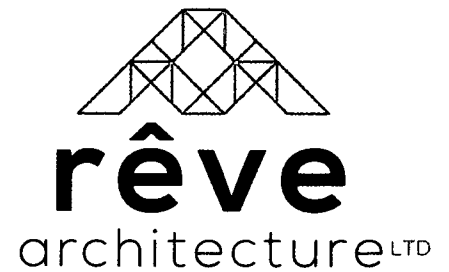


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## **APPENDIX 2**

### **APPLICATION PLANS, DESIGN STATEMENTS AND DESIGN GUIDES ASSESSMENT**

13062017



# **Lyall Bay Apartments at 57-59 Kingsford Smith Street, Lyall Bay, Wellington.**

## **design statement & assessment against residential and business area design guides**

prepared for

**KSS Properties Ltd**

by

**Rêve Architecture Ltd**

job reference **1718**

June 2017

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## preamble

This Design Statement and Assessment against the Residential Design Guide and the Business Area Design Guide is intended to accompany and form part of a Resource Consent application prepared by Urban Perspectives Limited.

## introduction

The Applicant, KSS Properties Ltd, has acquired both number 57 & 59 Kingsford Smith Street in Lyll Bay. Together they form a 2066m<sup>2</sup> corner development site which has a frontage onto Lyll Bay Parade to the south and Kingsford Smith Street to the west. The eastern boundary and the northern boundary of this property abut privately held properties that are not part of this application. To the south of the 57-59 Kingsford Smith Street is small 285m<sup>2</sup> triangular shaped section owned by Wellington City Council and is classified as a 'Recreational Reserve'. This slither of land separates the Applicant's section from the road reserve of Lyll Parade and is currently dunescape. The development site is zoned Business 1 and the adjacent area consists mainly of industrial warehousing, temporary accommodation, retail complexes and commercial offices. The immediate area has seen somewhat of a transformation in the last decade, slowly morphing from what was primarily industrial warehousing to now a more diverse neighbourhood. It has attracted large retailers such as The Warehouse and Bunnings which have in turn led to the sustainability of a popular destination retail complex and nearby cafes. Wellington International Airport is currently completing their control tower which will become an iconic building in the area. A brewery has also just moved into a premise across the road from the subject site which is a continuation of the 'activation' of the area.

Lyll Parade is a primary arterial road that runs approximately east to west for 1.5kilometres following the curvature of the beachfront. It forms a segment of a network of roads that outline the coastal boundary of Wellington City. Along its length the road travels past residential neighbourhoods, past large fronted office buildings and as it gets closer to the airport, large blank faced commercial buildings. The bay itself is split into two distinct areas. The western side of the bay is the primary swimming section of the beach and the eastern side of the beach is where the surfers mainly congregate. In between these two parts is a dog exercise park area of the beach. The eastern side of the bay has been shaped by land-reclamation in order to form the airport runway.

The proposed development site is irregularly shaped with the northern western, northern and eastern boundary forming right angles aligned to the street grid behind and the southern boundary angled following the curvature of Lyll Bay beach. The site currently has two existing large stud height single storey warehouses. These buildings are considered as being earthquake prone and both have asbestos roofs. They are proposed to be demolished. This property is located within the 'Wellington International Airport Air noise Boundary'.

The Applicant proposes to build a mixed-use commercial and residential apartment building covering the entire two properties of the development site. The building will be 6 storeys tall in total with a basement car park. A total of 55 apartment units will be built across the top 5 floors of the building. The ground floor comprises of retail units, interior car parking and the apartment lobbies. Due to the large footprint of the site, the top 5 apartment levels are arranged around an interior shared private open space courtyard built on level 1. This planning arrangement is also advantageous for shielding environmental noise to the interior courtyard open space. Additional amenities for the residents are proposed in the form of a swimming pool, spa pool, sauna, gym and private cinema room. The majority of the apartments have outlook both away from the building and into the courtyard space. Vehicular access to the interior car parks are provided through two separate entrances. Both are located on the Kingsford Smith Street frontage and are separated by the Apartment entrance lobby.

## report précis

The body of this report commences with a Design Statement that outlines an analysis of the neighbourhood and physical context and leads on to describe our design response.

An assessment of the scheme against the relevant aspects of the Residential Design Guide and the Business Area Design Guide is then undertaken where specific aspects and issues are discussed and assessed against the stated objectives and guidelines.

A summary and conclusion completes the report.

## design statement

### 1.1 context

The subject site is located at the southern end of Rongotai at the corner of Kingsford Smith Street and Lyall Parade. The site's southern boundary has direct outlook over Lyall Parade and out over Lyall Bay itself towards the horizon of Cook Strait. The Wellington International Airport runway runs north-to-south approximately 500m to the east of the subject site. The subject site is on the southern boundary of a business zoned area with a mix of industrial warehousing, commercial offices, motels, cafes and retail complexes. The Lyall Bay residential zone, consisting of a mix of low and medium density housing, starts approximately 130m to the west of the subject site. This suburban area is separated from our subject site by an 18m wide buffer strip of 'Open Space' zoned vegetation then a large 2-storey office/ mixed-use commercial building directly on the opposite side of Kingsford Smith Street. There is no cohesive unifying built-form within the area that can be identified as being unique to the area. The majority of the buildings here are of a non-descript nature with the majority of the industrial building being described as 'run-down'.

The development site forms one of only a handful of sites in this area that has a number of attributes which confirm its suitability for a mixed-use residential with apartments over. Outlook over Lyall Bay being one of them, as well as its separation from the nearby residential areas.

The subject site has a large footprint and is in good proximity to public transport links, shopping areas, services infrastructure and recreational facilities. These combined along with a well-designed apartment building would not only create a building with high amenity for the residents, the building itself could become a stimulus for an under-used and neglected part of Lyall Bay.

#### 1.1.2 existing landform, buildings and scale

The development site is a large irregular shaped polygon comprising of two fee simple allotments which total 2066m<sup>2</sup> together. The site has 5 external boundaries with 2 of the boundaries (western and northern boundaries) abutting privately held fee simple allotments. The remaining 3 boundaries are the southern boundary, the Kingsford Smith Street boundary and the chamfered corner boundary between them. The Kingsford Smith Street boundary abuts a legal road and faces west while the Southern boundary abuts a recreation reserve held in the title by Wellington City Council. These two boundaries form the primary frontage of the proposed building. Total length of the southern boundary running parallel with Lyall Parade is just over 57m in length and the Kingsford Smith Street boundary is just over 40m in length. The western, northern and eastern boundaries form a 90 degree internal corner between each and are aligned with the grid of the business zone behind. The southern boundary is skewed on an angle aligned to match the road and the foreshore of Lyall Bay.

The site and immediate surrounds are essentially flat with little of topographical significance in the immediate vicinity. Topographical surveys have identified the existing slab levels of the existing buildings on the site to be about 4.8m above mean sea level. Only the windblown sand dunes on the recreation reserve and road reserve to the south of the site show what the original land form may have been like. The dunes here rise approximately 1m above the level of the

existing on-site building's slab but these dunes are constantly moving. The topographical survey plan shows that dunes here have been blown against the existing building and have built-up against the concrete walls.

Rongotai, Kilbirnie and Lyall Bay form an isthmus that connects the western hills of Melrose to the Miramar Peninsula. Once under sea water this area of land has been uplifted from successive earthquakes. The last being in 1855 raised the land enough to allow reclamation to occur to the isthmus. The predominant feature of the isthmus is Wellington International Airport's runway which crosses from Evans bay to the north to Lyall Bay to the south. The runway itself is substantially higher than the surrounding areas due to a greater intensity of land reclamation that involved extending the runway out into Lyall Bay.

The site is zoned 'Business 1' and is sandwiched to the east, north and south with additional business zoned properties. 130m to the west is the start of the 'Outer Residential' zoned suburbs and about 70m to the east is the 'Airport Precinct' zoned properties. The subject site is centred within a strip of 'Business 1' zoned with only three of this 'Business 1' zoned properties having frontages towards Lyall Bay directly. Only these 3 properties present the most likely chance of a proposal like this application going ahead in Lyall Bay. 2 of these 3 properties fronting Lyall Bay are located within the 'Wellington International Airport Air Noise Boundary'.

The immediate periphery to the site is a mix of warehousing, retail complexes, cafes and office activities. It has seen somewhat of a revival in the last decade with new 'big-box' retailers such as Bunnings and The Warehouse anchoring smaller retailers around them. The Airport Retail Park in general has become a retail destination on its own and attracts thousands of people every year. One of the more popular cafes in Wellington, The Spruce Goose, is well attended but has little competition. Parrot Dog brewery has also just moved into the area to further activate the area. A transformation is rapidly taking place in this part of Rongotai and Lyall Bay. One for which the building we propose will contribute towards in a positive manner.

## 1.2 the proposal

This application seeks approval for the design and construction of a 7 storey (1 storey is below ground) apartment and mixed-use commercial premises built across the entire site. The building will contain 60 vehicle car parks, 4 ground floor retail premises and 55 individual private apartments built from Level 1 to Level 5. A total of 6 storeys will be visible above ground with the basement car park being dug approximately 3.5m below ground level. The building will be 19.8m tall measured from the ground slab level.

The program for the building will be as follows:

- Basement Level = 49 car parks, 39 storage lockers plus lifts and stair wells;
- Ground Level = 11 car parks (2 can be tandem), 14 storage lockers, 2 apartment lobbies serving separate entrances to the building, 4 retail complexes (although the partitioning between them is flexible to alter the number and size) plus vehicular driveways;
- First Floor Level = 11 single storey apartments, large open space courtyard consisting of shared open space and private yards for 11 apartments, interior shared amenities consisting of a swimming pool, spa pool, sauna, changing facilities, fitness gym and private cinema room plus lift and stair wells;
- Second Floor Level = 13 single storey apartments access either directly off this level or via open stairs landing on open space courtyard below plus lift and stair wells;
- Third Floor Level = 13 individual apartments of which 5 a single level apartments accessed from this level and 8 are double storey apartments accessed from the level above, plus lift and stair wells;
- Fourth Floor Level = 23 individual apartments to this level. Of which 3 are single level apartments solely accessed off this level. The remainder are double storey apartments with 8 apartments stepping down to the floor below and 12 apartments stepping up to the floor above;
- Fifth Floor Level = 15 individual apartments of which 3 apartments are single storey apartments. The remainder are double storey apartments with their second level being the floor level below.

- Roof Level = Low-slope membrane roof plus green roof planting to lip of roof;

The ground floor level to first floor level is proposed to have a 4.5m floor to floor dimension This is to accommodate the truck dock within the interior of the building. Floor to ceiling dimension to the ground floor will be 4.25m. Being a corner site, the ground floor level is proposed to have two active frontages. One being the Kingsford Smith Street frontage and the other being the Lyall Parade frontage that abuts a recreation reserve strip. The Kingsford Smith Street frontage measures 46.67m long and will accommodate two vehicle entrances/ exits, the primary apartment lobby entrance and shopfront to one of the retail shops. The Lyall Parade frontage abuts a recreation reserve and is 57.21m long. We envision this recreation reserve to be upgraded with board walking and fixed landscape seating. This will allow pedestrians to access the retail shops and will benefit the public who currently do not use the recreation reserve for anything other than short cutting the corner. The western end of the Lyall Parade frontage is the secondary apartment lobby entrance/ exit. All of the retail shopfronts consist of extensive full height glazing with stacker sliding doors to open the shops up to the vista of Lyall Bay.

