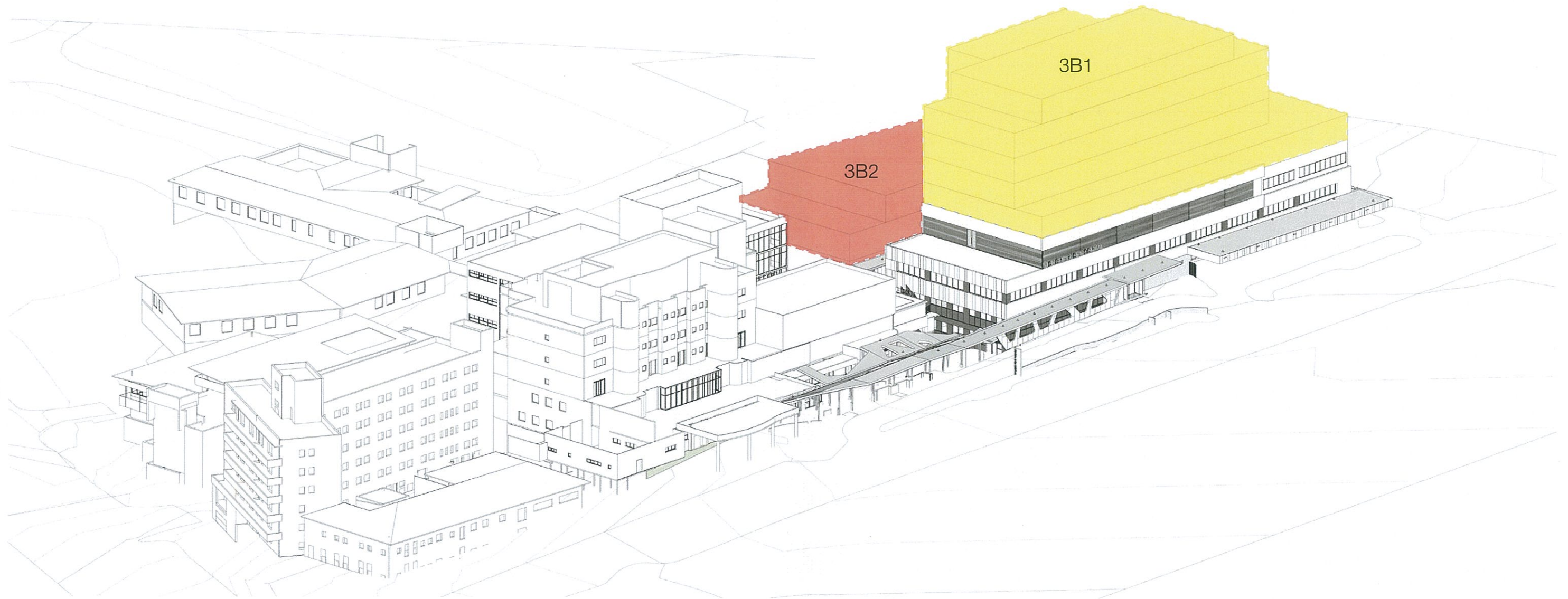
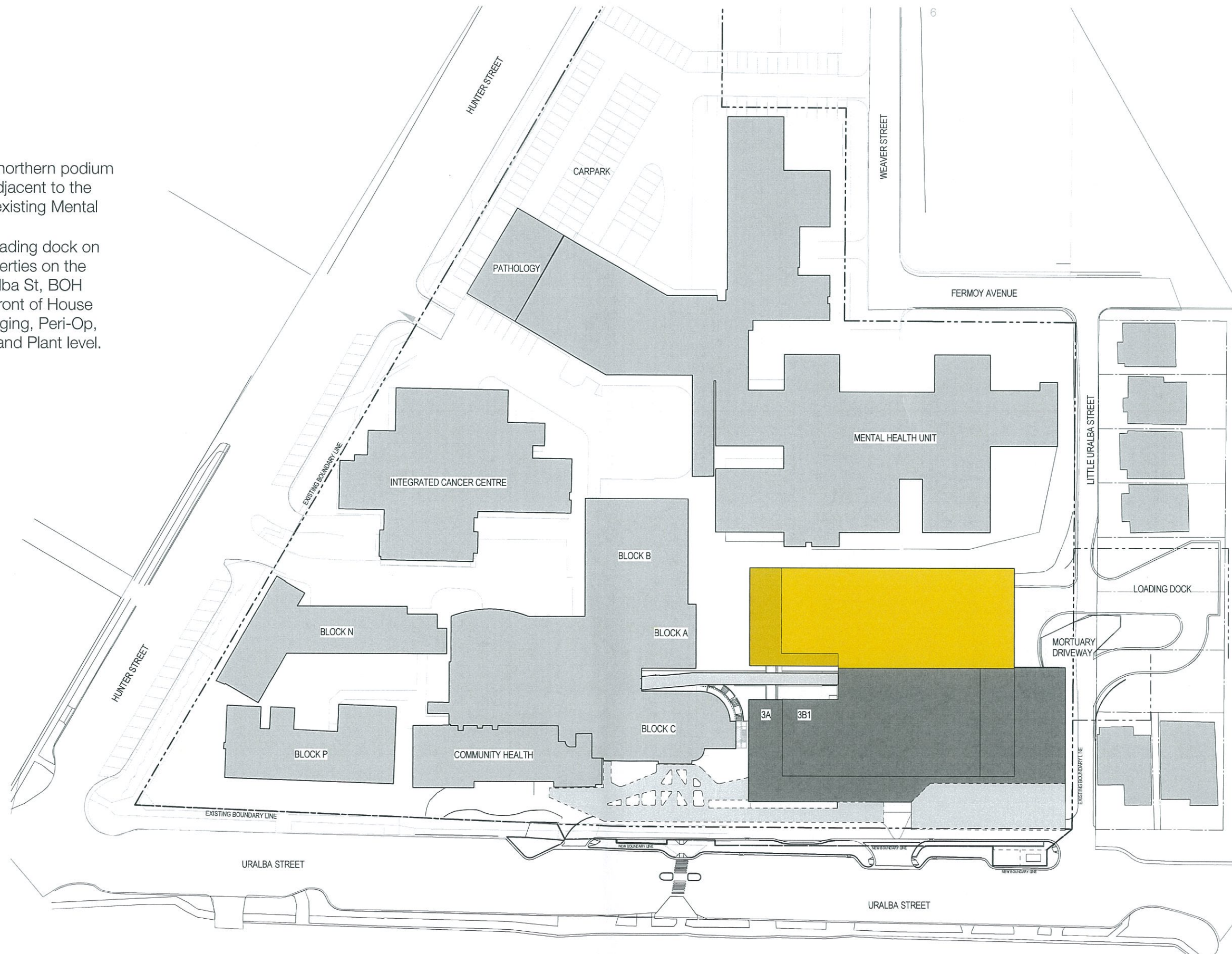


