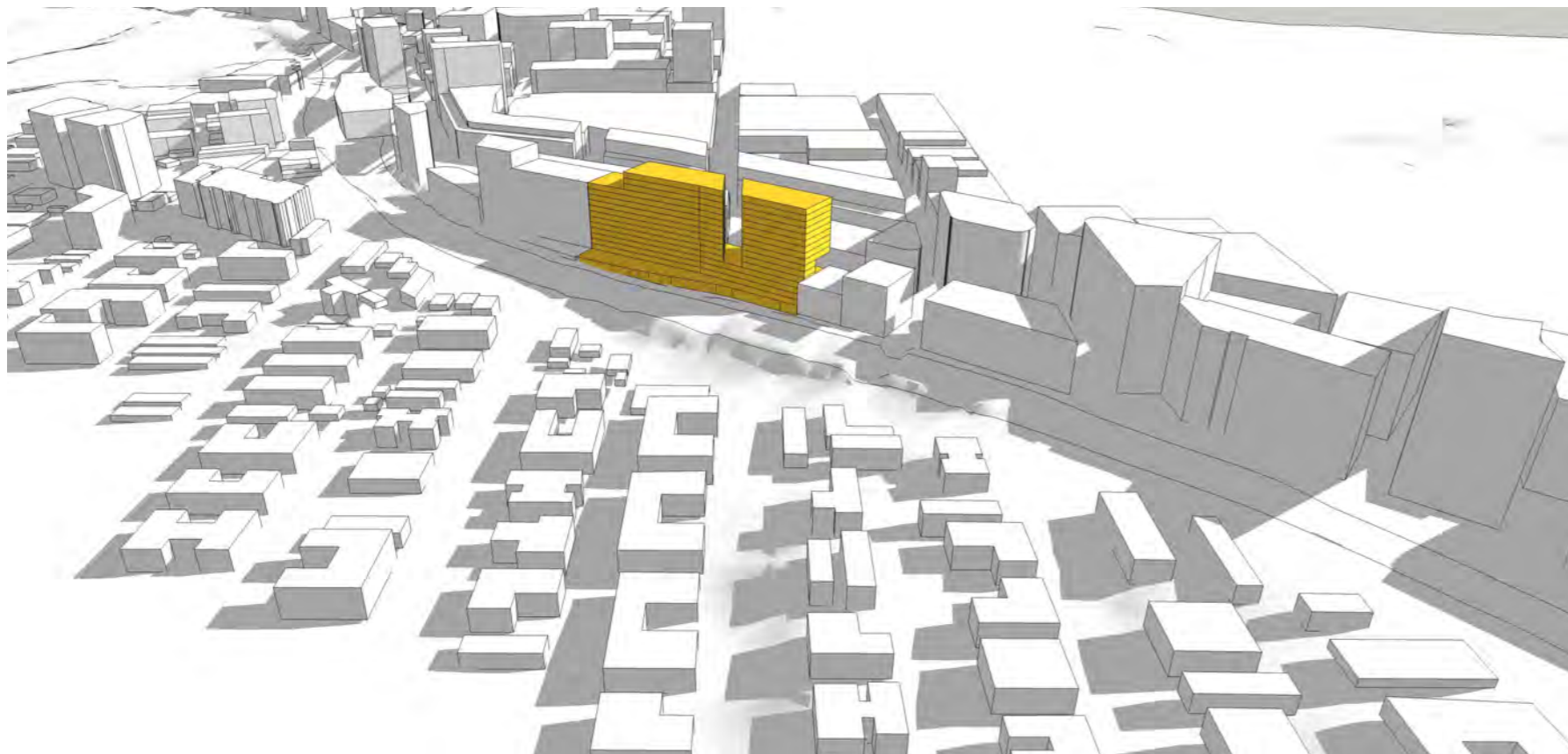


08 VIEW ANALYSIS

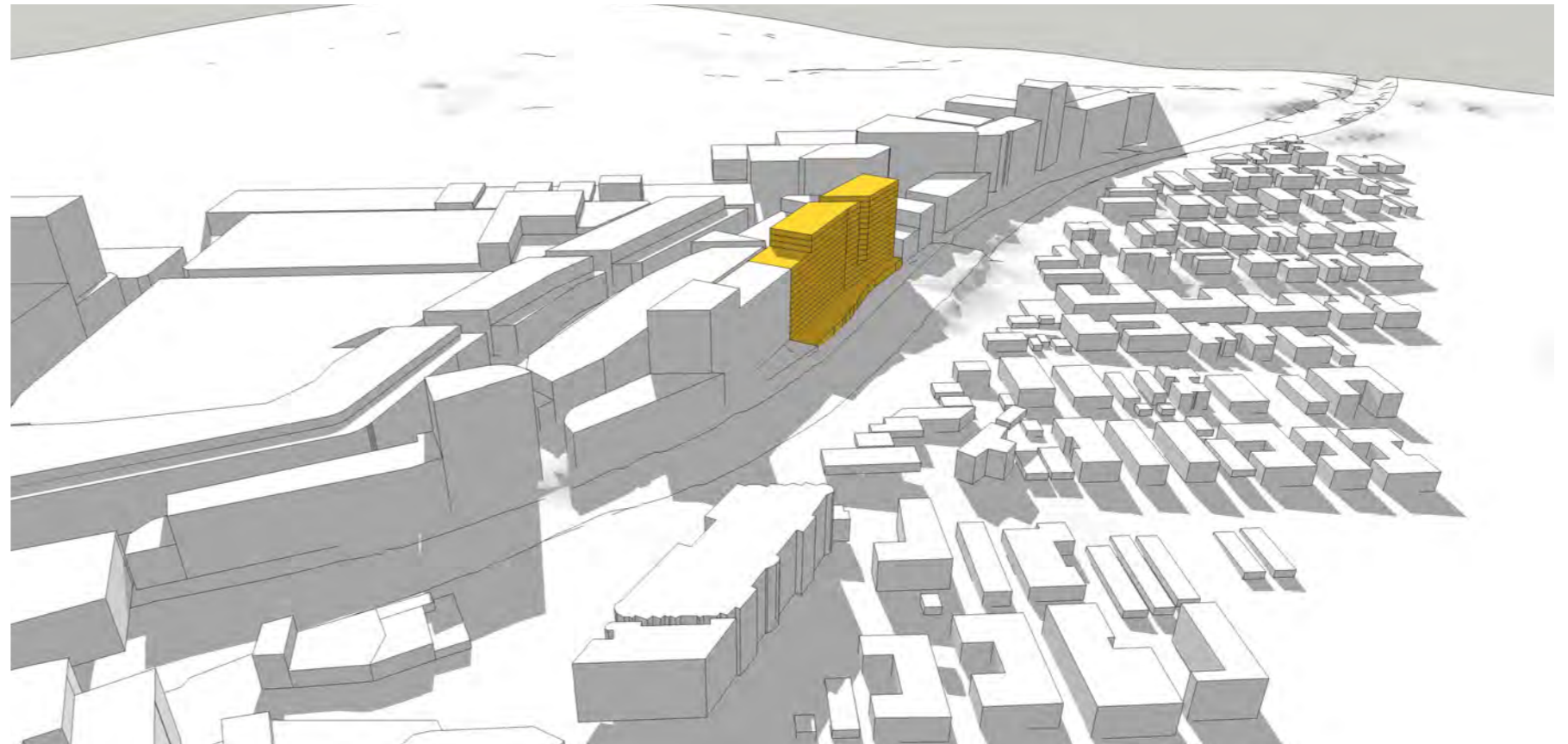
VIEW OF THE PROPOSAL LOOKING SOUTH



VIEW OF THE PROPOSAL LOOKING NORTH

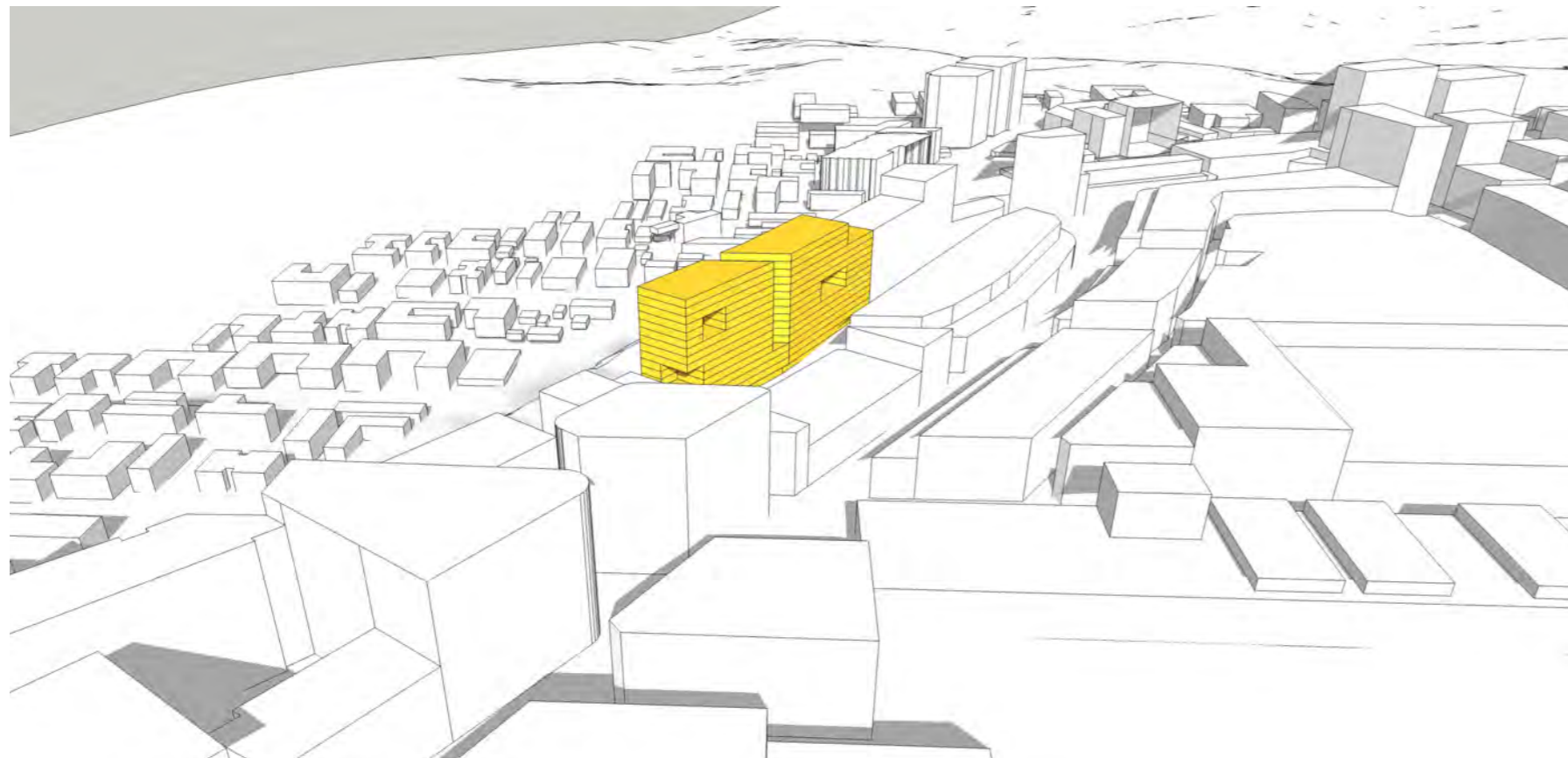