Apart from the lower two levels (basement and ground floor) which cover the entire site, the top five levels are built around a large open shared space courtyard forming a 'donut' building form. This came about due to the large depth of the site and that two sides of the building would have restricted access to sunlight and views. By creating a 'donut' form we've added more frontages to the apartments with access to direct sunlight and views over an attractive outdoor space. This donut has an approximate depth of 12m and has four sides following the site boundaries. Two sides have frontages onto Kingsford Smith Street directly and Lyall Parade. These frontages do not need to be fire rated and therefore create the active frontages of the building. The remaining two sides abut private property boundaries to the north and east of the subject site. This restricts the design of the building in terms of windows having to be setback plus claddings have to be low maintenance and fire rated. The apartment levels building will be described in relation to the 4 sides of the donut. These are the Kingsford Smith Street block, Lyall Parade Block, Eastern Block and Northern Block. To allow more direct sunlight into the courtyard of the building, the Northern Block to the apartment levels has been split forming a 'V' shape that widens towards the higher levels. The apartments to the northern block are arranged in opposing pairs, which start close together on Level 2 of the building. As the building slowly rises, the apartments above on this block slowly step outwards, forming a terraced apartment look with large generous decks to these Northern Block apartments.

The development offers 55 premium apartments of differing sizes and aspects. The bottom two levels of apartments are all single storey apartments accessed either directly from the shared open space or from short hallways from the lift lobbies either end of the building. The top three levels of the building consists primarily of double storey apartments accessed from a common interior hallway to level 4 of the building. The idea here was to keep circulation routes hidden within the building and the apartments wrap up and over or down and under this access hall. This planning concept allows the apartments to have active edges to both sides of the building and to access the view over Lyall Bay as well as the view back into the interior courtyard. Although the site has 186m of perimeter boundaries, 74m of this perimeter abuts private property boundaries to the north and the south. This restricts the use of any windows and claddings here are proposed as patterned precast concrete. The development site really only has 112m of active frontage to the Lyall Parade and Kingsford Smith Street frontages. Of the 55 apartments, 45 apartments have frontages to these active edges of Kingsford Smith Street and Lyall Parade. The remaining 10 apartments have outlook into the shared open space courtyard or are on the mainly part of the Northern Block. The Northern Block apartments are compensated for not being on these street frontages is provided with large generous decks and northern aspect sun. All apartments on the Kingsford Smith Street and Lyall Parade elevations will have views of Lyall Bay beach with the prime view frontage, directly facing Lyall Bay itself, containing 32 of the proposed 55 apartments in total.

A typical cross section of the apartments in regards to their size, type, single or double storey, number of bedrooms and number of decks is as below:

Table 1: Apartment Breakdown

Apartment Number	Internal Gross Floor Area (m <sup>2</sup> )	Apartment Type (Stand-alone or Dual Key)	Single Storey or Double Storey	Number of Bedrooms	Number of Private Decks/ Private Yards	Total Area of Private Outdoor Space (m <sup>2</sup> )
1	85	Stand-alone	Single	2	2	23.9
2	81	Stand-alone	Single	2	2	12.6
3	104	Stand-alone	Single	3	2	31
4	102	Stand-alone	Single	3	1	8.5
5	89	Stand-alone	Single	2	2	11.3
6	84	Stand-alone	Single	2	2	30.8
7	87	Stand-alone	Single	2	2	29.1
8	87	Stand-alone	Single	2	2	31.3
9	84	Stand-alone	Single	2	2	33.7
10	79	Stand-alone	Single	2	2	15.1
11	80	Stand-alone	Single	2	2	12.9
12	83	Stand-alone	Single	2	3	27.2
13	76	Stand-alone	Single	2	2	10.9
14	102	Stand-alone	Single	3	2	11.9
15	102	Stand-alone	Single	3	1	8.6
16	129	Dual Key	Single	4	2	42.8
17	140	Dual Key	Single	4	2	46
18	80	Stand-alone	Single	2	1	3.9
19	80	Stand-alone	Single	2	2	14.1
20	81	Stand-alone	Single	2	2	14.9
21	81	Stand-alone	Single	2	2	15.6
22	80	Stand-alone	Single	2	2	15.8
23	74	Stand-alone	Single	2	2	15.7
24	76	Stand-alone	Single	2	2	16.2
25	120	Stand-alone	Double	2	3	29.1
26	120	Stand-alone	Double	2	2	10.9
27	105	Stand-alone	Single	3	2	13.5
28	102	Stand-alone	Single	3	1	8.5
29	111	Dual Key	Single	3	2	22
30	121	Dual Key	Single	3	2	23.6
31	90	Stand-alone	Single	2	1	3.4
32	118	Stand-alone	Double	3	2	11.6
33	119	Stand-alone	Double	3	2	11.7
34	119	Stand-alone	Double	3	2	11
35	118	Stand-alone	Double	3	2	10.5
36	108	Stand-alone	Double	3	2	10
37	121	Dual Key	Double	3	1	6.6
38	121	Stand-alone	Double	3	3	10
39	70	Stand-alone	Double	2	2	9.2
40	117	Dual Key	Double	4	4	17.4
41	70	Stand-alone	Single	3	1	8.5
42	93	Stand-alone	Single	3	2	15
43	98	Stand-alone	Single	3	2	16.7
44	82	Stand-alone	Double	2	1	2.8
45	75	Stand-alone	Double	2	2	7.6
46	128	Dual Key	Double	4	3	13.3
47	128	Dual Key	Double	4	3	16.1
48	127	Dual Key	Double	4	3	15.7
49	128	Dual Key	Double	4	3	13.3
50	125	Dual Key	Double	4	3	10.4
51	130	Dual Key	Double	4	2	8.6



52	124	Stand-alone	Double	3	5	43.7
53	102	Stand-alone	Single	3	1	8.5
54	83	Stand-alone	Single	2	2	15
55	83	Stand-alone	Single	2	2	16.7
<b>Total</b>	5502			148		904.7

Along with the private areas of the proposed apartment building additional amenities in the form of shared open space, shared swimming pool, spa and sauna, shared gym facilities and a shared private cinema for the residence of the apartments. The table below provides the indicative gross floor area dedicated to these facilities:

**Table 2: Shared Amenities Breakdown**

Shared Amenity Provided	Gross Floor Area Provided (m <sup>2</sup> )
Shared Level 1 Open Space	367
Shared Swimming Pool Facilities (including changing rooms)	202
Shared Gymnasium Facility	79
Shared Private Cinema	68

A city bus routes starts at the Airport Retail Park complex which is located approximately 250m away on Tirangi Road. The retail amenities provided near the site are within easy walking distance. Supermarkets located by the Kilbirnie shops are within 1.5km walking distance. Rongotai College is located approximately 500m to the north of the site and recreation sport playing fields can be found to the north of the site behind Bunnings Warehouse, approximately 200m away. The site is well suited to take advantage to these neighbourhood amenities with Lyll Bay beach itself being 20m away.

#### 1.2.1 apartment typologies

The five storeys of apartment levels contain a mix of different apartment sizes ranging from 70m<sup>2</sup> two bedroom apartments to 140m<sup>2</sup> four bedroom dual-key apartments. Out of the 55 apartments provided, 26 are two bedroom apartments, 20 are three bedroom apartments and 9 are four bedroom apartments. Within the mix of apartments there are 12 Dual Key apartments. This gives the owner the option to rent out a separate studio apartment while residing in the main body of the apartment adjacent. The apartments can be further broken into single storey and two storey apartments. Of the 55 apartments proposed, 31 will be single storey apartments and 24 will be two storey apartments. All of the two storey apartments are located on levels 3 to 5. This is due to the internal common hallway on Level 4 which all of these apartments are accessed from. The purpose of the two storey apartments accessed from a single internal hallway is to allow the each of these apartments outlook towards Lyll Bay beach as well as back into the internal shared open space courtyard by either looping up and over or down and below the common hallway. The single storey apartments are either accessed directly from the lift lobby spaces serving each floor or from the shared open space. 15 apartments use this open shared space directly for their access.

The floor plan design of the apartments to the Kingsford Smith Street and Lyll Parade elevations is to create 'Look through' spaces. The intention is to create a porous building that dissolves the appearance of bulk and creates a visual connection of the interior courtyard to the outside viewer and vice versa for the courtyard user, a view of Lyll Bay. The 'Look through' spaces are the main living areas. This includes the living room, kitchen and dining room with is arranged in the long rectangular room with no walls intersecting the space. Full width and height glazed openings are provided to either end of the 'Look through' spaces. These spaces are also scattered sporadically across the façade of the building to provide variability and inconsistency to the façade. All apartments have 2.7m floor to ceiling interior heights apart from the top level which has 3m floor to ceiling levels.

All apartments are provided with multiple options of private open space in the form of either elevated decks or private yard space located at first floor level. Only 8 apartments have a private outdoor yard that abuts the shared open space directly. Not distinct separation is proposed apart from specific planting to designate a boundary. The remainder of apartments have multiple

elevated decks that either look out away from the building or inwards towards the shared internal courtyard. All of the apartments have more than 1 deck available apart from 9 apartments which only have a single elevated deck. This is mainly due to these apartments only having access to one frontage. The apartments which have dual frontages to both either Kingsford Smith Street or Lyall Parade as well as the interior courtyard (35 in total) have multiple private deck space. Refer to Table 1 above for number of decks provided as well as total area of private decks per apartment. All decks would receive sunlight at various times of the day throughout the year. The majority of private decks here are small and are designed to be merged with the living spaces. This achieved through the use of full height stacker or bifold doors that can be pushed back against the wall line. The stacker doors in particular to the Lyall Parade frontage are designed to be pushed back past the living room interior wall to show no evidence of a door being there. This along with the floor levels between the decks and living spaces being flush, a seamless transition will be created. The intention is for there to be no distinction between the undercover private decks and the interior living rooms. With the airport runway being about 500m to the west, this strategy of keeping the decks small and fully surrounded on four sides (top, bottom and sides) is advantageous for blocking direct sound waves from aircraft.

### 1.2.2 building form, materials and prominence

Conceptually the building is firstly built-out to all perimeter boundaries of the development site. This reinforces the street edge and the street block which is desirable. The ground floor retail shops are arranged to activate the Kingsford Smith Street frontage as well as the Lyall Parade frontage. The top 5 floors of the building contain the apartments and are arranged as a donut surrounding the interior courtyard. This is the natural way to occupy the site with housing as the interior floor plate would be too large and therefore too dark to try to cover the entire site in an apartment building while still reinforcing the street block edge. The interior courtyard in this environment has other advantages, other than creating two frontages for light and views. It helps shelter the open space from the direct noise line of the airport runway as well as sheltering the first level shared open space from Wellington's persistent winds. To aid in direct sunlight entering the interior open space courtyard, the Northern Block has been split to create 'V' opening.