Building Mass Studies 'The Mass'



Masterplan - 3B2

- The Stage 3B2 is the northern podium from level 3 - 7 only adjacent to the 3B1 podium and the existing Mental Health Building,
- 3B2 includes a new loading dock on the neighbouring properties on the other side of Little Uralba St, BOH services, Pharmacy, Front of House Support Services, Imaging, Peri-Op, Bio-Med Engineering and Plant level.



Elevations 3B2



4 SOUTH - 3B2 1:200
SCALE 1:200

- RL 73980 HELIPAD
- RL 70180 ROOF
- RL 65980 LEVEL 12
- RL 61780 LEVEL 11
- RL 57580 LEVEL 10
- RL 53380 LEVEL 09
- RL 49180 LEVEL 08
- RL 44680 LEVEL 07
- RL 40180 LEVEL 06
- RL 35680 LEVEL 05
- RL 31480 LEVEL 04
- RL 27280 LEVEL 03



1 EAST - 3B2 1:200
SCALE 1:200

- RL 73980 HELIPAD
- RL 70180 ROOF
- RL 65980 LEVEL 12
- RL 61780 LEVEL 11
- RL 57580 LEVEL 10
- RL 53380 LEVEL 09
- RL 49180 LEVEL 08
- RL 44680 LEVEL 07
- RL 40180 LEVEL 06
- RL 35680 LEVEL 05
- RL 31480 LEVEL 04
- RL 27280 LEVEL 03



