

Invercargill Central / Design Statement



PROJECT SUMMARY

PREPARED FOR
HWCP

PROJECT NAME
INVERCARGILL CENTRAL

REVISION
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PREPARED & APPROVED BY
JAMES BURGESS
SENIOR ASSOCIATE & ARCHITECT

ON BEHALF OF
THE BUCHAN GROUP PTY LIMITED.

CONTACT
BUCHAN
144 Kilmore Street
Level 2
Christchurch

T +64 3 377 2973
E james.burgess@buchangroup.co.nz

Auckland	CHRISTCHURCH
Brisbane	Gold Coast
Melbourne	Sydney
Perth	London
Shanghai	Dubai



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CLIENT VISION

The inner-city block will be a place full of vibrancy, bringing new life to Invercargill's CBD. This is a once in a lifetime opportunity to give Invercargill a bright and bustling city centre where all manner of business and interaction can take place.

No one's ever done an entire block redevelopment on an already-established site and HWCP is excited to take on the challenge.

The development takes up the rectangular block of buildings between Esk Street and Tay Street, bordered by Dee Street and Kelvin Street.

Because of the scale of the project, the redevelopment will provide many positive flow-on economic effects. In addition to the direct labour spend; Once completed, the centre is expected to bring more visitors to the region and give them a reason to stay longer, as well as increasing local spend.

We all feel a great connection to Invercargill, but we need to acknowledge that it's lost its heart. This project is designed to give Invercargill its heart back.

Regional New Zealand is suffering, and we're determined not to let Invercargill become a casualty. The city is a goldmine for a diverse range of activities, business and culture. We want to bring that to the forefront and celebrate what Invercargill has to offer.

SCOTT O'DONNELL
HWCP DIRECTOR



SHOP



EAT



ENTERTAINMENT



WORK



LIVE



CONNECT WITH NATURE

SITE CONTEXT

The 'Invercargill Central' development site is bounded by the central business district roads of Esk, Dee, Tay and Kelvin. The site is assembled from multiple existing parcels of land comprising a total development footprint of approximately 19,365 sqm.

Invercargill Central is intended to create place. A heart for the central business district, a multi-threaded mixed use development driving people into the CBD of Invercargill through both day and providing the important destination at night.

The functions proposed; or an entertainment precinct, civic and workplace, health well being as well as complementary retail and food offers have been assembled to create a destination for the people of Invercargill to work, live and play. A destination with an extended trading period to attract people to the city after work to shop, have dinner or be entertained within a safe, comfortable space with a dynamic heart. Invercargill Central is not just about the CBD block inhabits – it is about activating the wider CBD district through activated street edges, strengthened pedestrian routes and driving footfall along Esk Street and reimagining and recreating north south mid-block link connections. Retaining the unique Invercargill street edge character and grain.

The site is generally flat; with a slight inclination across the site toward the east. The development site is largely constructed on smaller commercial development of ground and first floor development – much building stock being over 100 years since original construction. Whilst there is some commercial activity upon the first floor of the block – most remain vacant. Either awaiting tenant or being unfit for habitation either through sanitary reasons or structural.

The larger multi-storey buildings upon the site have remained vacant for several years – in the case of the Newburgh Buildings then this has remained untenanted continuously for 35 years.



SITE CONTEXT

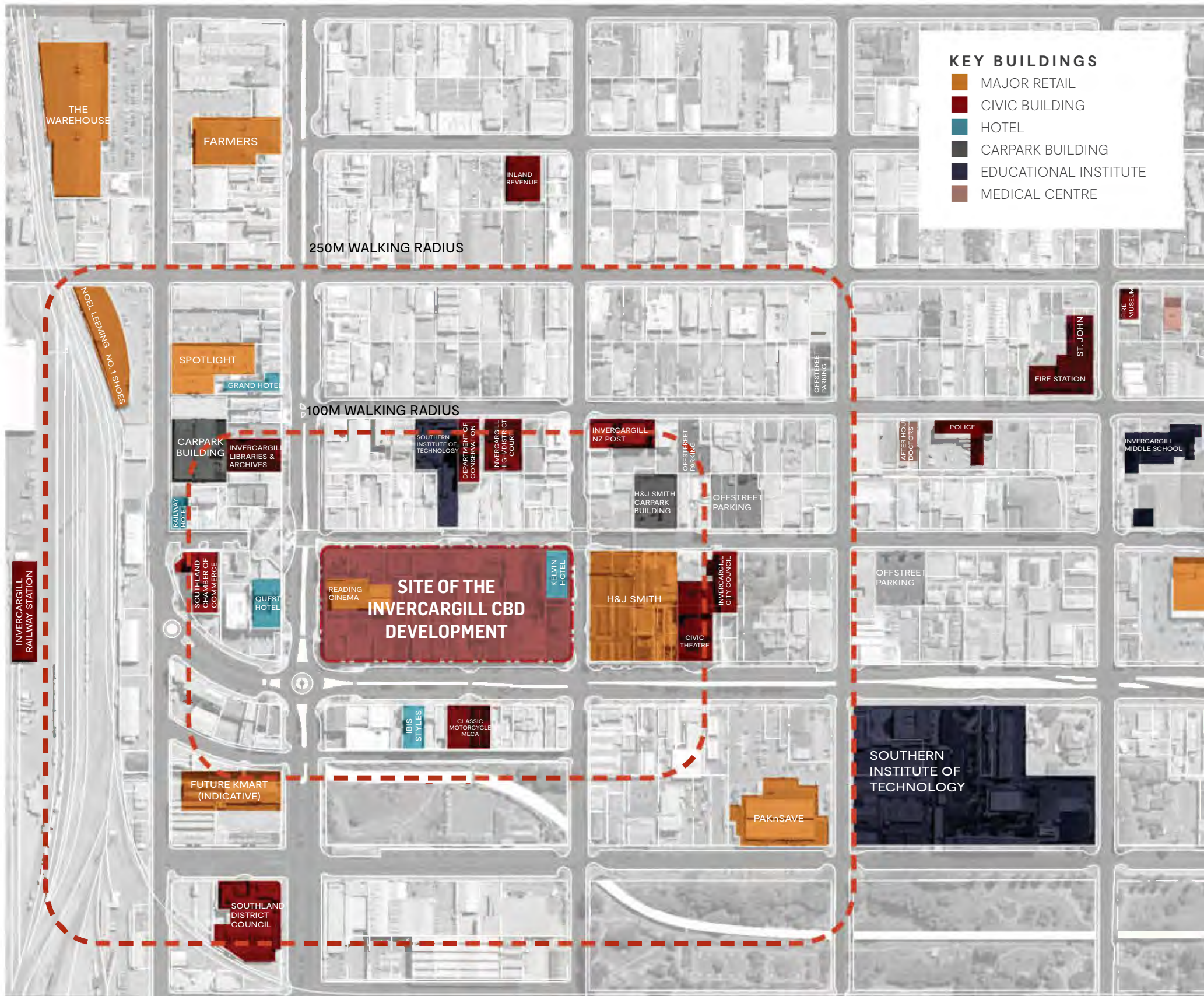
URBAN GRAIN

Most landholdings are typically around 20m in frontage; with a variety of smaller frontage holdings across Tay Street. This typical landholding breakdown forms a recognisable grain of development and beat to the urban fabric surrounding the block.

The ground floor of most of the development has been reconfigured to suit tenant requirements. Thus; over time much of the heritage values at street front has been lost to many of the sites. The upper levels of development built over a series of years with a variety of details, openings and quality of architecture.

Esk Street remains a vibrancy of activity and gathering of people as the city centre of Invercargill; driven in part due to its proximity to the SIT facility upon the north edge of Esk Street as well as lack of other civic space or destination within the central business district environ. Through a retailers lens; the CBD has suffered from retail flight to surrounding large format offers – over time the allowance of this flight has resulted in the CBD becoming a weaker proposition for retail, office or other activities and thus weakened footfall across Esk Street.

New development has recently been completed upon Don Street opposite the SIT arcade exit providing quality office accommodation and food offers. This has strengthened the north-south axis arcades as strong pedestrian links between Tay and Don providing a mid-block connection as well as weather respite. In addition; the Invercargill Licensing Trust has proposed further hotel development to Don Street with associated food offers – connecting to the SIT arcade.



