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WILLIS BOND & CO



16.09 Site 9 Kumutoto
Resource Consent Design Report
16th July 2018

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Part A - Design Report

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Part B - Design Drawings

Project team:

Client	Willis Bond & Co
Architect	Athfield Architects Limited
Structure	Dunning Thornton Consultants
Services	COR Associates
Fire Consultant	Holmes Fire
Planning & Urban Design	Urban Perspectives Ltd
Traffic	Traffic Design Group
Heritage	Archifact
CPTED	Stoks

1.0_INTRODUCTION BACKGROUND

1.0 Introduction

This report outlines the design of the proposed building located on Site 9 Kumutoto, Wellington. It forms part of the Resource Consent application and AEE prepared by Urban Perspectives Ltd, on behalf of Willis Bond Capital Partners No3. Ltd (“Willis Bond”).

The scope of this proposal is the new building proposed for ‘Site 9’ site and associated enabling and infrastructure and landscape ground works within the footprint of the building site indicated on drawing RC1.00-A.

The proposed building is a 5 storey (Ground +4) new building housing commercial office use on upper floors, retail/ hospitality tenancies, and the main foyer on Ground Floor, along with servicing, car/ cycle parking, and building user amenities.

Although the proposal is designed as an integrated landscape and building, the landscape works (outside of the building perimeter) have been consented separately.

Background

This proposal is a development of the design that was submitted by developers, Willis Bond & Co, in response to a public Expressions of Interest (EOI) process, and subsequent design competition run by Wellington Waterfront Ltd (WWL) for Site 9 and Site 10, Kumutoto, in 2013. The Athfield Architects Ltd designed Willis Bond entry was selected on the basis of assessment against multiple criteria, including design excellence, and best fit to the design brief and draft Kumutoto design guidelines.

The vision statement provided by Willis Bond for the combined development is:

“Our vision for Sites 9 and 10 is to create a truly exceptional public setting through integrated design and holistic thinking.”

“We have formulated a multi-faceted design with the primary focus of engaging the public which is underpinned by a sustainable commercial model. These places and their architecture will both invite and delight.”

“We have a world class team which can deliver another exemplar outcome for the city.”

Since selection in the design competition, the proposal has undergone further design development and further testing in architecture, building structure, services, and construction feasibility, with cognisance of design review and input from independent experts, WWL/ Technical Advisory Group (TAG)/ Wellington City Council (WCC), and engagement with key stakeholders and with the market.

This report outlines and assesses the proposed building design and uses in relation to its waterfront context, including consideration of inputs and review by WCC officers as well as other urban design, and technical and planning specialists engaged by Willis Bond.

This report should be read in conjunction with the appended design drawings.



2013 EOI Submission image

2.0_CONTEXT GENERAL



Aerial view from the Outer T



Aerial view from NZ Post Building



Te Raukura & Taranaki St West landscape



Te Papa Tongarewa entry plaza



North Kumutoto context diagram.



Aerial view of Centreport, Wellington



Aerial view of Railway Station and Parliament



Lambton Quay



Kumutoto Landscape

2.0 Context

General

The Kumutoto Precinct is a pivotal point of the Wellington Waterfront.

It is a zone rich in history marked by traces of historical sea edge, reclamation, sea walls, wharves, maritime activity, and working harbour edge buildings.

It is a zone of transition between the working port and the public waterfront; a northern gateway between the waterfront and the city, and a link between land and maritime transport hubs, and the beginning of the harbour promenades.

Whitmore Plaza marks an area where the Government precinct connects to the sea, the waterfront turns a corner, and the Quays nearly touch the water. Sites 9 and 10 are central to this junction.

Together, as complementary structures either side of Whitmore Street Gates, they can celebrate the gateway, mark the intersection between city, port, and waterfront, and mend the missing link in the Quays' boulevard.

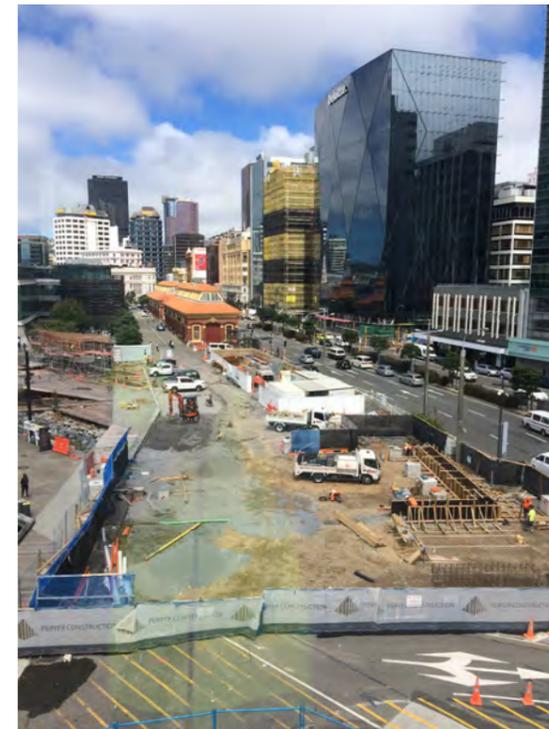
The combined development has the ability to activate, shelter and define the waterfront lanes and plazas around Whitmore Street, and complete Kumutoto as the vibrant northern hub of the waterfront.

2.0_CONTEXT

EXISTING



Aerial view from NZ Post Building 2015



Aerial view from The PWC Centre showing wider landscape works under construction, Feb 2018

2.0 Context

The Existing Site

The site is a rectangular site in the northern Kumutoto precinct of the Wellington Waterfront, adjacent to the east side of Customhouse Quay, and situated between Shed 13 and the Whitmore Street gates between the Whitmore Street/ Waterloo Quay intersection and the waterfront.

The Whitmore Plaza/ Site 8 landscape, and the extension of Lady Elizabeth Lane is currently under construction to the east and north of the site area. Further to the north, the new Site 10 building ("The PWC Centre") and its surrounding landscape is nearing completion.

Across Customhouse Quay to the west are the taller CBD buildings including Maritime Tower (16 levels), 109 Featherston Street (12 levels), and the new Deloitte building (15 levels).

The historical sea wall, currently buried from sight, runs along between the wharves and the subject site, and part of the historical Ballance Street waterfront fence/ gates are situated directly to the northwest.

The subject site and its immediate surrounds is currently used as a construction yard and previously as a temporary car park.



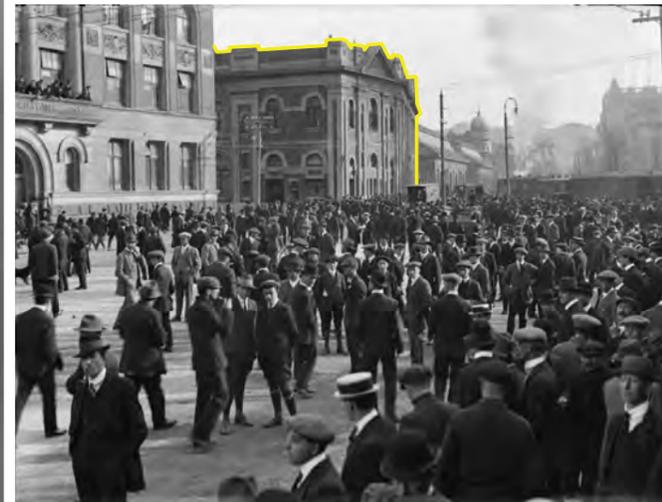


1947 Aerial view of Customhouse Quay and Waterloo Quay.ref. WA-11381-F

Yellow outline shows the Brick Store that formerly occupied Site 9



Aerial view looking North Up Customhouse Quay.ref. FL9863876



Crowd on Waterloo Quay, 1913 Waterfront Strike.ref.

2.0 Context

The Historical Context

The site is rich with layers of history from the formation of the sea edge and wharves, the building elements and connections within the city, and most importantly, the diverse range of life and activity that has developed over the years.

Site 9 occupies the site formerly occupied by the 1904 Brick Store building (Shed 15). Shed 15 was part of the string of buildings that lined the old working harbour edge, defining the threshold between the Quays and the waterfront. At an approximately 14m above ground level, Shed 15 transitioned in scale between the taller Customs Department Building to the north and Shed 13 to the south.