VIEW OF THE PROPOSAL LOOKING NORTH EAST



VIEW OF THE PROPOSAL LOOKING NORTH WEST





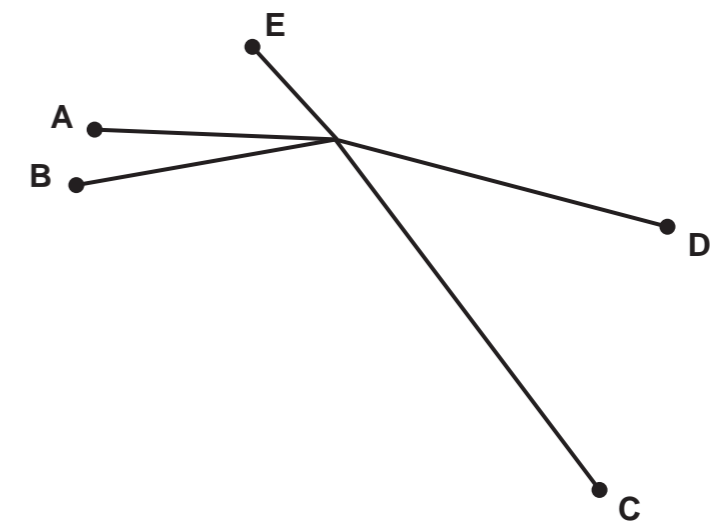
VIEW OF THE PROPOSAL LOOKING SOUTH WEST



VIEW OF THE PROPOSAL LOOKING SOUTH EAST



PHOTOMONTAGES