The two principal facades of the building are the Kingsford Smith Street and Lyall Parade facades. These two facades present the public face of the building. Each façade has a different outlook. The Lyall Parade façade faces directly out into Cook Strait and across Lyall Bay while the Kingsford Smith Street façade's outlook is over commercial and industrial buildings. Although Lyall Bay beach is visible also. This provides the opportunity to explore two different façade typologies. Both of the elevations share the same programme behind the façade so we still want them to relate to each other. Firstly the Lyall Parade façade has to endure contrasting conditions. Most of the time it is a temperate bay but occasionally faces adverse conditions in terms of southerly wind and sea spray from the waves pounding the shore. Lyall bay is a fairly new beach in terms of its geological history. Walking along the beach and southern coastline you will come across coastal rocks which have endured the harsh conditions of Wellington's south coast. The rocks have been eroded with the stronger ridges remaining proud against the force of the wind and the waves. An example of this is shown in the image below. The proposed southern façade of the building is designed to be analogous to the harsh erosive climate it faces into. The proud wing walls, roof and floor plates here cantilever beyond the boundary of the site and crinkled in a random pattern. None of the interior apartment space is built over the boundary line. This along with the set-back diagonally positioned glazing, creates an undulating façade. A façade reciprocal to the rocks in the area. We've clad the exterior wing walls and soffits with a blonded wood slat. The wood relates to the driftwood found on the beach and helps soften it into the landscape. We've also sprinkled site specific trailing and cliff hanging plants that dangle over the lip of the floor plates in random places; reminiscent of the cliff hanging shrubbery to Wellington's coast. The façade here is predominantly glass. The differing angles of each apartment bay's glazing will create a different reflection and transparency effect to the façade. Aiding in the inconsistency and variation to the façade. We've also incorporated vertical aluminium louvres (powdercoated a dark timber) to various segments of the glazed facade. This along with the scattered 'Look through' living spaces to the southern façade creates a vibrant, energetic façade worthy of its location.



Figure 1: Eroded Wellington South Coast Rocks with pronounced ridges

As the Lyall Parade façade wraps around to the Kingsford Smith Street façade, we've removed the undulation of the wing walls and floor plates as this is a more sheltered façade with a different aspect. We've still kept the porous transparency of the 'Look through' spaces as well as the scattered vertical louvres for privacy screening where required. Also the decks and floor plate aprons here cantilever 950mm beyond the boundary line. None of the interior apartment space is built over the boundary line. The decks here are not to the entire width but rather to the spread sporadically across the façade. We've also diagonally positioned some of the glazed walls to play with reflection and transparency. Again the soffits and intertenancy wing walls are clad with a blonded timber slat relating to the drift wood found on the beach. A new cladding type is introduced where the bedroom walls protrude beyond the glass façade line. This will be a concrete look fibre cement sheet panel. The gradual introduction of the concrete cladding to this façade is in acknowledgement of the industrial warehouses that form a prominent part of this area. Both facades offer a rich and layered façade that would be appealing to the viewer.

The Northern and Eastern facades of the building are built against private properties and therefore have to be fire rated. The proposed material of choice due also to limited access is precast concrete panelling. Apart from the terraced 'V' split and recessed decks to the 'Northern Blocks' the Northern and Eastern facades are predominantly blank faces. To contribute the viewing public, while the walls still remain visible, we've proposed to cast the concrete wall panels with a diagonally laid rough-cast strips. The intention is to acknowledge the geological uplift forces this area experienced from numerous earthquakes. The diagonal layering of exposed sediment layers is a common natural landscape feature to Wellington's southern coast and reiterates the eroded rock concept.

That being said we also want the building to be endeared to the public through whatever meaning they may attach to it. We also see an uncovered ship skeleton to the southern façade. The undulation of this façade is reminiscent of the sand dunes also. These are analogies that some others may see also so we do not want to predetermine how the public should connect to the building.

The cladding to the building facing the internal courtyard will be mixture different coloured natural finished fibre-cement sheet on cavity.

To distinguish the ground floor apartment lobby 1 entrance we've framed the lobby between two concrete wing walls. These wing walls have randomly sized glazed diagonal slots directed towards the lift shafts. This aids the pedestrian in signalling entrance here. It also aids vehicles using the car parks with vision of pedestrians when exiting the car parks. The ramp down to the basement car park is to the northern end of the building. It is proposed that this ramp would have a security roller grille. The car park entrance to the ground floor is adjacent to the

apartment lobby entrance to the south of the Apartment Lobby 1. The security door here will be a security roller grille also. This provides the necessary ventilation to the car park as well as allow a visual connection to the space behind.

## 2. assessment against the residential design guide

### Introduction

Although the subject site is located in a Business 1 zone, as it involves multi-unit residential apartments, an assessment against the Wellington City Council Residential Design Guide needs to be provided. The Residential Design Guide (RDG) provides a framework of design objectives and associated guidelines encompassing a wide range of factors requiring consideration to ensure successful and responsible residential building design. It is primarily directed towards new residential town housing and suburban infill within established residential neighbourhoods. Its intention is for new development to relate to the existing context or rather set an exemplar precedent for works to come. Multi-unit developments typically seek a higher density of people living in closer proximity to each other. Not only should the development respond positively to the neighbourhood but it should also have a positive effect on the occupants.

The Design Guide aims for the following:

- **Encourage responsiveness to the character of each particular site, including consideration of the physical and visual qualities of the street and the immediate area;**
- **Ensure that the new multi-unit development fits into an existing neighbourhood in a way that maintains reasonable standards of privacy and daylight for residents and neighbours;**
- **Encourage good-quality, cost-effective design;**
- **Address both town-house and apartment residential building types;**
- **Provide specific guidelines for identified residential areas:**
  - **Thorndon**
  - **Mount Victoria**
  - **Aro Valley**
  - **Mt Cook, Berhampore and Newtown**

Each of the RDG sections identifies Objectives and Guidelines that seek to encourage consideration of these key aspects of the project. The following commentary assesses the proposal in accordance with these identified Objectives and Guidelines and offers a commentary and analysis of the amenity offered by this proposed residential apartment building located in a Business Zone. The RDG Objectives and Guidelines, with our response to them, is set out as follows:

### 1 Character

*O1.1 To recognise the unique qualities and sense of place of every urban setting, and respond to and enhance these with new development*

The proposed development is site specific to its Lyall Bay location. It responds to the exposed southern elevation as well as to the industrial urban block behind. It is a building that is more reciprocal to its surroundings than any of the buildings in the Business 1 zone that neighbour it that could all be described as being 'non-descript'.

*O1.2 To minimize visual effects of earthworks on the public realm.*

**No earthworks are visible when completed.**

*G1.1 Assessing and complementing neighbourhood character*

*Identify and relate to the established patterns and precedents that determine the character of the street and local neighbourhood. Primary characteristics are the most important and typically include:*

- Landform;
- Significant vegetation;
- height;
- plan dimensions and frontage width;
- setbacks from street frontage;
- wall and frontage orientation;

*Secondary characteristics, depending on local context may be important, but are generally of lesser significance. These include:*

- silhouette and roof form;
- façade articulation (including window and door proportions);
- materials, finishes, textures and colours;

**Achieved.** The proposed apartment building is built-out to reinforce the existing neighbourhood street block. Its proposed height is 1.8m above the current restricted discretionary height plane of 18m. This is an increase of 10% sought. The roof form edge has been articulated to emphasise the crinkled southern façade and both public side façade are well articulated with multiple layering effects that go right through the 12m depth of two wings facing the street here. The wall finishes and textures are appropriate for the beach side location.

*G1.2 Consistency or contrast*

*Maintain consistency with defining and valued neighbourhood patterns, staying generally within the limits of diversity in the area and creating contrast only in special circumstances.*

**The surrounding commercial building and industrial neighbourhood has little defining neighbourhood patterns worth maintaining. This building will be unique and a stand-out building to the area (other than the nearly completed airport control tower nearby). It represents a revival to the area, a sense of optimism and energy that is slowly being generated to this pocket of Lyall Bay. The building will be of public significance so a contrasting building form is more acceptable in this instance.**

*G1.3 Landform*

*Maintain general landform, minimise the need for large retaining structures and design any required earthworks and retaining walls as positive landscape features. Development should fit into rather than drastically alter the landform.*

**The site can be considered as being flat. Apart from the minor undulation of the sand dunes to the recreation reserve immediately to the south the site is flat. The southern façade mimics this undulation of the landform adjacent.**

*G1.4 Vegetation*

*Retain significant existing trees and vegetation where practicable and where these can be usefully integrated into the residential development, particularly where they are recognized by the local community as having significance beyond the site*

**NA. No significant vegetation exists on site. We propose to add vegetation to the shared open space and decks and roof lines.**

*G1.5 Use Species that extend the planting and landscape patterns that characterize the wider setting.*

**Achieved. Refer to Landscape Architect's planting specification.**

#### G1.6 Height

Where height is a significant character issue, relate the height of new development to that of buildings within the immediate area.

The height limit here is 16m. It can be extended to 18m as a discretionary activity. We seek a building height of 19.8m measured from the ground slab level. An additional height of 1.8m or 10%. This is still lower than airport control tower in the nearby airport precinct and is in relation to the height of the 'big box' retail outlets that surround the development site. No residential neighbours exist nearby that will be adversely affected by the additional 1.8m height sought. The building's design is special enough with complexity and visual depth to diminish the effect of the additional 1.8m height sought. It should be acknowledge that due to the moving sand dunes to the south of the site which have built up against the southern wall of the existing building, the height plane here, taken from the level of the existing sand dunes, means that a lot of the building's roof line here is above the 18m height plane by less than the 1.8m additional sought.

#### G1.7 Plan Dimensions and Siting

Relate to the existing pattern of building dimensions frontage widths and spaces between buildings by considering, where applicable, the following design techniques:

- Grouping units together into modules that relate to the dimensions of buildings typical for the neighbourhood;
- Expressing the form of each unit, or groups of units (whichever is more consistent with the predominant dimensions of buildings in the immediate area) with a separate roof, and/or differentiating individual units or groups of units by varying colour and materials;
- Offsetting units in plan, introducing gaps or creating slots between blocks with dimensions that relate closely to those existing to give visual separation between dwellings;
- Using transitional forms and volumes to achieve a relationship between a large new development and smaller neighbours;

The proposed building is set-out to match the street boundaries as per the existing pattern of surrounding industrial buildings. The decks to both the Kingsford Smith Street and Lyall Parade facades cantilever beyond the boundary line as identified in the proposed site plans. The solid block form is typical to the neighbourhood. Each apartment unit forming the façade is distinguishable from the projecting intertenancy floors, roofs and wing walls that bound the apartments. The building form is acceptable to the area.

G1.8 Reference established side yard patterns in situations where new buildings can be built to the side boundaries but patterns of side yards remain important.

**NA. No side yards exist in this zone.**

#### G1.9 Frontage Setbacks

Maintain frontage setbacks that are consistent with the existing pattern of development in the immediate area in situations where this existing pattern is a determining characteristic of the area and is recognized as being of value.

**No frontage setback is required to this zone. The proposed apartment building glazed fronts are built right out to the boundary lines. The exterior decks and roof lines project further beyond the boundary into the Road Reserve and Recreation Reserve air space. This is to help the corner decks reinforce the corner while articulating the façade.**

#### G1.10 Wall and frontage orientation

Follow the local pattern of orientation of walls relative to street edges and the street grid

**Achieved. Existing street grid is used to orientate the building.**

#### G1.11 Silhouette and roof form

Where consistent silhouette and roof form is a defining pattern of a neighbourhood, make considered reference to the predominant patterns of roof type and pitch.

**Existing neighbouring roof form is non-descript. Example typologies are flat edge roofs and gable pitched warehouses. Our proposed building is in keeping with the flat edge roof although we have articulated the southern facing edge to create an undulation that this visible.**

The roof edge has been defined with a clipped on brass 'brise soleil' to signify roof termination and reference a wing edge.

