



Example Design Statement //  
**COMMERCIAL PROJECT**

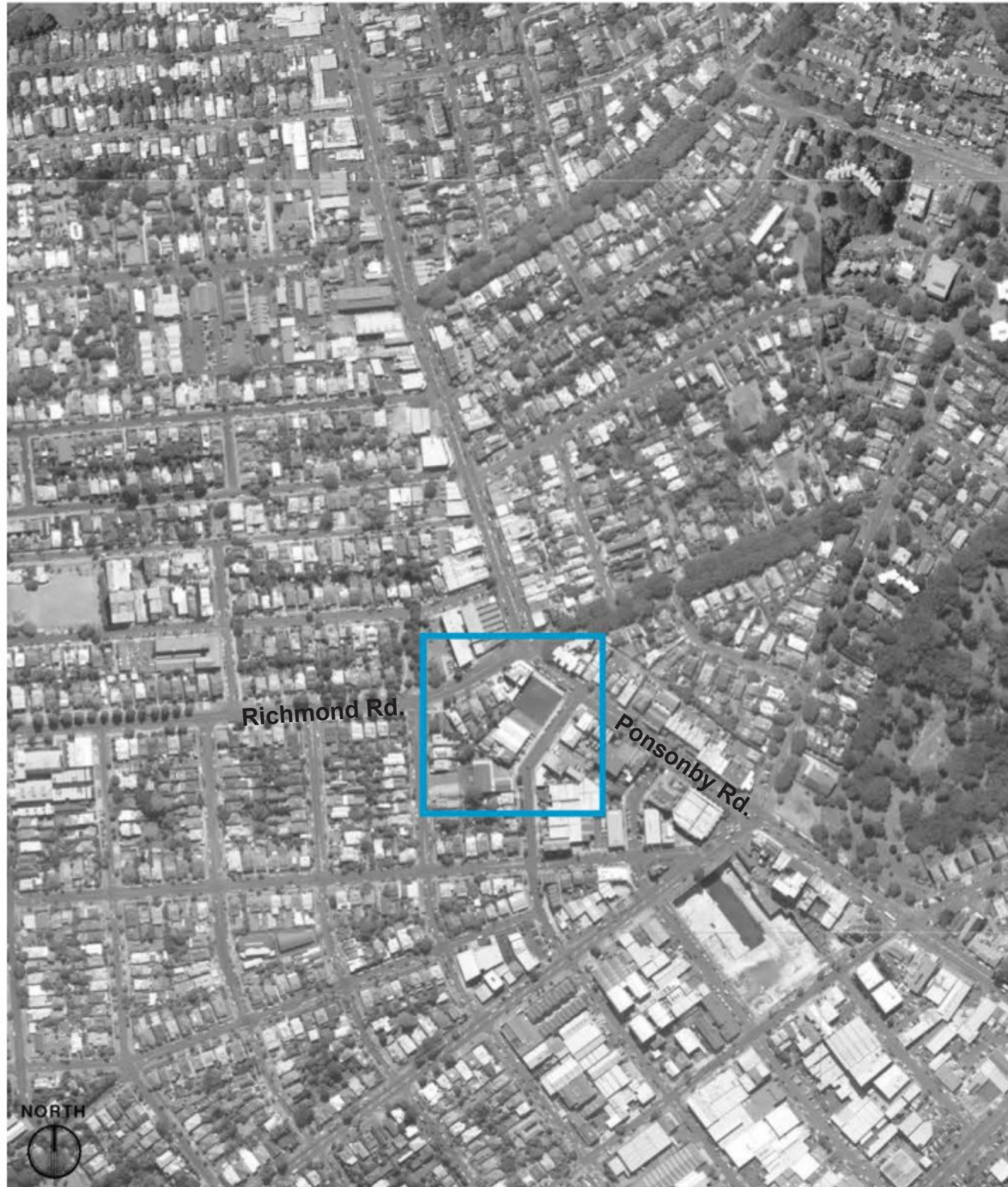
The following Design Statement has been developed from the original drawings and associated material for Ponsonby Road commercial building by Jasmx Ltd.

EXEMPLAR CASE STUDY

# CONTENTS

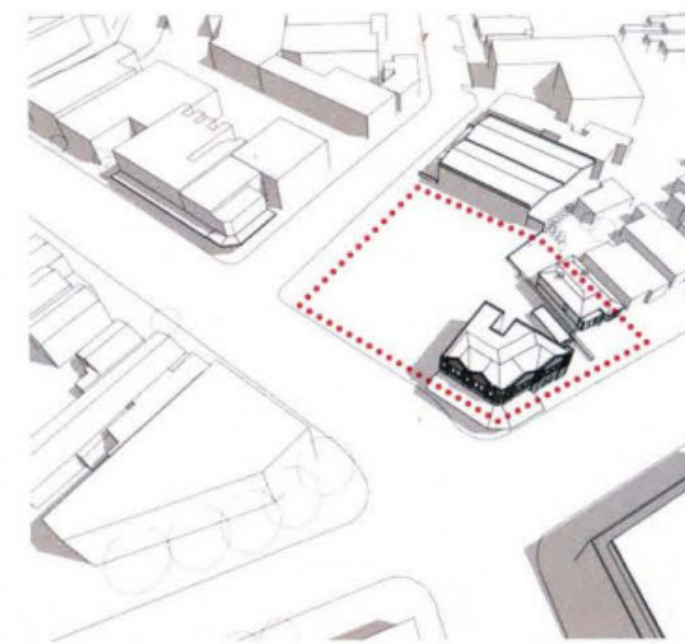
<b>Site Analysis</b>	3	Site Location Plan	<input checked="" type="checkbox"/>
	4	Streetscape Character	<input checked="" type="checkbox"/>
	6	Site Context	<input checked="" type="checkbox"/>
<b>Existing Neighbourhood Context</b>	7	Neighbourhood Character	<input checked="" type="checkbox"/>
	9	Natural & Cultural Environments and Use & Activity	<input checked="" type="checkbox"/>
	10	Movement	<input checked="" type="checkbox"/>
	11	Urban Structure	<input checked="" type="checkbox"/>
<b>Planning Context</b>	12	Planning Context	<input checked="" type="checkbox"/>
<b>Opportunities and Constraints</b>	13	Opportunities and Constraints Summary Diagram	<input checked="" type="checkbox"/>
<b>Design response</b>	14	Concept design principles	<input checked="" type="checkbox"/>
	17	Proposed Site Layout	<input checked="" type="checkbox"/>
	18	Proposed Floor Plans	<input checked="" type="checkbox"/>
	19	Proposed Elevations and Streetscape	<input checked="" type="checkbox"/>
	20	Proposed Building Design	<input checked="" type="checkbox"/>
	22	Proposed Urban Structure	<input checked="" type="checkbox"/>
	23	Proposed Lane Design	<input checked="" type="checkbox"/>
	24	Sunlight Access Diagrams	<input checked="" type="checkbox"/>

# Site Location Plan



Land title ownership

- Owner A
- Owner B
- Owner C



Project area

**Ownership:**

There are two owners working together to produce a cohesive design

**Previous Use:**

Mobil Service Station then a temporary pop up showroom

**Site Area:**

1,771sqm

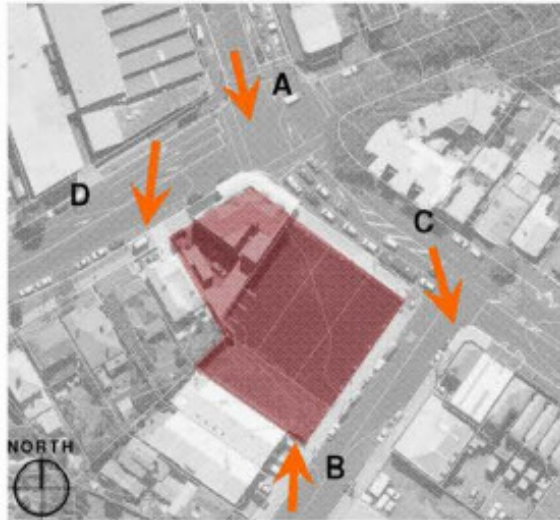
**District Plan Zoning:**

Town Centre Zone

# Streetscape character



**Horizontal Grain - Primary**  
From the original building form and composition, design drivers can be informed. These help the old and the new buildings to create dialog and talk to one another.

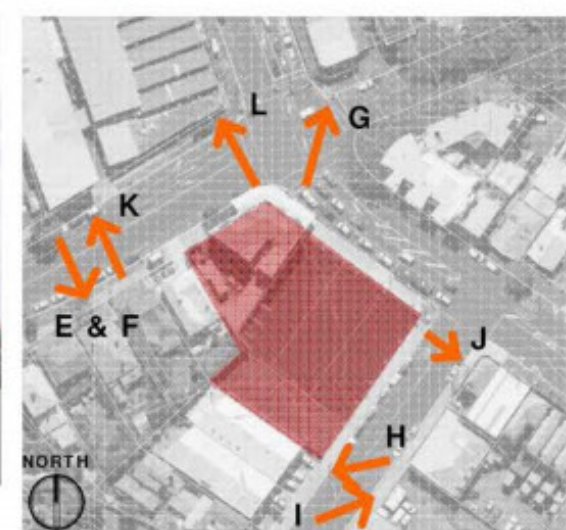


## Lessons learned - Site analysis

- The development should make most of its large site and corner location.
- The development will have good sun exposure, and solar shading will be critical to its thermal performance.
- Windows should be strategically placed to take advantage of the views.
- The design should take the noise and air pollution into account.
- The new façade should take design clues from the remaining character building that sits on the north western side of the site to ensure it fits in.
- The privacy of the private open space of the residential villa next to the site should be maintained.
- The height of the development should not be too high in comparison to its two storey neighbours.
- The design could take clues from the modern apartment building situated across the road. It successfully fits in with the urban fabric due to its vertical rhythm (Refer Photo B, Page E06).

## Streetscape Character

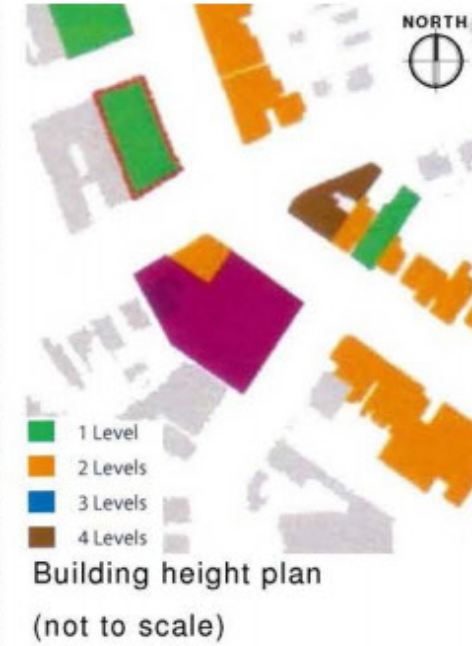
- A** The remaining character building that sits on the north western side of the site is two storeys high, clad with bricks, and has a vertical rhythm created with details such as slim windows on the second level, a verandah, and parapets that look like gable ends.
- B** The neighbour on the southern side is a one storey warehouse with a high stud height. It has little building articulation and is not consistent with the character of the area.
- C** The building on the corner to the east hosts a popular fast food restaurant. It is a two storey character building clad in weatherboard. It has interesting detailing on its parapet, and has slim windows on its second level to give it a vertical rhythm.
- D** A two storey residential villa is located next to the site on its north western boundary. It is clad in weatherboard, with verandah and a hipped roof. Its private open space is directly adjacent to the development.



**Streetscape Character**

- E & F Residential villas on Richmond Road
- G Two storey retail on corner of Ponsonby Road and Picton Street
- H Retail and industrial uses on southern side of site of Mackelvie Street
- I Recent retail development on eastern side of Mackelvie Street, opposite site
- J Character retail building on corner of Ponsonby Road and Mackelvie Street
- K Restaurant and Market precinct on opposite side of Richmond Road
- L Retail on corner of Richmond and Ponsonby Roads

# Site Context



1:500 @ A3

- Key**
- Site
  - Private open space
  - Active edge
  - Character building
  - ← Wind
  - Bus stop
  - ⋯ View shaft
  - Trees
  - Noise and air pollution
  - Sun exposure
  - ↗ Photo angle
  - ▬ Habitable room windows

## The Site

- The site has an area of 1,771sqm, is 51m wide and up to 34m deep.
- It sits on two prominent corners.
- It is rather flat - there is a 1.5m fall to the east on its south eastern side. Retaining and cut is needed at the rear of the adjoining residential site to the west
- The soil was previously contaminated by the petrol station.
- Large trees line the street that is north of the site.