KEY BUILDINGS IDENTIFICATION

SITE CONTEXT

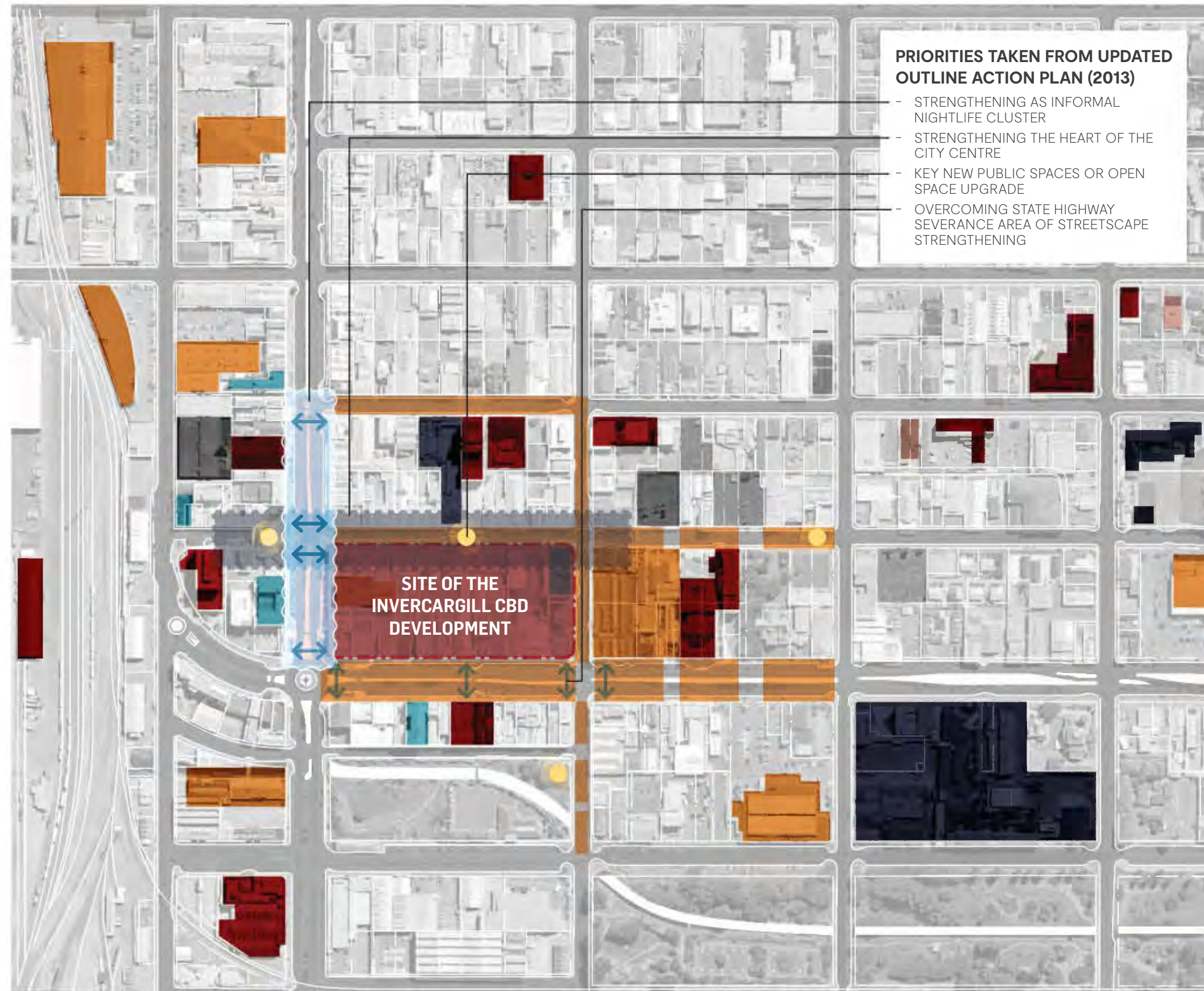
SITE CONSTRAINTS

Tay and Dee Street are the primary traffic circulation corridors through the city being the junction of State Highway 1 and the terminus of State Highway 6. As such; both edges have wide road corridor widths and more prone to traffic noise and air pollution. The road corridor of both these edges is wide at 40m from property boundary to property boundary. Allowing for 4 lanes of traffic as well as perpendicular parking. As the southern and western aspects of the development; these edges suffer from exposure to the westerly wind.

Esk Street – is the predominant shopping and pedestrian environment street – it is distinctly more walkable with a boundary to boundary section width of 20m. The street is one way (running west to east). This edge has had significant public realm improvements as a result of the recommendations within the 2013 Invercargill Inner City Revitalisation Masterplan Report. Most notable of these improvements included the ‘pocket park’ centrally located adjacent to the Cambridge Arcade entrance.

Kelvin Street is a vehicle friendly two way road providing continuous connection from Tweed Street to the south and the north of Queens Park to the north. For our development; Kelvin Street functions largely as a drop off lane to either the Kelvin Hotel or to H&J Smith Department Store.

Upon the development site; the sites not under the control of the client group were Reading Cinema upon Dee Street and the Kelvin Hotel on the East. These formed strong ordering principles for the balance of the site for alternative use leaving the opportunity to create a development of significance anchored upon one end by lifestyle centre of Reading Centres and upon the east multi-level accommodation.



INVERCARGILL CENTRAL & THE CBD OUTLINE ACTION PLAN (2013)

SITE CONTEXT

USAGE

In assembling the site; a dialogue into end user desires and needs was entered into which formed the key requirements of the brief to the Design Team. The fundamental aim of the development is reimagine and revitalise the central business district; to achieve this the design team needed to create a place for people. Reasons for coming to the central business district; not only for shopping and a variety of offers – but for work, good quality food options, health and wellbeing and civic functions. Multiple threads of activity to pull people through the development at a variety of times throughout the day and week.

Overlaid upon this is the need to make the central business district compete with the accessibility of large format retail centres around the perimeter of the Invercargill central business district; To do this – the development brief was to provide a clear and accessible access strategy to car parking with more than adequate provisions.

PROGRAMS BREAKDOWN

DEPARTMENT STORE : Centrepiece department store retailer over two floors

RETAIL : Single level of retail & associated uses with designated fashion precinct

FOOD & BEVERAGE : Food Precinct targeting mid-market authentic and local operators

MEDICAL : Large medical facility

OFFICE: Seven storey office to be located to north-west corner of development

CIVIC : Civic & community facilities

HOTEL : Kelvin Hotel – outside of present ownership

CINEMA : Outside of present ownership. Improvement to connections to development to be explored

APARTMENTS : Limited apartments

ITEM	DESCRIPTION	GROUND FLOOR	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	TOTAL
1	Parking (incl. Ramp)	489	5,802	6,003	9,143	9,143			30,580
2	Piazza		2,075						2075
3	External / Back of House Circulation	2,171							2,171
4	Amenities	66	24	47	47	47	47		278
5	Internal Circulation / Public Spaces	3,236	929	453	472	143	143	134	5,510
6	Food & Beverage	1,317	972						2,289
7	F&B Seating	247							247
8	Major & Anchor Tenants	4,596	3,128						7,724
9	Civic	1,283	904	1152	902				4,241
10	Medical	-	121	894	898				1,913
11	Office	970	2,764	1,742	1,559	1,463	1,463	883	10,844
12	Retail	4,673	404						5,077
13	Residential							556	556
14	Gym	439	308						747
15	Cinema	142							142
16	Sundry	40	- 25	25	25	-	-	-	115
	TOTAL	19669	17,456	10,316	13,046	10,796	1,653	1,573	74,509

AREA TABLE

SITE CONTEXT

CARPARK BUILDING : Significant car parking

Prior to a full commencement of masterplanning and ordering; three separate investigations were carried out by the design team.

1. A Heritage Assessment of the existing building stock upon the site.
2. A detailed seismic assessment carried out to all existing buildings upon the site under the ownership of the client. This informed decisions around safety and possible retention strategies available to each of the development site.
3. The commissioning of a full block point cloud modelling of the full central business district block bounded by Kelvin, Tay, Dee and Esk. This point cloud allowed for highly accurate data to be extrapolated for all heritage assets – identifying datum and height points accurately.



