aims to set-up core principles that can be applied to future extensions of the landside Terminal precinct. A clear framing of the core modernist structure, and a deferential outwards expansion along a similarly rhythmic geometric pattern.



Approaching Departures Drop-Off, circa 2006



TERMINAL LEVEL

SECURITY SCREENING

- New Common User Security Screening Area ~450sqm ●
- Security Offices & Storage ~40sqm ●

CHECK-IN HALL

- New Check-in Hall / Common User Technology Area ~500sqm ●
- New Common User Amenities ~80sqm ●
- BoH Storage and Services ~130sqm ●

RETAIL EXPANSION

- CUDL Retail Floor Area Expansion ~130sqm ●
- Potential New Retail Tenancy ~100sqm ●

7.2 SECURITY SCREEN EXPANSION | SENSE OF PLACE

The new Security Screening Upgrades and Check-In Hall Expansion is centred around the concept of Launceston Airport as the Gateway to Northern Tasmania. The selection of interior finishes was thus designed to evoke the colours and textures of the Northern Tasmanian Landscape.

A continuous 2700mm datum runs throughout the extension to tie in with the existing terminal levels as defined by statutory requirements.

To give additional volume to the check-in hall the ceiling pops up above this datum into coffers lined with textured acoustic panels, that whilst helping to improve the audibility of the space, are also reminiscent of snow capped peaks, or clouds drifting over the hills to the east of the airport.

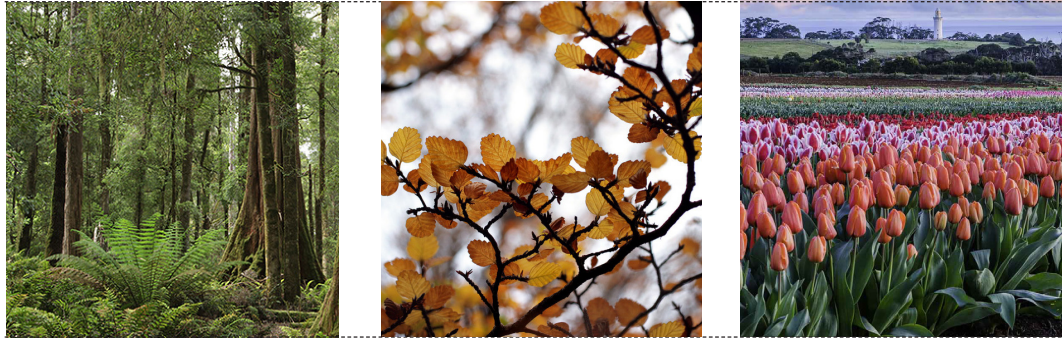
The joinery and interactive zones below the 2700 level are broken up into a palette of 'seasons' that evoke a journey through the changing Tasmanian Landscape. Verdant Greens for the service desk area immediately upon entry morph into the ochres of Autumn for the Bag Drop and Check-in terminals; this then turns to winter for the common user amenities areas, before coming full circle into spring as patrons pass through the new security screening lanes into the expanded CUDL.

Finally the ground plane provides for a textured concrete slab with varied tones of aggregate akin to the hilly escarpments of our Northern Parks.



THE SKY

2700 AFFL



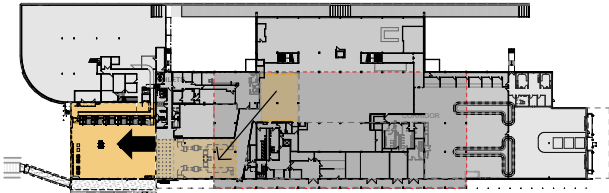
THE IN BETWEEN

FFL

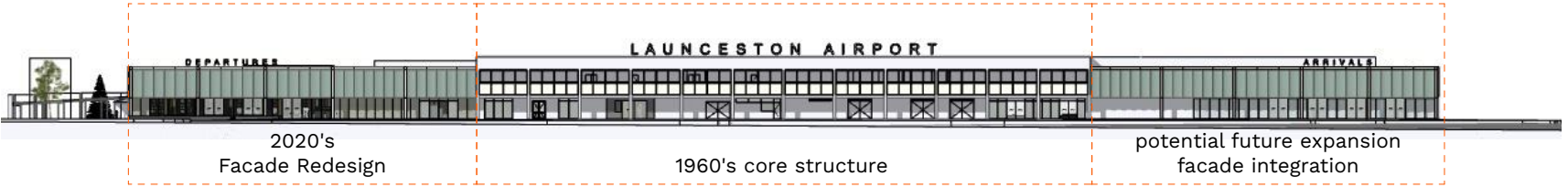
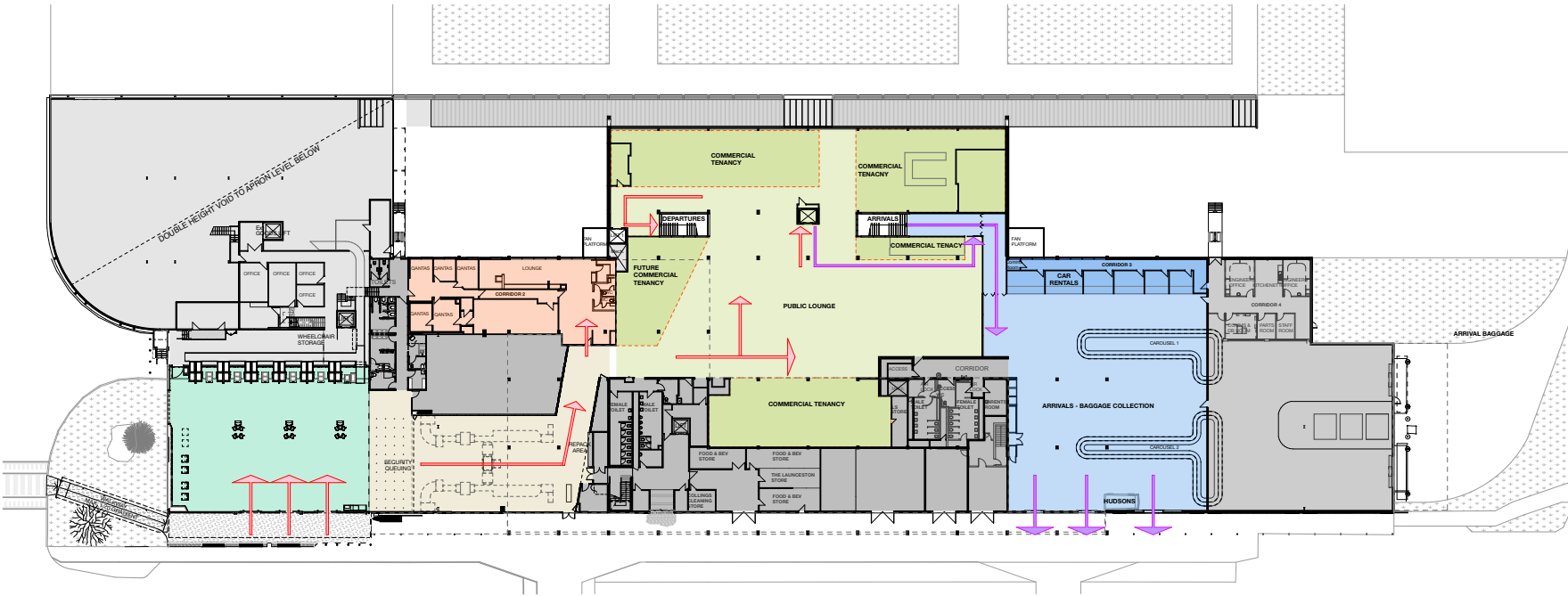


THE GROUND

7.3 SECURITY SCREENING UPGRADES | PLANNING AND CIRCULATION



- Legend**
- - - Departures Journey
 - - - Arrivals Journey
 - Check-in Hall
 - Security Screening
 - Departures Lounge
 - Retail Tenancy
 - Reclaim / Arrivals Hall
 - Car Rental
 - Airline Lounge & Offices
 - Back of House



7.4 SECURITY SCREEN EXPANSION | NEW CHECK-IN HALL VISUALISATION



7.5 SECURITY SCREEN EXPANSION | LANDSIDE FACADE VISUALISATION



CU

08/
ARRIVALS HALL
EXPANSION

MUL

US

8.1 ARRIVALS HALL EXPANSION | INTRODUCTION

SCOPE SUMMARY

- Southern Airside infill to accommodate Arrivals Hall expansion
- Opportunity for Boarding Gate and amenity expansion to apron level below
- Additional Retail opportunities.
- New Facade works and streetscape visual identity.

PROJECT INTRODUCTION

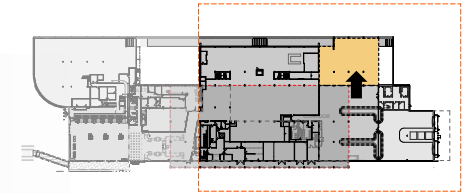
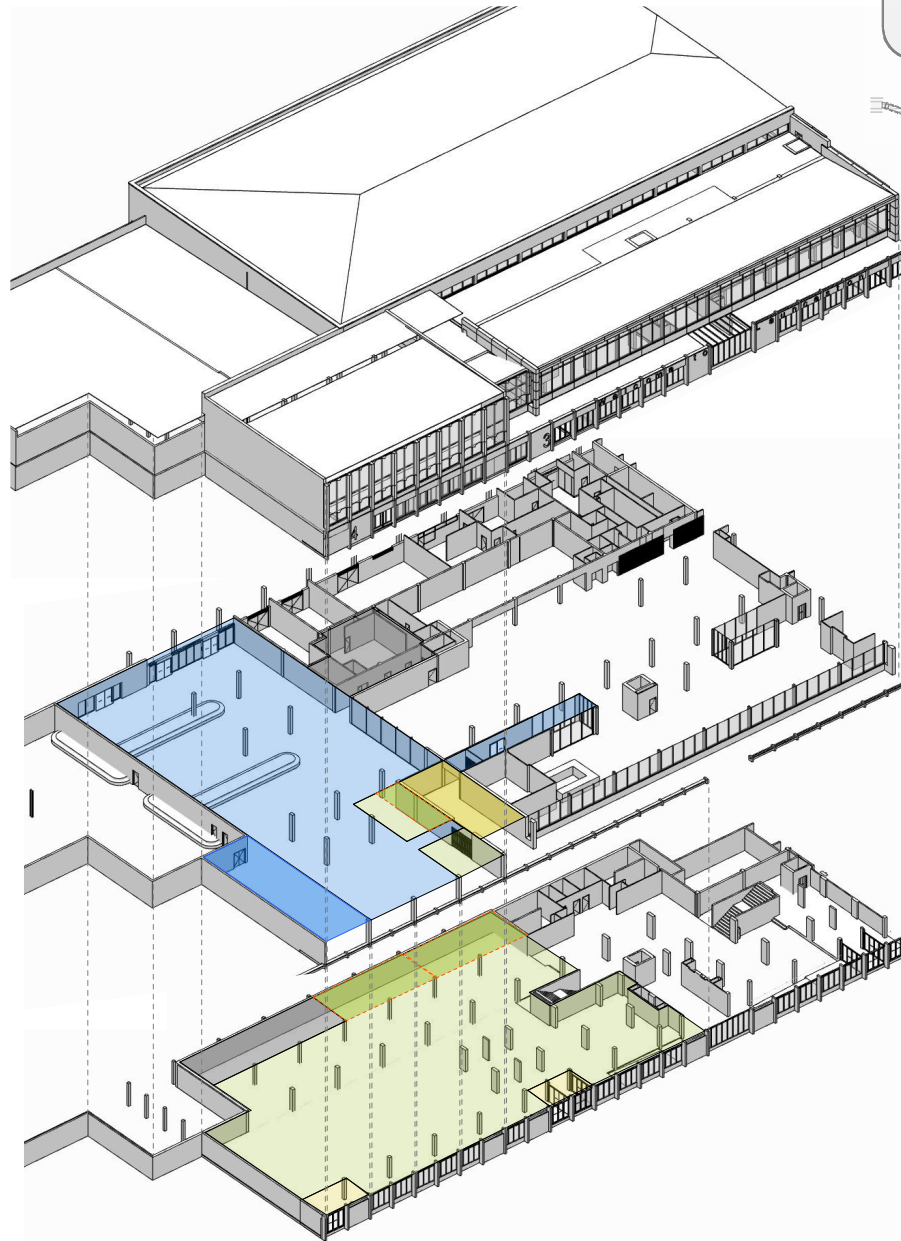
Capacity constraints on the current Arrivals and Baggage Reclaim Hall will require an expansion in the near future to allow for continued growth of visitor numbers at Launceston Airport.