**VIEW A:
EAST ALONG TREACY ST FROM TREACY ST WEST**



EXISTING



PROPOSED

**VIEW B:
EAST ALONG RAILWAY CORRIDOR FROM TREACY ST
OVERPASS WEST**



EXISTING



PROPOSED

**VIEW C:
LOOKING NORTH ALONG BELLEVUE ST**



EXISTING



PROPOSED

**VIEW D:
LOOKING WEST ALONG RAILWAY PARADE**



EXISTING



PROPOSED

VIEW ANALYSIS

**VIEW E:
LOOKING SOUTH ALONG ALFRED ST FROM FOREST RD**



EXISTING

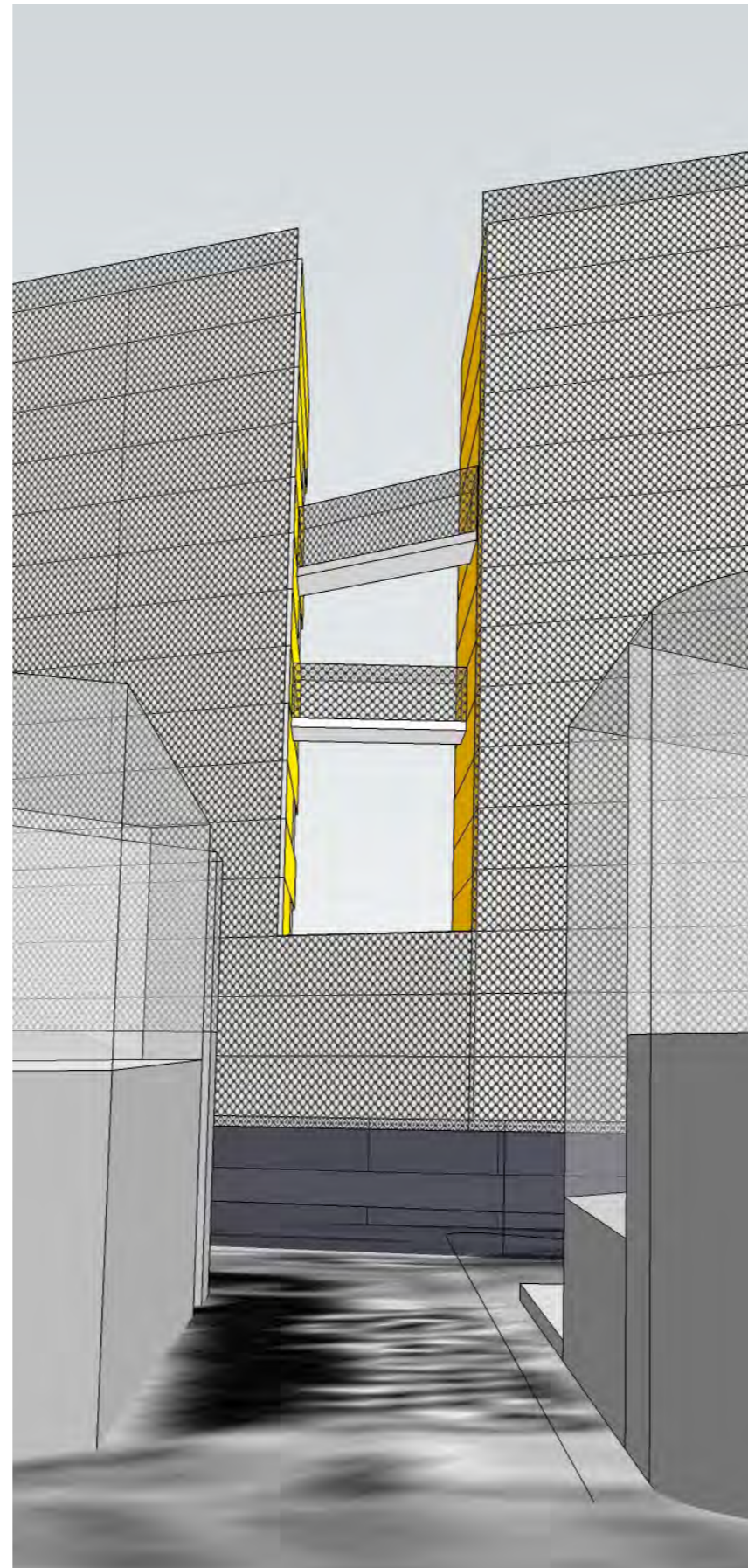
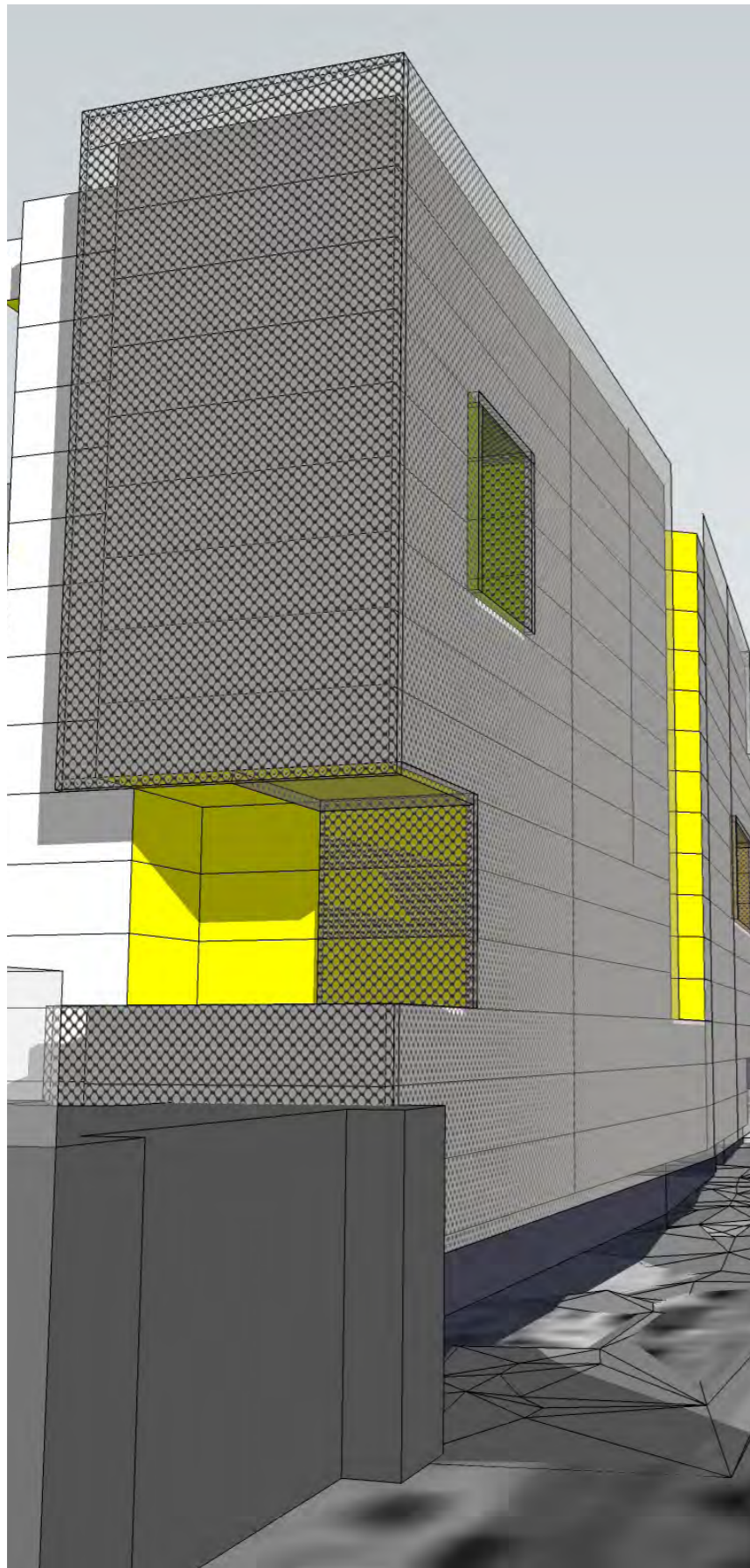