#### *G1.13 Materials, finishes, textures and colours*

*In situations characterized by consistency of materials, finishes, textures or colours, integrate typical and/or complementary materials into new developments, considering both texture and colour.*

The proposed building materials are more responsive and relative to the site than the existing neighbouring concrete and brick buildings. We've textured the northern and eastern pre-cast concrete elevations even though these could eventually be built over. The propose materials integrate well into the beach side location and industrial/ commercial boundary.

## 2 Site Planning

*O2.1 To plan and locate dwellings and open spaces together as a coherent whole, in a way that complements the character of neighbouring development and optimizes amenity and liveability both within the development and for neighbours.*

The proposed site planning for accommodating residential apartments above ground level to this site is well thought out and the best arrangement for a development site as large as this. The building reads as a coherent whole and the interior courtyard optimises amenity of the apartments by creating front and rear apartment frontages. It also aids in sunlight received from the north to all apartments.

*O2.2 To make a positive contribution to the safety, amenity and visual character of the street*

**Achieved.** Residential apartments here aid in passive surveillance of the streets and the beach which did not exist to this area before. The visual character of the street will be enhanced by this dynamic building.

*O2.3 To site and design buildings to meet the reasonable requirements of occupants and neighbours for visual and acoustic privacy.*

No external residential neighbours exist. Only visual and acoustic privacy to the residential occupants of the apartment building need to be considered. Bedrooms have been arranged to prevent direct visual overlooking from opposite apartments. Visual screening devices such as louvres have been implemented over windows close to each other at internal corners or where the exterior stairs pass close-by. These stairs will also have screening devices either side to protect the amenity of the residents to the apartments below. Acoustic privacy is provided through concrete construction of the floors and walls.

#### *G2.1 Comprehensive, integrated site planning*

*Integrate the location and design of buildings and open spaces.*

The proposed building maximises the two active frontages that face the views. The northern elevation is against a private boundary so needs to be fire rated. By creating an internal courtyard space we can obtain direct sunlight to all of the proposed apartment wings. Of the 55 apartments provide 45 will have a frontage to either Kingsford Smith Street or Lyall Parade providing a view of Lyall Bay beach. 32 apartments have frontages directly on the Lyall Bay elevation. This is a very good proportion particularly when the site size makes it difficult to access these views.

#### *G2.2 Positive open spaces*

*Create positive open spaces between and around buildings.*

The proposed apartments surround a positive internal shared courtyard open space that is large and well landscaped. This space will be sheltered from wind and is designed to shield direct sound waves from aircraft on the runway 500m away. This space will receive direct sunlight throughout the year. Even on June 21<sup>st</sup> direct sunlight can reach a small portion of the shared open space ground surface and on Dec 21<sup>st</sup> 90% of the courtyard will receive direct sunlight. Refer attached supplementary sunlight analysis diagrams. The interior courtyard has also been designed to not be dislocated from the beach. This has been achieved by the landscape design theme that Nicole Thompson of Wraight & Associates has designed. Also through the use of 'Look through' living spaces to provide opportunities to view the water and

the horizon when in the courtyard. The interior shared open space can be used by all residents however it is directly accessed by only 15 apartments which use the shared open space as part of their access route. The area of this interior courtyard measures 530m<sup>2</sup>. Of which 366m<sup>2</sup> is shared open space. Dimensions of the courtyard measure over 20m to the western edge to 7.6m along the eastern edge. Length of the courtyard is 35.4m along the norther interior elevation. This is a generous space considering it accounts for over ¼ of the total development site area.

The intention of the building to the exterior edges it to activate the Council owned recreation reserve to the south. This will be achieved by offering a diverse range of retail amenities, such as cafes, which have glazed frontages that open out onto this space. With the co-operation of the Council we propose to eventually create an attractive outdoor park space here fitting for the area.

*G2.3 Aim to assign private open space to individual units wherever possible.*

All apartments are provided with private decks or yard spaces. Refer to Table 1 above for number of decks per apartment plus total area. A lot of the decks are small as they are intended to be merged with the interior living spaces by pushing back bi-folding doors or sliding stacker doors. The stacker doors in particular to the Lyll Bay frontage can be pushed back entirely behind the living room wall to create a seamless transition between inside and outside. The above guideline seems to imply that sometimes private outdoor space is impossible to provide. Even though we have provided an aspect of private outdoor space to all apartments, some of these decks to some of the apartments are not as generous as others. Compensation for the smaller decks needs to be considered against the additional amenity provided by the shared open space and shared residential recreational amenities. Also consideration needs to be given the high prospect that these apartments offer in terms of view and light. Finally, the private open space size needs to be tempered against the noise generated by the aircraft. This location is within the Air noise Boundary and so large open space decks may not be as desirable to a sheltered, open walled living area. This would provide the same effect as standing on a deck but with the benefit of blocking direct noise waves from the airport runway.

*G2.4 Provide active edges to any shared areas of open space*

**Achieved.** The shared open space is bounded by private yards and then living spaces.

*G2.5 Sunlight and daylight to living areas*

*Position all dwellings to receive midwinter sun in at least one main living room for at least 4 hours at mid-winter.*

All apartments can receive direct sunlight on June 21 to their living room spaces apart from apartment 11 and apartment 24. These two apartments face Lyll Parade but are located in an acute corner that is shaded by the Kingsford Smith Street wing. Please refer to attached supplementary shading sheet which shows sunlight access on June 21, September 21 and December 21. Also refer to attached June 21 sun shading analysis showing overlay of sunlight received per hour. This shows what parts of the interior of the building receive sunlight ranging from 1 hour to more than 4 hours direct sunlight on June 21. It clearly shows that it is only the Lyll Parade block of apartments where direct sunlight on June 21 can be compromised. The top three levels here receive in excess of 4 hours of direct sunlight so this is OK. The lower two apartment levels receive direct sunlight in the range of 1 to 4 hours. Compensation for the lack of direct sunlight is made with the provision of amazing views, locality of nearby amenities such as shopping centres, public transport and Lyll Bay itself. Also the shared private open space, swimming, spa, sauna, gym and cinema facilities will help in residential amenity.

*G2.6 Design elevations on or near common boundaries so that amenity is maintained even if future development on neighbouring sites is maximized at the shared boundary.*

**This guideline is relevant to the northern and eastern blocks of the proposed apartments. Currently the neighbour to the north is a vacant lot and a 2 storey warehouse. They can build**



to 18m height limit if desired. We have designed the northern block to face away from this boundary. The principal deck space to these 8 apartments is large and located on the either the West or East of the apartment. Should the neighbouring northern allotment be built up to the 18m height limit, then these decks will be shaded mostly in winter but will receive summer sun. The outlook from the apartments into the internal courtyard will not be affected. We can't control the neighbouring site but have designed these apartments to the best we can for the current circumstance. It is a common occurrence with apartment buildings and trying to secure sunlight access when the northern boundary is a private boundary is futile. Without building apartments on this part of the site we leave the courtyard vulnerable to have a large blank wall built against it which is less desirable than a terraced 'V' block apartments we're proposing. The project also becomes less financially feasible. The northern block apartments will be large apartments with large outdoor decks. The Developer is in talks with these neighbours with the best possible outcome being the acquisition of these properties with their development being aligned to what we have shown here.

*G2.8 Car Parking, Garage and Driveway Location*

*Avoid concentrating garages at the street frontage and monotonous repetition of garage doors the street frontage or within any development.*

**Achieved. Car parking is concealed within the building.**

*G2.9 Locate open car parking so that parked cars are not a dominant element at the street edge*

**No open car parking is proposed.**

*G2.10 Position and design any communal vehicle and pedestrian access ways to avoid intruding on the privacy of dwelling interiors*

**Achieved. Vehicle entrances do not affect privacy of the occupants of the apartments over.**

*G2.11 Locate garages to be conveniently reached from their associated dwellings but not where they completely obscure views of either the street or any common open space within the development.*

**Achieved. Vehicle car parking is located in the basement or at ground level and is easily accessed from the lift lobbies.**

*G2.12 Ensure any open car parking space can be viewed from the dwelling to which it is allocated*

**No open car parking provided.**

*G2.13 For developments that are likely to be occupied by people with limited mobility, where practical provide either internal garage or an at grade link between parking spaces and their associated unit.*

**Achieved. Most of the single level apartments can be directly accessed via a wheelchair from the lift well with certain car parks being wide enough for disabled access.**

### **3 Building Design**

*O3.1 To ensure each building is coherently designed, demonstrates design integrity, and integrates all relevant design criteria in the best possible way.*

**We believe the proposed building is coherently designed and representative of its site and context. Its southern facing façade presents a dynamic 'tortured' appearance. A building face with has been subjected to harsh conditions and analogous to the rocks found on the foreshore. The Kingsford Smith Street façade is more rigidly aligned with the street boundary but is still a dynamic, variable façade. This façade relates well with the industrial part of Rongotai. We've incorporated extensive layering techniques which continue right through the building into the interior courtyards. Using the many scattered 'Look through' spaces, the building will appear porous.**

*O3.2 To make a positive contribution to the safety, amenity and visual character of the street*

**The building will most definitely increase aspects of safety to the area through the introduction of passive surveillance to Lyllall Bay and Kingsford Smith Street. Currently this part of Lyllall Bay is under-used and ill considered. We propose to activate the area by introducing retail activities such as cafes to the water front here. I believe that this would**

result in a positive change to the area. The current Recreation Reserve is mistakenly labelled. This slither of land is too small for recreation and would be better served being used by the public with a well-integrated landscaped design. The proposed building will appear large, but only because the 18m height limit here is underutilised. An 18m height limit is well suited for an apartment building and it could be argued that this would be the intention of the District Plan for this area. We're seeking an additional 10% increase to allow for more spacious floor to ceiling heights. This would aid in the amenity of the occupants. The visual character of the building will be new to the area as the current character of the neighbouring buildings can be described as less than inspiring. The use of wood panelling aids in the connection of the building to the foreshore and helps soften it in to the landscape.

*O3.3 To ensure that the design of new building tops enhances the visual amenity of the area when these are prominent in view*

We've topped the building over with a greater projecting eave line than the floors below. To accentuate the termination, a brise soleil made from brass will form the edging of the eave. The shape of this brise soleil is a rounded tapered blade, reminiscent of a plane wing. Being brass also plays into nautical connotations of the area. Discrete specific planting is proposed to the roof edge with trailing plants expected to fall between the gaps of the brise soleil.

*O3.4 To provide internal living environments that are healthy, comfortable, convenient, functional and attractive for their occupants*

Of the 55 apartments 45 apartments have frontages to both Kingsford Smith Street or Lyall Parade. The Lyall Parade frontage itself accommodates frontages associated with 32 individual apartments. Only 10 apartments within the complex do not have frontages directly with Kingsford Smith Street and Lyall Parade. 8 of these are located to the Northern block and so have been compensated with large open deck space plus vistas to the north over Rongotai. The other 2 apartments are small 2 bedroom apartments that are located either end of the interior courtyard to the top two levels. These two interior apartments are separated by 35m from the opposing courtyard wall so they will enjoy a full length view of the landscaped shared open space. All floor to ceiling heights of the apartments are 2.7m clear internally apart from the top level which will have a 3.0m floor to ceiling level. These are generous heights and will make the apartments feel more spacious. All apartments receive direct sunlight throughout the year. They are efficiently designed but with privacy and amenity in mind. The majority of apartments have a 1:1 ratio for bedrooms to bathrooms. What makes these apartments attractive however is the view over Lyall Bay to the Cook Strait horizon. This offsets the apartments from a typical inner city or residential complex. We seek to make the most of this view with full height glazed doors and windows. All apartments have been designed to provide all bedrooms with large exterior facing windows. The bedrooms are separated from each other by bathrooms to maintain privacy.