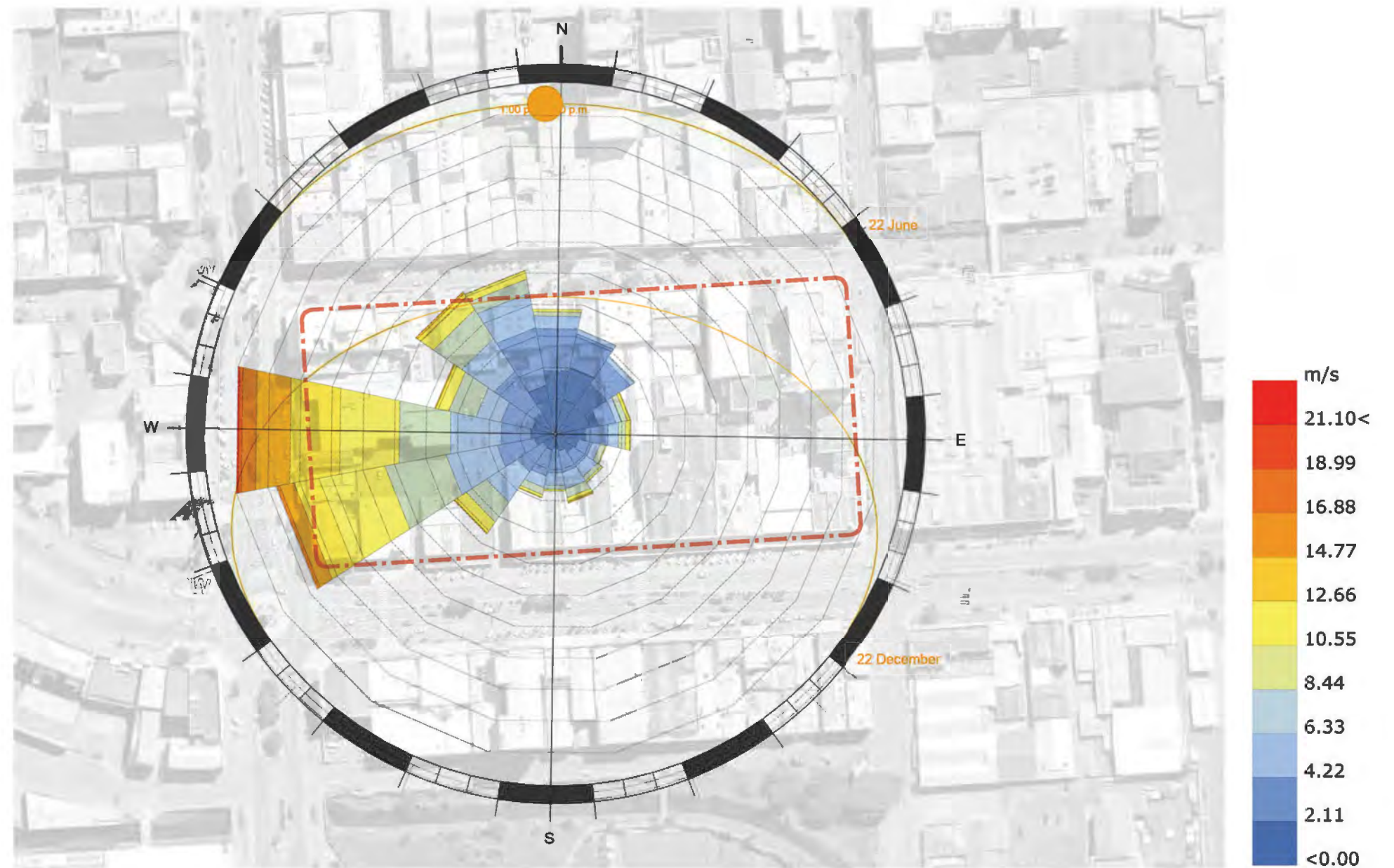
MICRO CLIMATE & ASPECT

Invercargill is the southernmost city in New Zealand situated alluvial and fertile Southland Plains. Southern Invercargill lies on the shore of the New River Estuary, while the northern parts lie on the banks of the Waihopai River.

10 kilometres west of the city centre lies Oreti Beach, a long expanse of sand stretching from the Sandy Point area to nearby Riverton. Invercargill has a temperate oceanic climate. The mean daily temperature ranges from 5.2 °C in July to 14 °C in January. The yearly mean temperature is 9.8 °C.

Rainfall averages 1,112 millimetres annually, and measurable snowfall is occasionally seen during the winter months of June to September. It is the cloudiest city in New Zealand with only 1,680 hours of sunshine per annum. Invercargill is also New Zealand's second windiest city, after Wellington. Of particular note is the significant and consistent westerly wind. This is consistent annually with a strengthening in Spring and Summer. This consistent wind makes the north / south and east / west roading arrangement particularly uncomfortable for the pedestrian as the wind tends to tunnel down the long Esk Street edge. There is also concerning tunnelling effect upon the laneways where significant gusting can occur adjacent to the 51 Esk Street and between the Southland Times and Kelvin Hotel.

The existing ordering of the Esk Street block does have benefit; in that the larger corner masses does buffer the westerly wind to allow calm sheltered inner court of car parking.



WIND STUDIES

HERITAGE CONTEXT

DESIGN APPROACH

The initial position from the client upon the development block was to assemble the development in the most effective way utilising Heritage where it would positively benefit the overall scheme – as opposed to starting from a position of selected retention of nominated stock (prior to considering the masterplan) and working a scheme around.

Commenced at project outset; Detailed consultation was carried out with Heritage New Zealand, Heritage Properties Limited acting as Heritage Architect and BMC Ltd. acting as Structural Engineers. Through this consultation a detailed history and condition of each building was established upon the development site. The outcomes of this process was recorded within the reports by Heritage Properties Limited and BMC Structural Engineers.

CONSULTATION WITH NEW ZEALAND HERITAGE

Throughout the design process direct dialogue has been held with New Zealand Heritage regarding how best to treat and respect the existing heritage stock on the site.

This was carried out through a series of meetings and design workshops both in Invercargill and at HNZ in Christchurch.

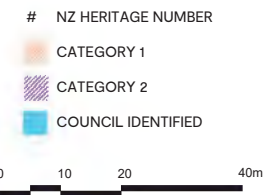
Through this process the design has evolved to take upon design input and feedback to result in the outcome submitted within the Resource Consent.

RESPONSE

The proposed development is intended to read as a walkable and inviting development – responding to the traditional ordering of the Central Business District. From a reference point; the architecture references not only to what was in place at time of demolition; but also by interrogating what has been demolished prior to respect the central business district grain.



ASSESSMENT OF HERITAGE



HERITAGE CONTEXT

The proposed development looks to selectively retain and adaptively re-use heritage stock. Esk Street would have the facade of 31 Esk Street retained – as a counterpoint to the proposed HWR Building. Adjacent to this; a facade language is established which reflects the ordering and grain of 31 Esk Street. At the eastern end of the Esk Street block; The Southland Times facade is retained and flanked by massing at the 10m datum. Having the effect of pronouncing the Southland Times. A standout building upon the Esk Street frontage. Having this converted to a major department store entrance having the additional benefit of securing the significance of the building in use and activity across two floors.

To Tay Street; the Dee Street corner would be held by the Bank of New South Wales; flanked by buildings reflective of the scale and strength of form which was intended with the initial construction of the Bank of New South Wales. To the Kelvin edge; the corner Hotel Cecil building will be replaced by a building of scale. The massing will be flanked by the Heritage Buildings at 58 Tay and 18 Kelvin. Where the Dee and Tay corner is heritage flanked by new; the Tay and Kelvin corner is new flanked by Heritage. The centre of the Tay Street block will include two glazed screens with imprints of Heritage facades.

Overall each building retained has a strong purpose within the design narrative to reinforce granular development; reflective of historic building lots and thus pedestrian familiarity and memory.

(1 DEE STREET) THE BANK OF NEW SOUTH WALES

Prior to its demolition; adjacent to the Bank of New South Wales there was an equally scaled courthouse building. The pairing of these buildings was a complementary massing – which strengthened the massing upon the Dee and Tay corner.

The intention with the redevelopment surrounding the Bank of New South Wales is to acknowledge this lost heritage ordering and frame the Bank of New South Wales (or Troopers Memorial) with a complementary building which matches the datum of the now demolished Courthouse.



BUILDINGS PROPOSED FOR RETENTION

The Bank of New South Wales will require detailed exploration and internally to determine what modifications are required to make appropriate for re-use. At present the following key moves are proposed:

- Redecoration in white and grey tones to highlight the heritage asset amongst new development.
- Architecturally designed facade lighting strategy.

(67 ESK STREET) THE SOUTHLAND TIMES

The Southland Times has been proposed to be retained. The building three storey height and strong cultural ties to Southland offered an

opportunity to reuse the building as a recognisable form.

The ground floor of the existing Southland Times sits three steps above grade – this has made the building difficult to lease and access and as such remains vacant. The upper levels have been designed for a specific end user requirement and as such will require intervention to make suitable for commercial use – resultant it has laid vacant.

HERITAGE CONTEXT

- The redevelopment of the Southland times looks to carry out the following key moves:
- Remove the existing solid canopy and replace with full width glazed canopy.
 - Remove existing ground floor and install new ground floor at level access to street.
 - Remove central column structure and span over to create new central access and entrance.
 - Redecorate façade in white and grey tones. To highlight built form along Esk Street edge.
 - Install new signage.
 - New shop front glazing to tenancy spaces
 - Architecturally designed facade lighting strategy.

It is not proposed to keep any of the Southland Times buildings behind the façade. New will be constructed in place. The first floor level of the Southland Times will be given to retail activity; the second floor of the Southland Times will be given to Commercial activity.

It was raised by the design team whether it would be suitable to frame the Southland Times with development matching the height of the old Police Station which sat alongside the Southland Times prior to demolition. The Police Station was similar to the Southland Times as a three storey development however does not contain the same architectural merit or massing datums – in comparison to the relationship of the Bank of New South Wales and Courthouse the buildings looked to be in competition with each other rather than complementary. As such; the adjoining development has been retained at two storey consistent with the balance of the Esk Street frontage.

(31 ESK STREET) COXHEAD BUILDING

The Coxhead Building sitting directly adjacent to the proposed HWR Building (replacement for 33 Dee Street and 29 Esk Street).

The façade of the first floor of this building is proposed to be retained and restored.

- It is considered all balance of the building does not carry merit and will require demolition rather than considering a retention strategy. The internal layout of the development will align to datums externally to enable the façade to continue to be read both internally and externally as a recognisable building. The following key moves are proposed:
- The façade will be redecorated with white and grey tone paint
 - New signage installed.
 - Architecturally designed facade lighting strategy.

(18 KELVIN STREET) THOMPSONS

The Thompson building sits directly adjacent to the Kelvin Hotel.

The façade of the first floor of this building is proposed to be retained and restored. It is considered all balance of the building does not carry merit and will require demolition rather than considering a retention strategy.

The internal layout of the development will align to datums externally to enable the façade to continue to be read both internally and externally as a recognisable building.

Thompsons was selected for retention due to the uniqueness and geometry of the façade; in addition it will act as a framing device to new development upon the Tay Street and Kelvin Street corner. The existing canopy will be demolished and replaced with a modern steel and glass canopy as a clear intervention; which will enable clear visibility of the façade works.

(58 TAY STREET) FAIRWEATHERS

Fairweathers is a small building sitting toward the Kelvin corner upon Tay Street. This building acts as the other edge of the frame to that of Thompsons.

The façade of the first floor of this building is proposed to be retained and restored. It is considered all balance of the building does not carry merit and will require demolition rather than considering a retention strategy.

It is proposed to remove extraneous façade materials such as fire egress routes and the like which clutter the façade. In addition; the existing canopy will be demolished and replaced with a modern steel and glass canopy as a clear intervention; which will enable clear visibility of the façade works.