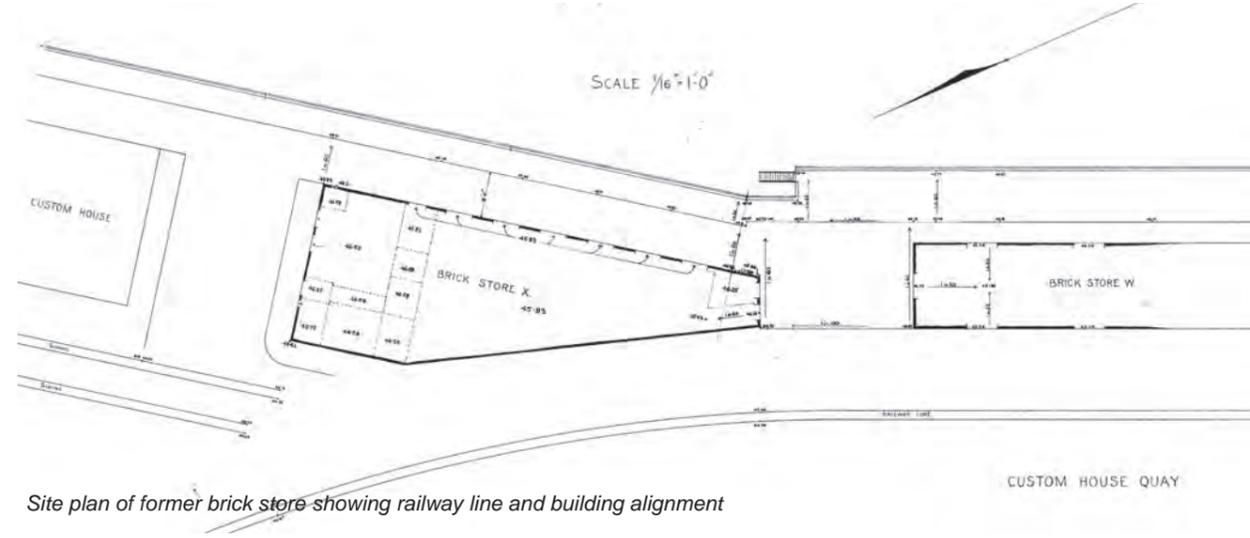
Key historical patterns that have been acknowledged in this proposal include:

- the historical patterns of linear buildings forming an edge to the eastern side of the Quays with gaps aligning with streets, creating defined gateways between city and waterfront;
- the historical 'kink' in the edge of the Quays, reflecting also the shifting alignment of the historical fences/ gates, the historical sea wall, the historical tram lines, and the eastern edge of the previous 1904 Shed 15.
- the approximate scale of the 1904 Shed 15, and spatial/ scale relationship it had with its historical Shed 13 neighbour.
- the historical pattern of mixed use waterfront access and service running parallel to the waterfront edge, between building face and harbour, and
- the historical pattern of pre-European activities and associations in relation to Kumutoto Stream and the old shoreline, as well the more recent history of 'working waterfront' activities and associations.

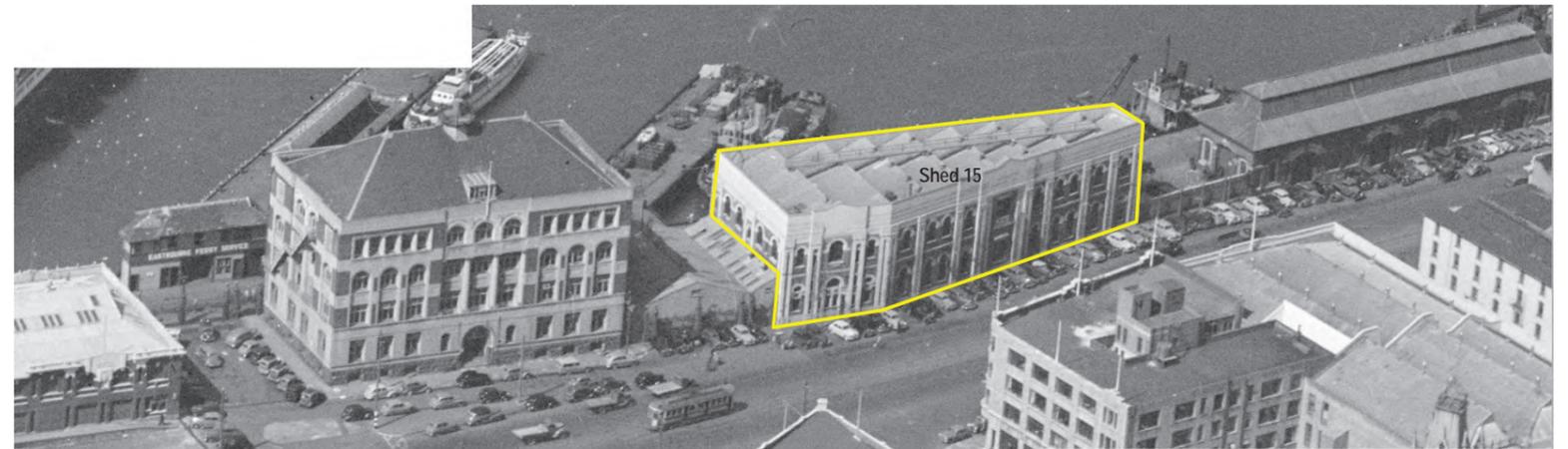
Key historical elements that have been acknowledged in this proposal include:

- Sheds 13 and 11
- The seawall and wharves
- The waterfront fences and gates

2.0_CONTEXT HISTORICAL

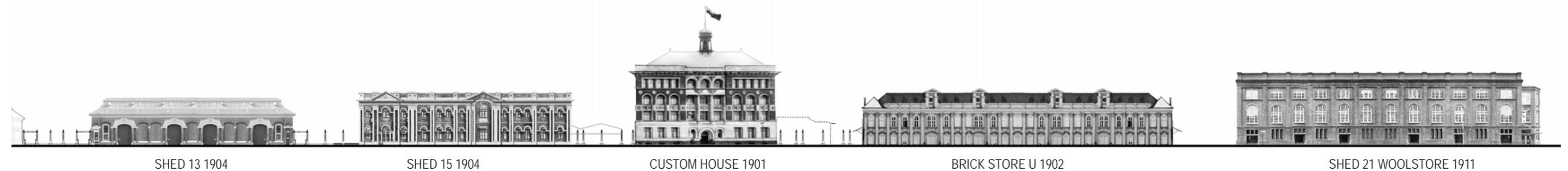


Site plan of former brick store showing railway line and building alignment



Aerial view of The Customs Department Building and Shed 15.

Aerial view of North Queens Wharf.



Indicative historic harbour (East) elevation.

SHED 13 1904

SHED 15 1904

CUSTOM HOUSE 1901

BRICK STORE U 1902

SHED 21 WOOLSTORE 1911

2.0_CONTEXT

STATUTORY CONTEXT

Last amended 19 November 2014 Central Area Operative 27/07/00

Appendix 11. Central Area Viewshafts No. Vs 4 (Whitmore Street)



VIEWPOINT LOCATION: The footpath on north west corner of the intersection of Bowen Street and Lambton Quay.

Height of ground: 2.4m
 Eye level: +1.5m
 Viewpoint: 3.9m (above mean sea level)

FOCAL ELEMENTS: Inner harbour, Oriental Bay

CONTEXT ELEMENTS: North Queens Wharf, Inner Town Belt/ Te Ranga a Hiwi Precinct



Left margin	Right margin	Base
Southwestern corner of 70 Featherston Street (Sec 1 SO 17350)	The southeastern Whitmore Street corner of 93 Featherston Street (Lot 3 DP 360)	Ground level 2.4m

Last amended 12 September 2012 Central Area Operative 27/07/00

Appendix 11. Central Area Viewshafts No. Vs 5 (Waring Taylor Street)



VIEWPOINT LOCATION: Western side of Lambton Quay, outside eastern entrance to Lambton Square (174-180 Lambton Quay, Pt Lot 1 DP 54342) in line with the middle of Waring Taylor Street. This location lies along the Golden Mile close to on of Wellington's most intensively used inner city park.