PROPOSED

09 DESIGN DESCRIPTION

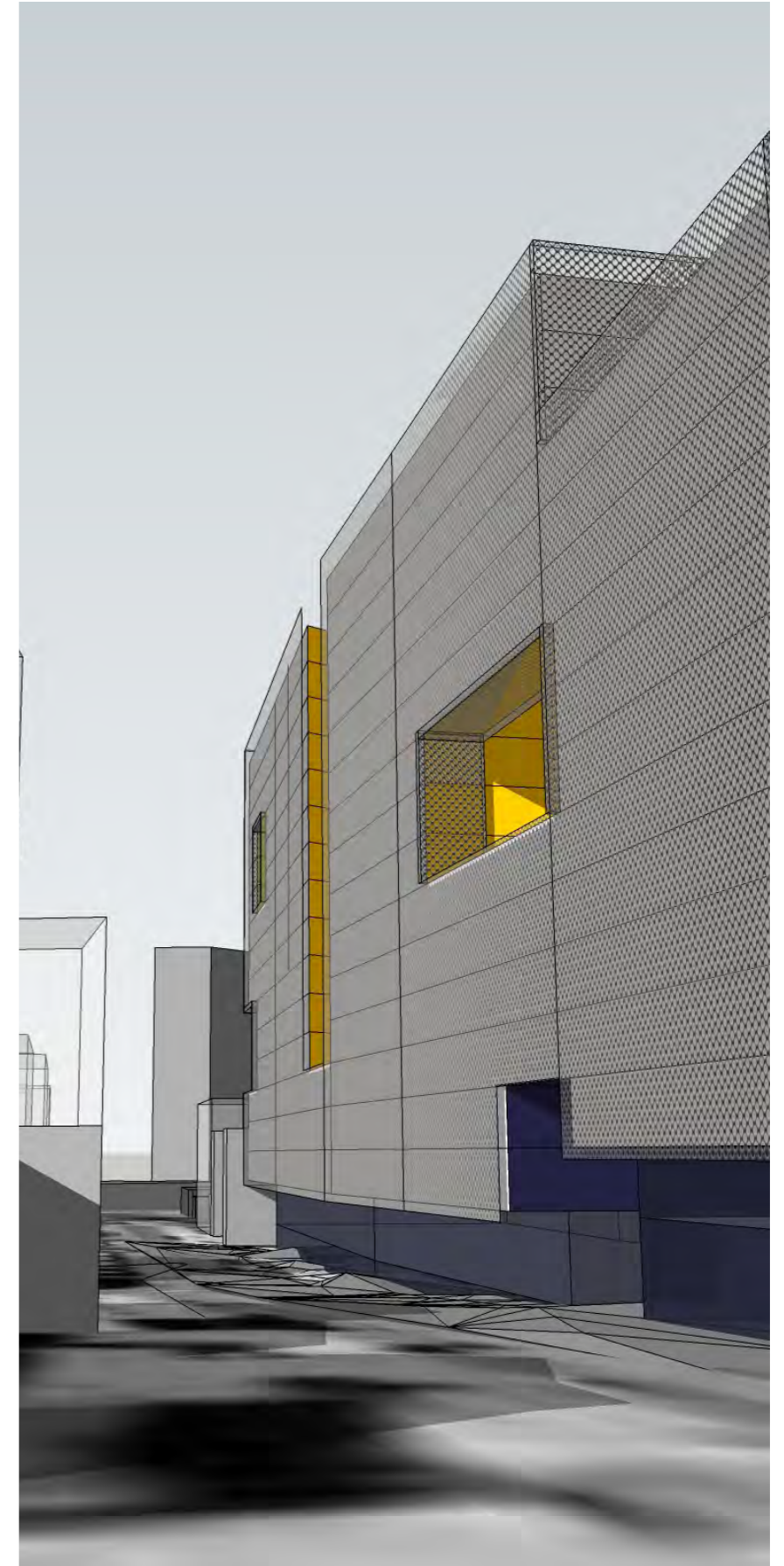
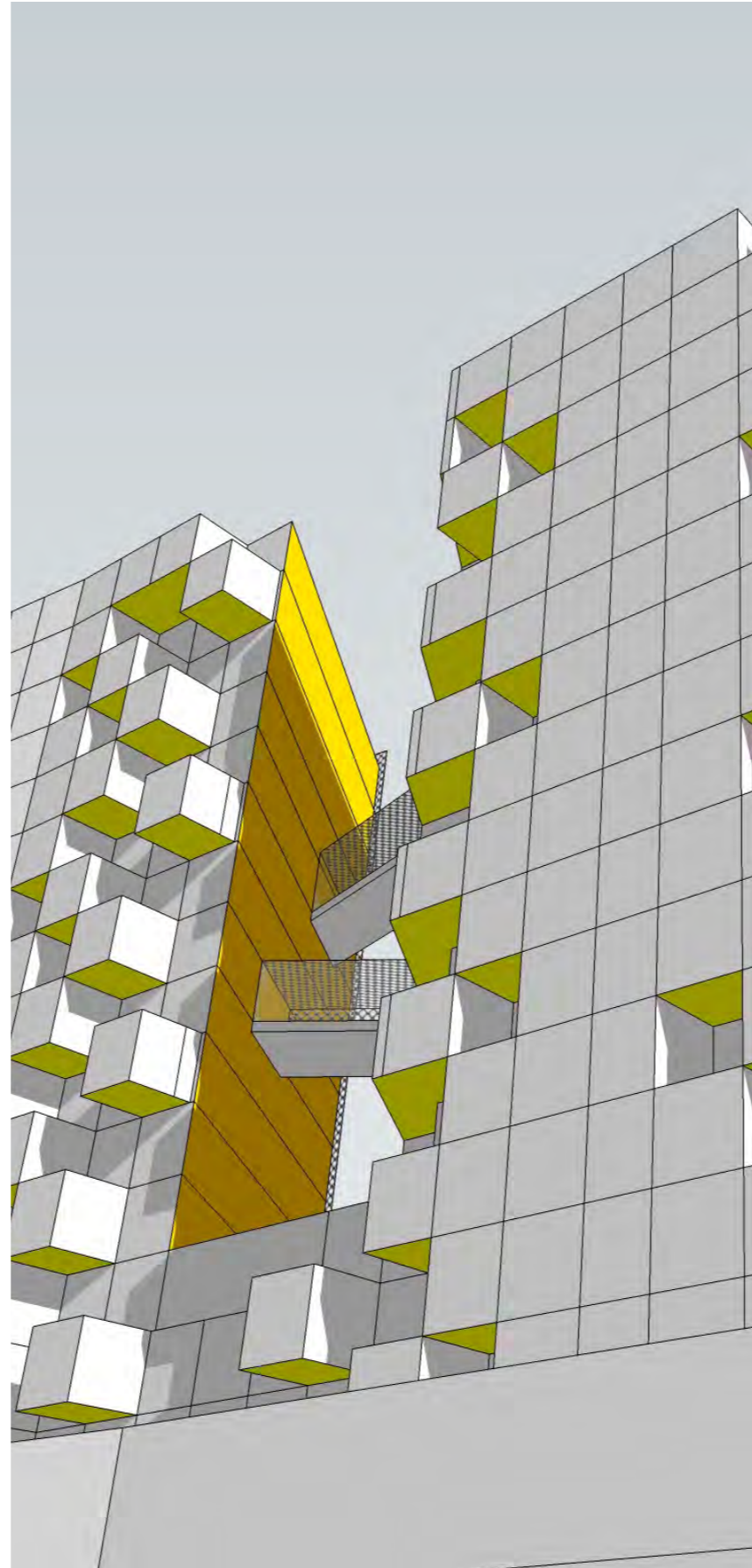
TOWER