Architecturally, this development will need to jigsaw into the 3 adjacent buildings of different time periods whilst also expressing its' own contemporary qualities and distinct aesthetic.

This stage of works also provides an opportunity for a major expansion of the Apron level boarding gates to improve common user amenity.



The Examiner (2010) *Airside expansion*



TERMINAL LEVEL

RECLAIM ARRIVALS HALL

- Newly expanded Arrivals Hall / Baggage Reclaim Area ~1250sqm
- Relocated Car Hire Counters ~120qm
- Refreshed Arrivals Amenities ~140sqm

RETAIL EXPANSION

- New Arrivals Retail Waiting Area Expansion ~80sqm
- Potential New Retail Tenancy ~40sqm

SECURITY SCREENING

- Relocated Biosecurity Screening ~90sqm

APRON LEVEL

COMMON USER LOUNGE

- Newly expanded Gates 3 & 4 Common User Area ~1100sqm
- Potential New Retail Tenancy ~160sqm (2x 80sqm)
- Additional Apron Amenities ~120sqm

SECURITY SCREENING

- Secure Boarding Gates ~50sqm (2x 25sqm)

8.2 ARRIVALS HALL EXPANSION | DESIGN PRIORITIES

AIRSIDE - LANDSIDE VISUAL CONNECTION

A critical component of the original 1960's Terminal Building was the clear airside visual connection, both in the form of double-storey glazing and the airside boarding ramps. However these iconic features have been gradually subsumed by the slow growth of the terminal, security constraints and the need for additional floor area.

The airside expansion of the Arrivals Hall provides the opportunity to pare back layers such as the current car hire counters to once more expose a clear outlook on the runways and landscape beyond.

Whilst modern security considerations may prevent patrons freely wandering airside, there is no need to limit the airside visual connection and legibility of the space.



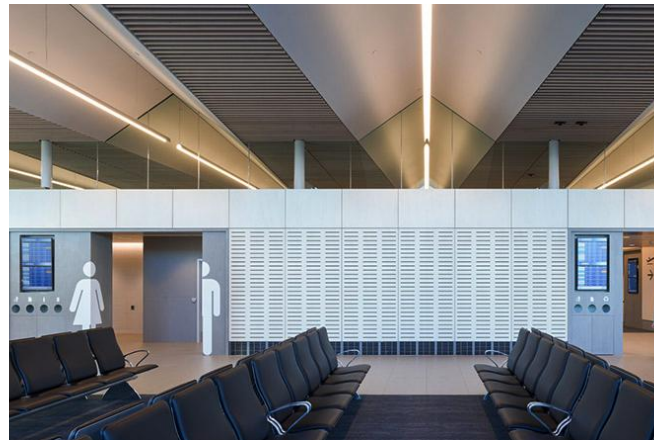
Nelson Airport: Studio Pacific Architecture (2017)
Airside - Landside Visual Connection

APRON - GATE LOUNGE HEIGHTS

The design of the original 1960's Terminal Building never contemplated a public use of the Apron levels, the area was primarily reserved for services and structure with the public making the descent down to the Apron for boarding via a series of sculpted ramps.

More recent expansions have utilised extensive excavation works to add to the Common User floor area at Apron level, for boarding gates, lounges and waiting areas. However the main limitation of these apron level expansions is the low ceiling height, further constrained by servicing requirements.

A more careful consideration of the Apron level expansion might condense services into articulated service corridors providing the opportunity for architectural expression, such as at Nanaimo Airport below.



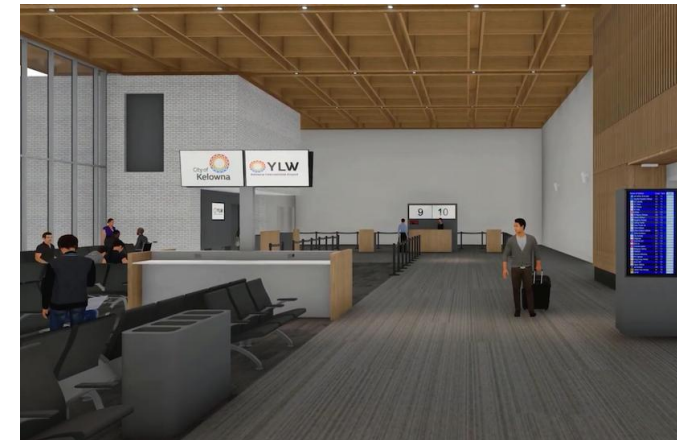
Nanaimo Airport, Canada: Office of Mcfarlane Biggar Architects + Designers (2020), *Apron Gate Connection*

AIRSIDE - BUILDING INTERSECTION

Future expansions airside will have to contend with the required planning intersection of new building against 3 overlapping existing structures of different scales, historical periods and construction methodologies.

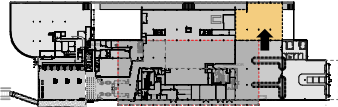
Will this presents something of a design challenge, it could also be considered an opportunity to acknowledge existing lines of circulation and to present a new formal design language that can both acknowledge and differentiate the extended portion of the building.

The example of Kelowna Airport, Canada below, for example, applies a new high level canopy to both demarcate the new expanded terminal area, as well as extend over existing smaller scale existing portions, redefining these as 'internal spaces'.

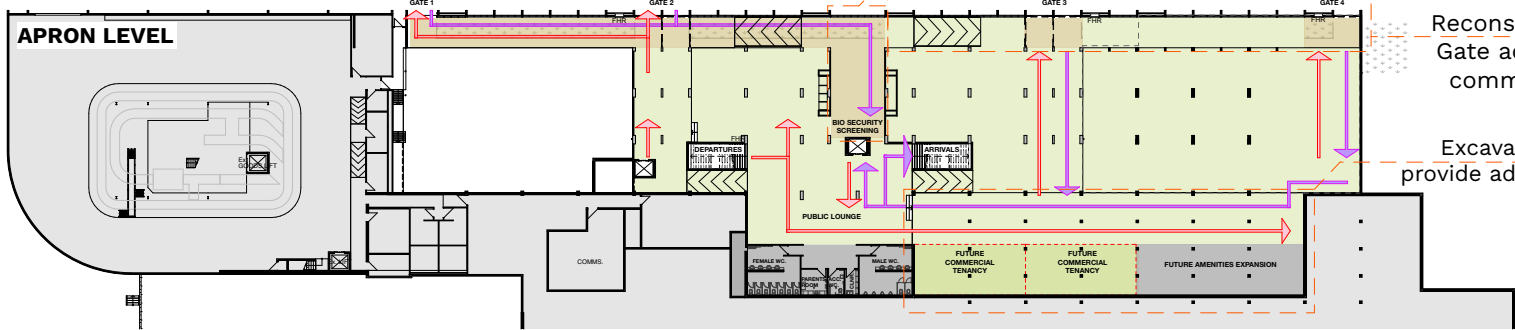


Kelowna Airport, Canada: Office of Mcfarlane Biggar Architects + Designers (2026), *Building Intersectionality*

8.3 ARRIVALS HALL EXPANSION | PLANNING & CIRCULATION



- Legend**
- - - - - Departures Journey
 - - - - - Arrivals Journey
 - Check-in Hall
 - Security Screening
 - Departures Lounge
 - Retail Tenancy
 - Reclaim / Arrivals Hall
 - Care Rental
 - Airline Lounge & Offices
 - Back of House

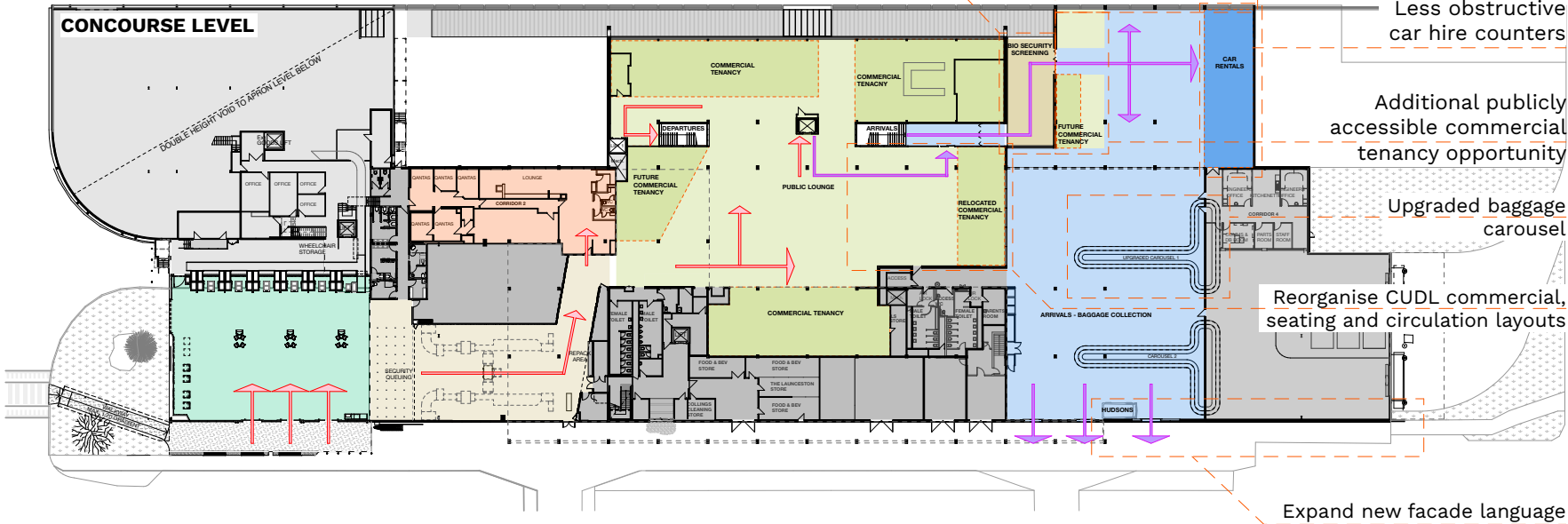


Stage 2a: Maintain current Biosecurity Screening Zone

Reconstructed Boarding Gate access to improve common user amenity

Excavated Apron level to provide additional floor area

Stage 2b: Relocate Biosecurity Screening Zone to Concourse.