Height of ground: 2.6m
 Eye level: +1.5m
 Viewpoint: 4.1m (above mean sea level)

FOCAL ELEMENTS: Inner Harbour, Inner Town Belt/ Te Ranga a Hiwi Precinct

CONTEXT ELEMENTS: North Queens Wharf and Roseneath



Left margin	Right margin	Base
Northern edge of Waring Taylor Street (intersecting with Customhouse Quay)	Southern edge of Waring Taylor Street (intersecting with Customhouse Quay)	Ground level 2.1m at Customhouse Quay

KUMUTOTO PLAZA



2.0 Context

Statutory Context

- The Central Area Design Guidelines
- Site/ plan constraints
- Viewshafts
- Sunlight Access
- Height and Mass



Viewshaft 4. Wellington City District Plan Chap 13 App.



Viewshaft 5. Wellington City District Plan Chap 13 App.

Sunlight Access. Wellington City District Plan Chap 13 App.

3.0 THE PROPOSAL

OVERALL MASSING

3.0 The Proposal

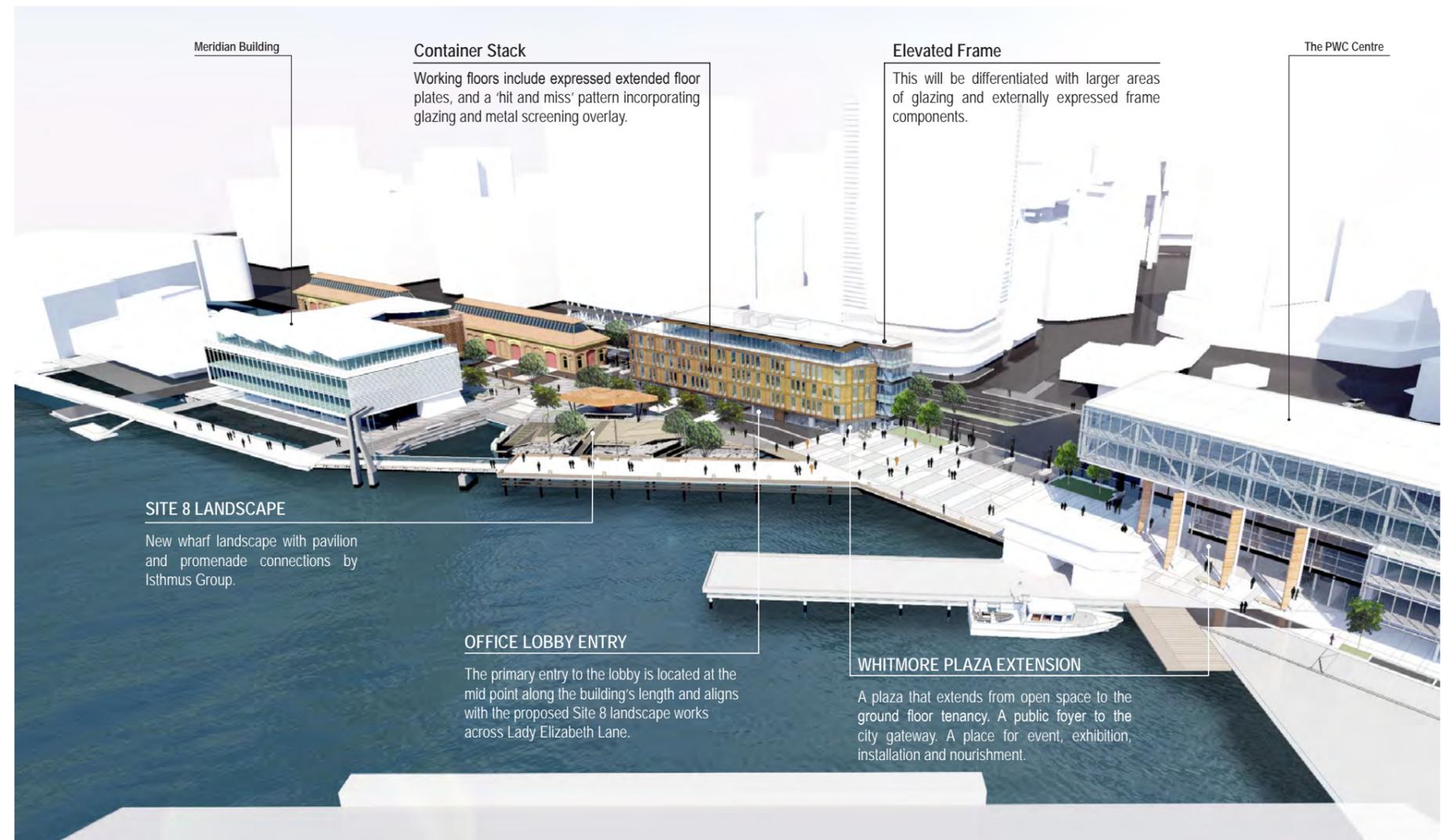
The design for Site 9 takes strong cues from its historical maritime context as well as the changing character of the Kumutoto Precinct with its historical and emerging contemporary buildings, landscape and activities.

The Site 9 building comprises two diagonally offset interlocking components elevated on piers. The lower south eastern 'container stack' (ground + 3) extends along the eastern side of the building and wraps around the southern end. It defines the scale and character of the south and eastern side of the building, from Waring Taylor Street Gates (opposite Shed 13), wrapping around to the harbour side of the building.

The taller north western 'Elevated Frame' component (ground + 4) folds along its western edge in response to the historical alignment shift of the Quays, and is diagonally offset from the 'Container Stack' extending a fine profile cantilevered prow to the north. This defines the north western corner of the building, and the southern side of the Whitmore Street Gateway.

The lower south eastern 'Container Stack' has a 'hit and miss' façade comprising porcelain panels or pre-coloured aluminium panels and louvres offset with glazed panels. At a macro level this pattern references the patterns of stagger bond stacked shipping containers, and at a micro scale, a finer rhythm, texture and sense of materiality aligned with structures to its south and east, the historical brick facades of the sheds and the timber components of the Meridian building and Site 8 landscape. The pattern of 'hit and miss' transitions as it wraps around the southern and southwestern end to a more vertically aligned 'stack bond' pattern, accentuating the proportions of the corner form from oblique views along the Quays.

The taller north western elevated frame has a predominantly unitised glazed (frosted and clear) and aluminium panel façade. It is banded horizontally in 2 storey bands, accentuating the contrast with the finer grain of the other side, and picking up on the historical taller inter-storey expression of other buildings along the Quays such as Shed 21, the former Brick Store and Customs buildings, and more recently, the PWC Centre. This larger format more crystalline/ transparent facade is more urban in its expression, and references city buildings to its west and the gantry structure of the PWC Centre, as well as other maritime industrial structures to the north. Its simpler and larger format articulation recognises its proximity to the Quays, and that the reading of its upper levels will be primarily from oblique angles, greater distance (and in the case of vehicular traffic) greater velocity than the Harbour side.



Site 9 East Aerial diagram.

3.0 The Proposal

By its composition, scale and materiality, the Site 9 building transitions diagonally from the lower and finer grained conditions to its south and east, to the taller more industrial/ urban conditions to the west and north. As a diagonal transition, it will be particularly evident as one moves around the building (along the Quays or Lady Elizabeth Lane, or through the Whitmore or Waring Taylor Gates) where the scale, form and texture of the components can be appreciated in relation to the respective varying neighbouring conditions.

The Ground level is inset from the upper level façades on all sides, creating sheltered pedestrian movement zones along the east and west sides, and a sheltering 'verandah' to the north facing ground floor café tenancy. While much of this façade is transparent along the south, east, north, and northwest facades, accentuating the sense of the building above 'floating' above its 'piers', areas of service, predominantly along the south western edge (against the Quays) is brick clad, in reference to its partner Shed 13, across the other side of the Waring Taylor Gate.

The roof of the building is stepped and set back from the south and east sides (corresponding with the 'Container Stack' below) with a roof deck, such that the perceived height on these sides is lower than the west and north west side. This accentuates the difference between the two sides of the building, articulates the roof form as an element that combines (stitches together) the two sides across the top, provides useful amenity for the occupants of the top floor, and contributes relief and variation to the silhouette of the building in a meaningful way. The lift overrun and plant area are partially 'buried' within the depth of the roof build up, and situated towards the centre of the building to reduce apparent mass from ground level viewpoints. Roof top plant has been minimised in height and width with consideration of view effects from buildings across the Quays

A complementary partner to Site 10 (PWC Centre) and other activities in the Precinct

The proposed Site 9 building complements the PWC Centre to define the south side of Whitmore Plaza and the gateway between north waterfront and the city. Whereas the PWC Centre is relatively heroic in scale, with its cantilevered portico over Whitmore Plaza, its transparent edges and large open format work spaces, Site 9 is smaller, finer, and more textured with staggered openings and articulated louvre system.