The building form is bisected into two, roughly equal, towers above the podium courtyard level with a slot. The slot is aligned with the visual axis of Alfred and Bellevue Streets and visually connects the urban fabric of Hurstville and Kogarah, the two side sides of the Illawarra Rail corridor. The building form is located at the block edge of Treacy Street, without expressed podium or street wall setbacks. The building form responds to the narrow site that varies in depth from 28 to 36 metres and the street type. Treacy Street is a secondary street in the Hurstville City Centre and its simple planar definition contrasts with the stepped street wall section of Forest Road, the main street of the Hurstville Town Centre, in the DHLEP-HCC.



FACADE

The building appearance primarily emphasizes the dual orientation of the site: to the sunny north over the Hurstville City Centre and the cooler south over Kogarah. The street elevation to Treacy Street to the north is fitted with a metal 'jacket' with fixed and folding panels, that is placed over balconies and windows. The 'jacket' is a second skin, an environmental filter that screens the living areas and bedrooms from the hot sun in summer and reduces heat loss in winter. The south elevation to the Illawarra Railway corridor is a 'pixelated' glass wall and has wintergardens enclosed by multi-folding glass panels that reduces heat loss in winter and noise from the trains. Both north and south elevations will have an ever changing and kinetic appearance that reflects the occupation of the dwellings by residents.





SKYGARDENS - LEVELS 4, 7 & 10

Skygardens concept allows for light to penetrate into the core of various levels within the building form. Although pedestrian access is limited to most of these elevated gardens they will be experienced from a number of levels, in particular from corridors and specific apartments that look down into and across the various spaces. In light of this it was important to design the spaces using strong geometric forms which were derived from the surrounding built form and suburb patterns so that they can be interpreted from above. Structurally the planting areas are proposed to reduce the requirement for planter boxes utilizing the building set down and green roof technology to achieve soil depth for plants. Where possible structural mounds are used in sculptural geometric forms to provide visual interest and a third dimension to the space for particular benefit to those units and circulation corridors on a similar level to the gardens. All the gardens have a northern aspect and are important zones to allow air flow and sunlight into apartments. In order to achieve this planting is proposed to be low and succulents are the dominant species for their abilities to withstand heat, wind, low water conditions and minimal maintenance characteristics. We anticipate the use of a wide colour range of succulents in repetitive mass planting arrangements to visually enhance the space and balance the surrounding building form.