## Microclimate

- The south-western side is protected by neighbouring buildings from the prevailing South Westerly wind.
- The site has a good orientation. The south eastern, north eastern, and north western sides all have the opportunity for good sun exposure.

## Views and Vistas

- All aspects of the building will benefit from views, with various aspects providing differing amenity. The site has views out to Mt Eden, the city centre, Waitakere Ranges, down the street, and of character buildings close by.

## Pollution

- The north eastern and north western elevations have the most exposure to noise and air pollution generated by the traffic.

## Planning Restrictions

- Conservation Interface Area
- Retail frontage and verandah control



Character building along a tree lined street



Modern 4 storey apartments across the road

# Neighbourhood character



Mostly wider / modern buildings with little articulation.



Many brick buildings with rich detailing.



A strong vertical rhythm and vivid colours.



A variety of parapet designs and some detached buildings.

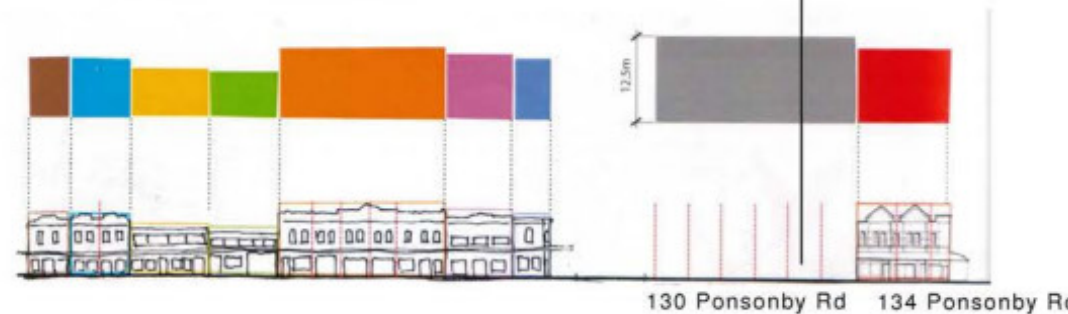
Street elevations showing the street's rich diversity



District Plan - Additional Limitations Map (not to



A vertical grain can be drawn from the original retail plots that divided the land.



## Neighbourhood Character

- The local area is a Heritage Precinct and a key part of the city's social fabric.
- The buildings that provide the character in the area have a variety of scales, form, materiality and grain.
  - Buildings are functional, and their working class routes are visible in their materials and articulation.
  - Verandahs are a consistent feature.
  - Brick buildings with their red hues and patterning provide some regularity.
  - Weatherboard clad buildings are painted in hues of greys and vivid colours.
  - Buildings with rendered façades have varying degrees of aging visible.
  - Buildings with visible aging are improved in the later hours when they come alive with lighting.
  - Newer buildings reflect the eras from which they were developed, with some very low scale set back buildings from the 60's and 70's, and three storey glassy buildings from the 80's and 90's.
  - There are very few concrete buildings and even less glass buildings. Those that are apparent have not been well detailed or articulated and lack the character of the grittier small buildings.
- A varied vertical rhythm has been set up with the streets historical grain. Larger buildings have been broken down to a smaller scale with the placement of windows, and changes in colour / materiality.



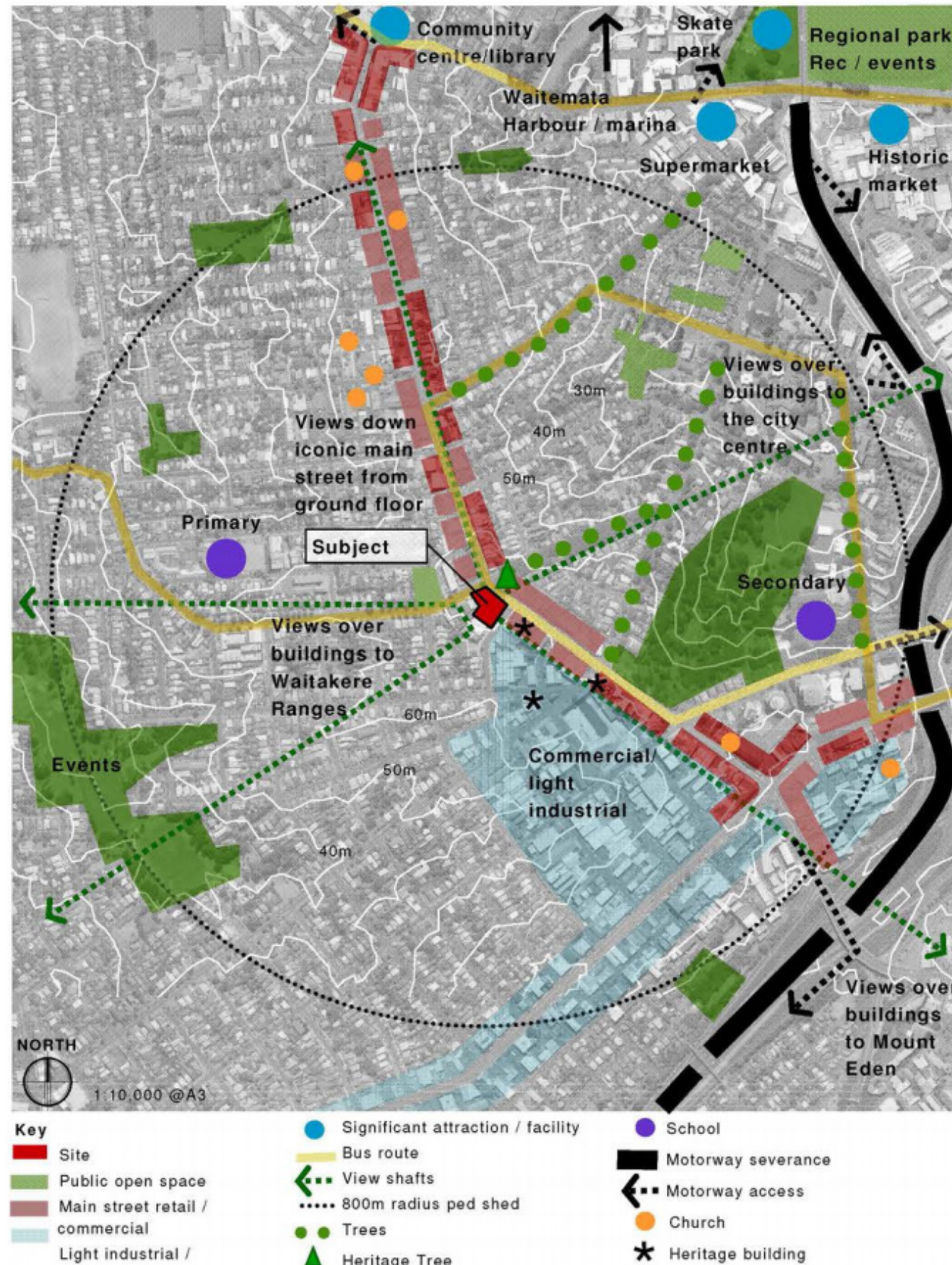
On the CBD fringe, Ponsonby Road forms a key part of our cities social fabric. Ponsonby has developed rapidly over the past two decades with a significant change in the social demographic.

The buildings that provide the character of the area have a variety of scales, form and grains. The buildings are functional and gritty and the working class roots of the area are still very visible in the materials and articulation of those buildings. Newer buildings tend to reflect eras from which they were developed, with some very low scale set back buildings from the 1960's and 1970's, typically three storey glassy buildings from the 1980's and 1990's, and very little development during the last decade.

Established as a key loop from Queen Street, Karangahape Road and along Ponsonby Road to Heme Bay, Ponsonby has always benefitted from a key public transport link to the inner city. There is, however, limited public transport from the greater Auckland region into the area.



# Natural & Cultural Environment and Use & Activity



## Natural / Cultural Environment

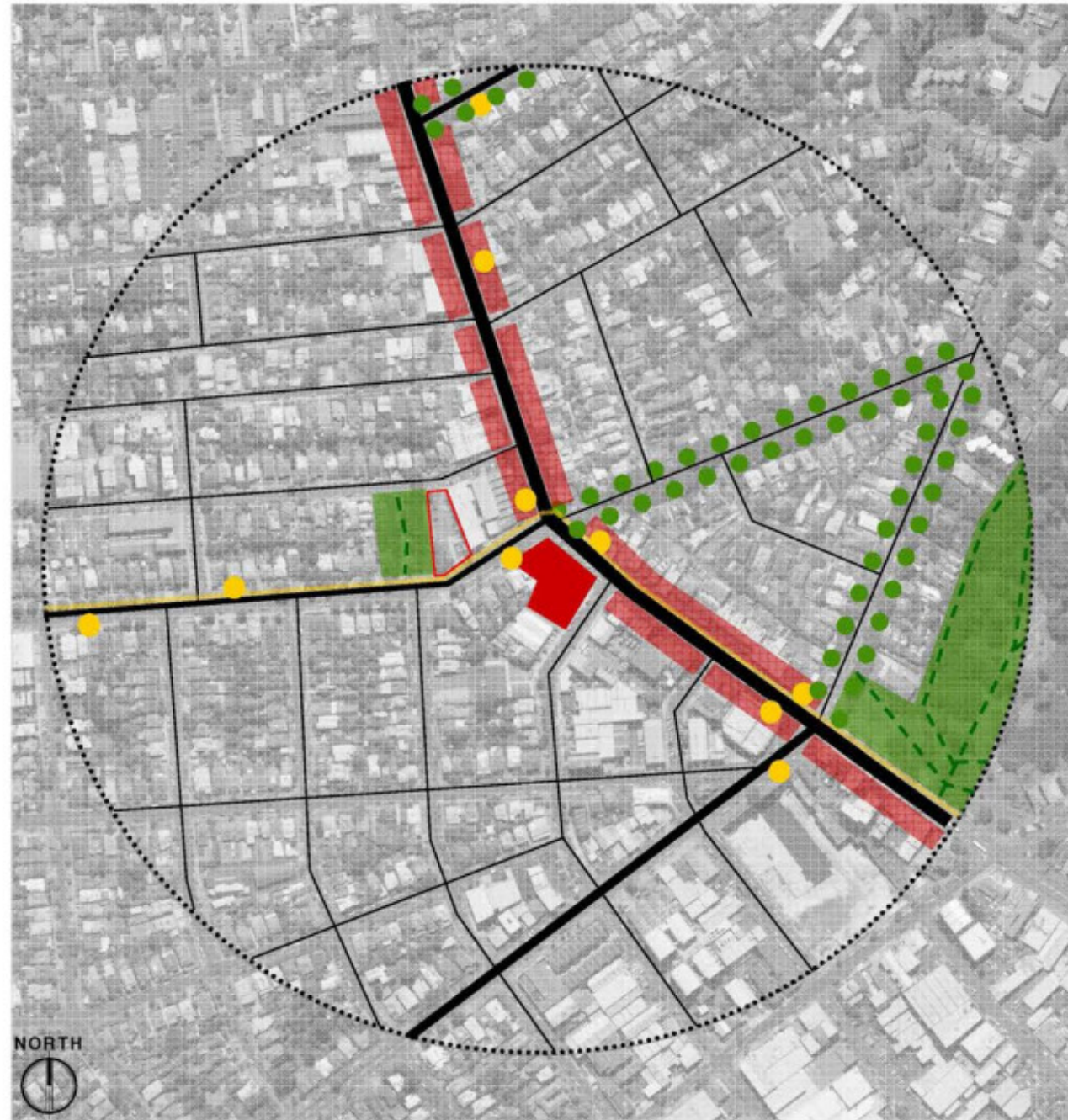
- The site is on the top of a ridge, the land falls to the east towards the motorway, and north and west towards the harbour.
- Ten parks / reserves are located within a 800m radius. A very large recreational park that is also used for regional events is located just out of this circle.
- The site has access to views out to all directions from a height. It looks out to the city centre, Waitakere Ranges, and Mount Eden. There are also views down the iconic main street from the ground floor.
- The site is located 1km away from an historic market that is undergoing renovation.
- Various churches are located in the area.
- A few of the streets surrounding are lined with large trees, with the avenue of Plane Trees down Picton Street all subject to notable tree protection for their historic / cultural and visual amenity values

## Use / Activity

The site is close to many different land uses and facilities because of its location in a city fringe centre. Activities within 800m of the site include:

- Strip retail with shops/restaurants down the north-southeast main street.
- Offices above and behind ground floor shops.
- Light industrial / commercial cluster to the SW.
- Apartments above ground level shops and near the main street.
- Terraces, duplexes and detached housing is located north east and west of the site.
- Two schools - a primary and secondary school.
- The area lacks social services, although many are available 1.5km away in the city centre.