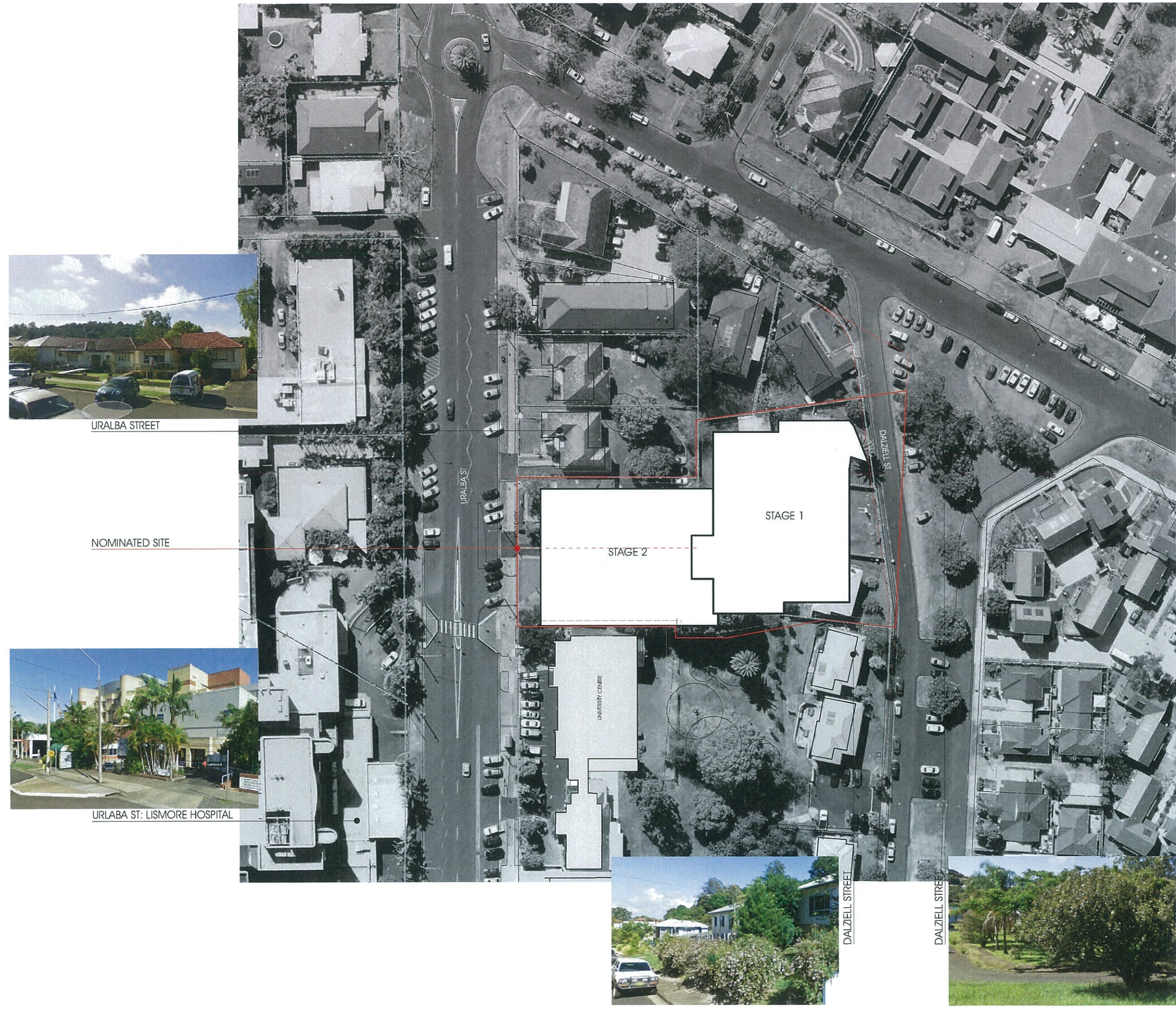
2 NORTH - 3B2 1:200
SCALE 1:200

- RL 73980 HELIPAD
- RL 70180 ROOF
- RL 65980 LEVEL 12
- RL 61780 LEVEL 11
- RL 57580 LEVEL 10
- RL 53380 LEVEL 09
- RL 49180 LEVEL 08
- RL 44680 LEVEL 07
- RL 40180 LEVEL 06
- RL 35680 LEVEL 05
- RL 32010 EXISTING L04 LEVEL 04
- RL 27280 LEVEL 03
- RL 23675 LEVEL 02



3 WEST - 3B2 1:200
SCALE 1:200

- RL 73980 HELIPAD
- RL 70180 ROOF
- RL 65980 LEVEL 12
- RL 61780 LEVEL 11
- RL 57580 LEVEL 10
- RL 53380 LEVEL 09
- RL 49180 LEVEL 08
- RL 44680 LEVEL 07
- RL 40180 LEVEL 06
- RL 35680 LEVEL 05
- RL 31480 LEVEL 04
- RL 27280 LEVEL 03
- RL 23675 LEVEL 02



Design statement for Lismore Hospital Car Park

With the significant expansion of Lismore Base Hospital combined with the existing pressure for carparking within this precinct, a new car park is proposed between Uralba and Dalzell Streets, Lismore.

The car park is proposed to be constructed in two stages; Stage One comprises of a 26 space on-grade car park accessed via Uralba Street in addition to a 240 space 6 split level multi-storey car park on Dalzell Street.

Stage Two replaces the on-grade car park with a 234 6 storey split level multi-storey car park, linking into the Stage One multi-storey component and providing a total of 498 spaces.