*O3.5 To provide reasonable privacy both for the new dwellings and for neighbours*

All of the apartments have been designed showing consideration of privacy for both the occupants of the development and the neighbouring properties. The apartments that front the Kingsford Smith Street and Lyall Parade frontages look outwards away from the building and the private decks here are separated with solid dividing walls. There are no neighbours to the south and the neighbours to the west are 20m away on the other side of Kingsford Smith Street. These neighbours are commercial premises also. The only neighbours where privacy issues may arise are the northern neighbours and the eastern neighbours. The proposed building presents a solid wall to the eastern boundary so there are no privacy issues to this neighbour. For the northern block we have proposed recessed decks to the northern side. As there is a potential for overlooking so these decks have 1.6m high frosted glass balustrades. This also occurs to the interior facing decks that form the 'V' split terracing of the northern block. We propose 1.6m high frosted glass balustrades to the sides of the decks that look down 1 storey to the deck below. There is no need for 1.6m high screening to parts of the deck that look 2 storeys down to the next apartment. Additional devices for privacy are proposed to the interior courtyard. These include vertical aluminium louvres to windows and patios where sightlines will cause concern. We've also introduced wall mounted horizontally projecting

louvres between apartments where overlooking may occur from above into the private open space below. The louvres will shield the occupants below and will also act as an awning above the glazed doors of the apartment below.

*G3.1 Internal consistency and integration*

*Demonstrate in the design and composition of any building an overall coherence that integrates all of the relevant design guide requirements in a coordinated rather than piecemeal way*

The apartments are designed to make the most of their outward views from the building site as well as being inward focussed towards the internal courtyard. Of the 55 apartments 43 apartments have this dual outlook of both away from the site and back into the internal courtyard. 30 of the 55 apartments utilise this 'Look through' living room space to connect the courtyard to the exterior of the building. This is reflected in the majority of the floor plan to each apartment which looks to split the apartment into a bedroom half and a living room half. The building reads as a whole and even though the Lyall Parade Façade differs from the Kingsford Smith Street façade, both facades use a similar language of expressed continuous bold horizontal floor plates and wing walls. The expressed floor plates are continued around the corner of the building.

*G3.2 Frontages to the street*

*Present a public face to the street with entrances and windows orientated towards the street*

The apartment elevations facing Kingsford Smith Street and Lyall Parade are fully glazed elevations.

*G3.3 Avoid using reflective or dark heat absorbing glass on building frontages*

The proposed glass will be clear double glazed to the specification required by the Acoustic Engineer.

*G3.4 Where apartments are within suburban centres, establish publicly relevant activity at ground level street edge.*

The zone here is Business 1. The ground floor level to this building will contains four retail shops with active glazed frontages.

*G3.5 Ensure developments with wide street frontages provide frequent connections to the street.*

Achieved. The ground floor level has a wide frontage to Kingsford Smith Street and Lyall Parade when combined. Two apartment entrance lobbies are therefore provided at opposite corners of the building. There are four retail shops in total with 9 points of public access proposed.

*G3.6 Give a sense of human scale at publicly occupied edges of buildings*

The ground floor slab level to underside of the first floor ceiling and projecting deck soffits is proposed at 4.25m. This height is governed by the internal truck dock. This would create spacious retail spaces as well as apartment lobby spaces. To lessen the scale the proposed glazed entry doors to both the retail and apartment lobbies will be 3.0m tall. No black facades at ground level are proposed. Mostly shopfront glazed windows and doors. Human activity to the retail shops, such as café tables and seating will aid in the diminishing the floor to ceiling height here.

*G3.7 Provide visual interest on new facades, articulating or eliminating wall surfaces that are featureless or plain*

No featureless plain facades are proposed to the public frontages of Kingsford Smith Street and Lyall Parade. These facades are well articulated and layered with various depths of transparency and shading. In terms of hierarchy the most visually prominent elements would be the projecting floor, wall and roof plates. The Lyall Parade projecting floor, wall and roof plates are crinkled and undulate randomly across this elevation. Aligned with this are the frameless glass balustrades the surround the decks. Behind these glass balustrades with have full height and width glazed frontages. The glazed frontages are all set at different angles and set-backs. This change of angle will change the transparency and reflection of the glass as your point of view changes around the building. Additional vertical louvres are then

sprinklered across the façade to aid in privacy and inconsistency of the façade. Finally planting to the deck lips and to planting boxes to the Kingsford Smith Street elevation helps soften the façade. The selected materials are blonded slatted wood panelling, reminiscent of the driftwood to the beach, and dark wood print to the vertical louvres reminiscent of the wharf timbers. The only plain facades proposed are to the northern and eastern boundaries where fire rating constraints dictate solid fire rated construction. The proposed precast concrete panelling here will be striated with rough-cast concrete diagonal strips representing the uplift forces that this site has experienced in the last 500 years.

#### *G3.8 Building Tops*

*Integrate the tops of buildings, including plant and services, as explicit and coherent parts of the overall composition.*

The proposed building top is flat with a straight edge to Kingsford Smith Street and an undulating crinkled edge to Lyall Parade. We've added a brass 'Brise Soleil' with a tapered tip to the roof eave which projects further than the floor plates below. This tapered brass tip is reminiscent of a plane's wing relating the building to the adjacent airport. The selected brass material is chosen to relate the building to nautical brass fittings that adorn ships as a possible analogy of the building frontage could be an uncovered ship skeleton. The roof lip will also be planted with selected trailing plants that are intended to spill between the 'Brise Soleil' fins. This relates to the cliff face hugging native flora that is ubiquitous to Wellington's coast.

#### *G3.9 Space and amenity*

*Locate and design the living areas of individual residential units to optimize sun exposure, natural lighting and views*

All living spaces are positioned as best possible within each individual apartment plan to take advantage of the views and the sun. The 'Look through' living rooms are proposed to 30 different apartments to the Kingsford Smith Street and Lyall Bay frontages. These living rooms will be able to view the interior courtyard and the outward exterior view from the site from this single space. The Kingsford Smith Street wing is well suited for afternoon sun to the living spaces. All living spaces would receive direct sunlight at some point during the year. The living room spaces to some of the more concealed apartments such as Unit 5, 11, 18, 24, 31, 37, 39 and 45 would receive direct sunlight in either the early morning or late afternoon part of the day. Of these only Unit 39 is not part of the Lyall Parade façade so does not have direct views over Lyall Bay and Cook Strait. This apartment however is located on Levels 4 and 5 of the complex and enjoys views over the shared open space and over the Rongotai itself looking through the 'V' split to the north-east. The remaining apartments all have living areas with access to direct sunlight throughout the day.

*G3.10 Provide shared internal circulation within developments that is efficient, convenient and understandable.*

The apartment building is served with two egress stairs and three elevator shafts. The primary apartment lobby to the Kingsford Smith Street frontage has two elevators. The elevators are legible from the street and stop on all levels. Upon exiting these elevators, you immediately arrive at a glazed lobby space. The purpose is to show the internal courtyard to the visitor which immediately makes the layout of the building apparent. Exiting directly into the Level 1 internal courtyard will provide direct access to 15 apartment units. Only Level 4 serves more apartments from this lift lobby. An internal single hallway here is easily navigated.

*G3.11 Ensure circulation and spaces within dwellings are efficiently planned to optimize amenity and flexibility in the use of space*

The proposed apartments are efficiently designed and offer flexible use of space. We've shown indicative furniture layouts and positioning for how we anticipate the spaces to be used. The plans of the apartments consist mainly of open plan living areas with unnecessary hallways eliminated for most efficient use of space.

*G3.12 Ensure rooms are large enough to accommodate the functions appropriate to their type including storage*

All furniture sizes shown in the architectural plans are accurately sized to show the spaces available for them and around them.

*G3.13 Provide for each dwelling which has private open space at ground, and which is not supplied with a lockable garage, a secure weatherproof storage area or cupboard accessible from the outside with a minimum internal volume of 1m<sup>3</sup>*

49 storage lockers are available to the 55 apartments within the ground floor level and basement level car parking. Provision for more can be found if desired. Additional outdoor stores are provided under the exterior stairs within the internal courtyard. These are allocated to the private yard space they directly serve.

*G3.14 Privacy for internal spaces*

*Position windows or otherwise restrict or direct outlook so that the short-range view from one dwelling is not directly into the main internal living areas of any neighbouring dwellings both within the development, or on adjacent sites.*

All windows and doors to the Kingsford Smith Street and Lyall Parade elevation face outward and away from the building. Privacy from neighbours on the opposite side of Kingsford Smith Street is provided through a sufficient separation distance. The Northern Block contains 8 apartments with recessed north facing decks. The primary purpose of these decks is to allow windows to provide direct sunlight into the living room spaces. Currently there is no neighbouring dwelling to one of the allotments and the other allotment is a two-storey blank wall. Our proposed apartments sit above this two storey building so will receive direct sunlight and outlook. For privacy purposes the balustrades to this deck and other decks along this boundary are 1.6m tall frosted glass balustrades. This will let the light into the apartments while protecting the occupants from being viewed directly. These northern block apartments form the 'V' split terracing so start close together at the second floor level and spread apart the further up the building they rise. The opposing apartments here are offset so that the living room spaces and bedrooms walls are not facing each other directly. Refer to the architectural plans for location of other devices such as vertical louvres, horizontal screening louvres and 1.6m tall perforated screens to the sides of the external stairs.

*G3.16 Shield the sleeping and noise-sensitive living areas of dwellings from uncontrollable high levels of external noise by distance, planning or constructional means*

Construction of the apartments is proposed to be concrete floors, concrete roof, concrete intertenancy walls and concrete boundary walls. The internal courtyard facing wall will be 13mm Noiseline GIB, 140mm framing with acoustic batts, 6mm fibre-cement RAB board, 20mm cavity then 9mm Fibre-cement panel sheet cladding. All glazing is to be double glazed to with 6.38mm acoustic laminated glass (external glass pane)/ 10mm air gap/ 6mm float glass (internal glass pane). The design and layout of the building is such to shield the internal courtyard from direct sound waves from the airport runway. The exterior decks facing Kingsford Smith Street and Lyall Parade are boxed on all four sides and project away from the airport runway. Refer to Acoustic Engineer's report for specifics.

*G3.17 Entrances and sense of address*

*Provide entry to dwellings that:*

- is visible from the street or readily accessed from common areas within the development;
- provides a sheltered area immediately outside the door and a reception space inside the dwelling that is not a main living area;
- is not dominated by service spaces and activities; and
- allows appropriate personalization by the occupants of the dwellings

Being an apartment building the majority of apartments are accessed via common hallway through a numbered solid fire rated door. Clear directives to each apartment will be provided through signage. 14 Apartments will be accessed through the outdoor shared open space. Again clear signage at the glazed lift lobby to that floor will direct visitors to what apartments are accessed this way. Signage of the individual apartments themselves is provided on discrete fencing directly outside the private yard space served as well as the private external stairways.