# Movement Frameworks



- Key**
- Site
  - Public open space
  - Main street retail / commercial
  - Walking track
  - Bus route
  - Bus stop
  - 400m radius ped shed
  - Trees
  - Regional Arterial Road
  - Collector Road
  - Local Road
  - Public Carpark

1:5000 @ A3



## Movement Frameworks

- The site is located on a Regional Arterial Road that runs parallel to the motorway. The road is 28m wide and carries four lanes of traffic, which make it difficult to cross.
- The main road is often congested at peak times as it is a commuter route that is in close vicinity to a number of motorway on and off ramps. Road use is further increased by students traveling to the large girls college which is located east of the site, and by shoppers and diners who are visiting the retail strip.
- The site is approximately 1.5km (17 minutes walk) to the city centre to the east, and 1.6m (18 minutes walk) to the coast line to the north.
- The location is a very walkable area because:
  - Local roads surrounding it are well connected and most of the main roads are not wide in comparison to others in the city.
  - Many roads in the area are very narrow, which slow down the traffic.
  - The footpaths along the regional arterial road are very wide as they are about 4m. Furthermore verandahs provide shelter.
  - There are walking tracks through public open spaces.
- The site and immediate street network has a minimal slope.
- Parking is often a problem due to the popularity of shops and restaurants in the area. However, time restricted street parking is provided along the majority of streets. Also, a public car park is located near the site with 1 hour free parking.
- The site is next to three bus stops that are on routes that connect to the city centre.

# Urban Structure



Figure ground plan

## Lessons learned - Neighbourhood analysis

- The design should have height to take advantage of the views to the city, Waitakere Ranges, and Mount Eden.
- It should accommodate a variety of uses, with retail at the ground level.
- Vehicular access to the site should be off one of the less busy side streets.
- It is important that the built character of the new development fits in with its surroundings as the area is a key feature in the city's fabric.
- The design should respond to the heritage buildings in the area by addressing the existing forms, materials, and level of detail. A brick façade could be considered.
- Take the height of neighbouring buildings into consideration.
- Break up the façade with strong vertical elements if it is a large building. Use the historical lot lines as a guide.
- Define the street with a minimal setback to match neighbouring buildings, and provide a verandah to shelter pedestrians.

## Urban Structure

- Building footprints in the area vary in size and shape.
- The mixed use buildings with retail at the ground floor have active frontages with minimal and unified setbacks, giving the public realm a strong definition. Servicing areas are at the rear of buildings and parking often on the street.
- Residential buildings are mostly small and detached.
- Light industrial and commercial buildings have larger footprints.
- Blocks are long and narrow, and not very permeable, as many of the narrow mixed use buildings are joined together.
- Building heights vary in the area. They range between 1-4 storeys on the main street, although they are mostly 2 storeys high. The higher buildings are dotted along the street.
- The main street is 28m wide. It includes four travel lanes, a flush median, and a large footpath on each side of the road. The four lanes are hard to cross for pedestrians due to heavy and speedy traffic flows.



# Planning Context

## Relevant district plan objectives, policies, assessment criteria and development controls that will influence the development of the site

The subject site sits across two zones, with the northern portion of the site zoned Business 2 and the southern portion zoned Business 4 by the Auckland City District Plan (Isthmus).

Key directions provided via the Business 2 Zone objectives and policies:

- Provide for retail, office and commercial activities at a medium intensity of development
- Prioritise primary retail frontages in order to provide for pedestrian amenity
- Local communities to identify a centres character and a vision for its future
- Facilitate community activities
- Avoid or minimise impacts from business activity on neighbouring residential properties or public open space
- Prioritise commercial character of the area over any residential development or parking
- Provide appropriate amenity for residents living in the business zone

The Business 2 Zone identifies the following as a discretionary activity:

*Any activity including all new buildings and required off-street parking otherwise listed in this table as permitted or controlled but which is located within 30m of the Residential 1, 2a, 2b, 5, 6a, 6b, 7a and 7b zones.*

As the subject site is adjacent to Residential 1 zoned land on four of its six edges, any proposed development will be assessed as a discretionary activity. In regards to activities that could occur on the site the following activity statuses apply: offices are permitted; outdoor eating areas are controlled; residential units are discretionary; restaurants, cafes and other eating places are permitted; and retail premises are permitted.

As a discretionary activity (both the building and the anticipated uses), the following matters must be addressed: traffic generation, parking, access, buildings, noise, development controls, residential zone interface, natural environment, infrastructural constraints, outdoor activities, public safety, site suitability, site amenity, ambient air quality and safety.

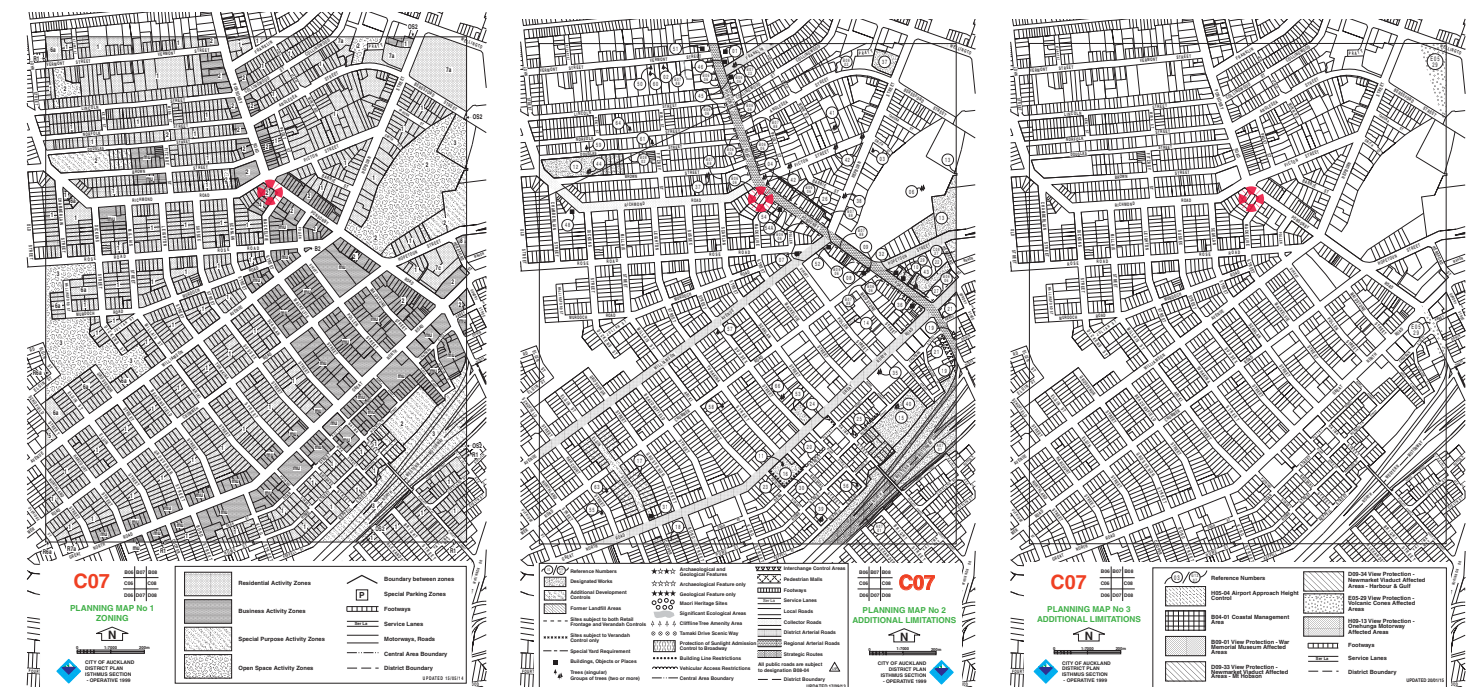
Of particular relevance to this design statement, the matter of 'buildings' states:

*In general buildings should be of a similar or complimentary scale to that of other buildings within the area. Where this is not practicable, buildings should not overshadow or become overly dominant. Methods to mitigate any adverse effect may include the use of separation distances between the proposal and existing development and the provision of screening.*

## Key implications for development proposal

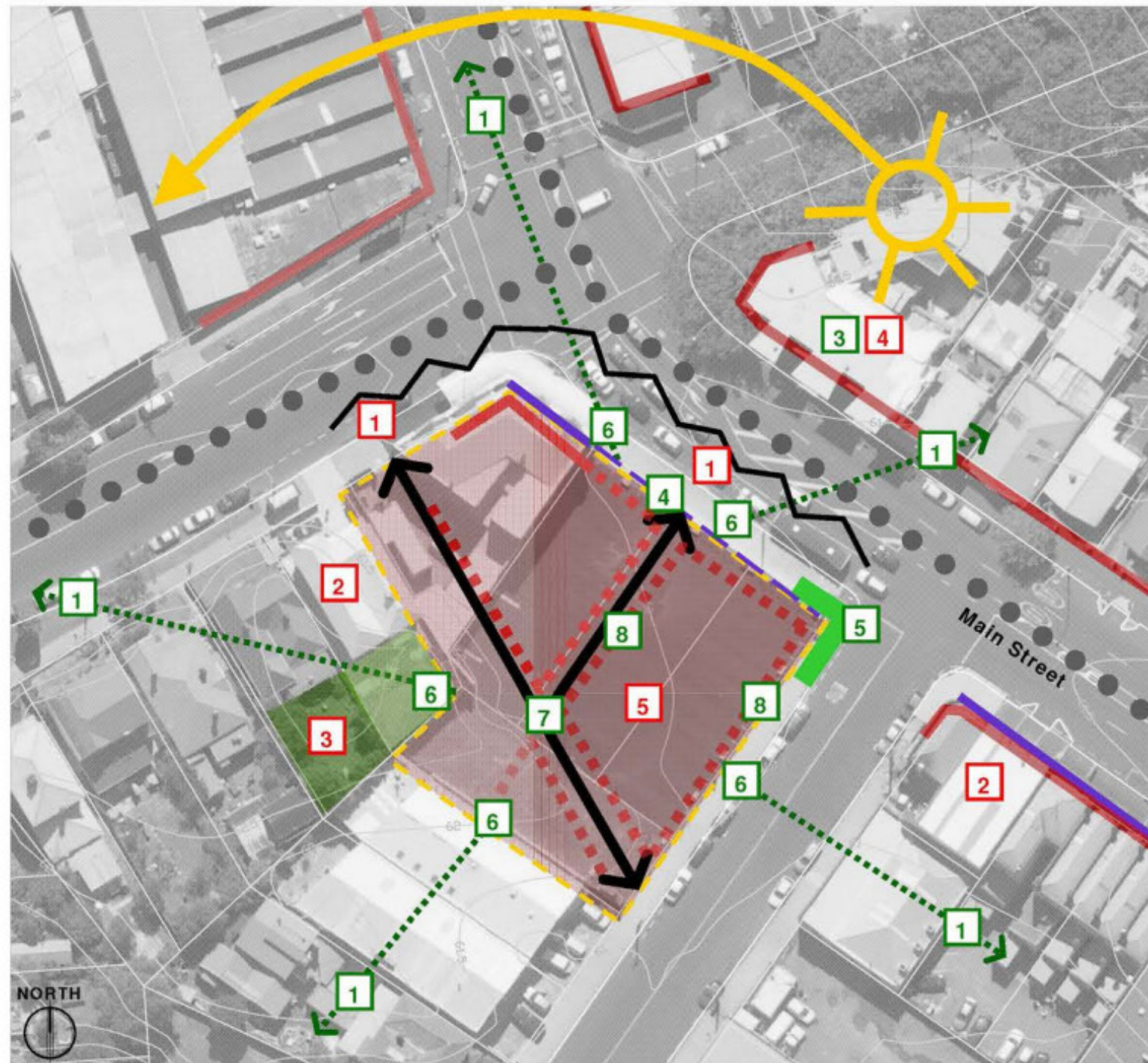
- 1 Anticipated activities of offices, retail and cafes are appropriate to the zone
- 2 As a corner site, identify primary frontage in order to prioritise pedestrian environment along this edge
- 3 Investigate any community-led work that identifies local character and future vision, to inform development's design
- 4 Carefully consider the interface with the neighbouring residential properties, so to avoid or minimise adverse effects upon them
- 5 If design process determines a need for parking on the site, locate and design so it is subservient to the commercial activities
- 6 Undertake a study of built form of surrounding buildings, to identify precedents for building form and character

Auckland City District Plan (Isthmus) Maps



subject site

# Opportunities and Constraints Analysis



Opportunities and Constraints 1:500 @A3

- Key**
- Site
  - Private open space
  - Active edge
  - Unified street edge
  - Articulated corner
  - Window placement
  - ⋯ View shaft
  - Noise and air pollution
  - ~ Barrier
  - Sun exposure
  - Public lane
  - Opportunity
  - Constraint

## Opportunities

1. The building could be higher than neighbouring buildings to take advantage of the views.
2. It could be designed to fit in with the urban fabric by addressing the existing forms, materials, and level of detail. A brick façade with vertical elements could be considered.
3. The design could take clues from the modern apartment building across the road as it successfully fits in with the urban fabric due to its vertical rhythm.
4. The unified street frontage could be continued by using the same setback as neighbouring buildings, and by providing a verandah.
5. The development could articulate the corner.
6. Windows should be placed to take advantage of the good sun exposure and to frame the views.
7. A public lane could be created to increase the permeability of the development and to optimize the amount of retail frontage.
8. Retail activities could activate the lane and streets edges.
9. Ground floor can be used for retail, as basement parking is feasible due to the area's density.