The site is relatively small and steep with a non-uniform boundary alignment, and it neighbours existing lower domestic scale dwellings. The built form solution needs to address these issues, as well as resolve the complexity of connections to the hospital and adjacent development, all within a planning and cost efficient solution.

The connection between the hospital entry and the new car park is via an existing pedestrian crossing on Uralba Street. A dedicated pedestrian pathway within the car park on the Uralba Street level then links pedestrians to the lift core.

The site has two distinct identities; a domestic and landscaped context on Dalzell Street and a contrasting urban and institutional context on Uralba Street.

Located within this mix of domestic and large scale institutional buildings, the building has been designed to visually minimise the overall mass of the building into smaller, more sensitively scaled volumes, while sitting compatibility with the larger scale context of the hospital.

The building façade solution has been fragmented so that the overall building reads as a collection of smaller "vessels" clumped together. Each of these "vessels" is approximately 8m wide, being visually consistent with the plan dimension of the front of many of the surrounding domestic buildings. The effect is a significant reduction in the visual bulk of the building form.

In response to the sloped topography of the site, the vessels follow the slope of the site from the higher level of Uralba Street to the lower level of Dalzell Street. Within the domestic scaled context of Dalzell Street, a more generous setback has also been provided to lessen the sense of scale.

To further assist in achieving a reduction in the visual bulk of the building form, the façade is fabricated from perforated metal panels. The perforations within the panels both reduce the scale of a single solid panel by introducing a visual depth of field to the façade. This perforation also removes the need to mechanically ventilate the car park, providing a more pleasant environment for the end user, removing associated acoustic pollution and minimising energy use.

Being a sheet metal product, the panels are also easily manipulated or creased. This creasing concept has been used to introduce a series of folds over the façade, again playing with the overall massing of the vessels by creating a 3 dimensional depth to what is in essence a flat façade.

This three dimensional play with the scale and form is further assisted with the adoption of a graduated colour palette on the perforated cladding, unique to both street façades.

The colours selected are sympathetic to the relevant streets in which they belong; landscape green to sky blue to on the Dalzell Street façade and deep indigo to sky blue to the urban façade of Uralba Street.

The zone to the outside of the eastern and western façades is then heavily planted to further assist in the reduction of the scale of the building form, and to assist in maintaining a level of amenity, provide visual privacy and minimise overlooking to any neighbouring structures.

Landscaping on the Dalzell Street frontage has been designed to ameliorate the visual impact of the car park with the specification of a small leaved fig tree, scrubs and medium sized trees.

The personal safety of the users of the car park is of paramount concern. Solutions have been adopted which attempt to minimise this issue, address the issues of potential vandalism to the structure and in turn address the four principles of Crime Prevention Through Environmental Design. Such measures include:

- Natural Surveillance;**
- The provision of an open internal layout with minimal obstructions where possible to provide simple overviewing or casual surveillance of all spaces
 - Lighting design by an electrical engineer
 - A façade system that provides a level of transparency where possible
 - Façade system sealed from floor to floor, minimising potential fall points
 - Roof top high level parapet to minimise potential fall points.

- Access Control:**
- Minimal access points with a single vehicular access point on Uralba Street with boom gates and exit only on Dalzell Street.
 - A office located at the entry point
 - A singular pedestrian entry point on Uralba Street with access control and a dedicated pathway from the entry to the lift core.

- Space and Activity Management:**
- Floor levels and parking bays clearly numbered and colour-coded.

- Maintenance and general up-keep of the facility:**
- The specification of durable and robust materials such as powder-coated aluminium, blockwork and concrete to minimise accidental and deliberate damage.

Whilst the built form is of a significant scale, the careful articulation of the wrapping façade solution with a considered overlay of colour, perforation and fold successfully manage to visually reduce the impact of this bulk, producing a successful and function addition to this precinct.

URALBA STREET

DIBBS STREET

PARK LAND

DALZIELL STREET

LISMORE HOSPITAL

PEDESTRIAN LINK TO HOSPITAL

No. 77

No. 73

No. 71

No. 9

No. 30

No. 22

SIMULATED LEARNING ENVIRONMENT UNIVERSITY CENTRE FOR RURAL HEALTH

FOOTPRINT OF PROPOSED CAR PARK STAGE 1

FOOTPRINT OF PROPOSED CAR PARK STAGE 2

CAR PARK EXIT ONLY

CAR PARK EXIT & ENTRY

PROPOSED FUTURE REALIGNMENT OF DALZIELL STREET TO BE DESIGNED AND CONSTRUCTED IN TO COUNCIL'S REQUIREMENTS/SPECIFICATION

EXISTING ROAD ALIGNMENT

PREVIOUS BOUNDARY

REQUIRED SETBACK INDICATED GREY DASH.



DRAFT