Increase high value airside aspect

Less obstructive car hire counters

Additional publicly accessible commercial tenancy opportunity

Upgraded baggage carousel

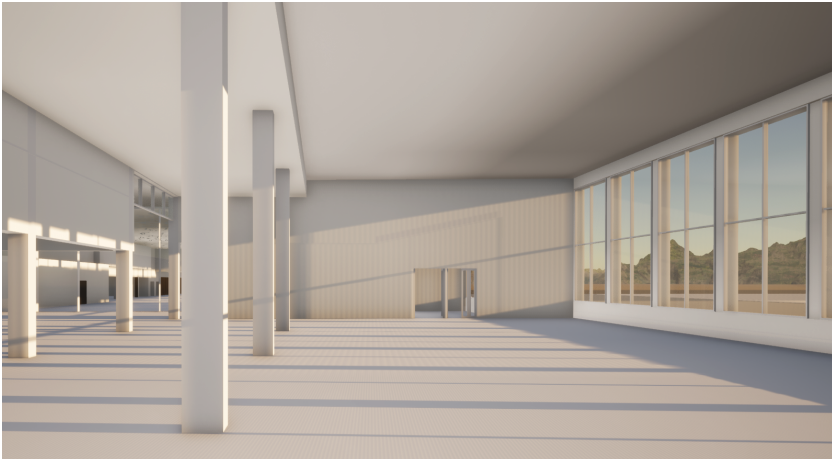
Reorganise CUDL commercial, seating and circulation layouts

Expand new facade language

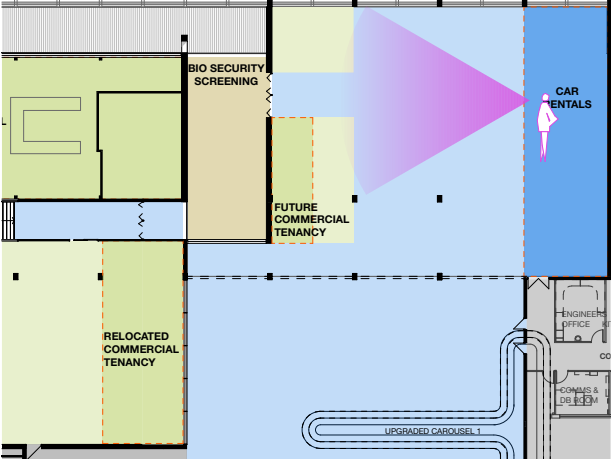
8.4 ARRIVALS HALL EXPANSION | DESIGN OPPORTUNITIES

MULTIPLE BUILDING INTERSECTIONALITY

- Airside expansion requires intersecting with the 1960's concrete terminal building, 2000's baggage reclaim hall expansion, 2010's CUDL expansion.
- All buildings existing on different grids and framing systems, expansion will have to remedy these discrepancies, whilst prioritising it's own open floor area requirements.
- Architectural screening bulkheads and ceiling treatments are potential strategies for transitioning the structures and accommodating bridging pathways for discrete services reticulation.



Launceston Airport Arrivals Hall Expansion, Masterplan Visualisation



Launceston Airport: Perspective Key Plan



Kelowna Airport, Canada: Office of Mcfarlane Biggar Architects + Designers (2026), *Building Intersectionality*

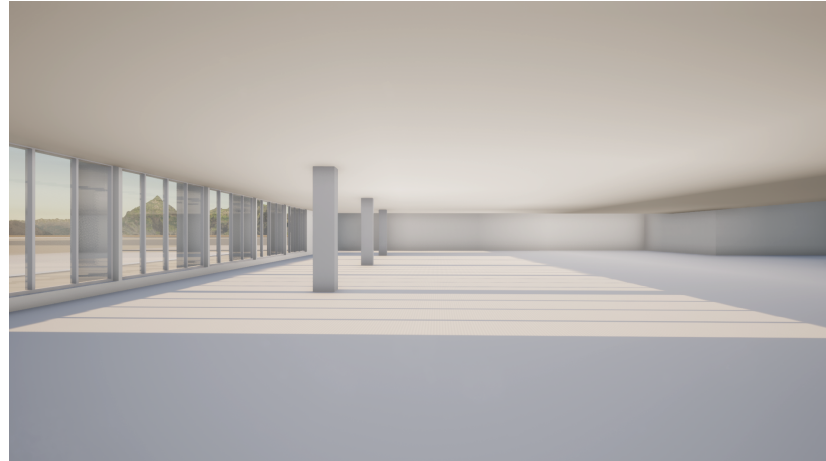


Kelowna Airport, Canada: Office of Mcfarlane Biggar Architects + Designers (2026), *Building Intersectionality*

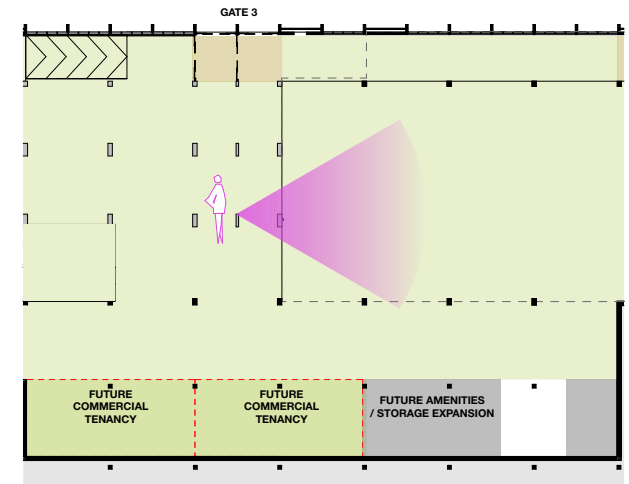
8.4 ARRIVALS HALL EXPANSION | DESIGN OPPORTUNITIES

APRON LEVEL GATE CONNECTION

- Expanded excavation of apron level structure to provide serviceable depth for amenities, retail and circulation.
- Staged decommissioning of boarding tunnel in favour of direct gate connection for improved access to natural light.
- Consolidated services runs to minimise areas of bulkheads and dropped ceilings, provides opportunity for an articulated architectural design language for the lower levels.



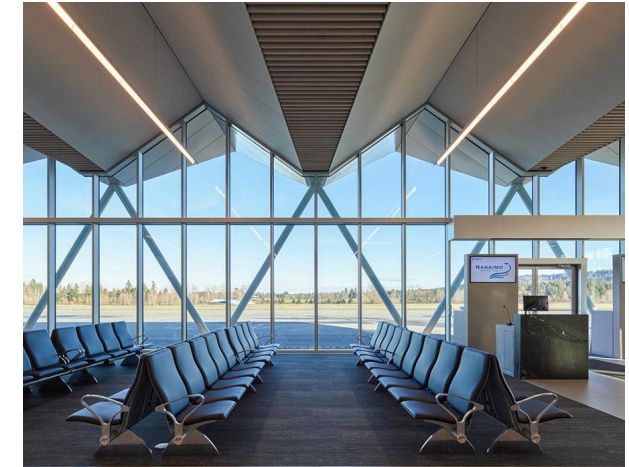
Launceston Airport Apron Level Expansion, Masterplan Visualisation



Launceston Airport: Perspective Key Plan



Nanaimo Airport, Canada: Office of Mcfarlane Biggar Architects + Designers (2020), *Apron Gate Connection*



Nanaimo Airport, Canada: Office of Mcfarlane Biggar Architects + Designers (2020), *Apron Gate Connection*

CU

09/
COMMON USER
DEPARTURE
LOUNGE
EXPANSION

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US

9.1 COMMON USER DEPARTURES LOUNGE EXPANSION | INTRODUCTION

SCOPE SUMMARY

- Departures Lounge [CUDL] Expansion
- Opportunity for future Boarding Gate expansion to Apron level below.
- Additional Retail opportunities.
- Relocate Departures stair and Lift circulation Northwards.

PROJECT INTRODUCTION

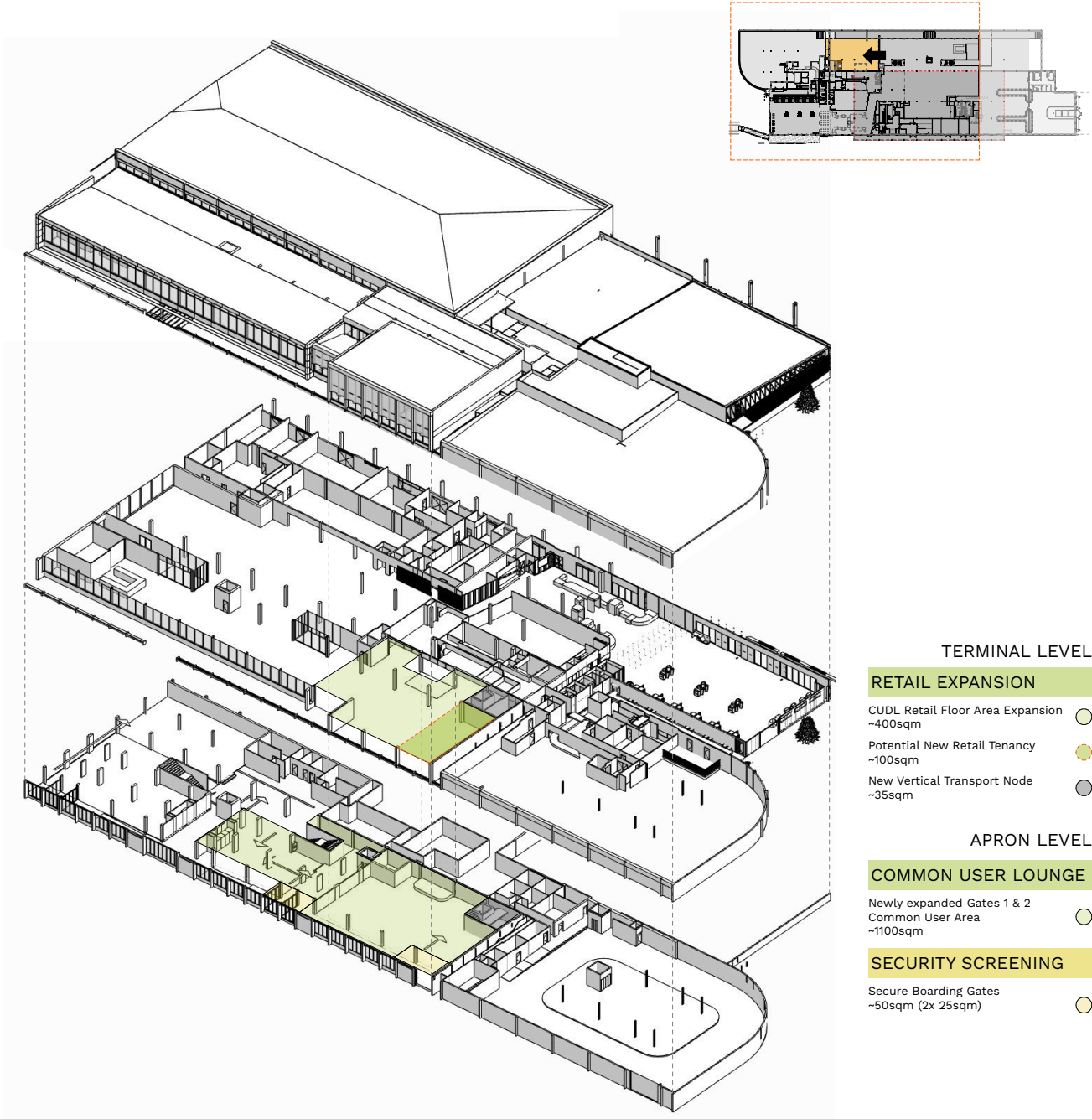
To deal with continued increase in passenger numbers an expansion of the Common User Departures Lounge area will be required to provide additional waiting room for patrons as they prepare to board their flight.