## Constraints

1. Vehicular access to the site is constrained by two high volume traffic roads on the north-east and north-west boundaries.
2. The heights of neighbouring buildings range between two to four stories. This puts a limitation on the height of the proposed built form to ensure it does not create negative shadowing or dominating effects.
3. The privacy and sun emission of the adjoining private open spaces needs to be respected, which places limitations on the proposed built form.
4. Neighbouring apartments overlook the site.

# Concept Design Principles

## DESIGN PRINCIPLES

### A Sense of Place

The development is seen as a new part of the existing Ponsonby urban fabric. An analysis of the surrounding area indicates that the buildings that provide the character of the area have a variety of scales, form and grain. The working class roots of the area are still very visible in the materials and articulation of those buildings. There is a wonderful mix of buildings that form the diversity of the Ponsonby fabric that includes retail, factories, offices and residential properties. Characteristic to these are an honest and gritty nature which reflects the functions within. We see the new building forming a link to those buildings.

We undertook a process to work through the issues of the site to establish the key drivers of the design. The planning of the site includes an alley between the new development and 134 Ponsonby Road to link to the new rear lane. The new lane helps establish a legible pedestrian connection between Richmond Road & Mackelvie Street, establishing a lane network and providing greater permeability within the block.

The establishment of the rear 'lane' along with the alley that separates the new development from the 'Red Brick' 134 Ponsonby Rd building were key to the initial phase of the design. We worked through in excess of 30 schemes that provided different ways to mass the buildings. Through a series of exercises we analysed the strengths of the various opportunities (see Concept Studies 3.1) as we grouped the schemes into similar forms.

We have arrived at a scheme that establishes three masses on the site. The grouping of the mass creates a new 'lane' through the rear of the site. We have termed this 'Mechanics Lane' as a reference to the site history. An urban lane with a gritty nature and hard raw materials are seen as reinforcing the early history and character of this area. The contained courtyard within the space creates a new 'urban yard'.

### Ponsonby Building

We have massed the proposed building (see page 45) along the alignment of 134 Ponsonby Rd (red brick building) and 128 Ponsonby Rd (the Murder Burger building) opposite Mackelvie St. At the outset, we undertook a comprehensive analysis to

establish the grain and rhythm of the façades along Ponsonby Road. Having initially thought there would be a degree of consistency, we have established that Ponsonby Road is very diverse in terms of form, scale and grain.

Due to the scale of our neighbours we initially believed a two storey building along Ponsonby Road would create a better fit for this site. We developed the 2+5 scheme (see pages 82-95). Whilst this scheme is sympathetic to the Ponsonby Rd frontage, it creates a greater height infringement, particularly in relation to residential dwellings on Richmond Rd. Knowing the risk attached to a 2+5 scheme we have further developed the 3+4 scheme.

The Ponsonby façade articulates the mixed rhythm of Ponsonby Road. It acknowledges the underlying property lines with the massing broken into three blocks. The palette of materials is similar to that of the rear mass but will be more refined and polished. To acknowledge the more refined commercial character of Ponsonby Road, this façade is reflective and rich materials.

We have articulated the façade to align key aspects of the new building reference the 'Red Brick' 134 Ponsonby building. We have taken great care in establishing datums and cues back to the historic building to ensure the new building respects and reinforces the proportions of the former.

### Mackelvie Building

This forms the larger mass of the development. We have pulled it away from the neighbouring buildings to reduce its impact by rotating back towards the middle of the site.

The boxes over the windows draw their inspiration from tool drawers within a mechanic's workshop. Varied depths and textures of the façade, together with a material palette of rough and raw materials, engender the sense of the grit behind the glamour of Ponsonby Rd. The window boxes assist in providing solar shading to the office spaces behind.

### Mechanics Lane Building

This building is viewed as the unpolished jewel in the rough. Forming a tight lane between the buildings, the simple triangular wedge is comprised of glass and steel. The materials will accentuate the character of the 'Urban Lane'. The building provides the opening for the underground carpark at the Mackelvie end and opens onto a west facing courtyard (urban yard) within

the central part of the precinct. Clad in a webforge type material this will provide a lantern nature to the lane. The ground and first floors will comprise a restaurant/bar located at the heart of the social space within the precinct. Understanding the success of the tavern which is now operating within the Red Brick building, the west facing courtyard at the rear of that building will be extremely popular. We will accentuate the rough and raw nature of the existing palette of materials and limit new materials to stone, glass and steel.

### Mechanics Lane

The proposed new 'Mechanics Lane' creates a strong, legible pedestrian connection between Richmond Rd and Mackelvie St to the 'rear' of the buildings. Creation of the lane establishes new opportunities for ground floor activities including additional retail frontage along the northeastern length of the lane and the triangular building on the south-eastern side.

Materials reinforce the gritty, urban character within this lane and comprise concrete, asphalt, basalt setts, steel gates and railings, and simple low plinth seating. Colour is added by flowering Magnolia. The urban yard includes a 3m high water wall creating amenity and respite for clients of the restaurant and bar, and other passersby.

### Alley

The alley was established to create a distinct separation between the historic Red-Brick building and the new development. It is a narrow alley at 1.8m wide. This was viewed as a safe distance between the buildings, but deliberately kept narrow to reinforce the connections between the two buildings. There has been a view expressed to increase the width of the alley, however we consider this an appropriate distance for both separation between the masses and to create a sense of enclosure. New openings will be created along the length of the alley façade of the existing historic building to help create an active frontage for the pedestrian experience. Also the 1.8m width is sufficient to allow two people in wheelchairs to pass easily side by side. It is also consistent with the Auckland City pedestrian accessway standard and the minimum width contained in Council's Engineering Design Standards.

This alley will be open to public during the day, but will have controlled access after hours.

## Laneway Studies

### Laneway options

The Ponsonby Precinct site offers the potential for creating laneways (narrow street-like connections open to the sky) as part of the scheme's access layout. The use of such spaces is suggested as an improvement to the overall proposal in relation to concerns raised by the ACC Urban Design Panel during review of previous proposals.

Preceding designs had provided alternative access routes, as lobby or passageway spaces under buildings. These are efficient in terms of gross floor area, but are less effective in terms of the quality of accesses.

This study documents the character and form of lanes and passageways from along Ponsonby Road, together with examples from around Auckland and beyond.

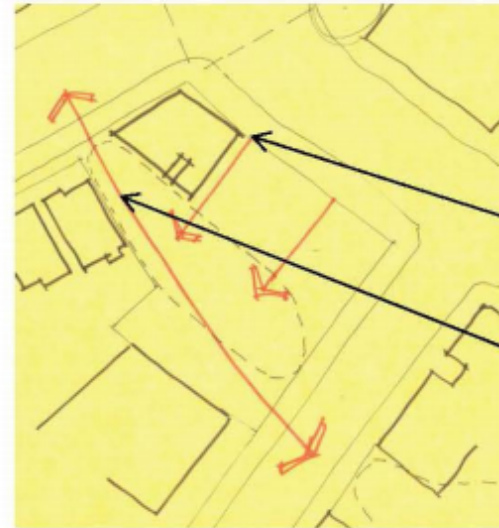
Recommendations based on this study are made for any lanes or similar spaces which are to be included in revised designs. This study is not linked to a specific

design option, but intended to provide general guidance informing the spatial structure developed as part of design concepts.

### Design principles

These principles are drawn from best practice guidance, and from observation of examples around New Zealand. They should inform decisions on inclusion of lanes, and design of their form.

1. Integrate routes with existing or future linkages
2. Reference or retain historic patterns
3. Closely relate the form of spaces to adjacent activities
4. Develop the qualities of facades based on the space they enclose
5. Establish an appropriate 'grain' of uses along ground floor edges
6. Exploit and adapt to microclimatic factors
7. Visually open to the sky
8. Consciously create front or rear character, using elevation treatments
9. Ensure overlooking for safety where required and appropriate
10. Assign corridors for movement through occupied spaces
11. Develop a consistent width and building line along each link, stepping only to create larger spaces with a defined role or activity
12. Use solid or transparent building corners in a strategic manner to define the character of entrance thresholds
13. Any spaces shared by vehicles and pedestrians should be designed with 'shared surface' treatments
14. Design for easy management and maintenance



### Contextual Opportunities

Access routes into or through the precinct as part of the proposed development could include two primary opportunities:

- A. Entering from Ponsonby Road frontage towards spaces behind street-bounding building elements
- B. Traversing the precinct from Richmond Road to Mackelvie Street

These two opportunities also relate to the historic grain of the area, in which it is common to find street-access passages entering into service spaces located in the rear half of sections along Ponsonby Road.

Any route traversing the site should be carefully considered in terms of effects on activities related to ownership patterns and aspirations, particularly the compatibility and effective operation of uses.

### Precinct Opportunities

The precinct comprises existing and proposed new buildings, in various ownership and proposed operation areas;

1. 134 Ponsonby Road currently contains a private courtyard which is projected to be surrounded by complementary uses around a space defined by heritage building elements.
2. New development at 130-132 Ponsonby Road is large enough to justify a new space towards the centre or rear of the site as part of a commercial development. This space will need to give access to light as well as potentially forming a central character space.
3. Vehicle access to the development from Mackelvie Street may include a threshold space abutting the street, and a pedestrian link to the central space.
4. There may also be opportunity for a new pedestrian link from Ponsonby Road into the central space.



### Laneway parameters

The opportunities of the site suggest that two different types of access route may be required or advantageous to the design concept and layout:

There are a number of comparable links along Ponsonby Road. Examining these links and examples from Auckland city and wider afield suggests the following recommendations. These acknowledge character and function.

#### 1. Narrow, pedestrian use link

- Width - space for movement only with no activity occupancy should be between 1.5m and 2.5m wide.
- Width - spaces which should include activity occupancy should be between 2.5m and 4.0m wide. This is based on activity 'spilling' out of adjacent buildings on one side of the link only, creating an intensely used space with the activity closely interacting with passing movements. Where activities spill out on both sides this should be increased to at least 4.5m wide.