Although the buildings are in a sense complementary opposites, like gantries to containers, they are clearly expressed as working waterfront partners, extending the narratives of their historic context, and working together to define the Whitmore Gateway and Plaza, the edge of the Quays and Lady Elizabeth Lane.

Site 9 provides the missing link in terms of shelter, activity and amenity between the North Kumutoto and Whitmore area, complementing and linking between existing and soon-to-be complete buildings and landscape.



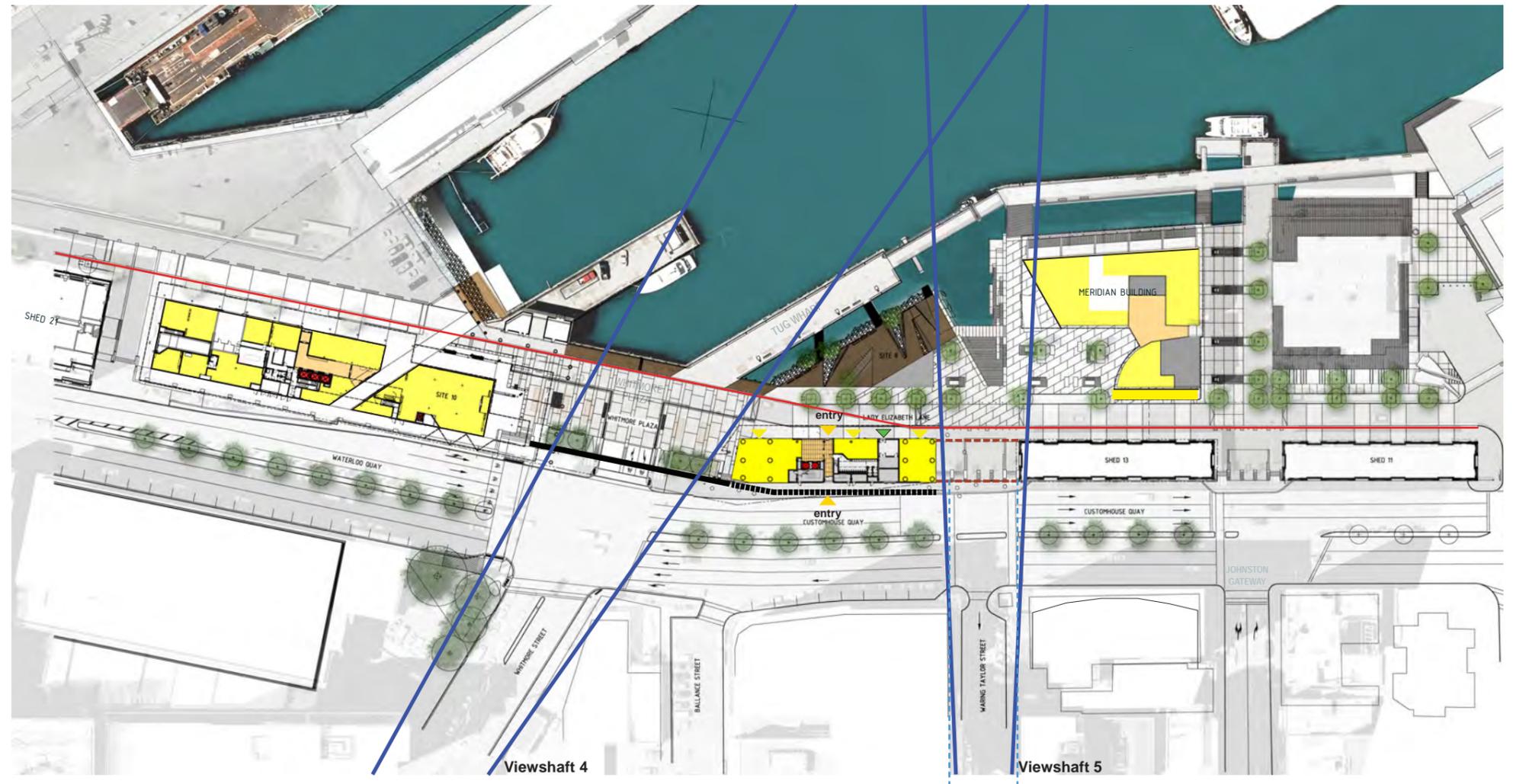
View from Site 10 undercroft looking south across Whitmore Plaza.

3.0 The Proposal

The critical alignments and 'setouts' for the project are summarised in the adjacent diagram.

These include the following primary alignments:

- Lady Elizabeth Lane defines the eastern extent of the building. The ground level is 'cut-in' back under the upper level façade to provide a sheltered walk way beside the lane.
- The Eastern alignment also responds to the Old Sea Wall which runs parallel to Lady Elizabeth Lane. The alignment of this is to be marked in the surface treatment of the new landscape as part of the already consented North Kumutoto landscape works.
- The Whitmore Street viewshaft defines the northern extent of the building. The shape of the building where it sets back from the viewshaft is determined by creating definition between the two halves of the building, and to enhance a slender elegant northern end to the 'Elevated Frame' component, which defines the southern side of the Whitmore Gateway.
- The Waring Taylor viewshaft defines the southern extent of the building. The project proposes some minor re alignment of the Waring Taylor gates in this zone, to better align with the Waring Taylor spatial corridor and pedestrian crossing. Note also that the extent of the building at the south end is within the southern extent of the former Brick Store building.
- The Whitmore Plaza and Ballance Street heritage fence and gates define the western extent of the northwest of the building. The shape of the upper façade along this side emulates the former Brick Store building form on the site, and also the historical alignment of the Quays along this edge.
- The alignment of Shed 13 and Shed 11 set the alignment of the lower level western brick wall for the proposal.



North Kumutoto Context plan

- Shed 11 and 13 ground floor alignment
- Old Sea Wall alignment
- Viewshaft 4 and 5
- Ballance St Gates, Former Shed 15 and Site 9 Alignments
- Waring Taylor Street corridor and Gate alignments