*G3.18 Make main entrances to apartments visible, attractive, safe and well-lit, and place these to provide good physical and visual connections between the street and lobby spaces*

**41 of the 55 apartments will be accessed through interior common hallways typical to apartment buildings. 14 apartments are proposed to be accessed through the shared open space courtyard. Upon entering this shared open space, you will be immediately greeted with a well-considered and texture landscape design. Pathways through the use of timber board walking and large slab pavers provide passage to serve each unit here. Of the 14 units here, 12 have their primary entrance directly visible. This will be an inward opening glazed door part of a full width bi-fold door set and abuts directly to their private open space yard. Visitors to apartment units 1 and 5 will need to follow the signage to reach the entry door. Unit 1 has their entry door directly visible at the end of a short exterior passageway to the south-west internal corner of the courtyard. Unit 5 is accessed via the interior common hallway at the eastern end of the building. The apartment lobby themselves will be well distinguished at ground floor level to Kingsford Smith Street. This lobby has a fully glazed sliding entry door and shopfront. Either side of the lobby are concrete wing walls with diagonally cast glazed slots either side. Signage above the lobby will make the apartment entrances easily discernible.**

*G3.19 Consider the modelling of multi-unit building form to achieve a sense of individual identity and address for each dwelling;*

**The building's appearance makes it legible that this is an apartment building with each apartment frontage being defined by the projecting intertenancy walls, floor and roof enclosing them. This frames each apartment unit. Each frame is then differentiated through the crinkled glazed façade and inconsistent layering of louvres and planting.**

*G3.20 For developments that are likely to be occupied by people with limited mobility, where practical provide ground level access that is accessible by people using wheel chairs, and design units with reference to NZS4121:2001 'Design for access and mobility; buildings and associated facilities'.*

**Achieved. The apartment building has three elevators serving level passageways on all levels. However some apartments would not be suitable for wheel chair occupants such as those accessed through the shared open space. The remainder of the apartments can be wheel chair accessible.**

#### **4 Open Space Design**

*O4.1 To ensure that the private open space provided is of a high quality that will provide a pleasant outlook, create a pleasant, safe and visually attractive setting for the dwelling and accommodate the reasonable outdoor recreational, service and storage needs of residents*

**Every apartment has been provided with private open space as well as having access to the large shared open space. Of the 55 apartments, 9 only have a single option for private outdoor space, 36 have two options for private outdoor space, and 10 have more than 3 options for private outdoor space. The private open space provided to each of the 55 apartment units varies. Some apartments have narrow decks and others have large roof top terraces. Refer to Table 1 above for apartment sizes and private open space allocations.**

*O4.2 To provide a type and quality of open space that is appropriate to the dwelling type*

**Elevated small decks are appropriate for the apartment style dwelling type. We've compensated for the small private deck space by providing a large internal courtyard that covers ¼ of the site area. This is very generous in terms of the 100% built site coverage available. Also being in a noise sensitive area and a cold climate, large open decks would be underutilised. The Northern block has large generous terraced decks however this is to compensate for the lack of view aspect to Lyllall Bay. The Northern block is also well elevated with great sunlight aspect. The remainder of apartments have covered decks which are shielded which are framed on all four sides as mitigation for direct sound waves. They mainly face away from the airport runway with a westerly aspect. Although a lot of the decks are narrow, we have integrated this with large stacking sliding doors that push back behind the interior living room wall line, merging the indoor and outdoor space here which is part of one of the unique qualities to these apartments. The furniture shown to the outdoor decks represent a dia.600mm table plus two deck chairs. The private deck spaces are intended to be**

used primarily for standing and admiring the view or sitting on a chair while having a coffee. For activities requiring more space, the shared open space has been provided for this and includes areas such as communal BBQ areas. The residents of these apartments would be advocates of low-maintenance small private outdoor spaces and this development would suit them well.

*O4.3 To provide safe, convenient and attractive pedestrian and vehicle access to the dwelling*  
**Achieved.** Refer to architectural drawings. The vehicle access and manoeuvring have been approved by an independent traffic engineer.

*O4.4 To ensure the landscape treatment has a positive effect on the streetscape and neighbourhood*  
**Achieved.** The developer is using a highly regarded landscape architect who has designed a well resolved landscape scheme for the interior courtyard that is well suited for the area. The exterior of the building will have planting spread around the edges of the decks and roof or to planters as shown in the architectural plans. The selected plants will help soften the building and relate it to the landscape around it.

*O4.5 To minimize any detrimental effects of vehicle access and parking on the visual quality of the streetscape and neighbourhood environment*

All proposed car parking is concealed within the building. We have two entrances and exits proposed. One is a two-lane ramp to access the basement level below and a separate two-lane driveway to access the ground floor car parking. We cannot integrate these two existing as the ramp is positioned below a recessed swimming pool over. The pool only works above the ramp. To break-up four vehicle lanes entering and leaving the building we've placed the Kingsford Smith Street apartment lobby in between. This aids in separating the lanes visually for safety purposes as well as streetscape purposes. Walking 12m across a four lane frontage is not as pleasant as walking across a 6m driveway cross, then past a glazed attractive apartment lobby and then across another 6m driveway crossing. We feel this is the best suited option. Both driveways will be provided with security roller grilles so not to appear as a blank façade.

*G4.1 Provide open space*

Provide a "principal area" directly accessible from a main living area of the dwelling within all ground level private open spaces so these can function as an extension of that living area of the dwelling. The principal area should:

- be positioned with due regard for prevailing wind directions or be detailed to ensure that the worst effects of wind are eliminated;
- be located to receive optimal sun exposure;
- have minimum dimensions of 4m x 4m;
- be nominally flat with a gradient not greater than 1 in 12;
- have a degree of visual privacy consistent with privacy guidelines;

This guideline is more applicable for residential town housing in residential suburbs. We do provide outdoor open space directly off the living rooms but it is not sized as large as a 4m x 4m area. Most of the 8 Northern Block apartments provide principal open space area of equivalent size. Also the yard spaces to the first level apartments abutting the shared open space would be equivalent to this principal area open space requirement. The majority of apartments however only provide small elevated decks so this guideline is no applicable.

*G4.2 Ensure that the required private open space area is directly accessible from a main living room, and that the total area provided is within a single contiguous space*

The private open spaces provided are all connected to the main living rooms. Where possible we've provided decks to either side of the living rooms to provide multiple use times.

*G4.3 Locate the 'principal area' of the private open space, or any complying balcony or deck to the north, west or east of the dwelling to ensure that it can receive over a substantial proportion*

of its surface no fewer than 3 hours of direct sunlight on 21 June between the hours of 9am and 3pm.

This is achieved to all but a few apartments located to Level 1 and 2 within the Lyall Parade facing block. Refer to appended supplementary sun shading plans. The northern, western and eastern blocks will receive a minimum of 3 hour of direct sunlight in midwinter. The apartments which cannot achieve 3 hours exposure of midwinter sunlight are compensated with amazing views and outlook during this time of year.

*G4.4 Use balconies or roof terraces to meet the private open space requirements for above ground dwellings.*

All of the apartments are provided with elevated decks of some sought. The guideline goes on to state *that the space should be of a size and dimensions that allows it to be useable, for example for two people to access and sit comfortably at an outdoor table. Balconies will be both private and will typically be in the order of 10m<sup>2</sup>, with a minimum dimension of 2 metres. Smaller balconies or decks may be appropriate, but only where apartments are small.* We have shown how each apartment can have two chairs and an outdoor table to their decks. Again a lot of the decks shown are designed to be merged the living spaces by pushing the stacking doors back past the interior living room wall line. Where this occurs, the occupants can comfortably sit on their couch with a wall entirely open to the view of Lyall Bay. This should off-set any amenity lost by not having decks 2m minimum deep. Refer to Table 1 above for the number of decks provided per dwelling and their combined area. Of the 55 apartments provided only 12 apartments provide less than 10m<sup>2</sup> of private balcony space. Of these 12, only 2 apartments will not have frontages that are directly on Kingsford Smith Street and Lyall Parade. These two apartments are small and are located at either end of the shared open space to levels 4 & 5 so they have good sunlight aspect and quality views of the courtyard as well as through the 'V' split.

*G4.5 Shared private open space*

*Shared private open space should have the following characteristics. It will:*

- form the planning focus of the development;
- have direct access or easy connection to all dwellings served;
- be access-controlled by its location, planning and design, and managed so it is available to the residents of the development only;
- be sunny and have a view beyond the site; and
- be generally flat, but may incorporate changes in level where these are designed to add to the visual and functional amenity of the shared space

All of the apartments are built around the shared private open space with only 10 apartments not having an outlook over the shared private open space. These 10 apartments however have outlook over Lyall Parade and Kingsford Smith Street. Therefore 45 apartments will have either direct pedestrian access or window outlook open the shared space. All of the apartments have unrestricted access to the shared open space. The shared open space receives good sun exposure, refer to appended supplementary sheet, and views of Lyall Bay and Kingsford Smith Street can be viewed through the 'Look through' living room spaces. It accommodates 25% of the total site area and has additional sheltered amenities such as a swimming pool, spa pool, gymnasium and cinema room to help activate this space. Communal BBQ pits are provided with a large grassed lawn. The courtyard is sheltered from the wind and is shaped to shield the residents from the noise of the runway adjacent. This space is envisaged as offering an opportunity for communal recreation not possible in private space and has been located so as to offer security through observation and to encourage and reinforce common ownership with many of the dwellings overlooking the shared space.

*G4.6 Privacy for open spaces*

*Protect the private open spaces of dwellings from being directly overlooked by careful positioning and planning, distance, screening devices or landscaping.*



Where privacy concerns have been identified, we've used devices such as louvres and frosted glass screening to prevent overlooking or immediate neighbours from peering into the private open space. The private open yard space to level one is not fenced but uses planting as designation of private space and also for screening.