KEY BUILDINGS PROPOSED FOR DEMOLITION

Within the development; several key buildings were identified for demolition – In addition to the findings presented within seismic structural assessment and that of heritage reviews the following comments are made:

(59-61 ESK STREET) CAMBRIDGE ARCADE (40 TAY STREET) CAMBRIDGE BUILDINGS

Cambridge Arcade and the Cambridge Buildings are both proposed for demolition. The architecture did not contain significant merit or placemaking to warrant retention within the architectural strategy across Esk Street and Tay Streets which is to be focussed on adjacent buildings. That being said; the Arcade does form a cultural connection (similar to the Southland Times) as such the masterplan intends to align the new entrance to the retail entrance to that of Cambridge Arcade. Creating a sense of memory and acknowledgement of the history of place.

(33 DEE STREET) NEWBURGH BUILDING**(29 ESK STREET) LEWIS & CO. BUILDING**

The Newburgh building is a recognisable building upon the corner of Dee and Esk Street. Paired with the Lewis & Co. Building; it has formed a strong bookend to Esk Street. Retention of the building was not possible due to the structural condition exacerbated by the deterioration of materials.

In replacement; a seven storey office building is proposed formed of ground floor retail and food, a gateway stair to level one dining and car parking within the development, four levels of office accommodation and penthouse apartments on top.

The building reflects a pairing of structures through two contrasting façade languages bisected by the gateway staircase. However, the meeting of the two forms is presented on the north west corner of the site – gesturing and inviting into the development and onto Esk Street.

In demolishing these two buildings care has been taken to replace with a building of equitable recognition placemaking and value to the Invercargill central business district.

(1-16 KELVIN STREET) HOTEL CECIL

This building has significant structural issues which has significantly affected the Kelvin Street façade. A building of significance has been proposed as a replacement as a fourth corner to the development.

ORDERING

8) MIXED USE

- Site Footprint to be determined within initial bulk and location studies (700sqm OR 1000sqm)
- Ground Floor : Prime retail (fashion)
- Ground Floor : Core, bike parking and entrance lobby 3/4 levels of office accommodation
- Potential major tenants including
 - HWR
 - Bonisch
 - Penthouse Apartments to top floor.

7) CINEMA

- The new development is to connect into the rear of the Cinema – joining into food and beverage offers to suits both 'grab and go' and 'dining' options.
- The cinema is to act as entertainment activity offering an extension of stay and operation of the new development.
- Look to provide a new pedestrian connection from the Cinema through to the new development.
- Maintain and consider existing easements and servicing strategies.

6) CIVIC

- Civic potential of 200 staff onto the premises.
- Specific tenant brief needs to be expanded upon to confirm spatial requirements

1) FOOD & BEVERAGE

- Create northern aspect 'Food Precinct' fronting onto Esk Street.
- Explore alternative food options within the development including 'Little High' or '8 Street'.
- Explore the creation of market and fresh food produce options within food and beverage zones.

- Food and Beverage to accommodate for up to 25% of total retail NLA.
- Space planning to follow following principles:
 - 200 – 300sqm for anchor restaurant offer
 - 50 – 100sqm for café offers.
 - 20 – 40sqm for kiosk offers.
 - Care and consideration to servicing, rubbish, truck movements and extraction.

2) GENERAL RETAIL

- Provide a strong Esk Street retail frontage.
- Limit internal open to air laneways. Contain internally.
- Allow for following principles:
 - Tenant sizes to be built about a module of typical 7-8m width x 18m depth (120-130sqm)
 - Clear ceiling height to be at least 3-4m within the tenancy.

- Allow floor to floor within mall (as basis of design) 6m ground to first with a lower first floor ceiling.
- Ensure daylight to public space to improve customer experience.
- Ensure clear visibility and movement strategies across floor plates.

3) ANCHOR RETAIL

- Possibly locate adjacent to H&J's
- Provide possible frontage to Esk Street.
- Allow for following design principles:
 - Ground Floor 3,000sqm & First Floor 3,000sqm (GROSS)
 - Alternative: Ground Floor 4,000sqm & First Floor 2,000sqm (GROSS)
 - Connected via. 2 no. escalators.

4) MEDICAL CENTRE

- 100 Staff
- 50,000 procedures per annually
- Consideration to ambulance bay
- Consideration of method of care
- Co-located retailers (i.e. Pharmacy)
- Provide easy connection to parking & mall environment
- Pronounced height to Tay St & Kelvin St corner

5) MINI MAJOR

- Potential & Strong operator of up to 1,100sqm
- Provide ample servicing (Target 20m retail)

9) CAR PARKING

- Clear, convenient and clear connection to parking building.
- Parking spaces to be larger than standard size to allow for larger vehicles and those with roof mounted ski boxes.
- Parking building to consider future technological advancement – increased valet, electric or reduction in needs. Building to be future proofed to allow re-configuration or conversion.
- Entrance and Exit to be tidal.
- Space planning to follow following

principles:

- 5.5m x 2.6m Typical Bay
- 7.5m Typical Aisle (18.5m overall bay/aisle/bay width)
- 3m floor to floor height to allow generous head clearances (and to coordinate with 6m retail floor to floor design basis).
- Initial rough order of requirements from client suggest 1,000 car parks

NOTE:
THIS IS NOT A RETAIL PLAN.
ORDERING STRATEGY ONLY FOR ZONES/
PRECINCTS.

DESIGN STRATEGY

OVERALL ARRANGEMENT

At the heart of the proposal is to create a place for people – the overall ordering of the development responds to this. To the west is the ‘working’ edge; The seven storey office accommodation to the Dee and Esk Street corner and the Civic Precinct to the Dee and Tay street corner. Adjacent to the office accommodation there is proposed to have a large food and beverage precinct formed as a series of offers. Directly above a dining deck over looks Esk Street with vertical movement promoted through clearly visual staircases identified from Esk Street. A fashion and general retail mall connects – running in a north south axis. This is located upon Esk Street in a similar location to that of the Cambridge Arcade – but offset upon the southern aspect. The offset purposeful to create a sense of destination within the centre of the mall. A large department store over two levels connects to the retail element. Adjacent to the Civic building a Medical Centre is proposed; a four storey development. Both the Medical Centre and Civic buildings are proposed to be entered from level 01 from a large north facing sheltered piazza space protected from the westerly wind and providing calm outdoor space. Car parking is accessed from Tay Street with a single ramp taking vehicles to level 01 where access can be found to the development via escalator, stair, lift or through the department store.

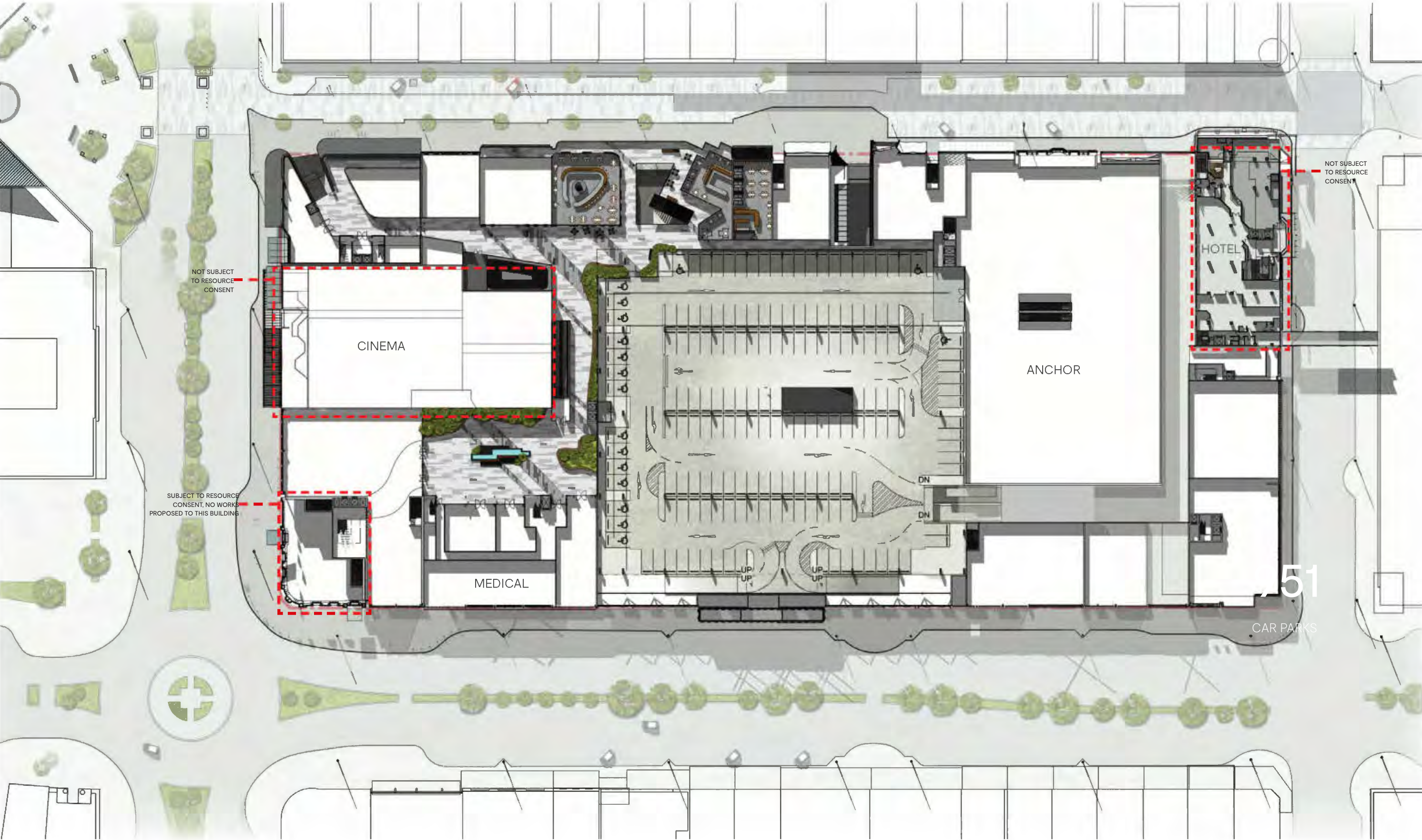


ILLUSTRATIVE MASTERPLAN
GROUND FLOOR



ILLUSTRATIVE MASTERPLAN

LEVEL 01



DESIGN STRATEGY

SCALE MASSING & FORM

ACTIVATING THE STREET EDGE

As opposed to a traditional mall – internal facing, limited activation to street edge – Invercargill Central is a development which proposes a positive engagement with the street edges surrounding.