Architecturally, this development will follow the principles of the Arrivals Hall expansion to provide an Airside mirroring volume.

This stage of works also provides an opportunity for a major expansion of the Apron level boarding gates to improve common user amenity.



Launceston Airport, CUDL viewed from Airline Lounge Mezzanine, circa 1980's



- TERMINAL LEVEL**
- RETAIL EXPANSION**
 - CUDL Retail Floor Area Expansion ~400sqm
 - Potential New Retail Tenancy ~100sqm
 - New Vertical Transport Node ~35sqm
- APRON LEVEL**
- COMMON USER LOUNGE**
 - Newly expanded Gates 1 & 2 Common User Area ~1100sqm
- SECURITY SCREENING**
 - Secure Boarding Gates ~50sqm (2x 25sqm)

9.2 CUDL EXPANSION | DESIGN PRIORITIES AND REFERENCE PROJECTS

PRIORITISE AIRSIDE LANDSCAPE OUTLOOK

The greatest natural asset of Launceston Airport is a North-Eastern outlook on the hillside landscape. This landscape has always been a focal point for the Terminal building, from the 1960's building through to later Airside expansions.

Naturally any further expansion must prioritise the public accessibility of this premium 'airside' outlook, coordinating planning and serviceability requirements as discretely as possible to the western built-up core of the building.

Whilst this approach is followed by many airports around the world, the example of Mo I Rana, Norway below is a small-scale succinct example of this planning strategy.



Mo I Rana Airport, Norway: Office of Nordic Architecture (2015), *Airside Outlook Prioritisation*

DIVERSITY OF SPATIAL OUTCOMES

The expansion of the Common User Departure Lounge facilities provide the opportunity for a more diverse array of spatial outcomes to make the waiting experience more engaging for patrons.

The 'Look and Feel' of expanded retail offerings should prioritise diversity of public zones, providing a variety of different seating and gathering place options, aimed at different size groups, to promote a more casual retail experience.

The example of Nelson Airport in New Zealand is an excellent precedent for this type of informal retail and dining experience. More akin to strolling down a city laneway, rather than being corralled in a shopping mall foodcourt.



Nelson Airport, New Zealand: Studio Pacific Architecture (2017) *CUDL - Spatial Diversity*

APRON - CONCOURSE CONNECTION

The original 1960's Terminal building was designed on a monumental scale with double height spaces designed to give volume to public areas, and additional private functions tucked up into Mezzanines where appropriate.

Additional spatial demands since, particularly for controlled boarding gates, have necessitated the excavation of the original basement plant areas to create new public zones, however the limited height of these makes them somewhat oppressive and unsuited to extended common user occupancy.

Further expansion airside gives an opportunity for a more considered approach including possible openings between levels, which at the expense of some concourse level retail area, can provide for improved and desirable spatial outcomes at the expanded apron level.

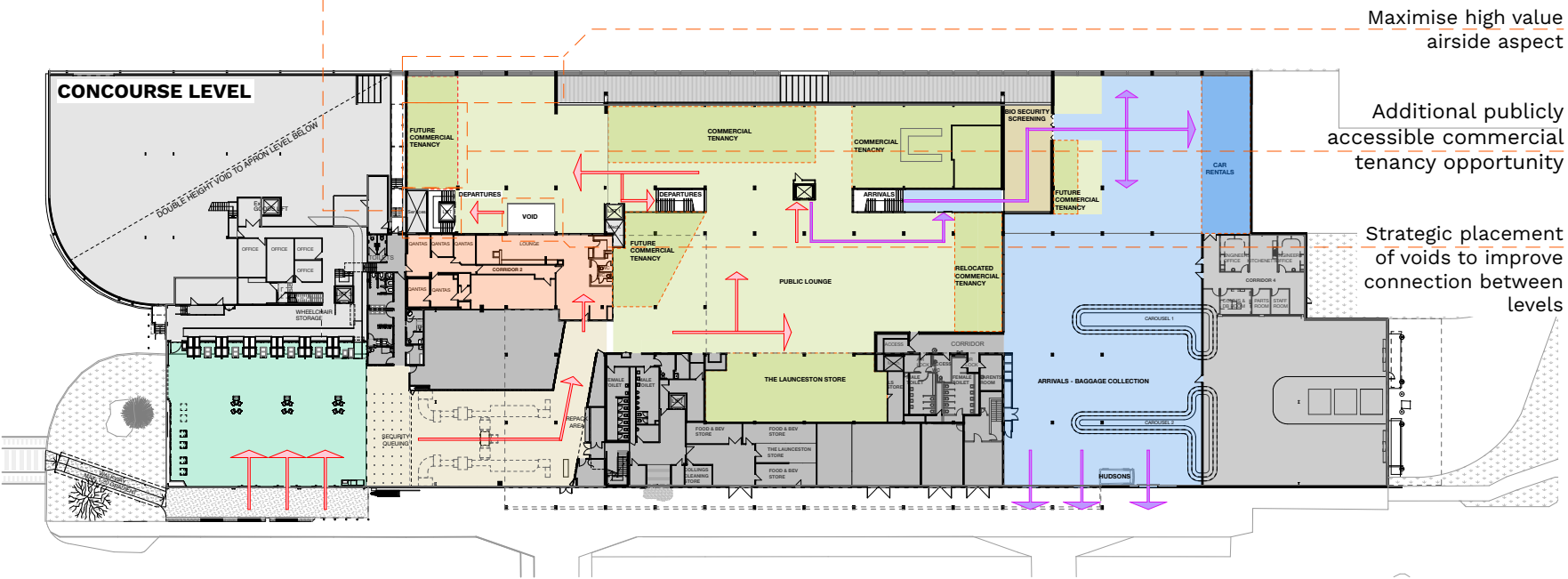
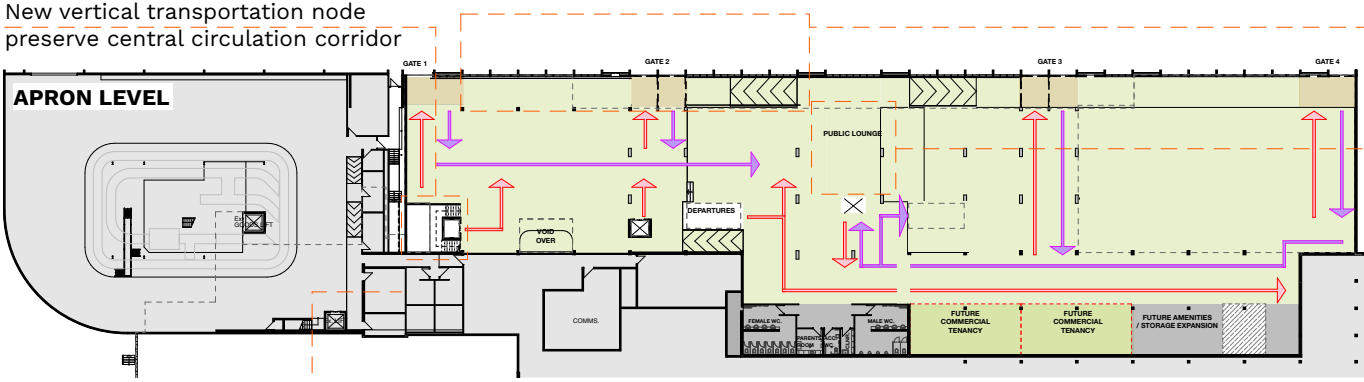


Helsinki Vantaa Airport, Finland: ALA Architects, HKP (2021) *Apron - Concourse Connection*

9.3 CUDL EXPANSION | PLANNING & CIRCULATION



- Legend**
- - - - - Departures Journey
 - - - - - Arrivals Journey
 - Check-in Hall
 - Security Screening
 - Departures Lounge
 - Retail Tenancy
 - Reclaim / Arrivals Hall
 - Care Rental
 - Airline Lounge & Offices
 - Back of House



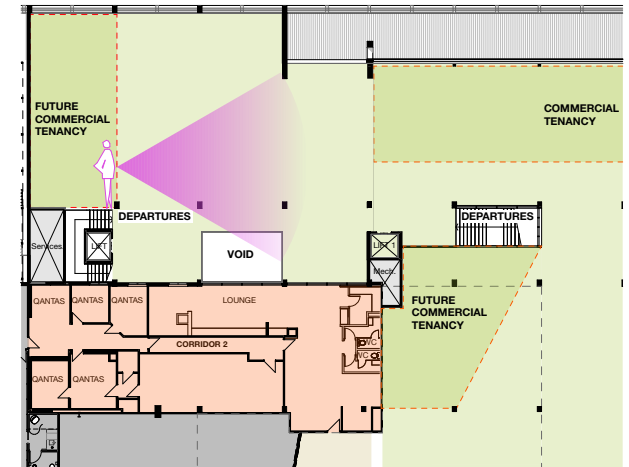
9.4 CUDL EXPANSION | DESIGN OPPORTUNITIES

PRIORITISE AIRSIDE LANDSCAPE OUTLOOK

- Airside Expansion will extend the existing CUDL grid further Northwards providing an increase in public and retail areas.
- It is preferable to prioritise the current airside outlook over possible retail locations to maintain the consistency and legibility of the enlarged common user lounge, and to aid navigation and circulation.
- The provision of a diverse array of furnishings and zones will encourage a more casual retail experience and allow patrons to move through the space at their own pace.