3.0 THE PROPOSAL

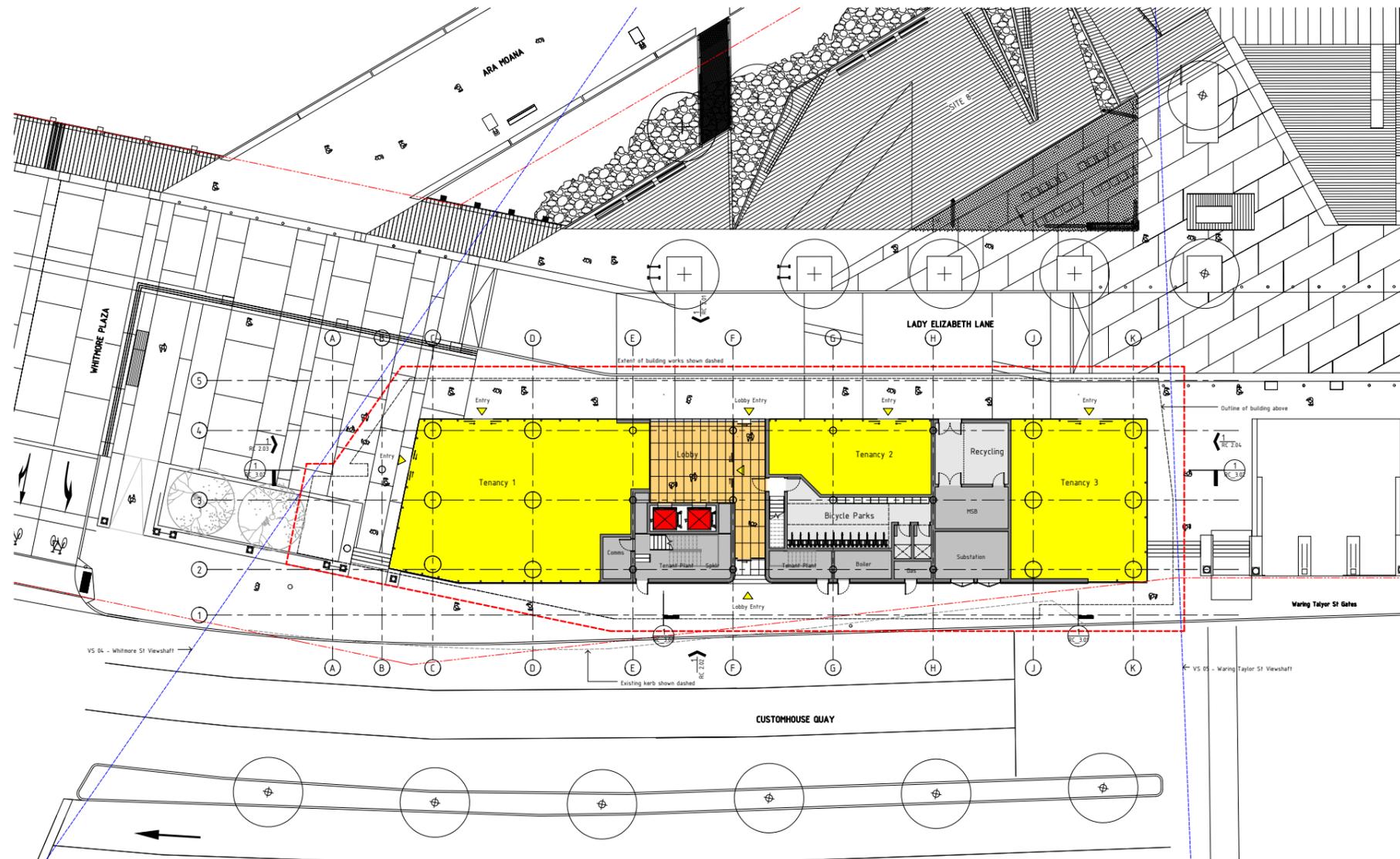
3.0 The Proposal

- The height of the building on the north and north west parapet edge is RL 19.98m and RL 16.5m on the south west, south and east parapet. These heights relate to the Environment Court recommendations for the building to transition in scale from north to south (RL19m and RL16m.) The scale transition in relation to the taller Site 10 (and former buildings to the north) and Shed 13 (and former buildings on Site 9 site) is indicated on the street elevations.
- The height of GL- L1 is 3.8m. While this is less than the guideline in the Wellington Waterfront Framework, on the basis of the relatively narrow transparent spaces on Ground Floor the proportions are felt to be appropriate for the range of uses proposed. In addition, the nature of base isolation proposed at the underside of L1 creates a sense of 'undercroft' where a degree of spatial compression, coupled with expressed isolation mechanisms feels appropriate.
- The floor to floor heights on the upper levels are 3.4m. The configuration of structure and building services has enabled a predominant floor to ceiling of 2.7m. This has been tested and felt to be appropriate for A grade workspace given the relatively narrow width and amount of daylight and spectacular 'open' outlook.



3.0 THE PROPOSAL

GROUND LEVEL



Proposed Activity - Ground Level

The ground floor includes café spaces, lobby space and services and a recycling area.

The largest café space opens out to Whitmore Plaza to the north with links back to the corporate lobby space. The outdoor threshold space to the north and east is sheltered by an extended overhang above. Smaller separate café/ retail spaces open out to the east to Lady Elizabeth Lane and to the south east corner addressing the Waring Taylor gateway and the long approach from the south.

The lobby to the upstairs office space opens primarily to Lady Elizabeth Lane, but also includes a door to the Quays, enabling access from either side.

Servicing for the building is proposed to be via Lady Elizabeth Lane, with provision for rubbish/ recycling/ storage within the Ground floor footprint and for a service vehicle to park outside the recycling room. (refer separate traffic report).

Within the 'Footprint' of the building is also the ground level sheltered walkway along the edge of Lady Elizabeth Lane and along the Quays edge.