This is created through the redevelopment of a retail edge along Esk Street; Where anchor development is proposed – the retail offer is sleeved with smaller retail offers – maintaining the grain onto the street edge. The entrances to Invercargill Central create extensions of the pedestrian street and are aligned to existing pedestrian routes.

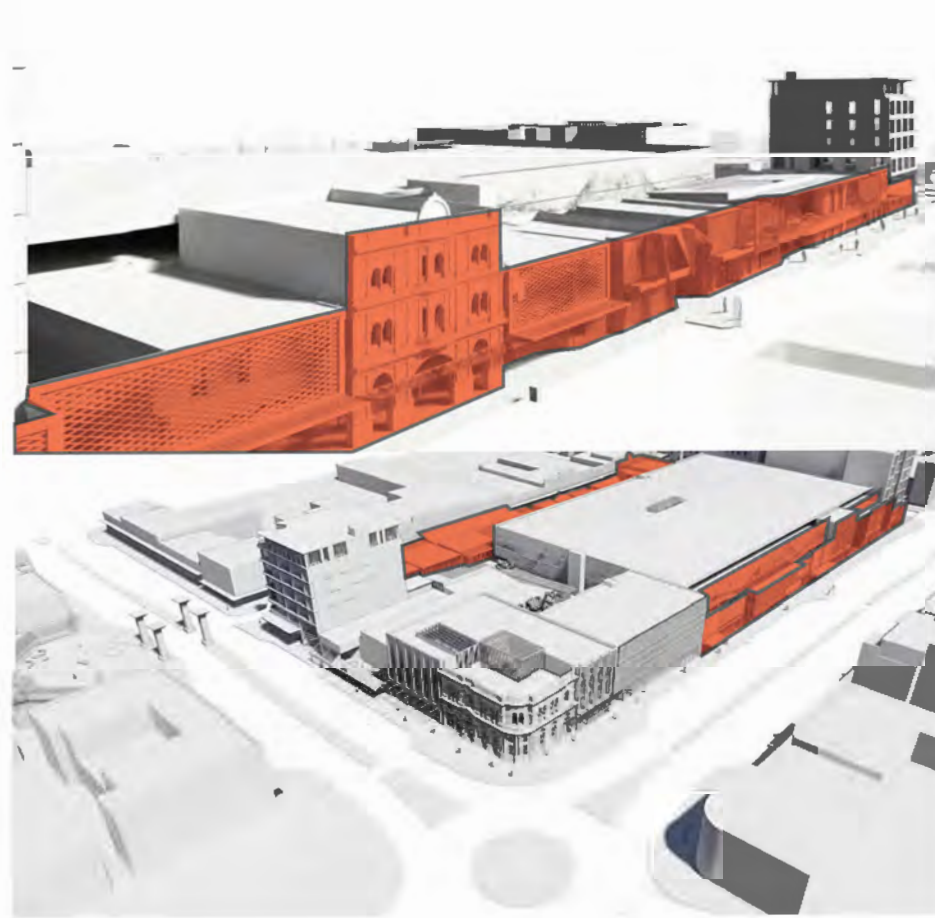
GATEWAY ENTRANCE

The gateway entrance to the development is presented upon the Dee and Esk corner of the development. Gesturing to arriving traffic to come into the development. Two contrasting forms fold into each other split by a central access route to the mall and a sweeping staircase leading to the level 01 dining deck and car park. This entrance move acts not only for the benefit of Invercargill Central but also for the activation of Esk Street as the primary destination and 'place' within Invercargill.

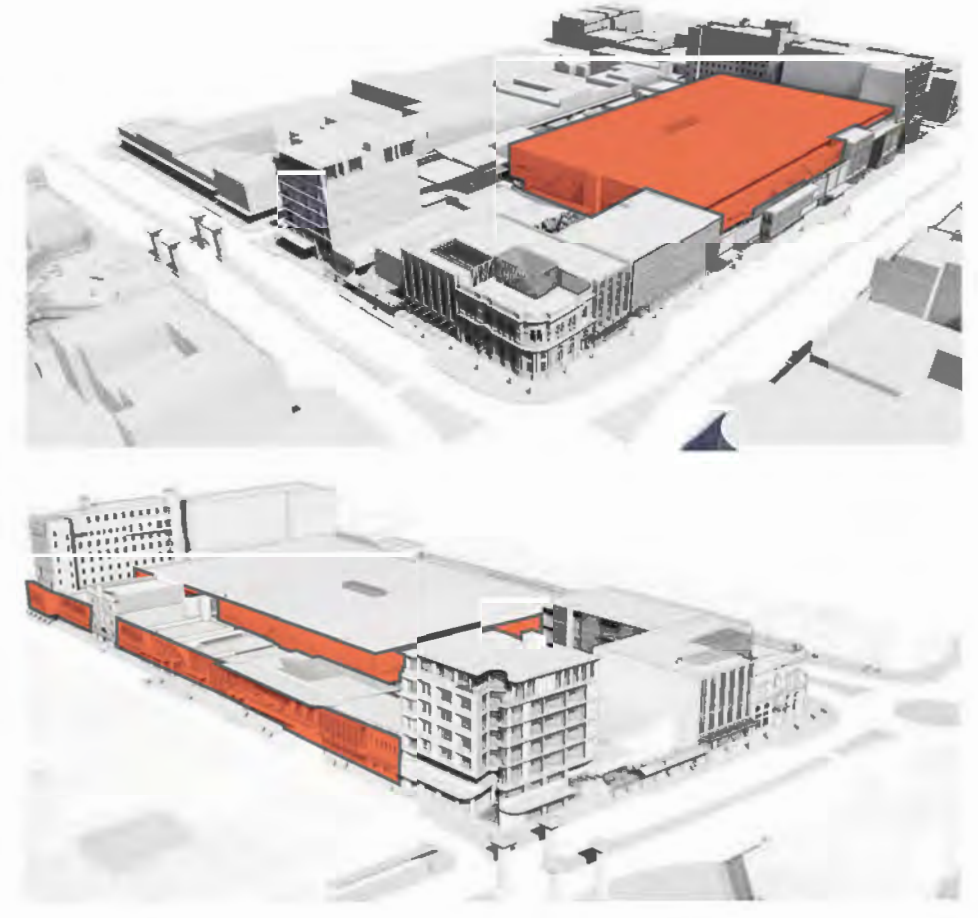
PEDESTRIAN ROUTES

Invercargill's city grain has allowed for the development of well worn inner city pedestrian routes moving mid-block. Invercargill Central's response has been to identify these, acknowledge and maintain these mid-block pedestrian corridors. As discussed within the environmental analysis; laneways have been less successful than the arcades of SIT and Cambridge Arcade. Primarily due to the inclement weather in Invercargill both wet and wind tunnelling.

Overlaid upon this is that whilst the Arcade serve excellent pedestrian routes – they are not strong retailing offers. Primarily through the lack of discovery within the arcade and lack of response to modern retail needs. To activate the north south connections; inviting, exciting and place has been created – providing a sense of exploration and discovery within a comfortable, light filled space. Overlaid upon this will be ambience of plantings, lighting, seating and place of respite to create a central destination.