*G4.7 Plan outdoor living areas and position upper level windows of main living areas so that they do not have a direct short-range view into the private outdoor space of adjacent dwellings. This can be achieved by screening or otherwise restricting direct views from new development into the main private open spaces of nearby dwellings*

**Horizontal projecting louvres have been implemented to apartments were overlooking can occur. This provides an awning to the residents below also.**

*G4.8 Provide screening devices where an acceptable level of privacy cannot be achieved by separation and the orientation of windows, buildings and spaces.*

**Refer to architectural plans for location of screening devices such as vertical louvres.**

*G4.9 Access way design*

*Offset or otherwise articulate long vehicle access ways to reduce vehicle speeds, and landscape them to make them visually attractive*

**NA. Vehicle access is provided via driveways to the underground basement or to the interior ground floor car park.**

*G4.10 Plan open parking or vehicle manoeuvring areas to provide for pedestrian access and activity, and an attractive outlook from all dwellings that overlook them*

**NA. Basement and enclosed car parking provided.**

*G4.11 Use paving patterns, materials and/or potentially combinations of material types in association with planting to give visual interest to areas used for parking and vehicle circulation*

**NA. Car parking areas are not visible to the dwellings so are not required to have visual interest.**

*G4.12 Planting design*

*Provide planting within new development that is suitable for situation, wind and sun exposure and soil type, placing this to enhance amenity*

**Achieved. Refer to the Landscape Architect's planting plans and specifications**

*G4.13 Site development and construction*

*Refer to the Code of Practice for Land Development for the technical requirements relating to length, width, gradient, and other geometrical and constructional features of driveways and parking spaces.*

**The proposed off-street car parking and manoeuvring areas have been designed to NZS2890 and are supported by a traffic engineer.**

*G4.14 Provide lighting as required at night for wayfinding and in situations where personal safety or security is likely to be of primary importance*

**Lighting will be provided.**

*G4.16 Avoid large retaining walls that are visible from surrounding buildings and public spaces. Where retaining walls are necessary, their visibility, formal composition and visual quality are important.*

**No visible retaining walls proposed other than basement walls. Proposed precast concrete boundary walls to the eastern and northern boundaries to be patterned with striated rough-cast concrete streaks analogous to the layers of sedimentary rocks uplifted around the coast.**

*G4.17 Ensure front fences and boundary walls enable people in the dwelling to see out to the street.*

**NA. All apartments are located at first floor level and above.**

*G4.18 Service facilities*

*Provide sufficient, suitably screened outdoor storage space to meet the likely rubbish and recycling storage needs of building users. This may be a bin space associated with each dwelling or a shared bin storage space.*

**Shared rubbish facilities are provided with a shared rubbish room at ground level behind the apartment lobby. A Body Corporate will be established and be required to contract a private company for refuse disposal.**

*G4.19 Provide space conveniently at the street edge to allow temporary location of rubbish and recycling bins for collection*

**Refer above.**

*G4.20 Provide suitable space for natural or open-air laundry drying, within or accessible from each dwelling, but not within the defined 'principal area'.*

**Being an apartment building natural or open-air laundry dry is not encouraged. The apartments will be provided with dedicated laundry facilities with dryer appliances.**

### **3. assessment against the business area design guide**

#### **Introduction**

The Business Area Design Guide (BADG) is a document very similar to the Residential Design Guide in structure and purpose but is intended to provide a framework of design objectives for buildings that are not of a residential nature as such and is more relevant to commercial activities. Its influence in this assessment is more related to successful site planning and building design.

The Design Guide aims for the following:

- **To achieve high quality buildings, places and spaces in Business Areas;**

Each of the BADG sections identifies Objectives and Guidelines that seek to encourage consideration of these key aspects of the project. The following commentary assesses the proposal in accordance with these identified Objectives and Guidelines and offers a commentary and analysis of the amenity offered by this proposed residential apartment building located in a Business Zone. The BADG Objectives and Guidelines, with our response to them, is set out as follows:

#### **1 Integrated Design**

*O1.1 To ensure buildings and external spaces are designed to form an integrated solution.*

**The proposed building is built-out the site boundaries to reinforce the street edge. Building to 100% of the site coverage here is desirable being a commercial zone. It creates a full boundary length building edge which contains retail spaces, entry lobbies and vehicle access ways. Typical of the area. The only external space provided on site is to the internal courtyard private open shared space on Level 1 which the top five floors are designed around.**

*G1.1 Demonstrate integrated design and integration of all building elements.*

The two public facades to Kingsford Smith Street and Lyall Parade present active frontages that are well articulated and even though the architectural language changes as it wraps around the corner, the building reads as a whole and is integrated and cohesive. These two facades are countered with two precast concrete panel clad sides of the building to the two private boundaries of the site. The patterning to the concrete panels relates to the uplifted sedimentary layers of the site. This ties into the concept for the Lyall Parade façade which related to the pronounced ridges of the eroded foreshore rocks. The interior landscape design relates to the foreshore also. Wood panelling to the soffits and wing walls relate to the driftwood found on the beach.

## 2 Siting, Height, Bulk and Form

*O2.1 To complement existing street patterns, and achieve an appropriate scale relationship with adjoining buildings and public space.*

The discretionary restricted height limit here is 18m meaning the adjacent neighbouring buildings could be built up to this level. We're proposing a building with a height of 19.8m measured from ground floor slab to top of the roof slab. The reason for the additional height is the 3.0m floor to floor dimension for levels 1 to 5 and a proposed 3.0m floor to ceiling height for the top level. This is primarily brought about by WCC District Plan Standard 34.6.2.2.1 and 34.6.2.2.2 which ask for a 4m ground floor to first floor height and then 3m floor to floor level heights there after. If we sought floor to floor levels be of 2.7m with a 2.7m floor to ceiling height to the top floor, this would remove 1.8m from the total building height and not reduce the number of levels or apartments. This would make the proposed building 18m tall and compliant with the discretionary restricted height plane. Using these WCC standards you could build up to 16m height with a 2m high attic space above. There's no benefit in a 2m attic/roof space so we propose an additional floor. This will add 1.8m or 10% added to the discretionary height plane. The scale of the building is appropriate which is governed by the height limit of 18m. Without this floor the number of apartments would likely be reduced by 16 units making the project unfeasible. An additional benefit of this floor is the increased vitality and numbers of occupants required to make the building vibrant and active. The top floor seeks a 3.0m floor to ceiling space. This is well above the typical apartment ceiling level proposed by other apartments and will aid in the sense of prospect to the top level residents.

*O2.2 To ensure that the siting of buildings respond and contribute to the amenity of neighbouring public spaces.*

The proposed building abuts a recreational reserve to the south. However this recreation reserve sees no use other than a being used as a shortcut for pedestrians cutting the corner. The recreation reserve makes up a small portion of the road reserve here and is mainly unused dunescape. We seek to build ground floor retail spaces that abut this recreational reserve boundary with the intention for cafes or similar to occupy these premises. Working with the Council, the recreation reserve can be landscaped to create public board walking and seating spaces. This is what we would primarily seek to complement the retail spaces. This would be a positive contribution to what is currently a neglected residual recreation reserve.

*O2.3 To ensure that reasonable levels of ventilation, daylight to and outlook from habitable spaces in the building will be maintained should development on adjacent sites be maximised.*

All proposed apartments and retail spaces enjoy high levels of daylight and outlook. Only the eastern and northern neighbours can be developed that could compromise sunlight and outlook. This would primarily affect the northern block of 8 apartments. To mitigate this, the apartments here are split with a 'V' formation. The apartments then oppose each other facing either west or east with large decks. This is the best option for apartment planning on this side of the subject site. Without terraced apartments here, the risk is that an 18m tall concrete wall could be built-up against the boundary. Although this is highly unlikely, with the 'V' split northern block we can reduce the effect of being built-in should this ever eventuate. The northern block apartments would still have outlook over the courtyard. Obtaining sunlight

security from neighbouring properties is something that cannot be controlled in the business zone and can only be assessed as what it is at the current state.

*O2.4 To enhance the pedestrian network within Business 1 Areas.*

**No additional thoroughfares are proposed through the site. This is a corner site so there is no need to walk through it.**

*G2.1 Street edge definition and building alignment*

*Site and align building forms to reinforce the local system of streets and public open spaces, with alignment generally to the street edge.*

**Achieved. The building fronts are aligned to the street front boundary. The decks are proposed to overhang the boundary over the footpath and over the recreation reserve. The building being on the corner has projecting corner balconies to emphasise this corner.**

*G2.2 Align buildings with the block pattern typical of the surroundings where there are no other buildings on the block.*

**Existing block pattern remains.**

*G2.3 Building Bulk*

*Mitigate the visual impact of the building bulk, where a building is large relative to its neighbours and to other nearby buildings, or prominent in views from nearby highways or arterial roads.*

**The proposed building will be more than 50% taller than the existing neighbouring buildings.**

**To mitigate bulk the design of the building uses the following techniques:**

- Projecting floor plates, wing walls and roofs to create visual depth and shadow lines;
- Frameless glass balustrades to create layering;
- Fully glazed frontages that are arranged at various angles and set-backs to create inconsistent reflections and transparencies;
- Varied angled vertical louvres spread randomly around the façade;
- Sporadic planting to planters and deck projections;
- 'Look through' living room spaces to give building a porous aesthetic;

**These combined will mitigate any effects of the building size however it should be acknowledged that the difference in building height only exists due to current level of existing surrounding building stock. The District Plan allows all neighbours here to be built up to 18m in height and it should be supposed that this should occur. Therefore the difference in height level will be negligible eventually.**

*G2.4 Natural light, outlook and ventilation*

*Provide on-site setbacks from side and rear boundaries and position windows as required to maintain acceptable natural light, outlook and ventilation for habitable spaces, while also considering privacy effects where buildings are adjacent to habitable spaces and residential neighbours.*

**It should be assumed that neighbouring sites will be built-out in the future so acceptable light and outlook should be provided by other means. This only occurs to the northern boundary. Recessed decks have been set-back here 1.6m from the boundary to allow for north facing windows. Should the northern neighbouring allotment be built up to 18m then these northern facing decks will be blocked. This would affect 9 bedrooms in total to that elevation that would no longer receive direct sunlight. However these bedrooms could still be made New Zealand Building Code compliant with interior windows that borrow light through the living rooms. The living rooms themselves are on the southern side of the northern block. While their northern aspect outlook would be blocked, the outlook into the shared open space courtyard would remain unchanged. The effect of a building 18m tall on the neighbouring northern allotment would reduce sunlight access into the courtyard significantly. That being said, this is not an unusual situation and if the Council were to try and protect all residential apartment buildings from losing direct sunlight, no apartment buildings would exist to the southern side of northern neighbours. As it currently stands this site has the best chance of building a residential apartment building to this street block. The allotments behind would unlikely see apartment buildings as the outlook over Lyall Bay is blocked and makes a project like this less financially viable particularly if trying to build to 18m high. This guideline has to be considered as part of this assessment but in terms of the design solution provided to the northern block,**

if this guideline was prescriptive it would jeopardise the entire building and any future development. What is currently shown is the best solution that makes the most of a unique and special site.

#### *G2.5 Positive open space*

*Locate any publicly accessible open spaces and any setbacks so that they complement the street system, and positively shape and define any new spaces with edges of buildings or large scale landscape elements.*

**No publicly accessible open spaces are proposed to the site. We propose to enhance the recreation reserve to the south of the apartment building through the provision of considered landscape design. The ground floor level elevation of the building facing the recreation reserve is fully glazed with angled shopfront stacker doors, integrating with the projecting undulating soffit above. This is part of the concept of the eroded façade and creates a dynamic boulevard space we envision.**

#### *G2.6 Mid-block pedestrian access*

*In Business 1 Areas, consider creating a new public thoroughfare through large blocks where this enhances walkability and links publicly-relevant destinations*

**No thoroughfare is proposed.**

### **3 Street Edge Treatment**

*O3.1 To create building edge conditions that enhances the legibility and safety in streets and other public spaces, and support pedestrian activity*

**The ground floor building edge is legible in terms of the apartment lobby, vehicle access ways and retail shopfronts. It is an active edge with no blank walls. Passive surveillance of the street will be provided via apartment overlooking. The apartment decks project over the footpath by 1m creating a shallow verandah.**

#### *G3.1 Building fronts*

*Orient building frontages, including the occupied parts of the buildings, offices, windows and the main public entrance, to the street.*

**The Kingsford Smith Street façade and Lyall Parade façade are fully glazed elevations and face the street.**

#### *G3.2 Active edges*

*Avoid or articulate featureless or plain wall surfaces that are at the street edge or prominent in view from immediately adjacent dwellings or highways*

**No street edge featureless and plain facades are proposed.**

#### *G3.3 Shelter and building entrance enhancement*

*Entrance canopies, transitional spaces and/or other features should be used to signal the location of entrances, enhance the sense of arrival and provide shelter*