ROOFTOP GARDEN - LEVEL 13

The rooftop terrace area is a multi functional useable space. It provides a spill out area from the communal rooms that will be used for meetings and gatherings as well as a BBQ area that adjoins a space for passive recreation and contemplation. The spill out zone is to be planted with low prostrate succulent groundcovers amongst stone slabs to soften the building edge and reduce reflective glare. The rooftop has high exposure to wind and sunlight. In order to ameliorate the affects of those elements we have orientated the space to the north east to maximize cooling north east summer winds and created wide raised planter boxes with strategically placed mounds of screening planting to block the harsh southerlies and south westerly winds. We propose the use of a raised timber deck for a majority of the area to reduce heat reflection and to soften the space. The stairs up to the raised deck can also function as additional seating. A linear pergola covers the BBQ and sitting area to allow dappled sunlight to penetrate. Three large evergreen canopy trees flank the pergola and provide additional shade with their canopy structure. Three Olive trees chosen for their sculptural stature and hardy characteristics form a border to the deck space and will also provide valuable shade in summer months. As a feature to the space we propose angled timber recliners that are built into the deck.



COURTYARD AND GARDENS

TREACY STREET - GROUND LEVEL

The landscape has implemented the recommendations of the Hurstville City Council Public Domain plan dated October 2007. The foot path shall be treated with bluestone banding with asphalt infill pavement. Banding shall continue around porous tree surrounds and to the edge of the existing kerb and gutter. Street trees are at 8m centres. We propose the use of *Corymbia maculata* (Spotted Gum) as they are a native tree with a tall slender form which will help the landscape balance the scale of the architecture while still allowing filtered northern sun into the building. Bluestone paving extends into the ground floor retail terrace activating the retail area with the public domain.

COMMUNAL COURTYARD - LEVEL ONE

The communal open space has been designed as a peaceful area for passive recreation, contemplation and as a visually striking feature from the units above. It is placed on the south side of the building and will form a cool contemplative area on hot summer days balancing the more exposed roof terrace many floors above. The space has been designed using angular geometric forms and banding distinguished through textural and colour changes in the ground surface materials. Timber, crushed granite and water has been used to soften the space and provide an engaging textural fabric to this linear space. Where possible planters have been widened in wedge shaped forms to allow for large evergreen trees and shrubs to screen the adjoining railway corridor and soften the internal spaces. A "zig zag" reflection pool with some minor water jets for reticulation forms an edge to the space and enhances the theme of internal courtyard space contemplation. The edges of the pond that are opposite the building entries have sitting benches framing them. In addition to planting along the edge of the podium we propose an architectural screen covered with a flowering climber that will also help with screening the railway corridor. Planter boxes separate private open space from the communal courtyard contributing to the softening of the built form and transition from private to public.

BASEMENT CARPARK

Covered and secure car parking is provided for residents, visitors and retail customers in a 4 level basement, adopting a 'minimalist' approach to encourage public transport usage, and innovative parking management. The loading dock and waste collection for residential and retail is located above 3 lower car parking level. There are a total of 264 residential car parking spaces over three basement car parking levels –1 space per 2 bedrooms, 2 spaces (including 1 tandem) per 3 bedrooms and no spaces for 1 bedroom dwellings. Residential visitor parking is doubled up with retail parking.