ACTIVE STREET FRONTAGE



CAR PARK BUFFERING & SET BACK TO ESK STREET

DESIGN STRATEGY

SCALE MASSING & FORM

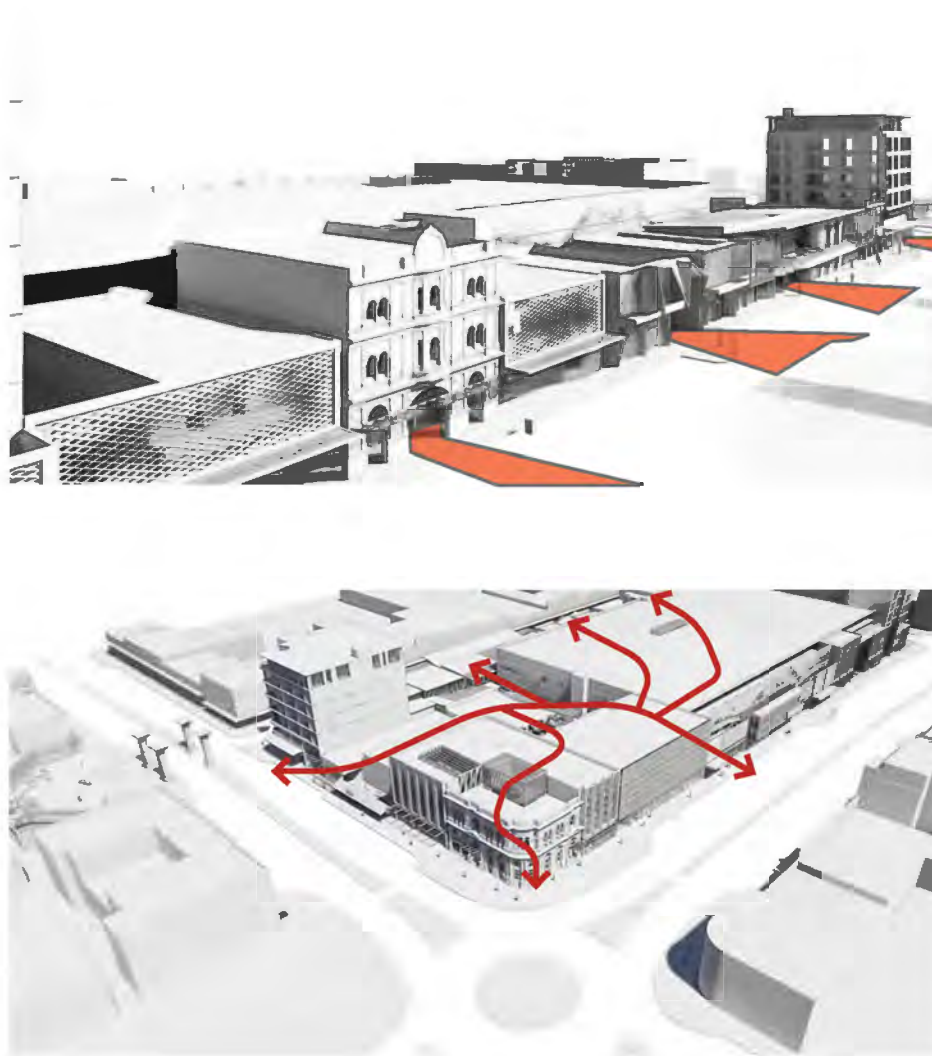
The Food Precinct is aligned to the lane entrance to 51 Esk Street – which is an existing route to car parking behind and Cambridge Arcade is replaced with New Cambridge – the proposed fashion mall. Through New Cambridge the food precinct and fashion mall connect at a activation node space within the centre of the development – which has a large central light well; inviting pedestrians to a central destination. This then connects to a general retail mall leading to Tay Street. Tay Street has a slightly larger tenancy size catering to larger format general traders – but in itself is fully activated with shop fronts and activity.

THE PIAZZA

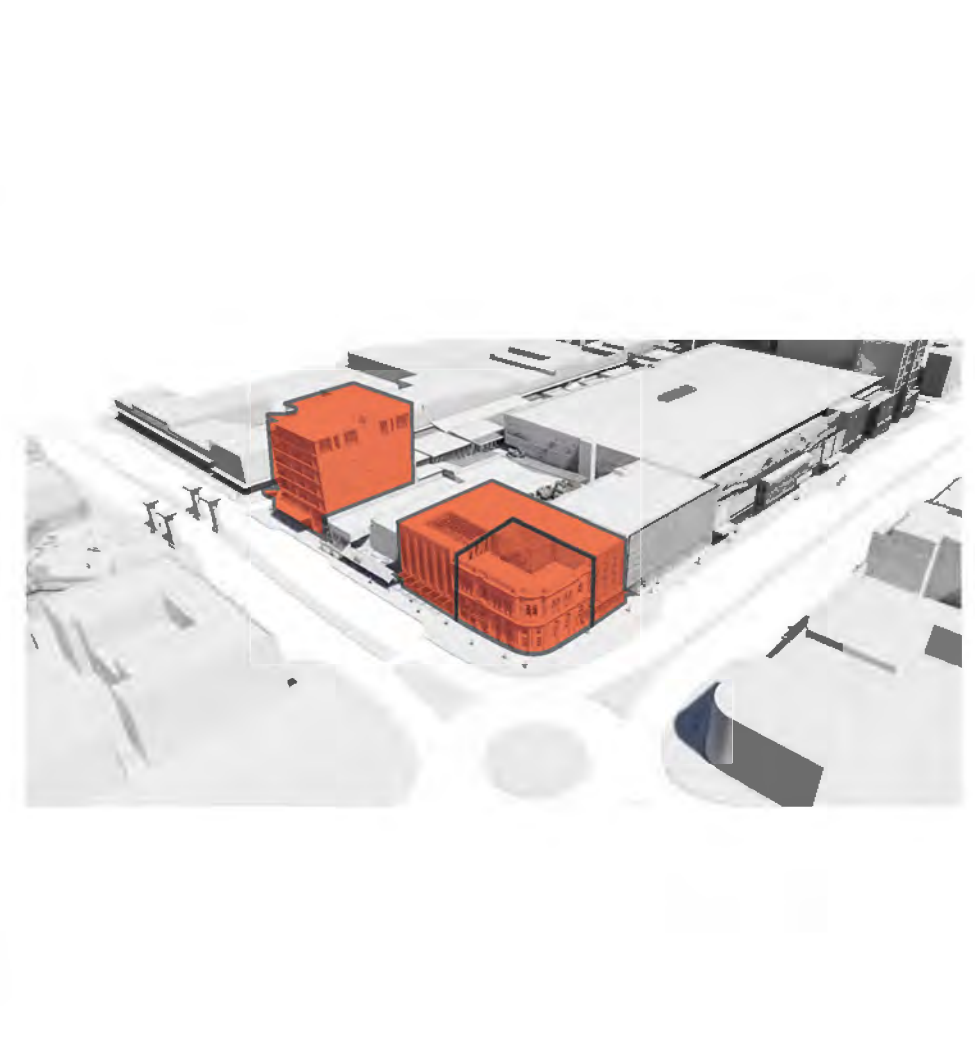
The Civic South West corner on Tay and Dee Street are particularly exposed to the weather – no amount of built edge conditions will turn the Tay and Dee Street pedestrian footpath into a great public space condition. As such alternative strategies were explored to create space for people for this precinct of development. Framing the Bank of New South Wales a Office Development is proposed along with a Medical Centre upon the Tay Street edge. By inserting a trafficable roof loading bay upon ground floor – the first floor becomes a piazza space directly connected to car parking and the office and medical functions. The western wind is protected through the Office Building and allows for a first floor north facing aspect. This space is not demised ownership to a particular tenant and thus becomes a place for people to gather and connect externally.

PHASING

The masterplan has been carefully considered to allow for a staged delivery and operation to the central city location. Key to the creation of destination is the Esk Street edge and the anchoring with key retailers. Allowing for a setback car park building from Esk Street along with tenancies facing onto the Esk Street frontage allows for construction of the Esk Street edge to be largely uncoupled from construction and development behind. The Civic precinct and the HWR buildings cornering the development block can be constructed independently from the function of the central mall, department store and food precinct. As such; the masterplan delivers a phasing strategy which can be delivered as a series of independent construction projects whilst releasing to market the key assets needed by the city to create the destinations heart – being the food precinct and retail offers.