Launceston Airport CUDL Expansion, Masterplan Visualisation



Launceston Airport: Perspective Key Plan



Taoyuan International Airport, Taiwan (1979), CUDL orientation and Outlook

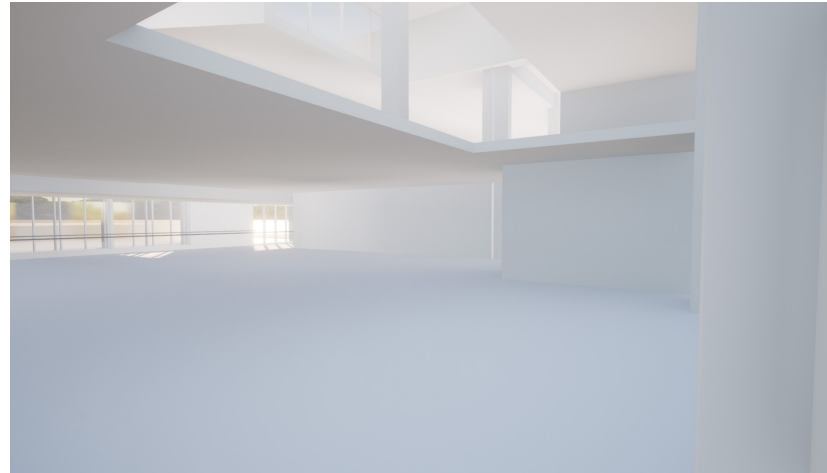


Taoyuan International Airport, Taiwan (1979), CUDL orientation and Outlook

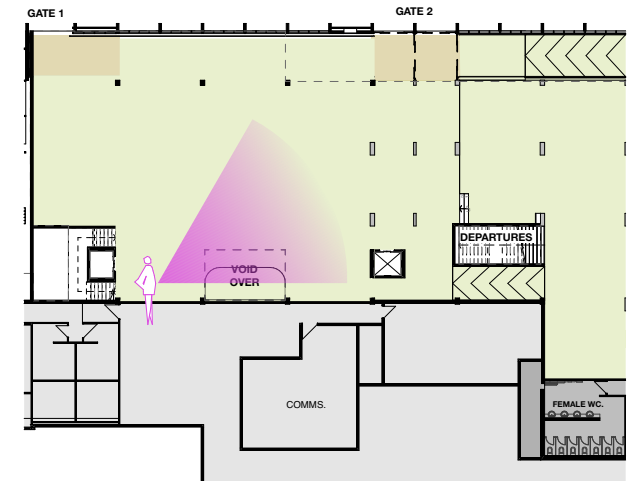
9.5 CUDL EXPANSION | DESIGN OPPORTUNITIES

APRON - CONCOURSE CONNECTION

- Expansion of the Apron level structure will provide additional common user area.
- Additional vertical circulation nodes (lifts and stairs) will need to be provided to handle the increased movement of patrons.
- To help remedy the limited ceiling height of the Apron level structure, strategically placed voids to the main Concourse level of the CUDL are proposed. While these may provide a slight reduction in floor area, they have the potential to greatly improve amenity and encourage a more even distribution of passengers throughout the Terminal.
- Voids can also be made visually distinct to provide for easily recognisable orientation / meeting points.
- Consolidated services runs to minimise areas of bulkheads and dropped ceilings, provides opportunity for an articulated architectural design language for the lower levels.



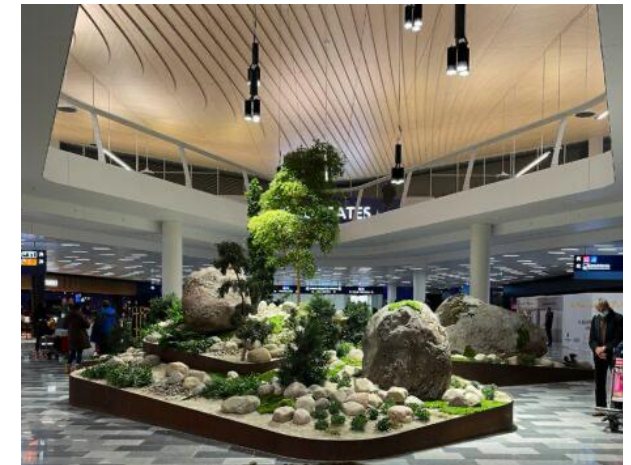
Launceston Airport CUDL Expansion, Masterplan Visualisation



Launceston Airport: Perspective Key Plan



Helsinki Vantaa Airport, Finland: ALA Architects, HKP (2021)
Apron - Concourse Connection



Helsinki Vantaa Airport, Finland: ALA Architects, HKP (2021)
Apron - Concourse Connection

CU

10/
AIRLINE LOUNGE
AND OFFICES
RELOCATION

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10.1 AIRLINE LOUNGE & OFFICES RELOCATION | INTRODUCTION

Scope summary:

Relocate airline lounge & offices to unlock Departures Lounge and retail footprint.

Non-aero revenue opportunities:

- Additional Airside Retail: ~150-200sqm
- Advertising opportunity

PROJECT INTRODUCTION

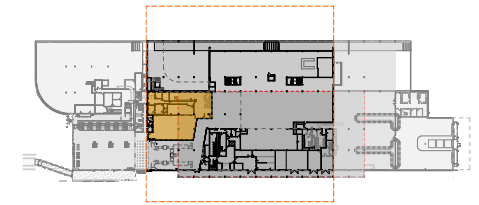
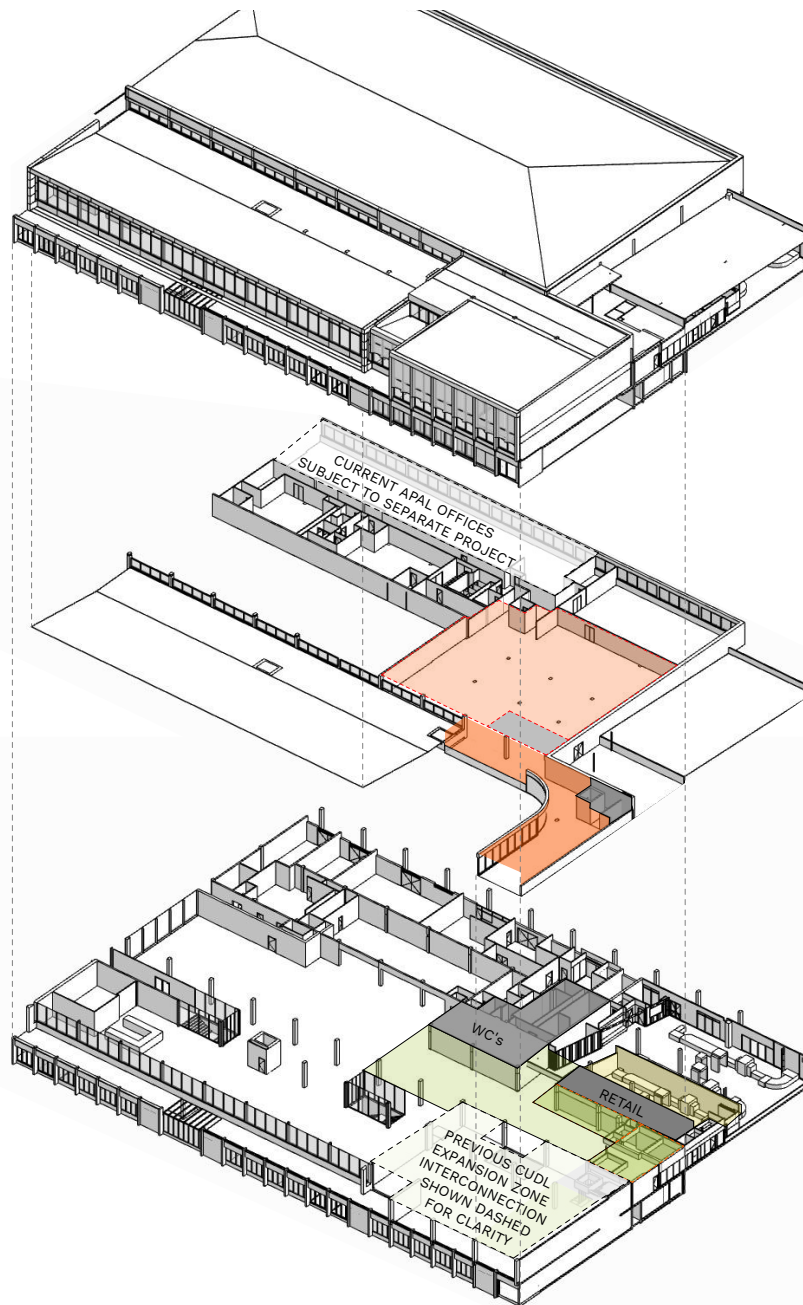
Building on the infrastructure laid down as part of the CUDL Expansion, the Airline Lounge and Offices relocation completes the reorganisation at the Northern end the terminal building, creating the grand scale 'public entrance' set out as part of the initial Security Screening Works.

Architecturally, this development will extrude vertically along the periphery of CUDL floorplate to create elevated lounge areas reminiscent of the original 1960's lounge, whilst preserving a generous height and scale to public areas below.

Set further back from the high value 'Airside' aspect, office relocations are planned that may also tie in with separate feasibility and conceptual studies around the current APAL offices and project future growth.



Launceston Airport, Airline Lounge Mezzanine viewed from CUDL, circa 1980's



LEVEL 1

OFFICE & ADMIN

Relocated Airline Offices
~600sqm

AIRLINE LOUNGE

Relocated Airline Lounges
~200sqm

Airline Lounge Amenities
~40sqm

New Vertical Transport Node
~35sqm

TERMINAL LEVEL

COMMON USER LOUNGE

CUDL Retail Floor Area Expansion
~320sqm

Potential New Retail Tenancy
~130sqm (2x 65sqm)

BoH Retail Storage and Services
~80sqm

New & Additional CUDL Amenities
~180sqm

SECURITY SCREENING

Additional Security Screening Lane
~140sqm

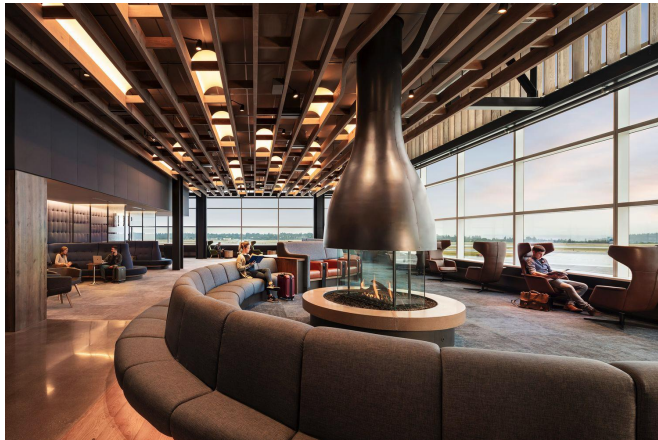
10.2 AIRLINE LOUNGE & OFFICES RELOCATION | DESIGN PRIORITIES AND REFERENCE PROJECTS

LOUNGE - AIRSIDE VISUAL CONNECTION

An iconic feature of the original 1960's Terminal Building was the mezzanine Airline Lounge at the top of the stairs. The airside outlook and elevated position hark back to the golden age of air travel and communicate an aspirational quality lacking in the current lounges.