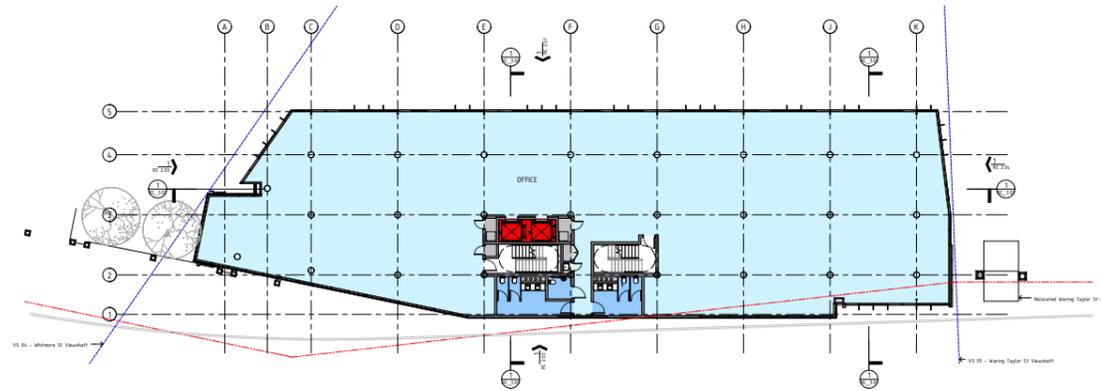
Ground Floor Plan

3.0_THE PROPOSAL

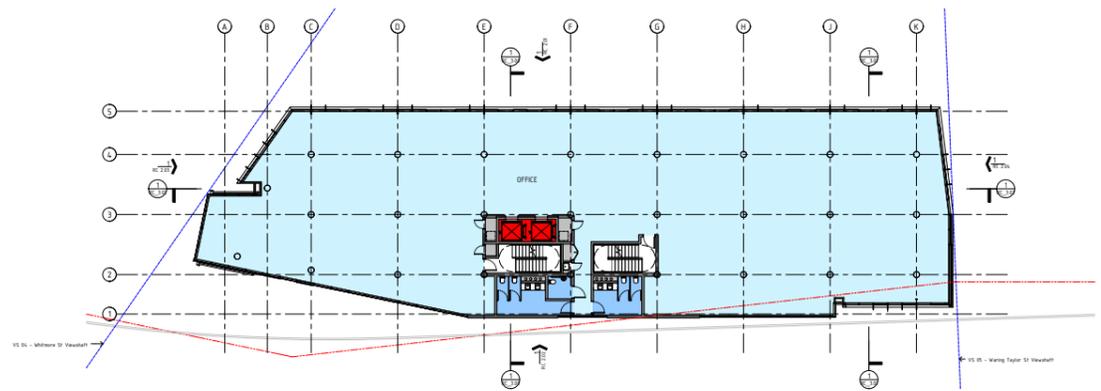
UPPER LEVELS



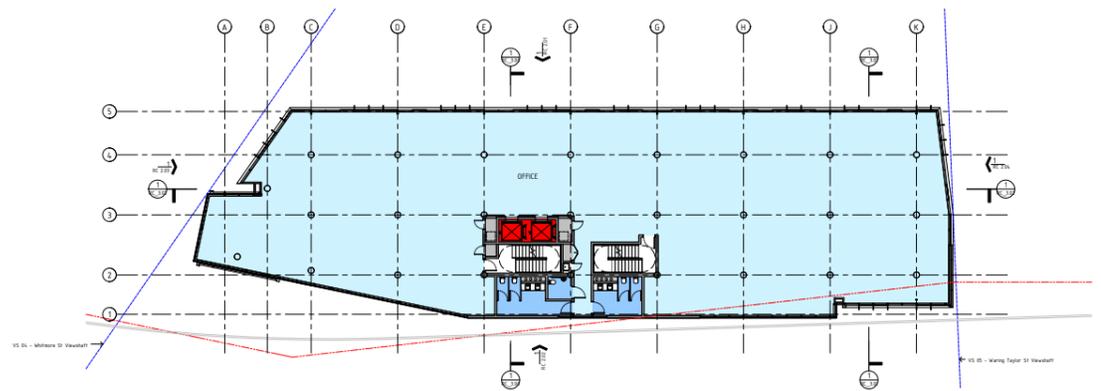
Level 1 plan



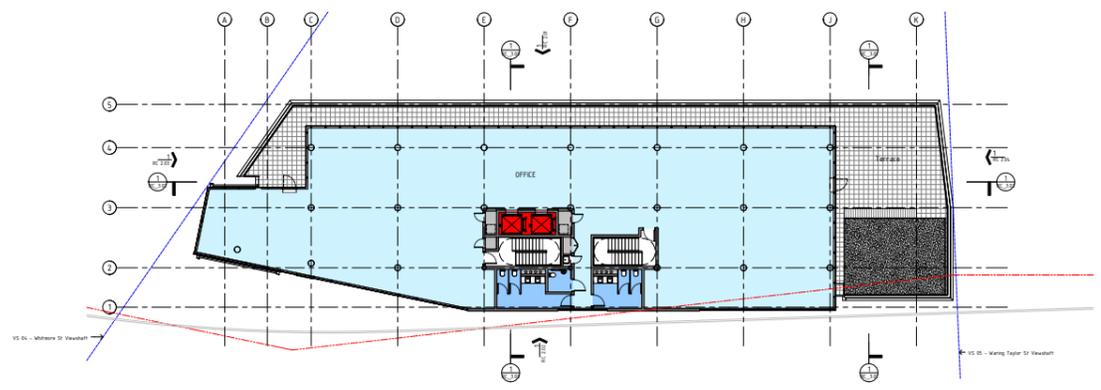
Level 2 plan



Level 3 plan



Level 4 plan



The upper levels

The upper levels (L1-4) are configured for A-grade office space, accessed via the main central lobby. With an average floorplate of 850m², although not large, the footprints provide for excellent quality work space with flexible configuration and excellent natural light and outlook. The uppermost floor has access to a roof top deck. The proximity to the railway station, the CBD, the Government sector and the waterfront further supports this density and use in this location. This is the commercial 'backbone' to the project and supporter of an extended day time population to the area. It will draw from, and contribute to the pedestrian flow between CBD, waterfront, rail/ bus interchange and port.



Level 3 interior view looking north towards the PWC Centre

3.0 THE PROPOSAL

BUILDING STRUCTURE AND SERVICES



Proposed Building Structure

Kumutoto Site 9 presents a reasonably significant challenge from a natural hazard perspective with its high shaking hazard, liquefaction/lateral spreading potential and susceptibility to Tsunami/Seiching waves. The site is also relatively low and could be subject to potential, occasional future inundation, particularly as a consequence of prolonged sea-level rise. The structural, geotechnical and architectural design mitigates these issues with a high-performance structure expected to perform well in excess of code minimum requirements. In addition, the development will result in the remediation of existing in-ground contamination.

The liquefaction and lateral spreading potential arises through the relatively un-compacted reclamation fill dating from 1900. As part of the development, subterranean contiguous-piled walls or piled frames will be constructed, perpendicular to the direction of potential lateral spread. The ground floor slab and the superstructure will be supported on the walls/frames. In the event of liquefaction/lateral spreading the contiguous-piled walls/frames will brace the structure through the liquefied material, while allowing lateral spread to occur beneath the building with little ill-effect.

Above the ground-floor the building superstructure will be base-isolated to provide a high level of seismic life-safety protection coupled with damage avoidance, improved business continuity and protection of contents. Base isolation will provide seismic, life-safety performance in excess of Importance Level 3 [IL3]. Above the base isolators the structure will be predominantly steel-framed to provide the strength and resilience at the least weight. The upper floor slabs will be reinforced concrete.

Minimal and localised de-watering may occur during construction to enable formation of the lift pit and deeper foundations. The de-watering, if required, will be restricted to small areas. Any effects will be a localised due to the ready re-supply of water from the groundwater and the sea. Accordingly, water-tables beneath neighbouring buildings will not undergo change.

Excavation will typically be shallow, with the exception of the piles. Existing foundations that are encountered will be removed only if they obstruct the new works. Excavated material will be tested for contamination and treated/disposed as appropriate.

The new building ground floor will be set as high as practicable while still providing access from existing waterfront levels. This means that the ground floor and lift pits may become susceptible to occasional inundation as a result of sea-level rise after approximately 100 years. Future mitigation to prevent flooding of the ground floor will be possible by simply raising the building at the isolator level. Lifting technologies capable of raising the building structure are already in existence.

As with other low-lying properties around the Wellington region, ground floor spaces may be inundated during Tsunami or Seiching waves. The first floor level has been set sufficiently high to avoid damage, based on maximum wave height predictions. While significant damage could be expected to the ground floor non-structural elements, the primary structure will have sufficient resilience to resist the wave actions.



Proposed Building Services and Environmental Systems

The building has been designed to balance the heating and cooling energy profiles of each facade with a combination of double glazing, performance solar coating, the incorporation of solid panels and vertical louvres. This enables greater transparency through the façade on the eastern harbour outlooks, with resulting benefits in passive heating and daylight penetration. The interior design conditions have been selected with consideration to reducing the building's energy use and carbon emissions, whilst providing an optimal internal environment.

Primary incoming services and main power and comms distribution hubs will be located on the ground floor with primary mechanical plant located on the roof. Gas-fired heating hot water boilers will be located in a plant room on the ground floor and these will provide heating water to all of the air conditioners within the building. Space for retail tenant plant heat rejection equipment has been allowed for on the ground floor. Services are distributed through the building via a service riser formed as part of the central lift core with roof top plant situated next to the lift overrun. The roof top plant will consist of highly efficient heat recovery outside-air plant and an air-cooled chiller that provides chilled water to the air conditioners in the building. On each floor services will typically be distributed at high level within service bulkheads.



View from Customhouse Quay and Whitmore Street intersection



Upper west and north Facade precedents
 Quad 7, Auckland, WAM
 Columbia University, New York, RPBW



Proposed architectural articulation and materials

Lower Facades

The lower façade wrapping around the south west and west side is expressed as a brick plinth in reference to the sheds to the south. Like the sheds, these lower facades are predominantly solid with punched openings onto the Quays referencing the scale of the historical dock way openings. The balance of the lower façade that wraps around the north west, north, and east façade is predominantly shopfront glazing providing views to and from ground floor tenancies and the lobby to the building. As the base isolation occurs at Level 1, the lower level facades will include a component of articulated separation from the upper levels, contributing a floating sense to the elevated parts of the building.

Upper east and southwest façade

The upper east façade comprises a unitised type system incorporating hit and miss solid and glazed components. The solid components are earth toned porcelain or pre-coloured aluminium panels over approximately 1/3 of the total façade area with glazed panels between. Some of the glazed portions also have aluminium louvres over to moderate morning solar gain and glare. While this maintains a predominant 'open' and transparent façade condition enabling views in and out, it also has a density and texture reinforcing a 'stacked' container expression, more textured, crafted and dense than the contrasting larger format more 'crystalline' expression of the west facing portion of the building.

Upper west and north façade

This is a predominantly flush glazed unitised system over the majority of the façade. It includes areas of insulated 'solid' panels in the centre and north end of the west elevation. These panels fit into the unitised system with the same module as the unitised glazing, such that the façade reads as a homogenous flush, taut, reflective system, differentiated from the more textured granular system on the eastern side. The solid panels are organised as a solid zone rather than a finer grain hit-and-miss (like the east side) in response to their being viewed from the Quays, as a larger format more urban-scaled system geared to oblique higher velocity (from a car) readings along the Quays. The configuration of the 'solid' area relates to the alignment of the canti-levered portion of the building as viewed down the Ballance Street corridor. The proportion of the solid component relates also to the proportion of the solid component at the centre of the west elevation overlaying the building core/ toilets. The panels will be natural finish or pre-finished metallic paint aluminium or similar metal.

The glazed portions of the façade on Levels 2 and 4 include a spandrel panel up to sill height. This is an interior condition only, providing increased solar insulation to the internal environment. The external finish continues as contiguous unitised glazing consistent with the remainder of the façade.

Both the glazed and solid components of the western facade maintain a consistency of large format modulation arranged in 2 storey horizontal bands, and taut smooth skin in contrast to the more textured finer grain random modulation of the eastern side.