NORTH SOUTH PEDESTRIAN ROUTES



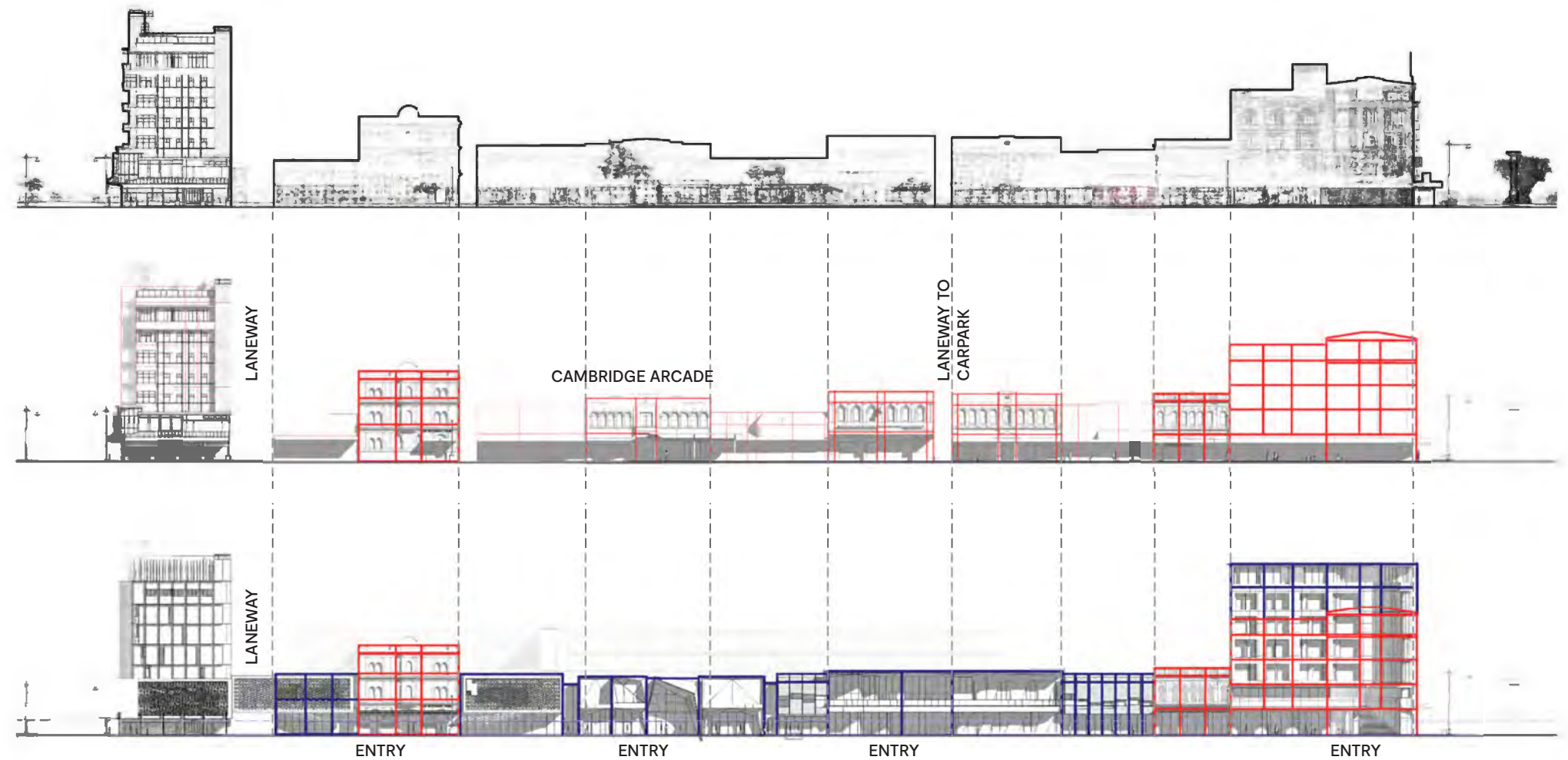
ARTICULATION OF BLOCK CORNERS

DESIGN STRATEGY

FACADE ORDERING

It was important that the new development retained a sense of place – a connection to history. For the design team that was not only about creating a sense of vertical scale which was appropriate but also in grain along the length of each façade. To explore this; The existing hierarchy and ordering of all four blocks was analysed reviewing existing and historic building massing, datum heights and boundaries. This was then redacted to a simplified grid system which was coded by architectural significance.

This simplified grid informed the structure of the proposed through façade primarily by driving variation along the façade edges in a rhythm consistent with the existing.



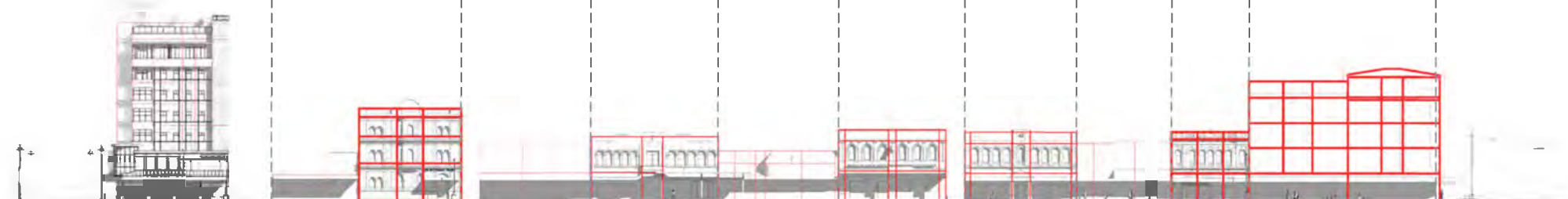
ESK STREET ELEVATION STUDIES

FACADE ORDERING ANALYSIS

ESK STREET



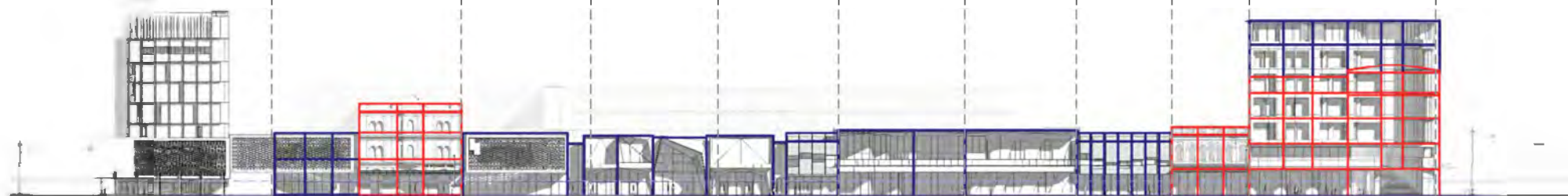
1 ELEVATION - ESK STREET SOUTH EXISTING
1:500



2 ELEVATION - ESK STREET SOUTH EXISTING ORDERING
1:500

HERITAGE VALUE

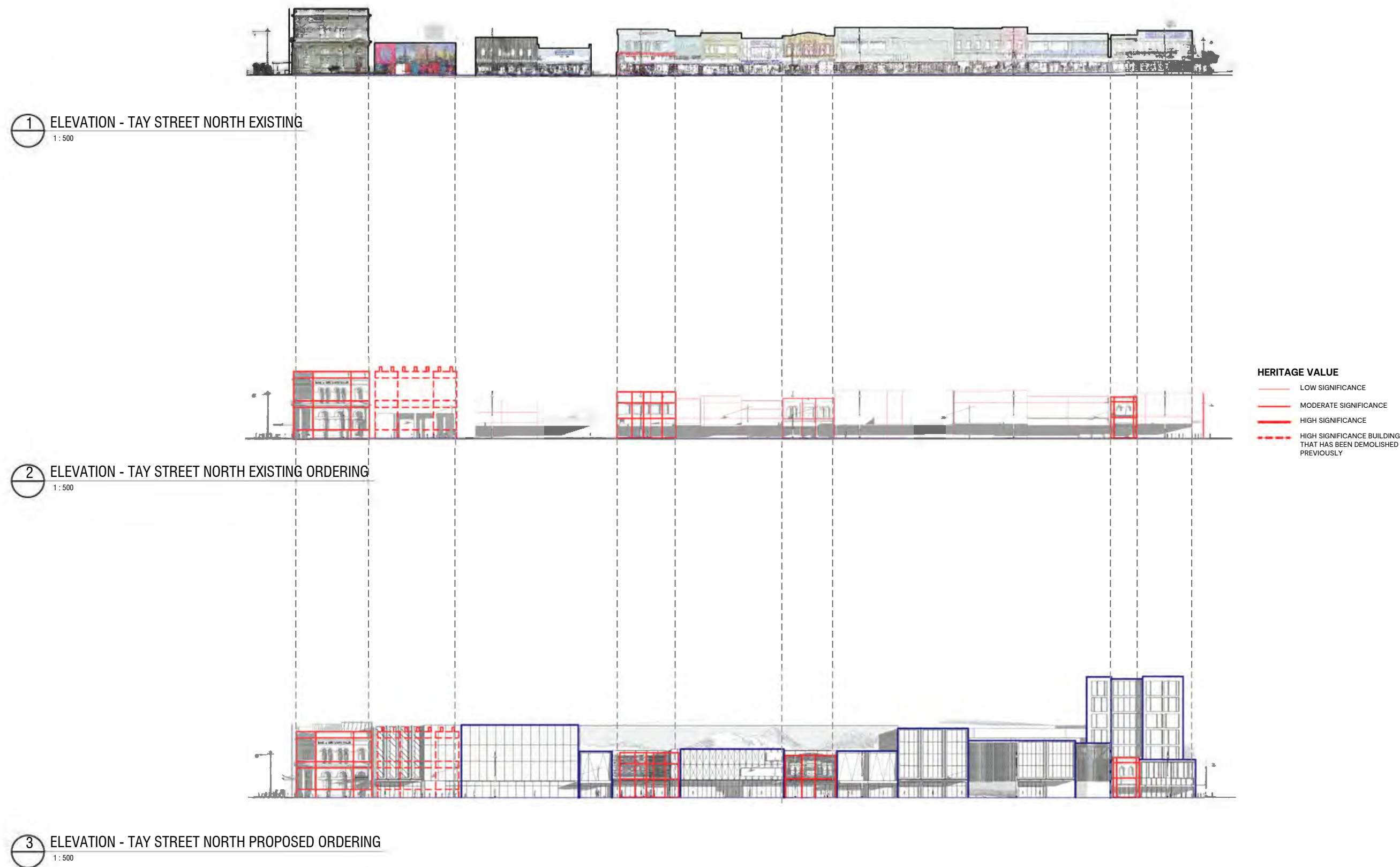
- LOW SIGNIFICANCE
- MODERATE SIGNIFICANCE
- HIGH SIGNIFICANCE
- - - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY