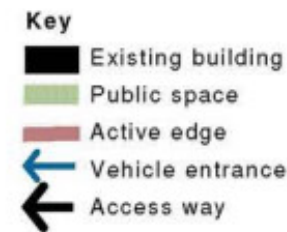
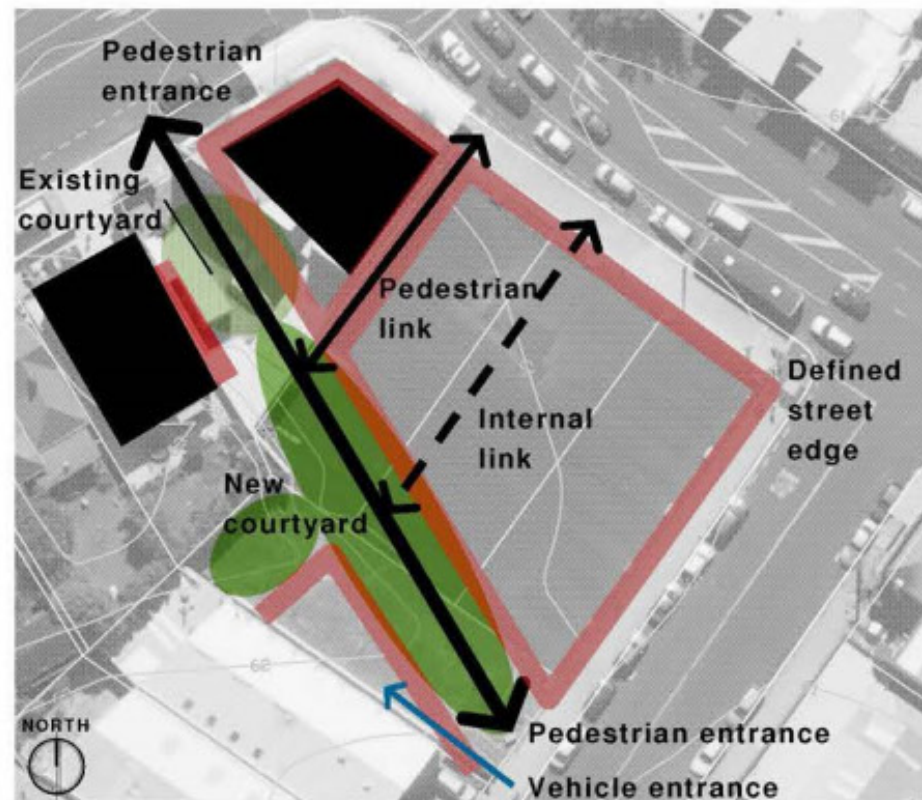
#### 2. Wider shared vehicle and pedestrian link

- Width - space for movement only with no activity occupancy should be between 3m (no simultaneous vehicle and pedestrian access) and 4m wide, dependent upon the size of vehicles required to use the route.
- Width - spaces which should include activity occupancy should be at least 5m - 6m wide, and no more than around 9m wide. This is based on activity 'spilling' out of adjacent buildings on one side of the link only, creating an intensely used space with the activity closely interacting with passing movements. Where activities spill out on both sides this should be increased to at least 8m wide.

#### 3. Both narrow and wider links

- Any weather protection for the space should preferably be formed with retractable awnings only. This allows for flexible protection, while protecting a view of the sky which is a key factor in the attractiveness of this type of space. Awnings should be relatively continuous, especially where the lane is less than 15m long.
- Plan layout of the space should be formed with a continuous building line with minimal stepping. This strengthens the form of the space, avoids potential CPTED issues with recesses and entrances.
- Overlooking from upper floor windows is advantageous for safety, and is particularly important where the link is narrow or long.
- While overhanging roof projections can be accommodated, they should not restrict the view of the sky excessively as a proportion of the upwards view.

# Concept Design Principles

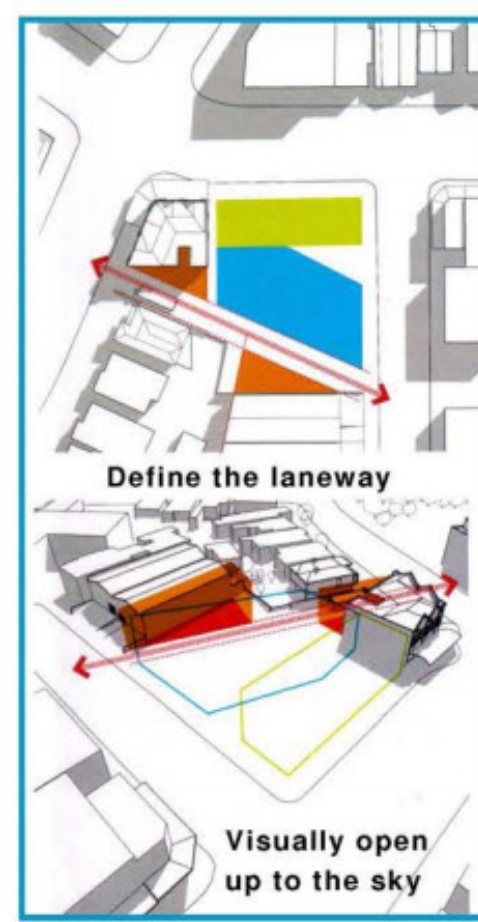
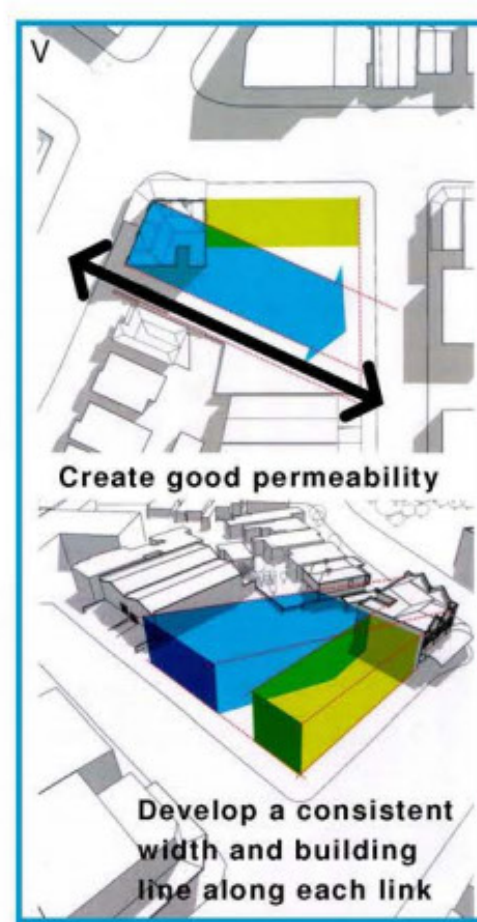
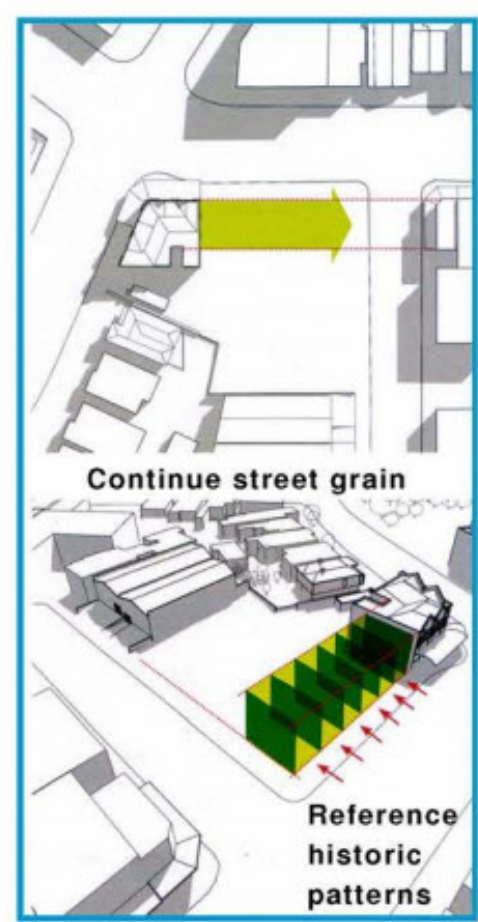


Concept diagram 1:500 @A3

**Design Intention:** To ensure a strong interface between existing buildings and proposed development, and good connections with the surrounding area.

## Design Principles Synthesized from the Analysis:

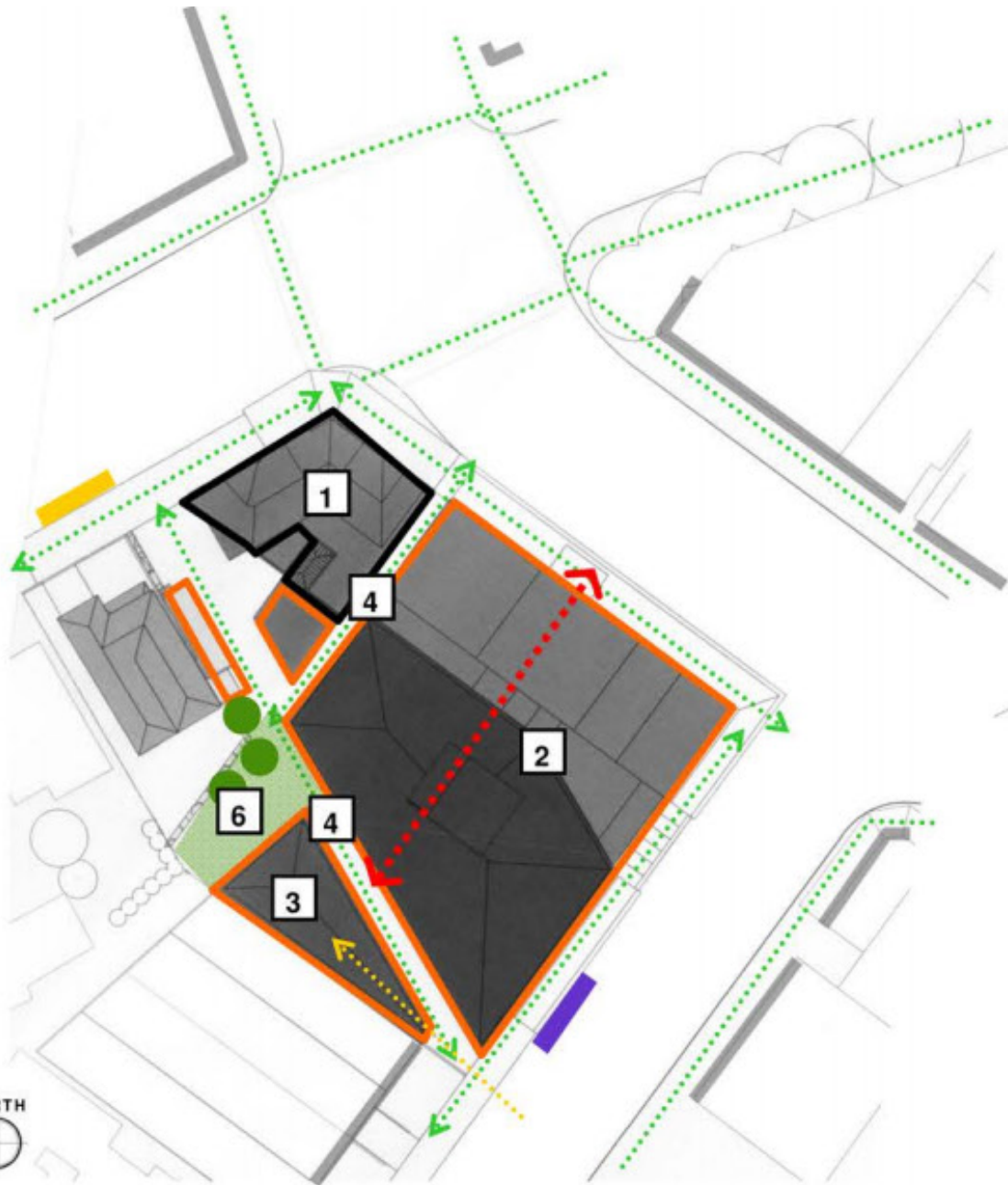
- Closely relate the form of spaces to adjacent activities.
- Create a building front or rear character using elevation treatments.
- Reference or retain historic patterns.
- Establish an appropriate grain of uses along ground floor edges.
- Develop the qualities of façades based on the space they enclose.
- Create a development with good permeability. Integrate routes with existing or future linkages and assign corridors for movement through occupied spaces.
- Maximise access by providing accessible routes through the development.
- Develop a consistent width and building line along each link, stepping only to create larger spaces with a defined role or activity.
- Any spaces shared by vehicles and pedestrians should be designed with 'shared surface' treatments.
- Use solid or transparent building corners in a strategic manner to define the character of entrance thresholds.
- Ensure overlooking for safety and provide privacy where required or appropriate.
- Exploit and adapt to microclimate factors.
- Visually open up to the sky.
- Design for easy management and maintenance.
- Maximise legibility through height variations.