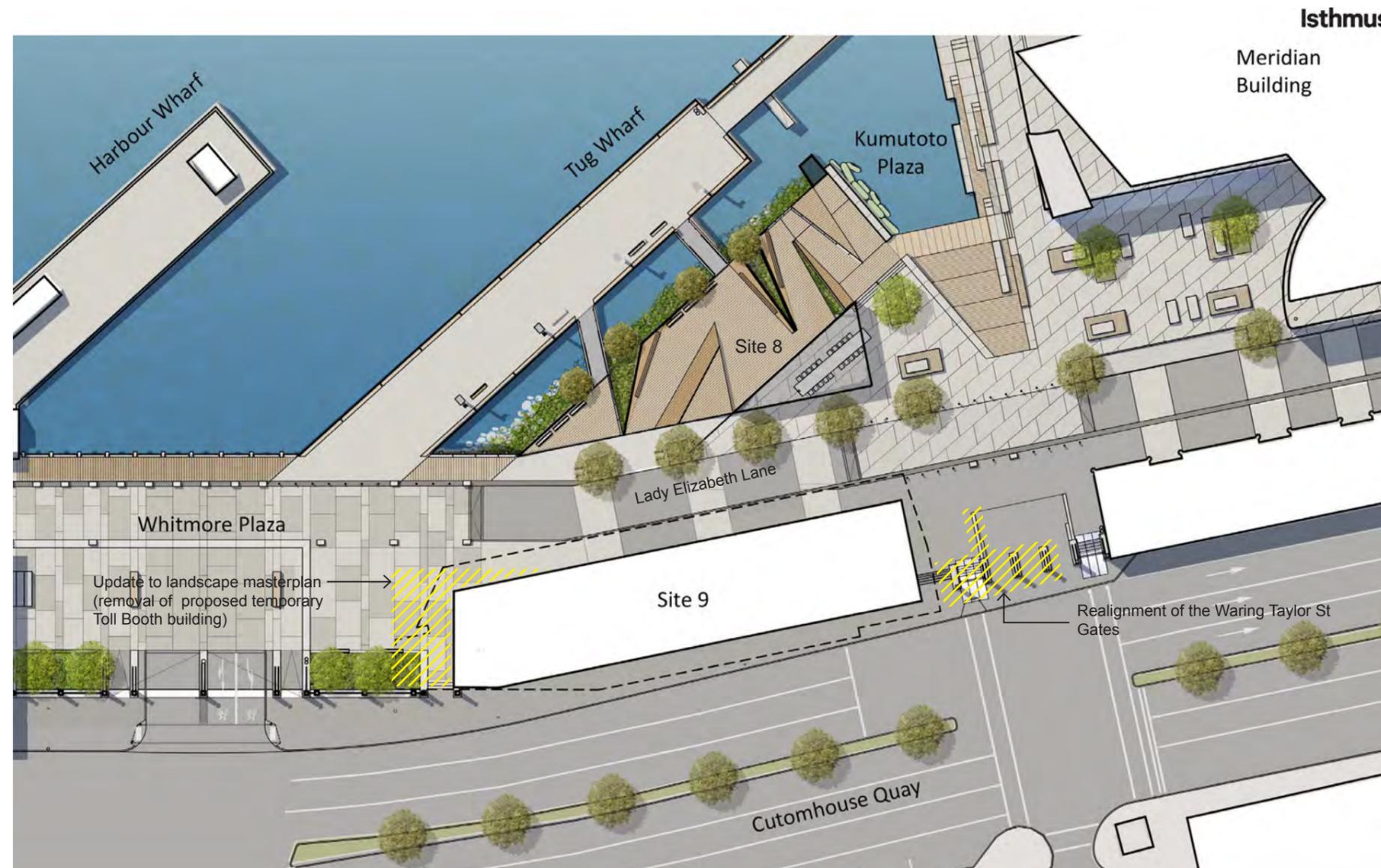


Elevated view from above waterfront promenade



Upper east and southwest Facade precedents
 Legion House, Sydney, Fancis-Jones Morehen
 Thorp

3.0 THE PROPOSAL LANDSCAPE



Isthmus.

Integration with the landscape

Except for the landscape interface works within the footprint of the building, the landscape is outside of the scope of this application as it has already been previously consented in parallel with the Site 10 and related open space resource consent.

However, the integration of landscape with building has been a critical component of this design. The architectural design has been developed with the structure of the Whitmore Landscape in mind, and in consultation with the Landscape Architect for the area. In particular, the fine tuning of the area to the north of Site 9, integrating the building with the heritage gates/ fence and the openings/ pedestrian movement zones and the area to the south of Site 9, with the fine tuning and minor re alignment of the Waring Taylor Street gates and shelter elements.

In general terms, several of the Site 9 building alignments take cues from the underlying landscape structure, including the expression of the old sea wall, the set out of Lady Elizabeth Lane, and the arrangement of Whitmore Plaza and Site 8.

3.0 THE PROPOSAL

Servicing and Parking

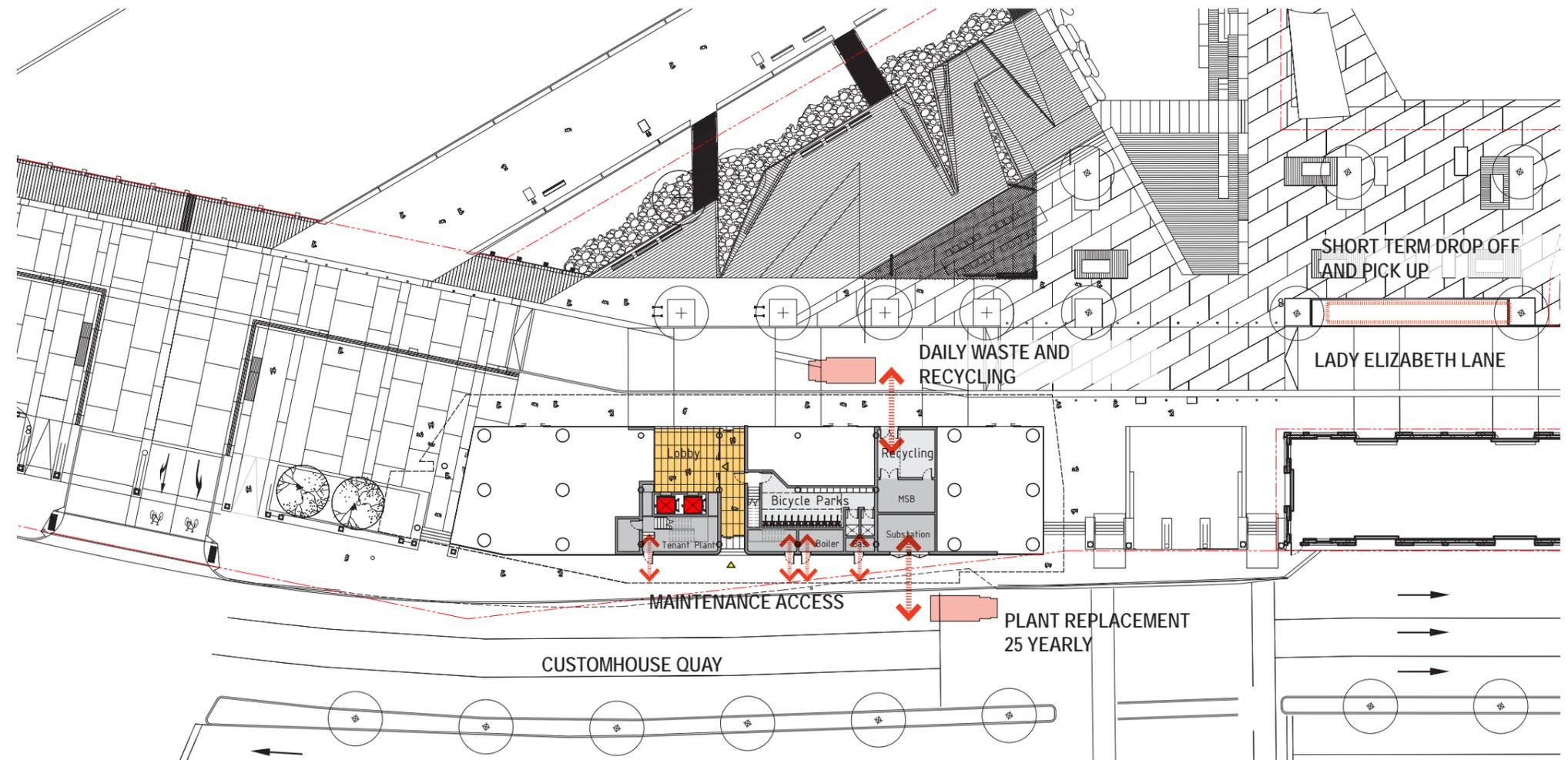
The proposal acknowledges the hierarchy of circulation for pedestrians, vehicles and cycles along both Lady Elizabeth Lane and Customhouse Quay.

Service access as well as short term pick up and drop off is proposed from the mixed use Lady Elizabeth Lane.