Sequential Airside expansions have buried the current lounge in centre of the terminal building, however the future airside expansion of the CUDL provides the opportunity to relocate the Airline Lounges to a new prominent location that would once more provide a clear outlook on the airside landscape and provide an aspirational quality of a 'premium experience'.

Whilst modern security considerations may prevent patrons freely wandering airside, there is no need to limit the Airside Visual Connection and legibility of the space.



Seattle Airport, Alaskan Airlines Lounge: Graham Baba Architects (2019), *Lounge - Airside Connection*

LOUNGE - ELEVATED POSITIONING

As with the Airside outlook, the elevated nature of the lounge, the grand stair up to reach the wood panelled, and the majestic view of the Terminal lounge below were all aspirational qualities essential to the success of the original Airline Lounge.

There is an opportunity for the Lounge to relocate to a position once more above the CUDL to reference back to the original mid-century outlook and position. The use of the existing Mezzanine level will enable the lounge to also tie-in from a circulation standpoint with the former lounge location, which could become the new airline offices)



TWA Terminal, JFK Airport, New York (1962), *Lounge - Elevated Positioning*

CIRCULATION - INTERSECTIONAL TUNNELLING

Relocation of the existing Airline Lounge and Office s opens up a more direct route to the CUDL as well as making more floor area available for revenue generating retail functions.

The new CUDL entrance will complete the initial design intent of the Security Screening upgrades by linking the two spaces together through a sculpted undercroft tunnel - this provides the opportunity for a distinct entry experience

The provision of high and low level voids and skylights will allow to take full advantage of the north-easterly outlook towards the landscape and create a memorable user experience.



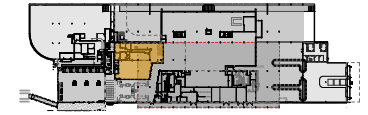
Keflavik Airport, Iceland: Office of Nordic Architecture (2020), *New CUDL Entry Experience*

10.3 AIRLINE LOUNGE & OFFICES RELOCATION | PLANNING & CIRCULATION

Grand entry placemaking opportunity

Extend vertical transportation node to relocated Airline Lounge Mezzanine

Additional publicly accessible commercial tenancy opportunity

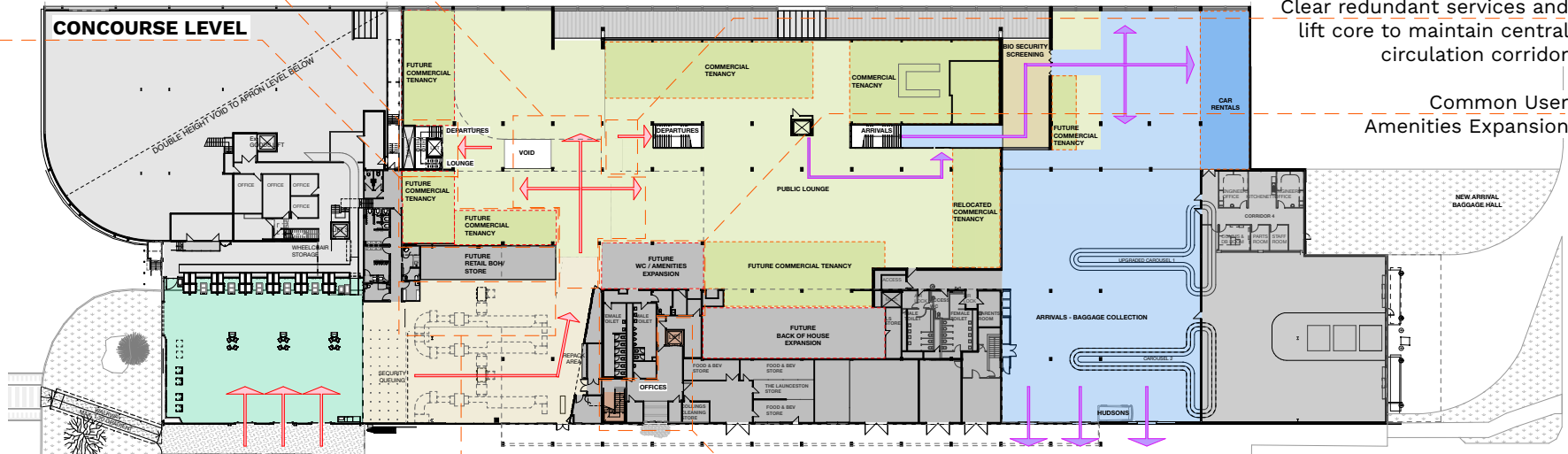


Clear redundant services and lift core to maintain central circulation corridor

Common User Amenities Expansion

Legend

- Departures Journey
- Arrivals Journey
- Check-in Hall
- Security Screening
- Departures Lounge
- Retail Tenancy
- Reclaim / Arrivals Hall
- Car Rental
- Airline Lounge & Offices
- Back of House



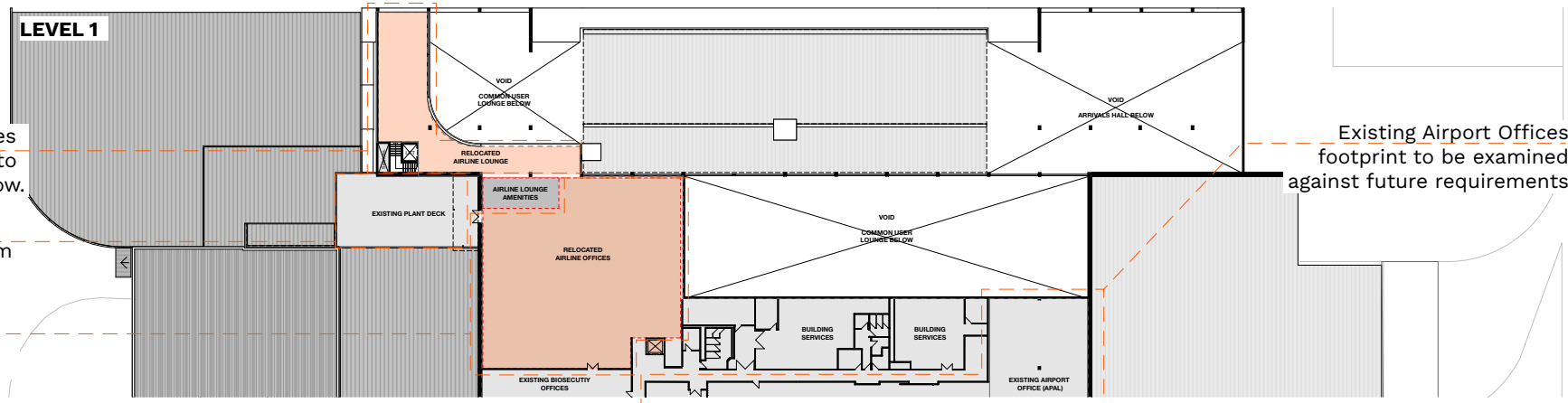
Additional future Security Screening Lane expansion to untenanted areas.

Adapt existing vertical transportation to access relocated airline offices

New elevated Airline Lounges to re-establish connection to Common User Lounges below.

Potential relocation of upgraded services to reclaim outdoor areas.

Airline Offices to be relocated to upper levels to open up more CUDL areas.



Existing Airport Offices footprint to be examined against future requirements

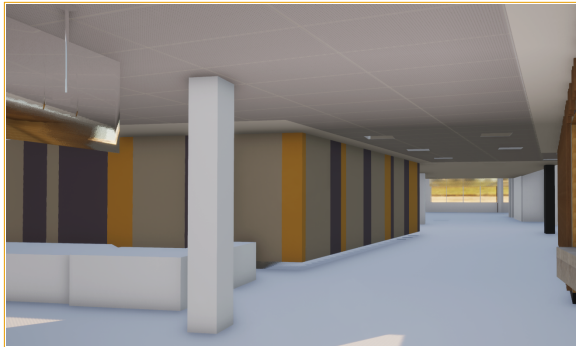
10.4 AIRLINE LOUNGE & OFFICES RELOCATION | DESIGN OPPORTUNITIES

NEW CUDL ENTRY EXPERIENCE

- Relocation of the existing Airline Lounge and Office opens up a more direct route to the CUDL as well as making more floor area available for revenue generating retail functions.
- The new CUDL entrance will complete the initial design intent of the Security Screening upgrades by linking the 2 spaces together through a sculpted undercroft tunnel - this provides the opportunity for a distinct entry experience
- The provision of high and low level voids and skylights will allow to take full advantage of the North-Easterly outlook towards the landscape and create a memorable user experience.



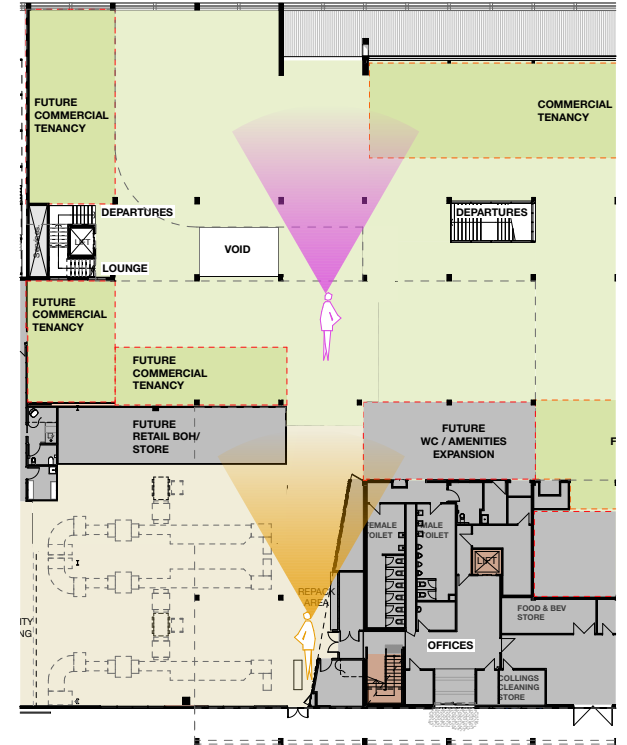
Launceston Airport New CUDL Entry, Masterplan Visualisation



Launceston Airport view towards CUDL from new Security Screening Lanes, Masterplan Visualisation



Keflavik Airport, Iceland: Office of Nordic Architecture (2020), *New CUDL Entry Experience*