Form development



# Proposed Site Layout



Site Plan

- Key**
- Existing building
  - New Building
  - Courtyard
  - Tree
  - Pedestrian connection (accessible)
  - Vehicle entrance
  - Loading bay
  - Bus stop
  - Internal access

1:500 @ A3

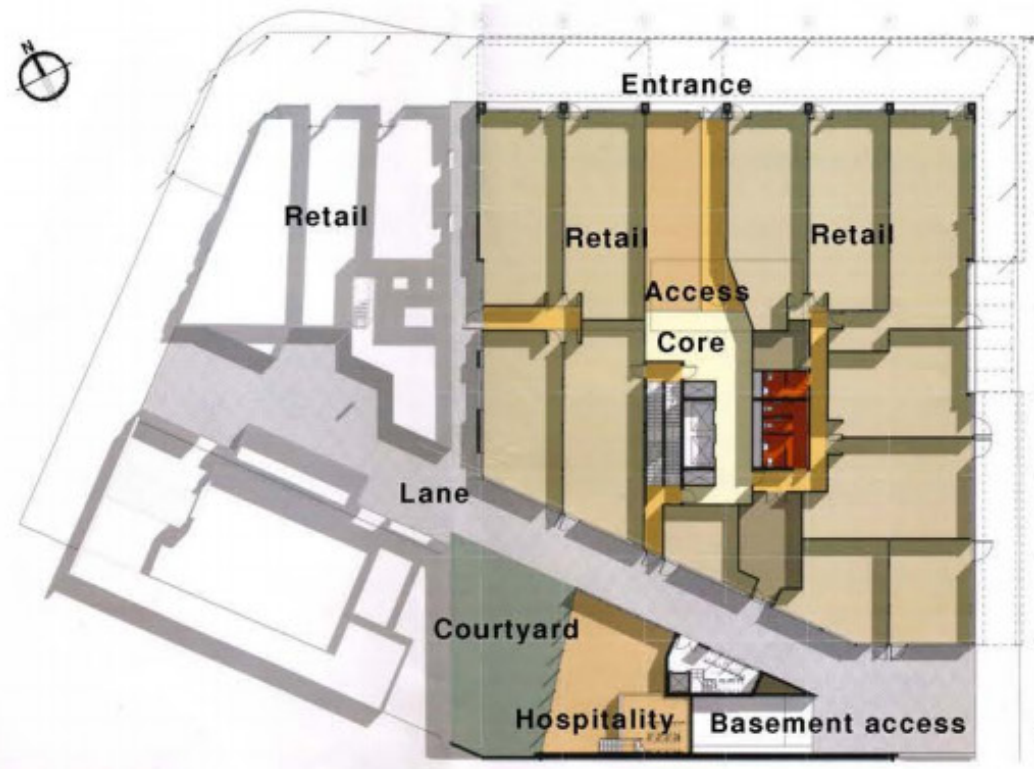


Ground Floor Plan

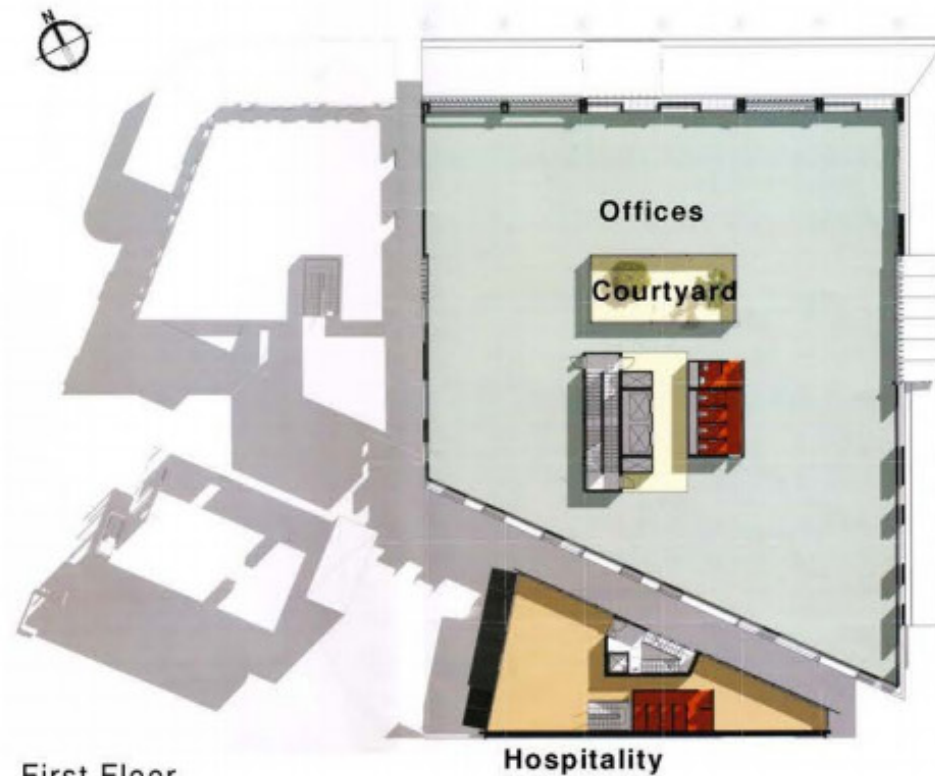
- Key**
- Existing building
  - Active edges
  - Courtyard
  - Building entry
  - Pedestrian connection (level access)
  - Visual connection
  - Vehicle entrance
  - Loading bay
  - Bus stop

- There are three distinct masses on the site. The grouping of masses clearly defines a new lane through the rear of the site, a smaller alleyway, and a courtyard.
- 1. The existing building on the north western corner is the primary focus of the precinct. The new development has been aligned to this building to continue the unified street frontage.
- 2. The new building on the north eastern corner is the largest mass in the development. An internal pedestrian link will provide an additional connection through the site.
- 3. The wedge shaped building helps define the lane, and new courtyard. It also provides vehicular access to the basement carparking.
- 4. The lane provides a strong, legible pedestrian connection, and a direct line of site through the block. Its northern entrance is located next to a bus stop.
- 5. All pedestrian connections and active frontages provide for accessible paths and level access.
- 6. A courtyard at the rear of the development sits next to the lane. It is a good interface between the development and the adjacent open space. It is sheltered from the wind and has good sun exposure due to its north western orientation.
- There is a continuous retail frontage to the northern and eastern streets. The lane provides additional opportunities for ground retail space along its boundary.
- A loading area is located on the south eastern side of the site, near the vehicle entrance. This area will read as the developments rear.

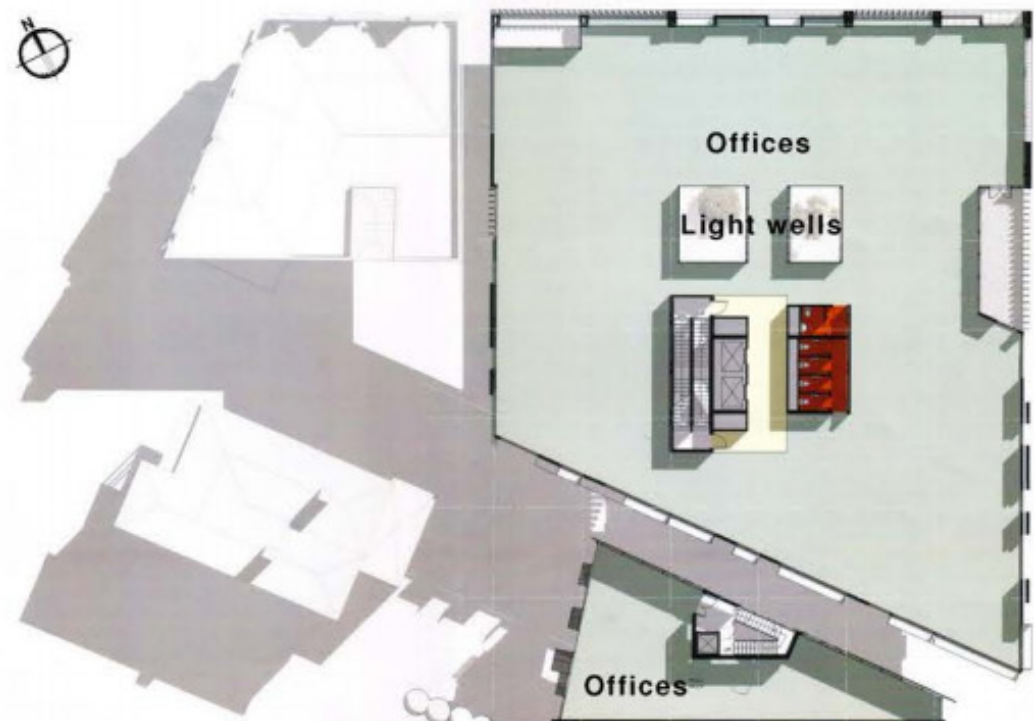
# Proposed Floor Plans



Ground floor



First Floor



Second Floor

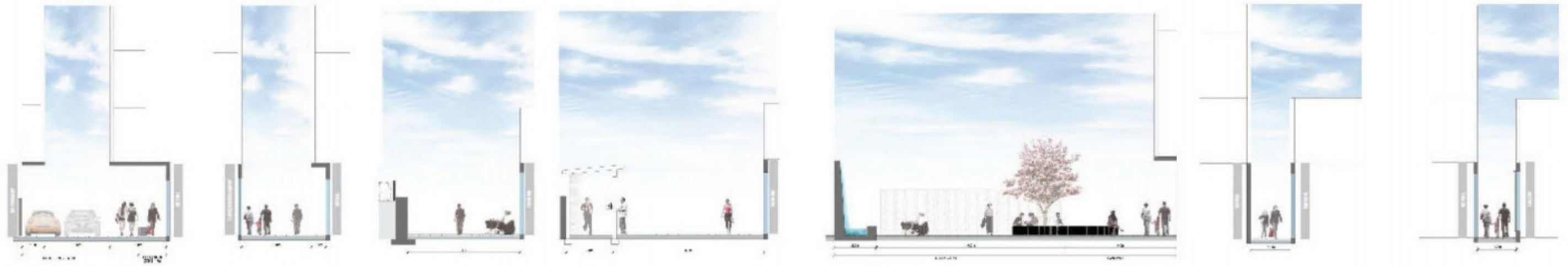


Third Floor

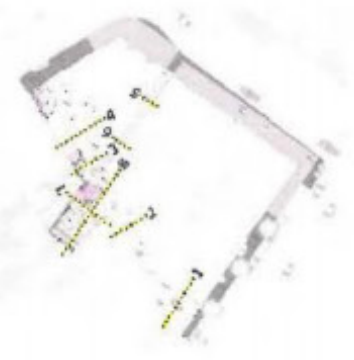
## Floor Plans

- Vertical circulation is provided in the centre of the development. Access to the core is through the larger corner building from either the lane or main street.
- The ground floor is predominantly retail. It has been broken up into smaller shops to give the development a finer grained character.
- Basement carparking is accessed by the street on the south eastern side of the site.
- The upper floors are intended for offices. They are based on a 6mx6m grid to ensure flexibility with internal layouts.
- There is a light well that cuts through to the first floor where a courtyard sits.
- The upper floors have multiple windows in order to capture the various views.
- The top floor has a smaller floor plate because it has been stepped back.
- All floor plans comply with accessibility requirements as per NZS 4121.