The main servicing for the building is proposed via a recycling area on the east side of the building, south of the main entry. In this location it is separate from the main address of the building (to the north), clear of the prominent corner tenancies, and forms a break between two clusters of east facing tenancies. Other plant/ services are limited on the ground floor and accessed either internally via the recycling area, or in the case of the substation, fire/ sprinkler services, and utility connections in a clustered zone accessed from Customhouse Quay.

Cycle parking is provided on the ground floor and is accessed via the main building lobby.

No on site carparks are provided.



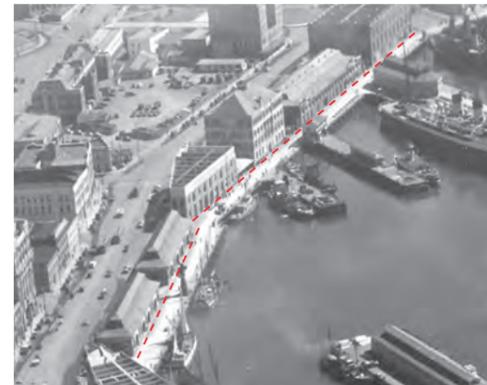
Ground Floor Servicing Diagram

Heritage and contemporary culture

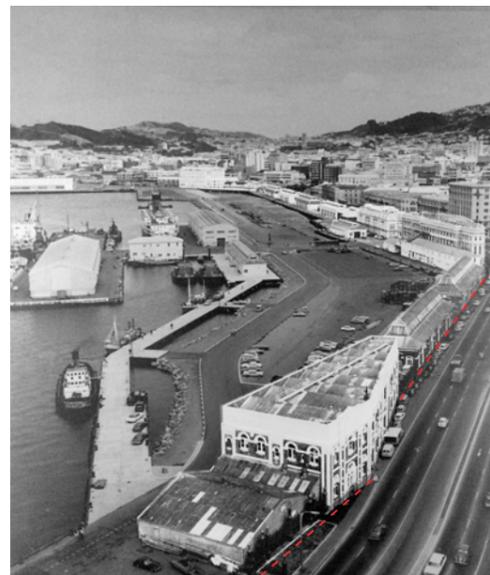
Although this proposal is contemporary in form and character, its design is informed by a number of heritage orders and elements in the context area.

- The form and material of Shed 13 is reflected by the use of brick and the building alignment on the lower levels, and the scale and texture of the south/ east 'container stack' component of the building adjacent to Shed 13.
- The configuration and scale of the former Brick Store building that previously occupied Site 9 informs the alignment (western side), scale and form of the Site 9 building.
- The alignments of the wharves and the old sea wall on the east side inform the form and alignment of the Site 9 proposal on its east side as do the Quays and old tram tracks on the west side.
- The tradition of Ground Floor 'punched' openings at loading dock level along the Quays side informs the material, form and articulation of the lower level brick façade along the Quays.
- The language of stacked container informs the articulation of the 'Container Stack' component of the building, referencing the historical activities and patterns of the working port
- The north west alignment of the building is informed by (reflects) the alignment of the Ballance Street gates. The ground level landscape link integrates a landscape between the gates and the northern ground floor café tenancy in this area.
- The restoration (replacement of the former Brick Store building) of the pattern of a linear sequence of buildings running between the Quays and old waterfront, with gaps aligning with cross streets.

The proposal also acknowledges its position as part of the supporting framework in support of diverse events, contemporary culture and art on the waterfront. In addition to the events or installations that may occur in the adjacent Whitmore Plaza, Site 8 or Lady Elizabeth Lane, publicly interactive spaces such as the lobby, ground floor tenancies, and edges to public promenades are suitable for developing layers of integrated art or interpretation over time within the growing network of public art on the waterfront. This includes the potential for narratives specific to Tangata Whenua.



Aerial photo of waterfront



Aerial photo of waterfront showing teh Brick Store and Shed 13



Aerial photo of Customhouse Quay, Shed 13 and the Brick Store and the Custom House



View from Kumutoto Plaza looking north



View from Customhouse Quay looking north

3.0_THE PROPOSAL



Shading

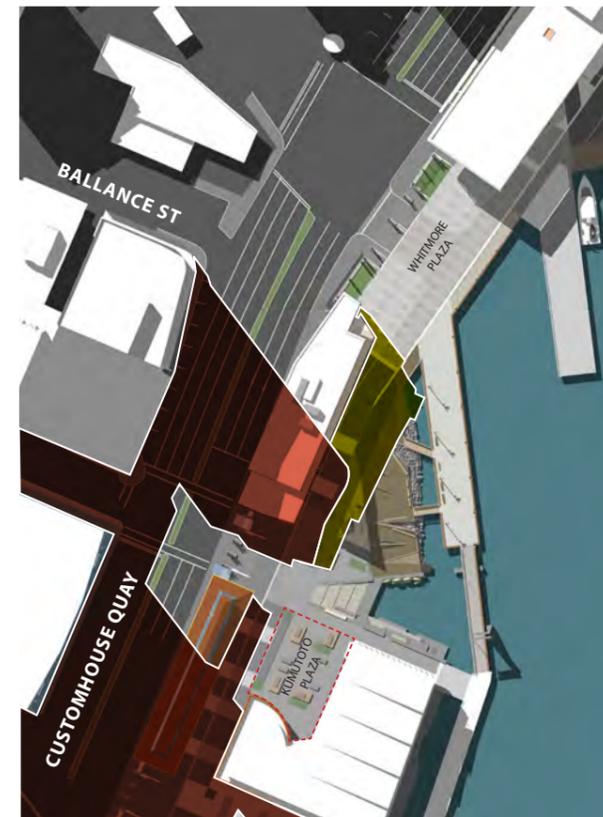
The proposed building does not shade Kumutoto Plaza as defined in the Wellington City District Plan during the stated times.



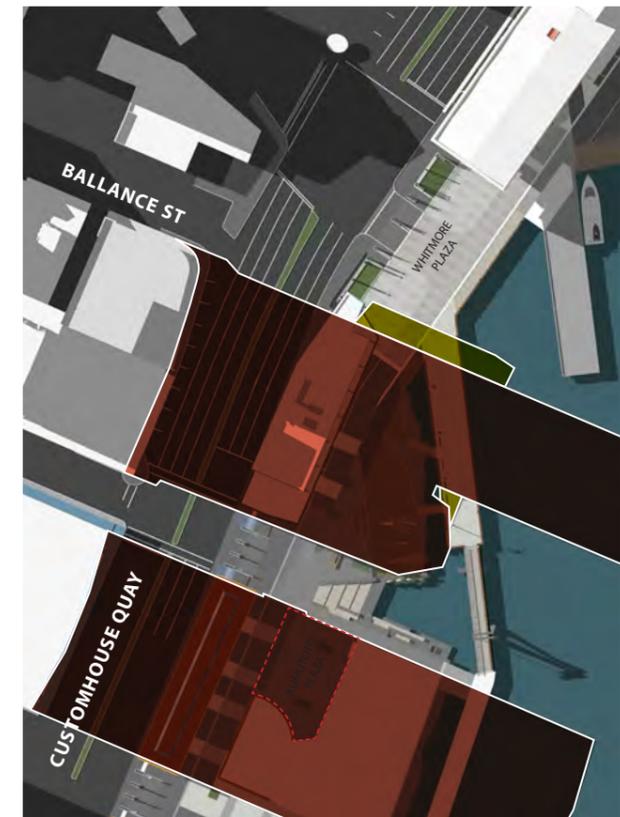
Spring Equinox (September 23rd) 10am



Spring Equinox (September 23rd) 12pm



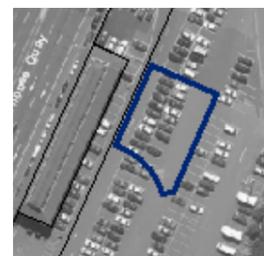
Spring Equinox (September 23rd) 2pm



Spring Equinox (September 23rd) 4pm

KEY:

- SHADOW CAST BY EXISTING BUILDINGS.
- ADDITIONAL SHADOW CAST BY THE PROPOSED SITE 9 BUILDING.
- KUMUTOTO PLAZA AS DESCRIBED IN WELLINGTON CITY DISTRICT PLAN



Note:
Kumutoto Plaza is to be protected from shading between 12pm and 2pm at either of the equinoxes.