Launceston Airport: Perspective Key Plan

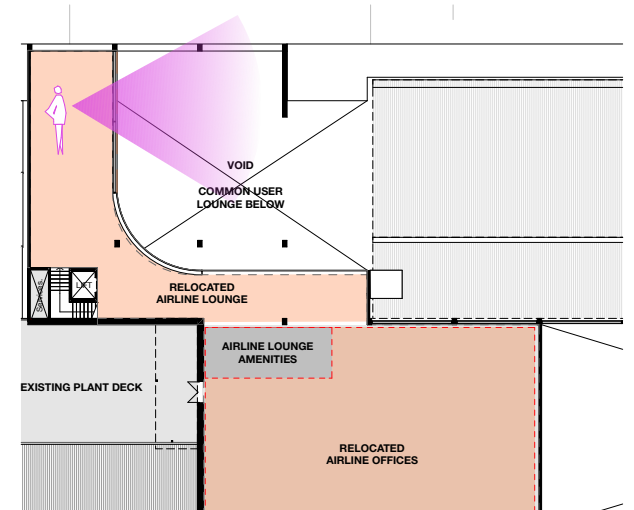
10.5 AIRLINE LOUNGE & OFFICES RELOCATION | DESIGN OPPORTUNITIES

AIRLINE LOUNGE RELOCATION

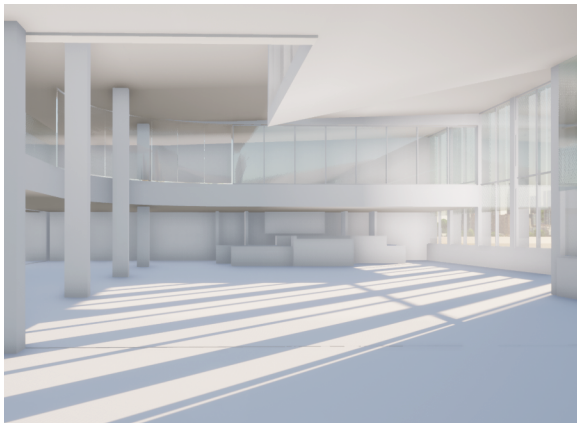
- Previous stage CUDL expansion provides and opportunity to once more re-establish a direct connection between the Airline Lounges and an airside outlook, as well as a direct connection to the CUDL below, much as in the original 1960's terminal building.
- Future design stages should consider the question of access to the new Airline Lounges more closely, balancing the requirements of spatial efficiency and contained vertical circulation and services riser nodes, against the potential for a monumental and iconic entry stair to create an 'aspirational' feel to the area, in reference to the original 1960's terminal building.



Launceston Airport Lounge Relocation, Masterplan Visualisation



Launceston Airport: Perspective Key Plan



Launceston Airport view from CUDL towards new elevated Airline Lounge, Masterplan Visualisation



TWA Terminal Lounge, JFK Airport, New York (1962)



TWA Terminal Lounge, JFK Airport, New York (1962)

CU

11/
LONGER TERM
DEVELOPMENT
EXPANSION

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11.1 LONGER TERM EXPANSION | INTRODUCTION

SCOPE SUMMARY

- Southern airside infill to accommodate Arrivals Hall expansion
- Opportunity for boarding gate and amenity expansion to apron level below
- Additional retail opportunities.
- New facade works and streetscape visual identity.

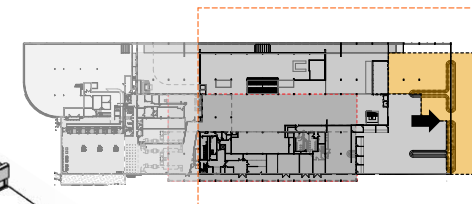
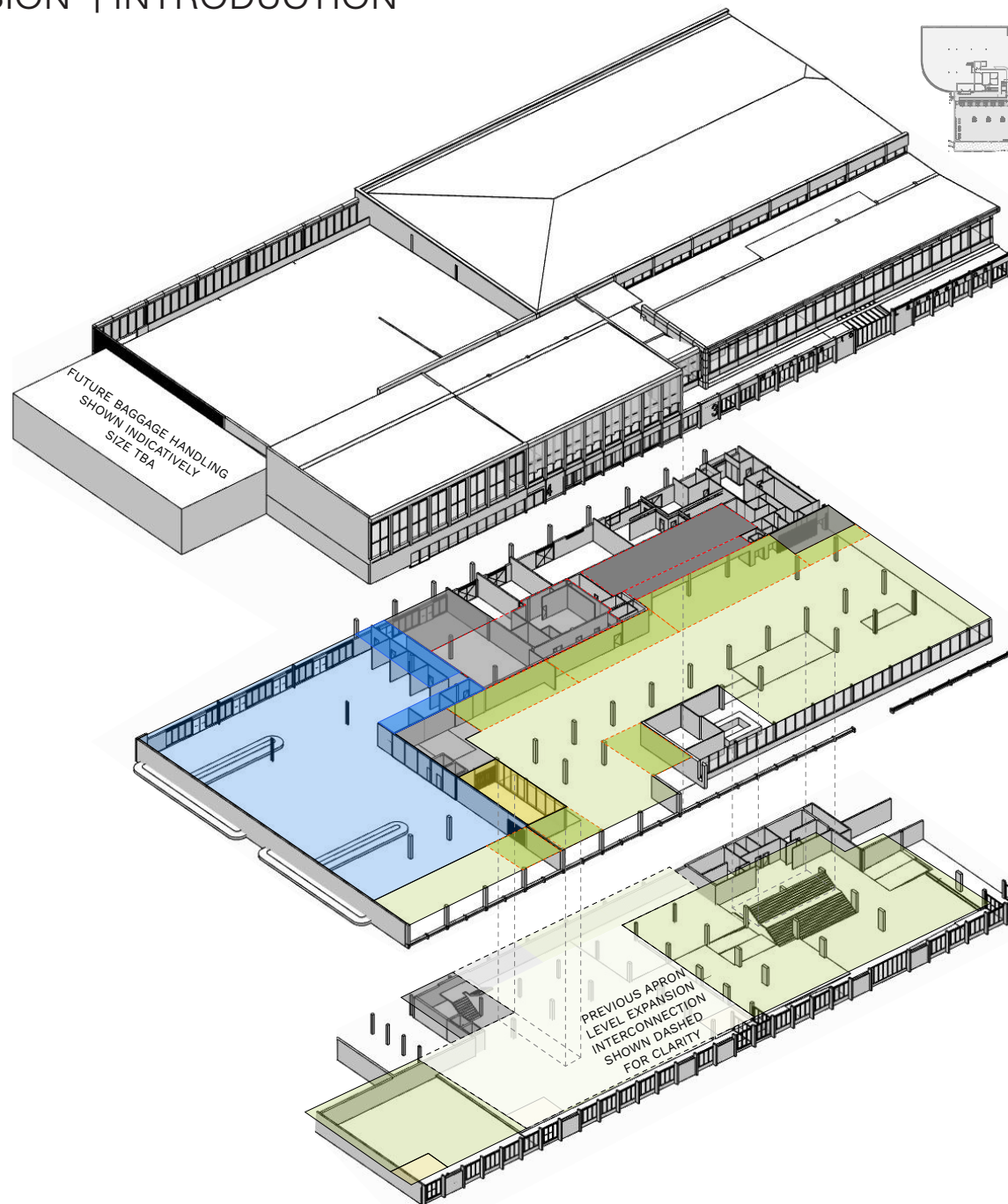
PROJECT INTRODUCTION

While some way away, the exact parameter and programming of the Longer Term Expansion of the Terminal Precinct would still need to be developed and refined based on feedback from delivery of the preceding stages.

Fundamentally once space has been exhausted along the current development footprint, the most obvious strategy is to expand further southwards, shifting down baggage reclaim and arrivals to make way for additional gates, retail and CUDL areas.



Launceston Airport, Common User Lounge viewed from Airline Lounge Stair, circa 1980's



TERMINAL LEVEL

RECLAIM ARRIVALS HALL

- Newly expanded Arrivals Hall / Baggage Reclaim Area ~1500sqm
- Relocated Car Hire Counters ~150qm
- New Engineering Offices ~140sqm
- New BoH Storage Areas ~200sqm
- New & Additional Arrival Amenities ~225sqm

RETAIL EXPANSION

- New Arrivals Retail Waiting Area Expansion ~140sqm
- Potential New Retail Tenancy ~40sqm
- New and Refreshed CUDL Retail Floor Area Expansion ~1000sqm
- Potential New Retail Tenancies ~700sqm (6+ tenancies)

SECURITY SCREENING

- Relocated Biosecurity Screening ~100sqm

APRON LEVEL

COMMON USER LOUNGE

- Newly expanded Gate 5 Common User Area ~500sqm
- Refreshed Central Gate Stair Common User Area ~1000sqm
- New Vertical Transport zone ~100sqm

SECURITY SCREENING

- Secure Boarding Gates ~25sqm

11.2 LONGER TERM EXPANSION | DESIGN PRIORITIES AND REFERENCE PROJECTS

AIRSIDE - GRAND CENTRAL STAIR

A product of the staged expansion of the central Terminal CUDL area is the fractured nature of vertical transportation nodes which does not make the vertical transition between levels readily apparent to new users.

The opportunity provided once Northern and Southern extensions and additional vertical transportation nodes have been integrated into the plan is to revisit the current arrangement of stairs and lifts and create a more iconic focal point for moving between levels.

The new Seattle Tacoma 'C-Concourse' expansion is a fine example of placemaking through circulation, with the necessary escalators and elevators complimented by an over-scaled sculptural stair that also doubles as a common user lounge facility for seating and waiting, whilst providing a more generously proportioned scale to the lower apron level.



Seattle-Tacoma International Airport: Miller Hull Partnership & Woods Bagot Architecture (2022)
Combined Vertical Transportation and Placemaking

AIRSIDE - EXPANDED APRON CONCOURSE CONNECTION

Key to the long term success of the expansion will be the ability to provide value and amenity from additional apron level gate lounge spaces, making these areas more desirable so as to promote increased occupancy and grow the potential for a more dispersed retail footprint, and to minimise the overcrowding of the main concourse level.

Whilst the constraints of low heights on the apron level will be a constant, thoughtful design and strategic planning around the use of void areas can promote connection between the levels and help to make the spaces feel more interconnected as a single volume.

The example of Keflavik Airport in Iceland is relevant in that it uses voids to draw arriving passengers up to the main concourse food and beverage outlet area and moderate the flow out into the Arrivals Hall, whilst also driving additional retail opportunities.



Keflavik Airport, Iceland: Office of Nordic Architecture (2020), *Apron Concourse Visual Connection*

USER EXPERIENCE - INCLUSIVITY AND AMENITY

Chief amongst the design drivers and priorities identified through the Masterplanning workshop process with the client is User Experience, Inclusivity and Amenity.

To act on these priorities a thorough list of actionable projects should be identified, and staging / deployment coordinated throughout the future stages. A great example of this process is the recently completed reconstruction of Kansas City International Airport.

The refresh of the Terminal sequentially rolled out interactive play spaces for children, quiet spaces for sensitive users, conference rooms, inclusive amenities and many other considered initiatives sourced through a process of community outreach to identify common requests for the building from regular users and drive the priorities of the project.