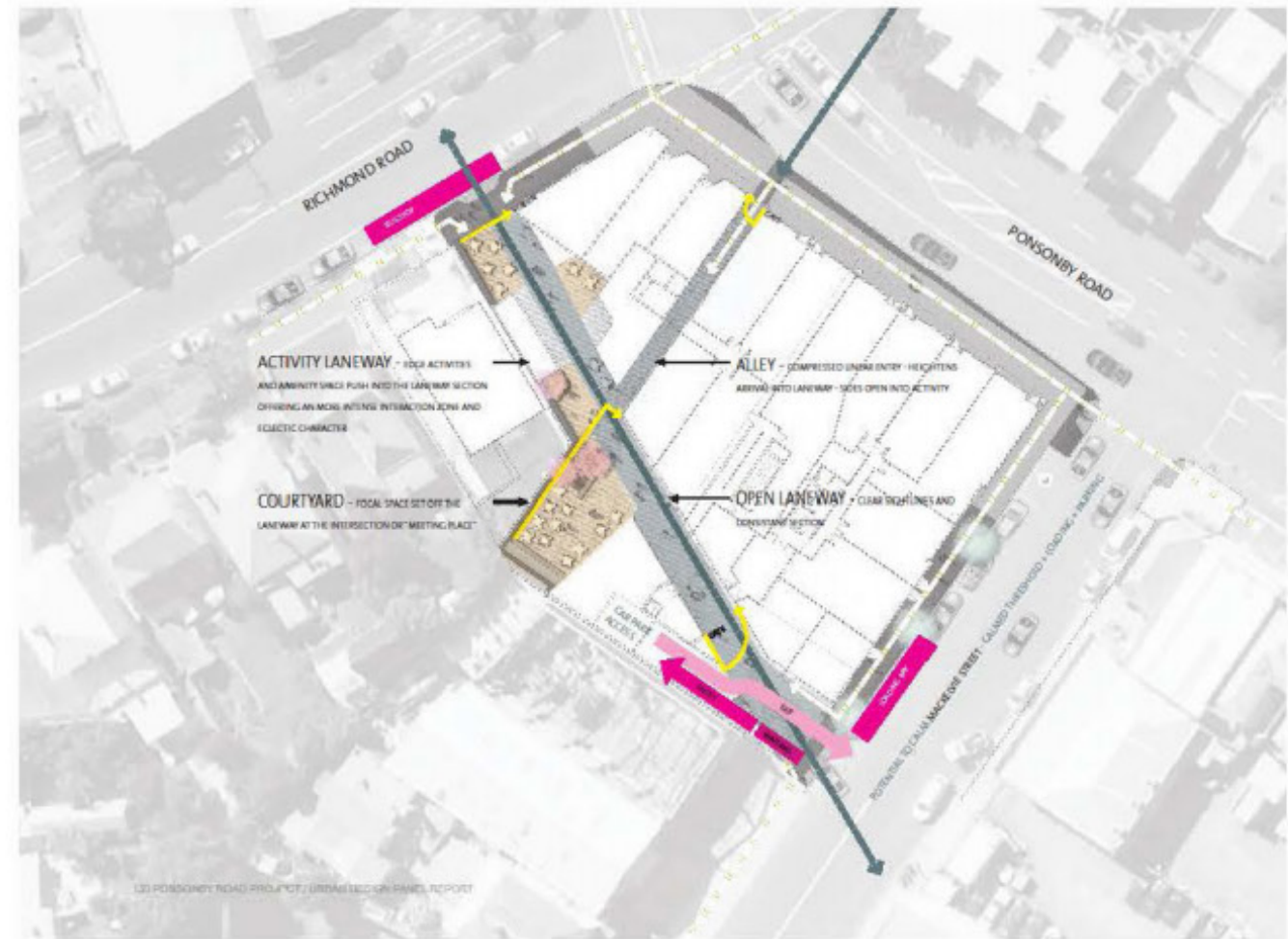
# Proposed Elevations and Streetscape



Laneway Sections

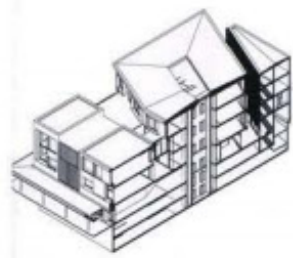


Laneway Context & Circulation



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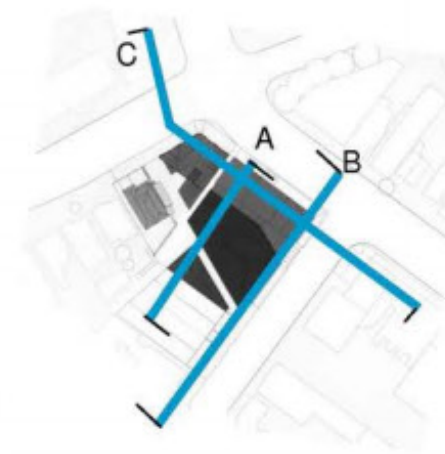
# Proposed Building Design



The building's bulk has been broken up with steps in height



Section A



Elevation B



Elevation C

## Built Form

- The development consists of six storeys in total, although it only appears to be four storeys high from the street.
- The ground floor is for pedestrian linkages and retail.
- The upper floors are designed for offices. These will have extensive views out to the city centre, Mount Eden, and the Waitakere Ranges.
- The lower two floors are allocated for basement carparking.
- The corner building has been designed to fit in with the existing brick building.
  - It will appear to be three storeys from the footpath on the main street - as its top floor has a large set back.
  - The roof line is relative to the height of the brick building's parapet.
  - Variations in its height form a vertical rhythm that complements the façade design of the brick building.
- The corner building has most of its height in the centre of the site. At four floors from ground level, it is similar in height to a consented development that will be situated north west of it.
- The wedge shaped building is four storeys high, however it is stepped down to three levels at the boundary to ensure it does not dominate its two storey neighbour.
- The corner of the new building is accentuated with height and depth.
- A verandah is provided on all sides to continue the unified street edge, and to provide shelter for pedestrians.

# Proposed Building Design



Elevation A



Elevation B

Vertical fins reinforce the vertical rhythm

The fins are a similar colour to the bricks in the existing façade

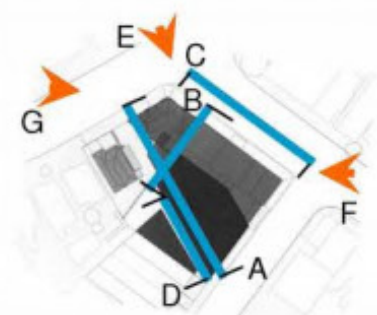


Elevation C

The wedge shaped building is mostly clad in glass



Elevation D



Perspective E - the transition from old to new



Perspective F - the articulated corner



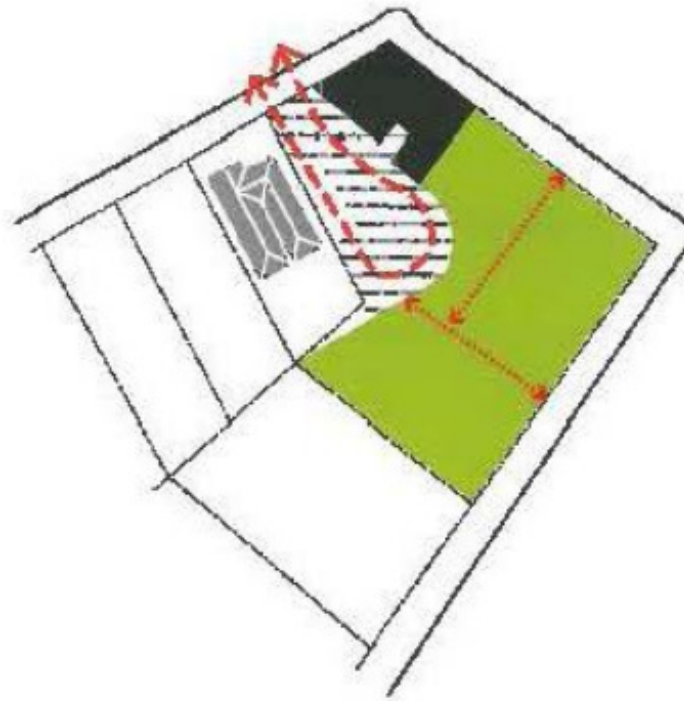
Perspective G - Laneway entry from Richmond Road

## Façade Design and Materiality

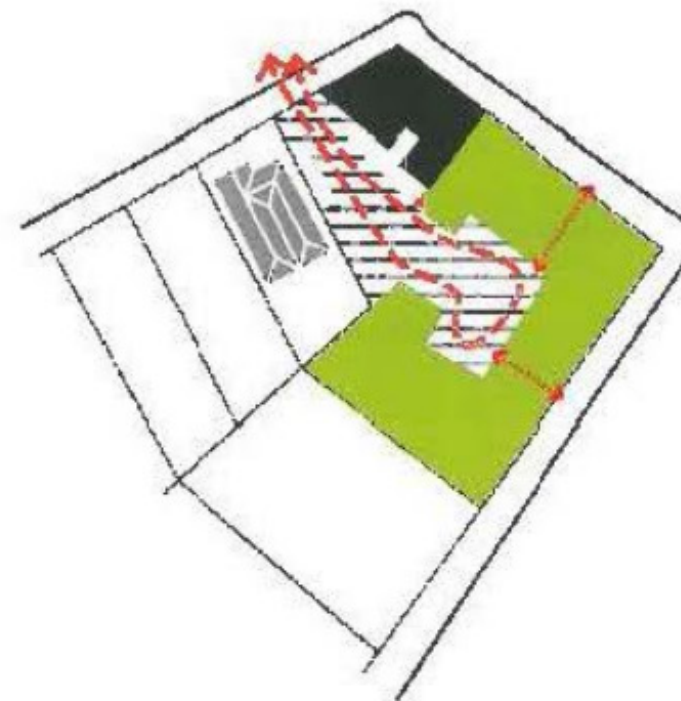
- As the existing buildings in the area vary in materiality, the building is proposed to be clad in a variety of modern materials that reflect the era in which it is built. Materials include glass, stone, and steel.
- The design responds to the grain of local heritage buildings, taking cues from the modern apartment building across the road which has done the same, by using a vertical rhythm to fit in with the urban fabric.
  - The façade of the largest building acknowledges the underlying property lines with the massing broken up into four blocks.
  - The brown vertical fins on this building reinforce the vertical rhythm, and tie in with the existing character building by being a similar hue. They also provide privacy and shading for the offices on the upper levels.
- The upper levels have windows that are varied in size for a modern asymmetrical look. These take advantage of the good sun exposure, and frame the various views. These will be double glazed to prevent heat loss and to reduce noise pollution.
- The street corner has been accentuated with colour, oversized windows and negative detailing.
- The façade of the larger building is intended to have an industrial look to tie the building in with the warehouses that sit behind it. A material palette of rough and raw materials has been used, and the boxes over the windows were inspired by the tool drawers found within a mechanics workshop. The boxes will also assist with solar shading.
- The wedge shaped building is intended to stand out in comparison to the other buildings in the development. It will look light and polished, as it will be mostly clad with glass.

# Proposed Urban Structure

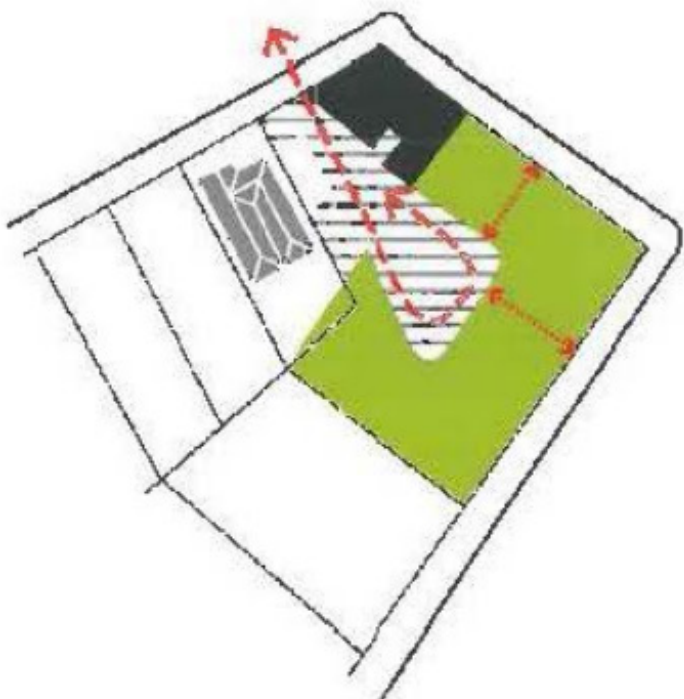
## Urban Space Studies



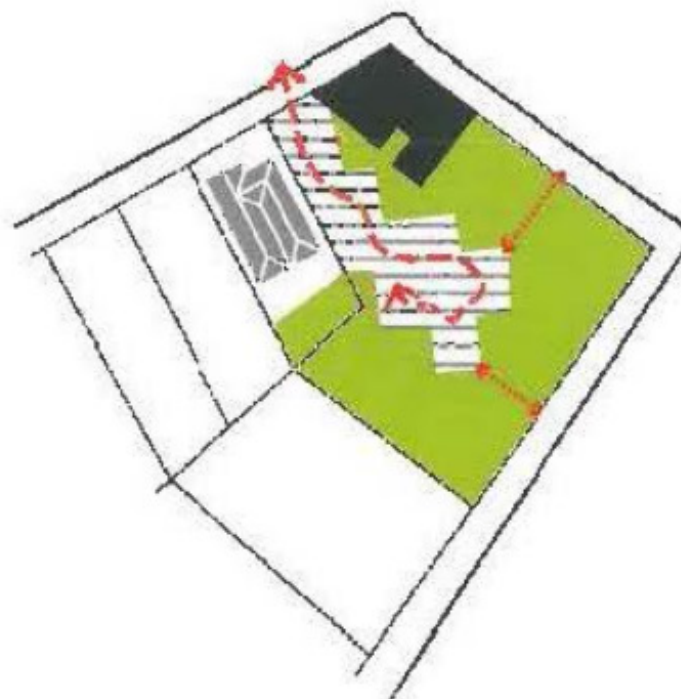
- 1. Unified Building Form – Shallow Rear Courtyard**
- Single unified building form using whole site
  - Courtyard space mostly on rear of corner site
  - Unified form includes embracing gesture to rear courtyard
  - Courtyard character defined by Heritage buildings
  - All courtyard activity visible from Richmond Road
  - Re-entry type Pedestrian movement likely
  - Arcade type thoroughfares linking to Ponsonby Road and Mackelvie Street.