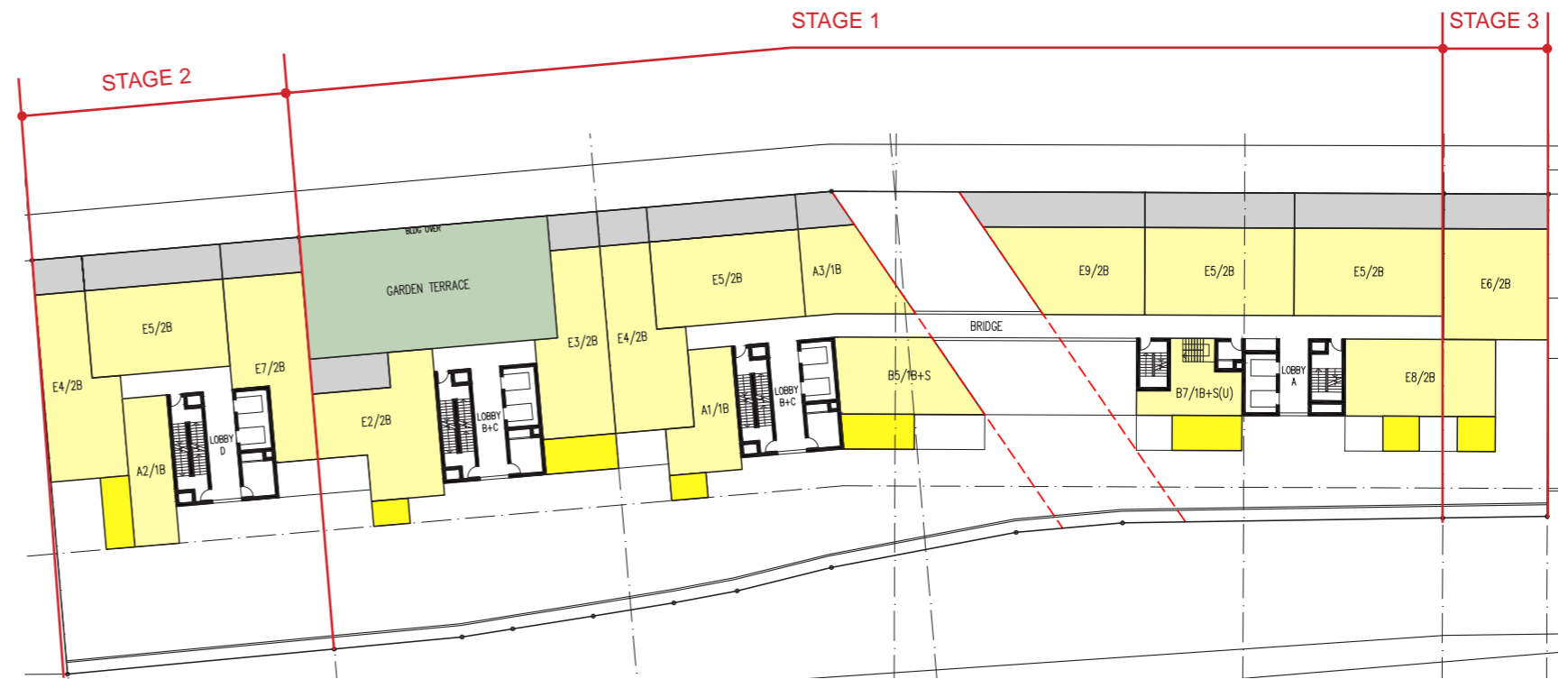
PRECEDENT IMAGES



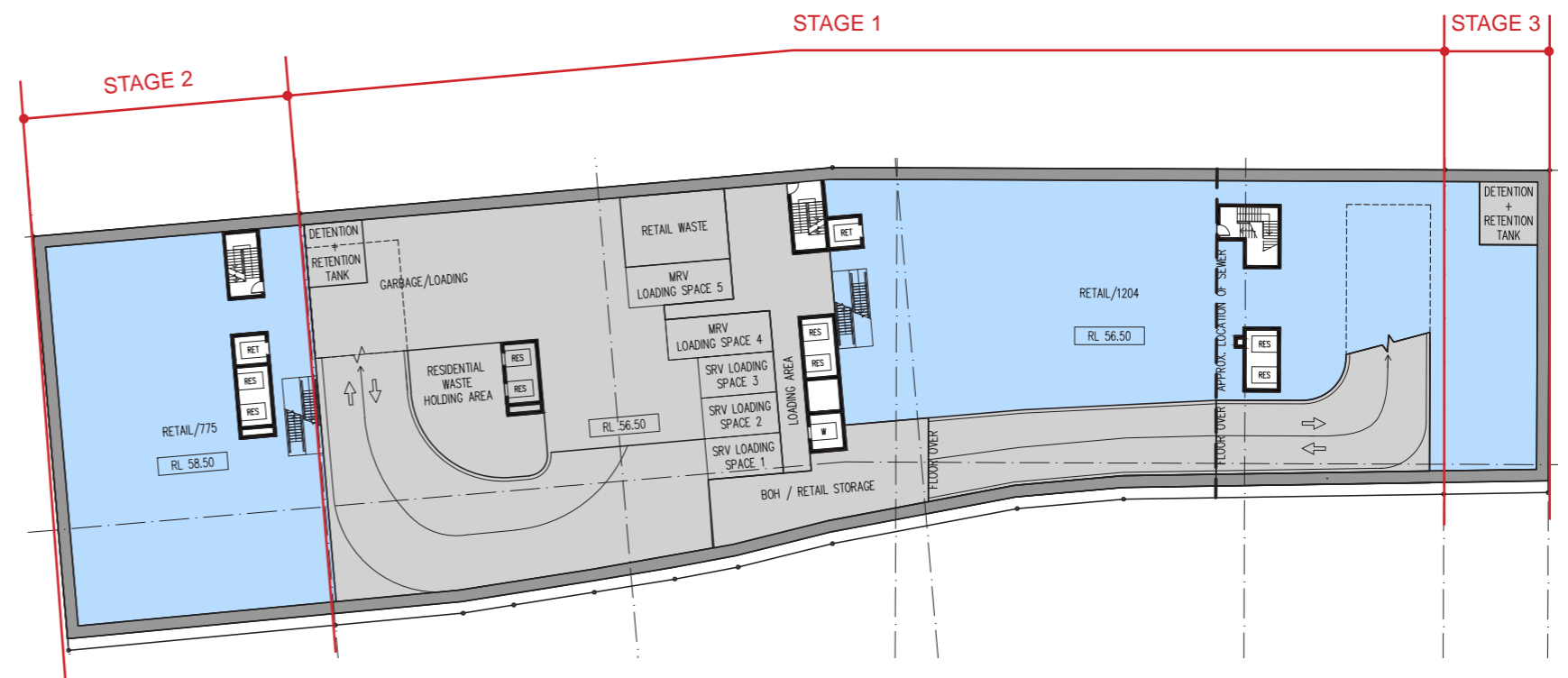
DESIGN DESCRIPTION

STAGING

The building has been designed with multiple cores to facilitate staging of the development. The development is divided into three stages. Stage 1 is the main central portion of the development and includes vehicle ramps to the basement car park levels, loading dock, waste collection, stormwater detention tanks, and main retail. Stage 2 is adjacent to the Council car park at the western end, can be constructed at a later time. Stage 3 is at the eastern end of the development.



TYPICAL LEVEL (LEVEL 7)



LOWER GROUND LEVEL



10 VISUALISATIONS
LOOKING SOUTH FROM ALFRED STREET

VISUALISATIONS

LOOKING EAST ALONG TREACY STREET



LOOKING WEST ALONG TREACY STREET



VISUALISATIONS