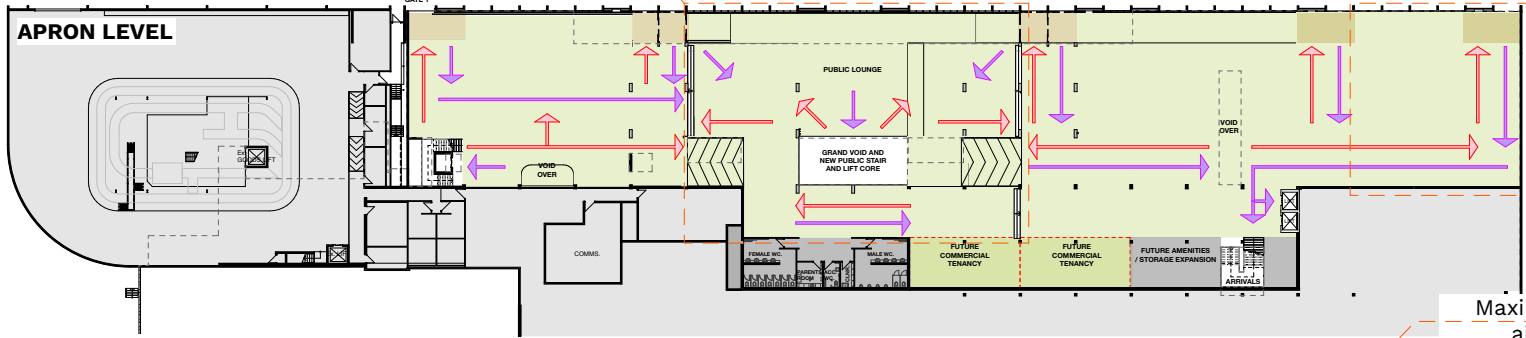
Kansas City International Airport: SOM Architect (2023), *User Experience, Inclusivity and Amenity*

11.3 LONGER TERM EXPANSION | PLANNING & CIRCULATION



Clear out redundant works and rationalise level transitions to achieve new centralised open circulation node between CUDL levels.

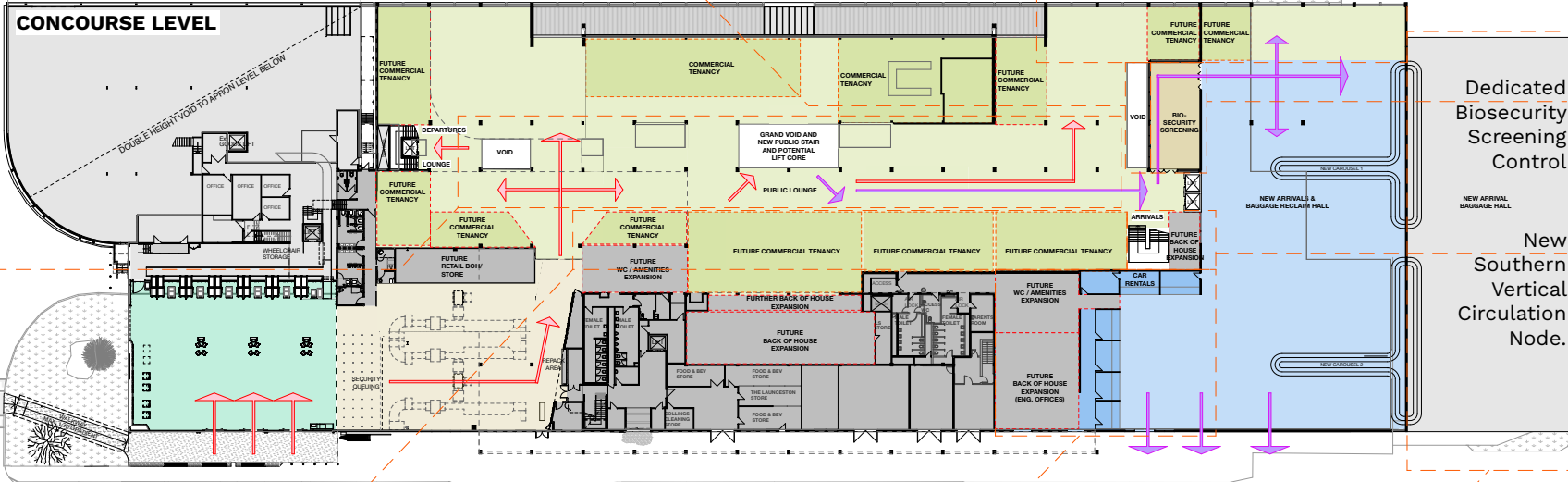
- Legend**
- Departures Journey
 - Arrivals Journey
 - Check-in Hall
 - Security Screening
 - Departures Lounge
 - Retail Tenancy
 - Reclaim / Arrivals Hall
 - Care Rental
 - Airline Lounge & Offices
 - Back of House



Apron Level Gate Lounge Expansion.

Strategic placement of further voids to improve connection between levels

Maximise high value airside aspect to prioritise public and commercial areas.



Dedicated Biosecurity Screening Control

New Southern Vertical Circulation Node.

Maintain clear centralised circulation corridor. Central feature Grand staircase connection between CUDL levels. Infill disused stair voids and lift cores to improve circulation.

Retail and Back of House expansion to concentrate at lower value landside core

Recalibrate Arrivals Hall for Landside focused care hire counters and amenities

Future baggage reclaim hall southwards expansion

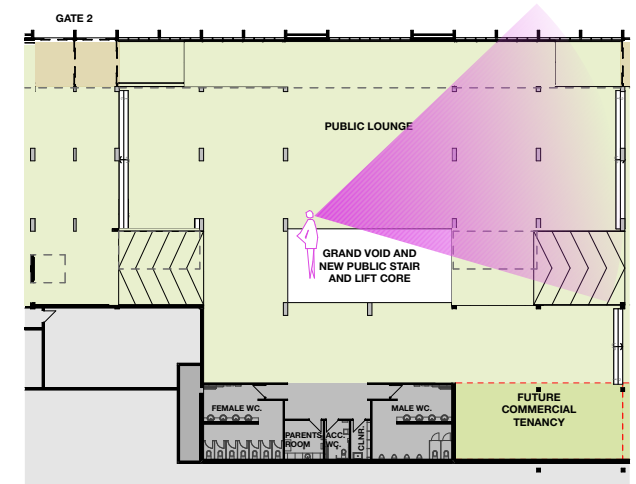
11.4 LONGER TERM EXPANSION | DESIGN OPPORTUNITIES

COMBINED CENTRAL CIRCULATION NODE

- Once improved vertical transport nodes are integrated at the northern and southern infill expansions, the central lift void and stairs will be largely redundant in terms of their current placements and orientation
- Current locations are also limiting in terms of their dispersed impact on the CUDL floor plan on the main concourse level
- A large new centralised stair core will be more readily apparent to airport users and will make for a clearer centrally sculpted connections between the apron and concourse levels, as well as serving as a potential meeting place.



Launceston Airport Future CUDL Stairs, Masterplan Visualisation



Launceston Airport: Perspective Key Plan



Seattle-Tacoma International Airport: Miller Hull Partnership & Woods Bagot Architecture (2022) Combined Vertical Transportation and Placemaking

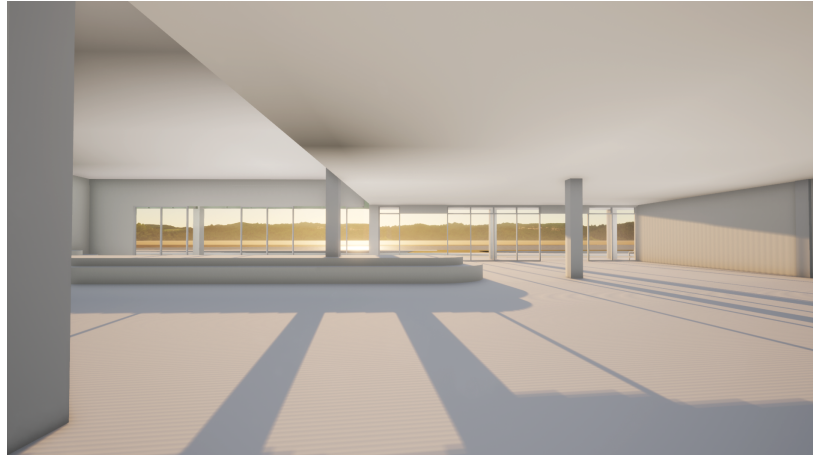


Seattle-Tacoma International Airport: Miller Hull Partnership & Woods Bagot Architecture (2022) Combined Vertical Transportation and Placemaking

11.5 LONGER TERM EXPANSION | DESIGN OPPORTUNITIES

USER EXPERIENCE, INCLUSIVITY AND AMENITY

- Replacement of existing steel framed Baggage Handling structure with new Arrivals Hall and expanded CUDL and Gate Lounges.
- New Baggage Hall to current Southern Apron road outlet. Exact specification and areas subject to future detailed design.
- Completed Forecourt hardening and landscape works to improve waiting area amenity for arriving guests.
- Extensive rework of Amenities and Public areas, consideration to be given to a diverse array of user types, parents room facilities, quiet spaces, accessible areas, play areas etc.



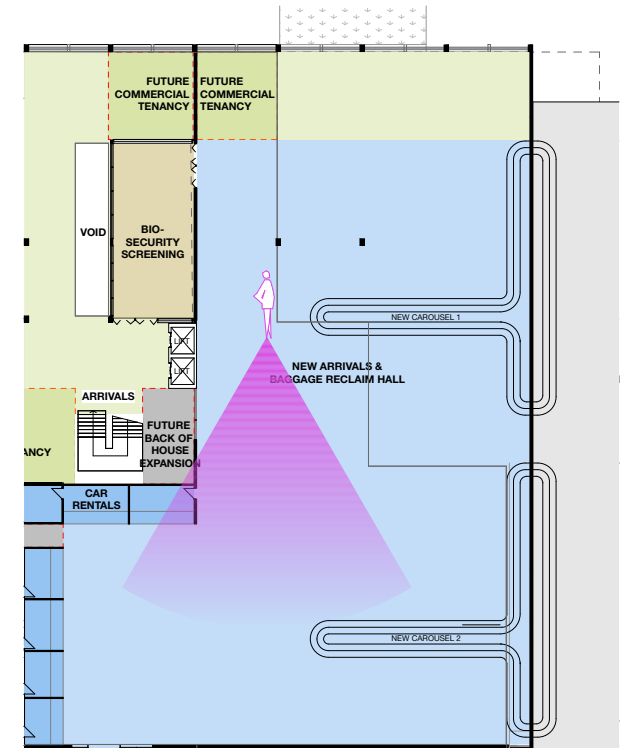
Launceston Airport Apron Level Expansion, Masterplan Visualisation



Kansas City International Airport, play areas: SOM Architect (2023), *User Experience, Inclusivity and Amenity*



Kansas City International Airport: SOM Architect (2023), *User Experience, Inclusivity and Amenity*



Launceston Airport: Perspective Key Plan

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