- 3. Single Varied Building Form – Semi Enclosed Courtyard.**
- Variety of form clustered around courtyard space creating semi-enclosure.
  - Courtyard space sequence rather than single space.
  - Sense of variety dominates courtyard character.
  - Pedestrians are drawn through sequence of spaces.
  - Pedestrian through-site link expected.
  - Thoroughfare linking to Mackelvie Street and Ponsonby Road as small arcades to complete sequence.

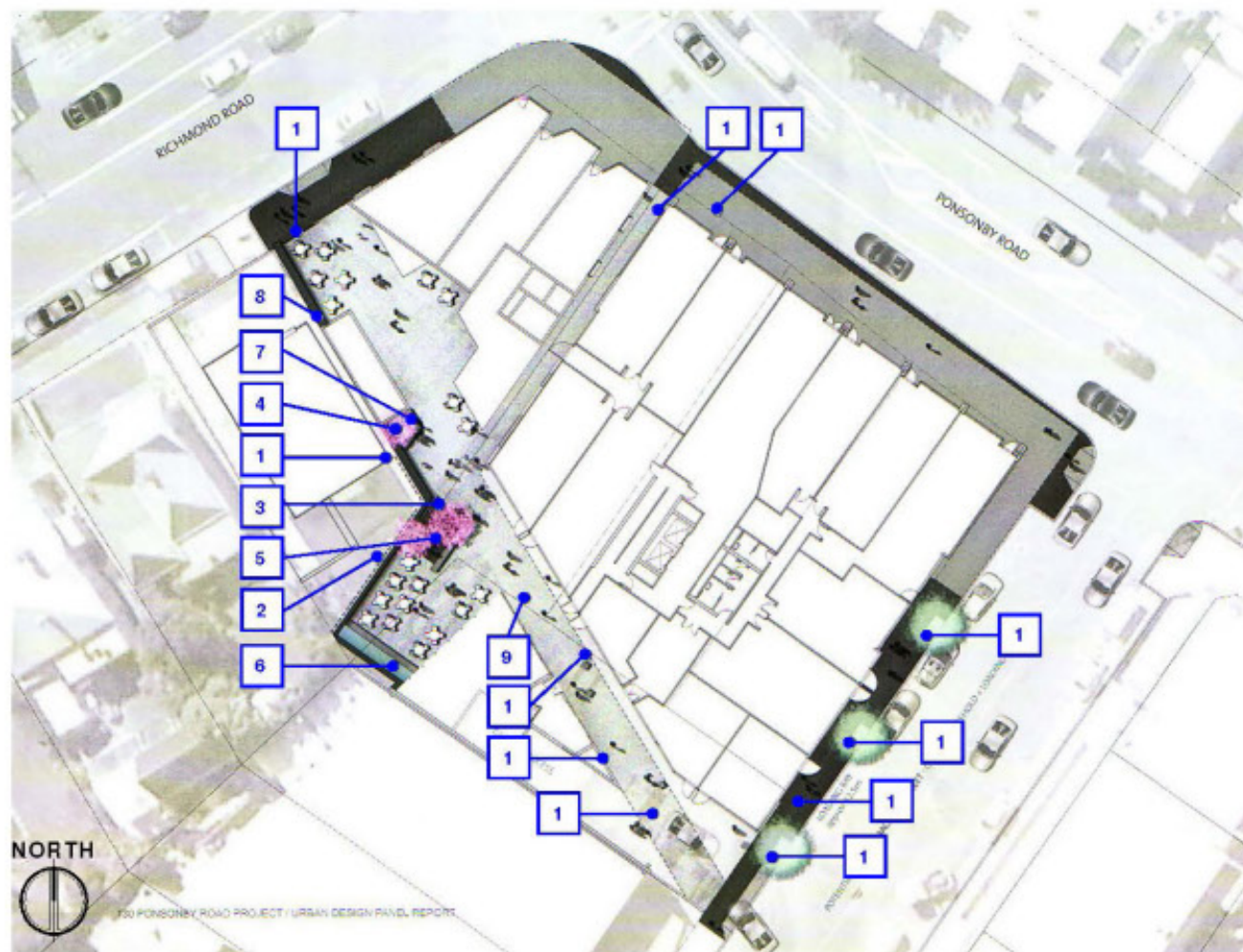


- 2. Unified Building Form – Deep Rear Courtyard**
- Single unified 'U' shaped building form.
  - Courtyard space mostly in centre of main site.
  - New building form embraces courtyard and dominates courtyard character.
  - Pedestrians circulate into courtyard to discover activity.
  - Pedestrian eddie forms - throughsite movement more likely.
  - Arcade type thoroughfares linking to Ponsonby Road and Mackelvie Street.



- 4. Modulated Mews**
- Series of smaller scale building forms
  - Sequence of smaller spaces creating 'mews experience'
  - Sense of rhythm dominates courtyard character.
  - Pedestrians circulate to discover and investigate
  - Greater sense of intimacy and privacy.
  - Smaller 'surprise' passageways to Mackelvie Street and Ponsonby Road

# Proposed Lane Design



Landscape Plan 1:500  
1:500 @ A3

bluestone setts



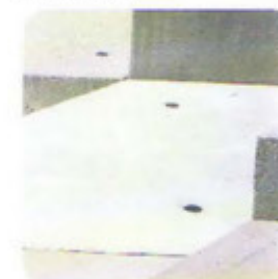
flowering magnolia



painted metalwork



concrete



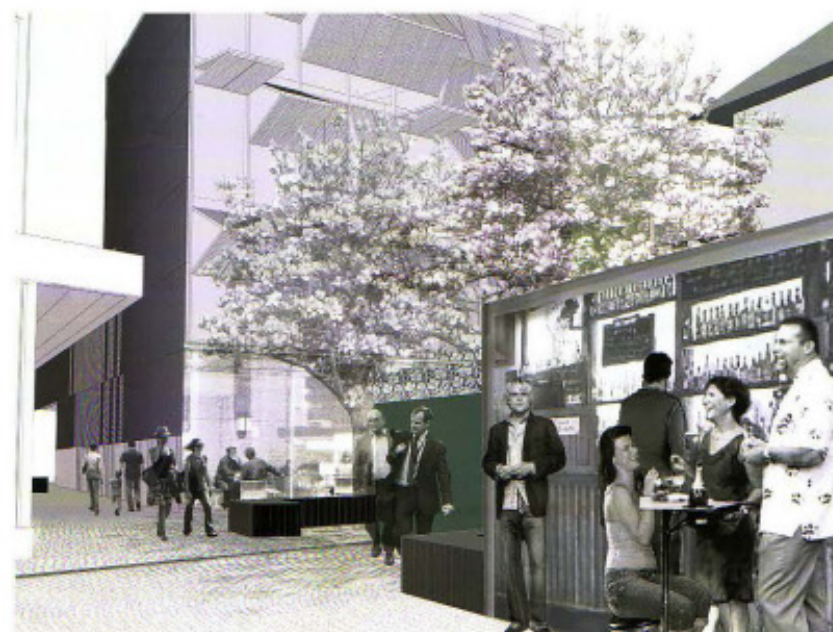
Material palette

## Landscape Plan

- Design elements illustrated in the landscape plan include:
  1. Gate - painted steel
  2. Railing - painted steel
  3. Screen - retractable painted steel
  4. Block planting with deciduous feature tree - flowering magnolia
  5. Permeable resin bonded gravel with deciduous feature tree - flowering magnolia
  6. Water wall - 3m high
  7. Low stone plinth seat with illuminated laminated glass accent
  8. Bluestone wall
  9. Basalt 'Bluestone' setts
  10. Ground plain delineation - Concrete
  11. Hedge to boundary
  12. Low stone blocks - outer block retractable in track
  13. Asphalt footpath reinstatement and heritage basalt bluestone kerbs
  14. Street tree root cell tree pit, basalt edging and permeable resin infill

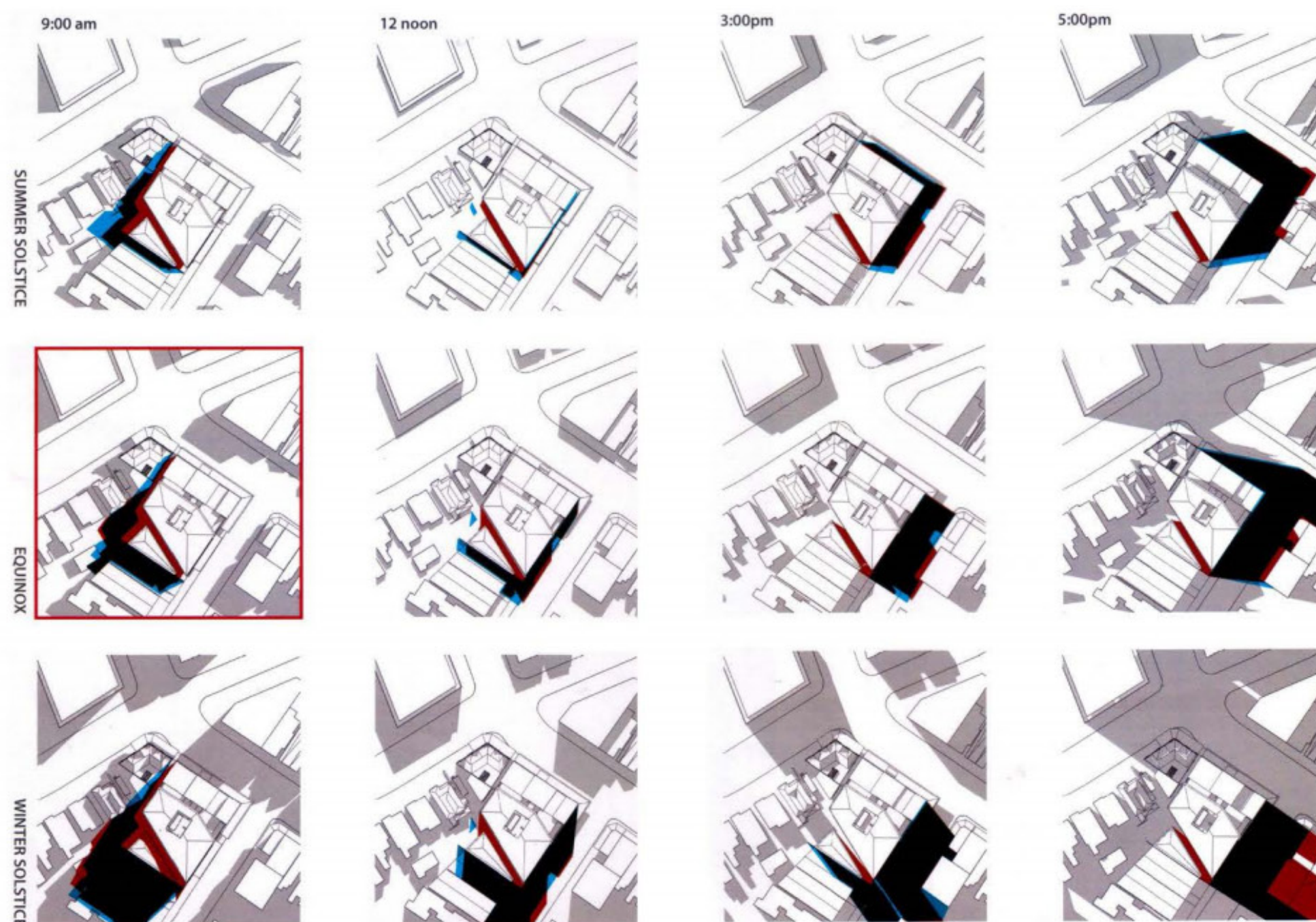


Visual impression of envisaged built outcome



Visual impression of envisaged built outcome

# Sunlight Access Diagrams



- Key**
- District plan maximum building envelope shading
  - Proposed building envelope shading
  - Shading relationship overlay



The height relationship between the development and the neighbouring villas



The height relationship between the development and the warehouse buildings

## Shadows

- These diagrams show the shadows cast by the maximum envelope allowable for the site according to the district plan (blue). Overlaid onto these are the shadows by the proposed buildings (red). From these we can see the similarities between the two shading inputs (black) and where they differ.
- The buildings that will be most affected by loss of sunlight are the residential villas on the north western side. It is important that their living spaces and private backyards get exposure to sun, in order to ensure a healthy environment.
- These diagrams show that the biggest concern is during the equinox at 9am, when the shadow completely covers the yard of a private dwelling. However by 10am the proposed building envelope is shading less than the District Plan maximum building envelope shading.
- Large shadows are also generated during the winter solstice. These shadows do not affect the residential villas due to their western location. However the warehouses to the south will be greatly affected due to their southern location.