**The apartment lobby entrance to Kingsford Smith Street is located between the two vehicle access driveways. It is pronounced from the street frontage with wing walls either side of the lobby. These wing walls will have diagonal slot windows cast into the concrete wing walls. The diagonal slot windows direct pedestrians to the lobby entrance. The level 1 decks over project over the footpath by 1m forming a shallow verandah. Above the apartment lobby entrance will be signage with the name of the apartment building.**

#### *G3.4 Human Scale*

*Give a sense of human scale at the publicly occupied edges of buildings.*

**The floor to ceiling level of the ground floor level is 4.25m. This will be the same for the projecting deck soffits forming a shallow verandah over the footpath. The proposed shopfront to the ground floor will be 4.25m high with glazed sliding and stacker doors 3.0m high. 3.0m tall shopfront doors are typical retail shops with high ceilings. The height of the retail spaces will create a spacious desirable environments.**

## 4 Façade and Building Tops

*O4.1 To ensure that the design of each façade and the building top is considered in relation to its context and as an integrated element of the design solution*

The building presents two public façades. One to Kingsford Smith Street and the other to Lyall Parade. Each façade has a different context to respond to. The Lyall Parade façade faces south towards the Cook Strait. It faces into the southerly wind and so the façade here has been tortured by the harsh exposure. It's crinkled proud wing walls and floor plates are analogous to the eroded foreshore rocks, battered by relentless waves and wind. The Kingsford Smith Street façade is more rigid. The building slowly retracts back into the urban industrial street grid behind so the façade here relates to that. Additional concrete look cladding is slowly introduced along this façade the closer it gets to the industrial sites further north. The top of the building will have a tapered 'Brise Soleil' made from brass. This is to distinguish the termination of the roof line. The brise soleil projects further out than the floor and roof plates. The shape is reminiscent of a plane wing, acknowledging the nearby airport. The material is brass, acknowledging nautical ship adornments. Additional scattered planting is used to soften the building into the landscape and be reminiscent of the shrub scattered cliff faces nearby.

*G4.1 Roofscape, plant and services*

*Modulate the scale of, and create visual interest in, the roofs of large floor plate low-rise buildings that are viewed from elevated sites or are otherwise prominent*

**This building is built around a courtyard. The roof is only 12m at its widest. No mechanical plant is proposed to the top of the roof.**

*G4.2 Integrate plant and services as a coherent part of the overall design of the development*

**No mechanical plant is proposed to the roof level. All apartments will have a decentralised ventilation system and won't be visible. The car parks will extract vent through fixed louvres above the roller grille doors. The retail shops will vent above the shopfront glazing within the 4.25m floor to ceiling height.**

*G4.3 Architecturally express vertical elements such as masts, towers, flues and aerials.*

**No mast or antenna are proposed.**

## 5 Materials and Detail

*O5.1 To ensure the level of visual quality and physical robustness of the building is appropriate to its type and location.*

**The building is visually dynamic and worthy of this prominent location. The selected materials are well suited to the environment.**

*G5.2 Visual Interest*

*Use three dimensional detail to visually enhance facades*

**Achieved. The proposed public facades are vibrant and rich with multiple layers, transparencies, textures, planting and activity.**

*G5.3 Physical robustness*

*Use physically robust, readily maintained materials and details in areas that may be subject to damage or vandalism.*

**The only areas subject to vandalism would the ground floor level. The materials proposed here are predominantly glass, timber and concrete. These are robust and durable to vandalism.**

## 6 Open Space, Car Parking and Landscape

*O6.1 To create landscape and open space areas which contribute to local amenity.*

**The proposed building covers 100% of the site. Only open space is proposed to the first level private shared open space and is not visible to the outside.**

*O6.2 To enhance legibility and safety in streets and other public spaces, providing for the necessary vehicle access while supporting pedestrian activity.*

**Vehicle access has been assessed by the traffic engineer and is deemed to be safe for pedestrian passage.**

*G6.1 Relation to landscape and streetscape context*

*Use type, species and patterns of planting that are characteristic of the locality, and which will enhance the development.*

**Refer to Landscape Architect's planting design and specification.**

*G6.2 Concentrate planting in the areas best places to benefit from it*

**Refer to Landscape Architect's planting design and specification. The majority of the planting is to the private shared open space internal courtyard. Only other visible planting will be to the deck lips and roof edges of the building. This is to reinforce the analogy of a cliff face.**

*G6.3 Maintenance and serviceability*

*Ensure species are suitable for growing conditions, that optimal growing conditions are provided, and make provision for maintenance.*

**Refer to Landscape Architect's planting design and specification.**

*G6.4 Car parking, yards and servicing*

*Locate car parking, yards and servicing where these functions provide for the necessary convenient vehicle access but do not compromise the quality of the street edge, nor the status of the main entry to the building.*

**The basement car park entry ramp is located against the northern boundary. This is ideal as it's an edge of the building which has a blank boundary wall. The next vehicle entrance for the ground level car park and truck dock is further south separated from the basement vehicle entrance with the main apartment lobby entrance. The reasons for not consolidating the vehicle entrances as one entrance is firstly you would have a 12m wide single driveway crossing and secondly the recessed swimming pool to the level above would block access. The proposed position of the two vehicle entrances and exits is the most logical placement. Separating the driveway crossings is mainly for safety purposes. The position of the ramps shown all for the retail spaces to be placed in the most valuable parts of the building.**

*G6.5 Design the layout of parking areas so that the on-site circulation space is safe, convenient and easily understood by motorists and pedestrians alike.*

**Refer to traffic report prepared by traffic consultant.**

*G6.6 Break very large areas of car-parking into smaller groups, using structures or landscape elements to separate these groups.*

**Basement car parks are arranged in bays.**

*G6.6 Locate loading and service areas away from the main frontages and main entrance.*

**Apartment and retail rubbish will be collected in skips and wheelie bins located in a concealed rubbish room within the ground floor level car park.**

*G6.7 Pedestrian Access*

*Provide for safe and convenient pedestrian access from footpaths to the entry of building, as well as extending footpaths along street edges where these do not already exist*

**Achieved. The existing footpath to Kingsford Smith Street allows for direct and safe access to the building.**

*G6.8 Safety and Security*

*Control access to areas which may allow unobserved access to buildings and facilities.*

**The apartments and car parking garages will require swipe card access or similar to enter the building.**

*G6.9 Ensure outdoor spaces can be overlooked from within the building, and that these areas are well lit if after dark use is anticipated*

**The proposed apartments will overlook both Kingsford Smith Street and Lyall Parade. Other than discreet under soffit lighting to the proposed Level 1 decks these public areas will not be floodlit. The interior private shared open space however will utilise ambient lighting during night time.**

## 4. summary and conclusion

The proposal for 57-59 Kingsford Smith Street is a unique opportunity to create something special to a site that deserves a significant building. The Developer has seen the potential for this site and has been courageous enough to pursue a Resource Consent application for this proposal being fully aware of the constraints at hand. 57-59 Kingsford Smith Street is one of only three allotments here that front Lyall Parade that are zoned Business 1 so only these allotments would likely see any proposal of apartment complexes of this size to Lyall Bay. The site is well positioned for a proposal of this type. It is large, it is a minimum of 130m away from the nearest residential neighbour and is right on the edge of the Airport Air Noise Boundary. An independent Acoustic Engineer has analysed the site and the proposal and his report is favourable for this proposal being built here.

The design of the building is site specific and responds to the context and constraints. The internal courtyard form is best suited for apartments to exist here. This creates dual frontages and allows sunlight to access the centre of the large section. It also shields from direct sound waves and wind. The proposed 55 apartment units will provide a diverse range of occupants for the building. Of the 55 units, 26 are two bedroom units, 20 are three bedroom units and 9 are 4 bedroom units. This range can accommodate professional couples, retirees and families also. With only 112 lineal metres of viewing façade Kingsford Smith Street and Lyall Parade to work with, we have done exceptionally well to provide 45 of the 55 apartments with frontages here. 32 of the 55 apartments will face Lyall Bay directly and will be privilege to amazing views.

The form of the building is dynamic and vibrant. The southern facing façade responds to the site with its crinkled and undulating wing walls and floor plates. It provides an analogy to the eroded foreshore rocks found here. The Kingsford Smith Street façade is reciprocal to the commercial/ industrial area it is located in and integrates well with the Lyall Parade Façade. Both facades use rich layering and transparency techniques to reduce the appearance of bulk. 'Look through' living room spaces scattered around the façade of the building makes the building porous and connects the internal courtyard to the outside environment. The use of wood looking cladding, reminiscent to driftwood found on the beach, will tie the building back to the site and soften its appearance. With the top of the building we've proposed a brass brise soleil that is tapered to appear like a wing tip. Selected site specific planting will be added to the periphery of the building's edges in a scattered manner with the intention for the plants to trail over the building's edges. Reminiscent of the sparsely planted cliff faces to Wellington's Coast.

The internal courtyard has been well designed by a highly regarded Landscape Architect with planting specific to the site. It is a large sheltered space that will receive direct sunlight to its surface throughout the year. The sun shading analysis demonstrates this. The internal courtyard can be accessed by all occupants of the building and is more than a recreational lawn space. We've proposed an internal heated swimming pool, spa pool, sauna, fitness gym and a private cinema to the edge of this space. This is far in excess of what would be expected from an apartment building. The communal shared private open space is mostly sheltered from the wind and with a southern wall clad in fibre-cement panelling we expect this to absorb the sunlight and



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create a pleasant micro-climate to this courtyard. The courtyard is not dislocated from Lyall Bay and its landscape in a manner representative of its location. The look-through living spaces allows visual connection of the horizon behind.

Assessing an apartment building against the Residential Design Guide is an ambivalent exercise. The RDG is well suited for town housing developments built to 35% site coverage of their site. While most of the RDG objectives and guidelines are satisfied, certain aspects of the RDG fall flat when trying to analysis apartment buildings with surrounding 18m height planes. A compromise between this Design Guide and the Central Area Urban Design Guide needs to be made to assess this building. This application doesn't meet the RDG design guide criteria of private open space decks measuring 2m x 5m minimum to a lot of the apartments. 17 apartments do have outdoor deck spaces of equivalent size that meet these criteria. To the other apartments we've provided small private open space decks, most with more than two decks. The decks provided show how two chairs and a small outdoor table can occupy this space. We've also allowed for the full-height stacking doors to the apartments fronting Lyall Parade to be pushed back behind the interior living room wall. With a level floor transition and a full width room we expect to create a seamless outdoor room that merges the interior living room. The intention is to be able to sit in your living room with an obstructed view of Lyall Bay 50m away. Assessing the amount of private open space needs to be weighted against the amenity added by the view and private shared open space and common facilities provided. Our argument is that the residents of this apartment block will not suffer any detrimental effects by not having larger private open space decks.

Consideration has been given to potential privacy both within and outside the development site, with appropriate separation by distance, orientation or screening adopted as appropriate. The Northern Block of apartments currently have no neighbouring building to the north allotments however should this be built upon then the views to the north and direct-sunlight exposure will be compromised. This is a scenario that cannot be protected against and the design of the Northern block apartments are east to west in orientation as a response.

We believe that there is no significant amenity detriment for the local or the wider community nor to the residents of the apartments. We feel that the design of the building is unique, attractive and enriching to the neighbourhood. It will add value to the area by activating what has become a neglected part of a beautiful bay.

Michael Stonyer  
BArch (Hons)  
**Rêve Architecture Ltd**