3 ELEVATION - ESK STREET SOUTH PROPOSED ORDERING
1:500

FACADE ORDERING ANALYSIS

TAY STREET

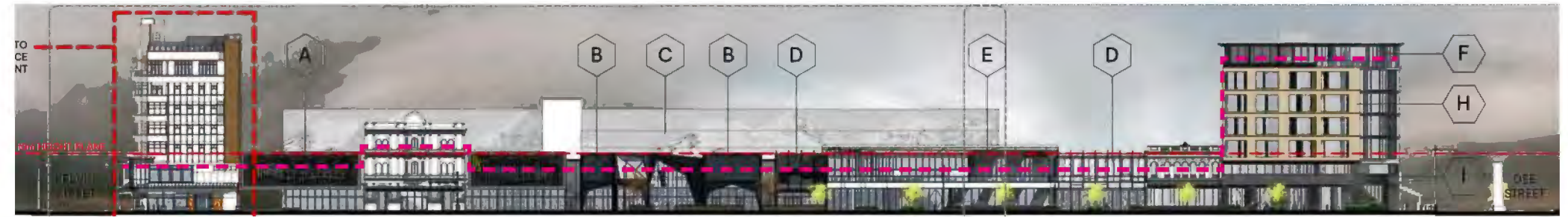


DESIGN

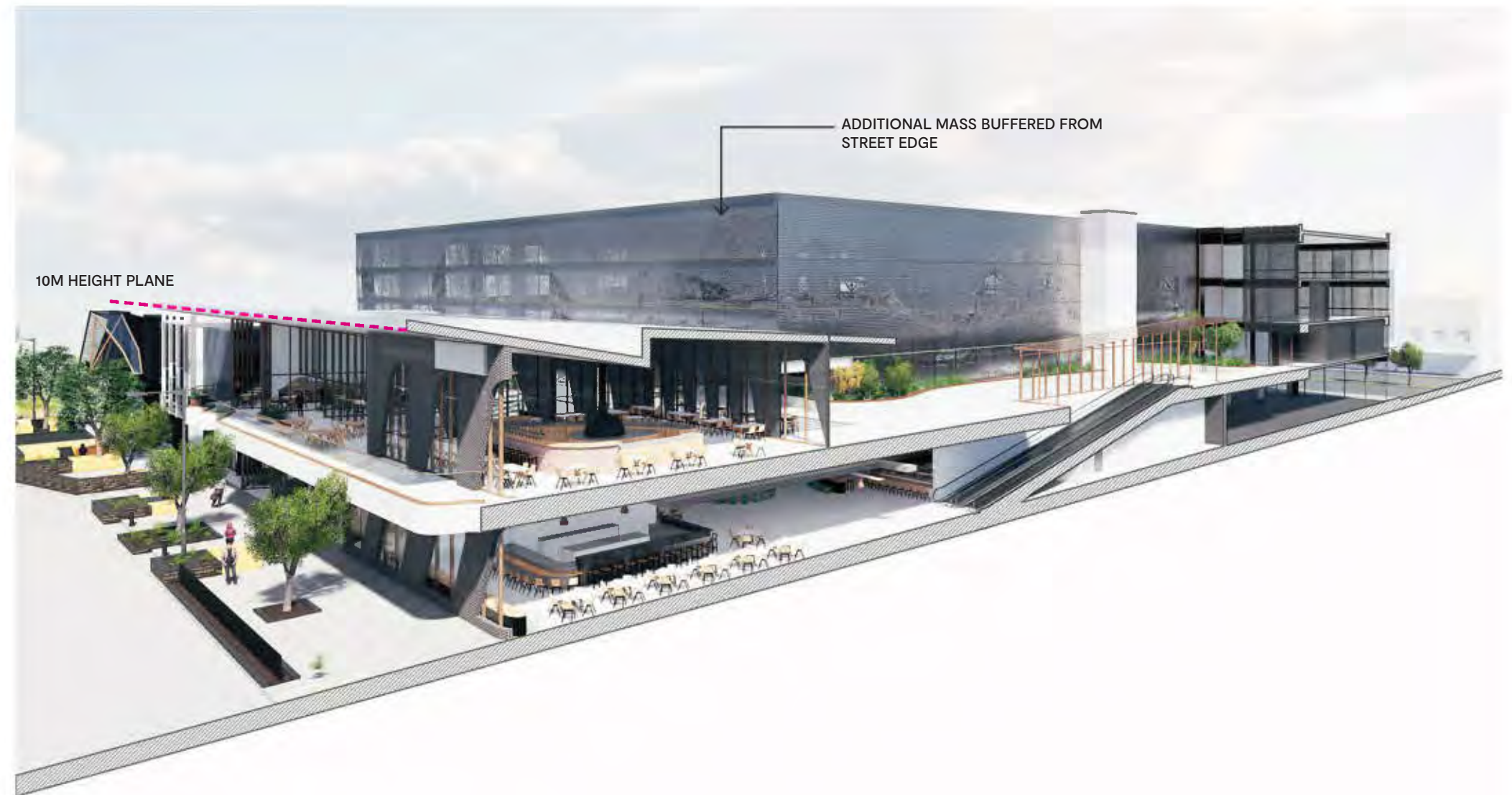
PARAPET DATUM HEIGHTS

The development has been massed to respond to the district plan requirement to provide 10m built edge walls to Esk, Dee, Tay and Kelvin. This datum has been arrived at to respect the established existing grain parapet line which hovers above and below this 10m height threshold. As a massing strategy; the design responds to the District Plan design strategy of providing greater building mass and hierarchy to corner junctions. This is carried out through:

- Locating a seven storey office building to the key site of the Newburgh Building
- Framing the Bank of New South Wales with equally sized development respecting past history and ordering upon the site.
- Allowing for a six storey building on the Tay and Kelvin corner framed by historic facades.
- Recessing the potentially most visually dominant structure of the car parking building back from the Esk Street edge by approximately 20m and by 6m from the Tay Street edge.



ELEVATION - ESK STREET



SECTION THROUGH ESK STREET

DESIGN

STREETSCAPE – ESK STREET

The district plan identifies a maximum height for a veranda as 3.5m. The rationale of developing a consistent philosophy for a veranda height is valid within the context of an individual building sitting in within the context of a streetscape – to ensure the veranda gives consideration to its context and neighbouring development. The second rationale for the height limitation is to ensure protection of the pedestrian from the weather.

The Invercargill Central development; the underlying design principle is to create a new city grain – rich, layered and an informed texture of a variety of architectural styles and forms working cohesively. To achieve this; the veranda is purposely varied in datum, material and section. This is a necessary reinforcement of the façade modulation.

Upon heritage stock – the veranda canopy is formed of glass and steel. A clear distinction from the existing building – as well as ensuring that the façade is not obscured visually from below and the retained aesthetic can be viewed. The height datum of the canopies to the Southland Times and Bank of New South Wales are fixed at datum heights which do not coincide with façade elements and details. As such the veranda height upon these buildings is higher than the prescribed 3.5m.

The second general area of non-compliance for canopy height is upon the Tay Street edge.

To the western Dee Street edge – the veranda height is higher to coincide with design geometry informed by the Bank of New South Wales and the Courthouse formerly upon 4 Tay Street.

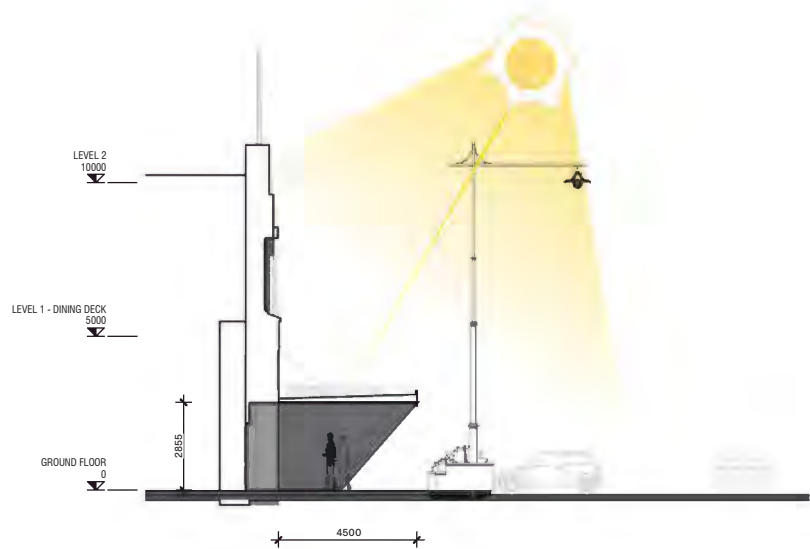
Along Tay Street the veranda height is typically higher – The buildings are given greater vertical proportions generally to the Tay Street edge to respond to the wider road section and wide pedestrian footpath and to enable the ground floor to maintain strong visibility from road traffic and to avoid billboard signage or tenant branded canopy edge signage – both of which are detrimental to the architecture and public realm. As existing; and in compliance with the district plan the veranda ratio of very wide canopy and low height creates a feeling of a cavern at the Tay Street edge. The limited footfall on Tay Street does not need such proportions and is a condition not desirable to recreate within the proposed redevelopment.



SECTION THROUGH ESK STREET ENTRANCE

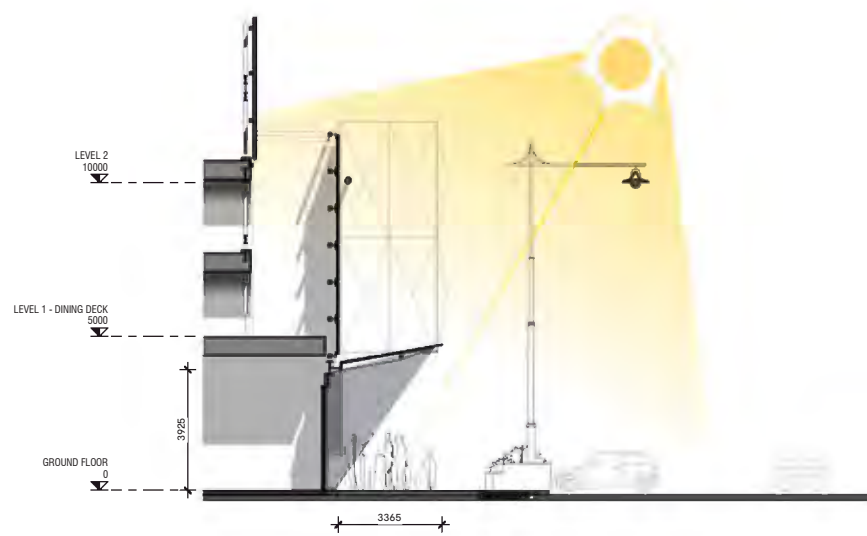
DESIGN

STREETSCAPE - TAY STREET



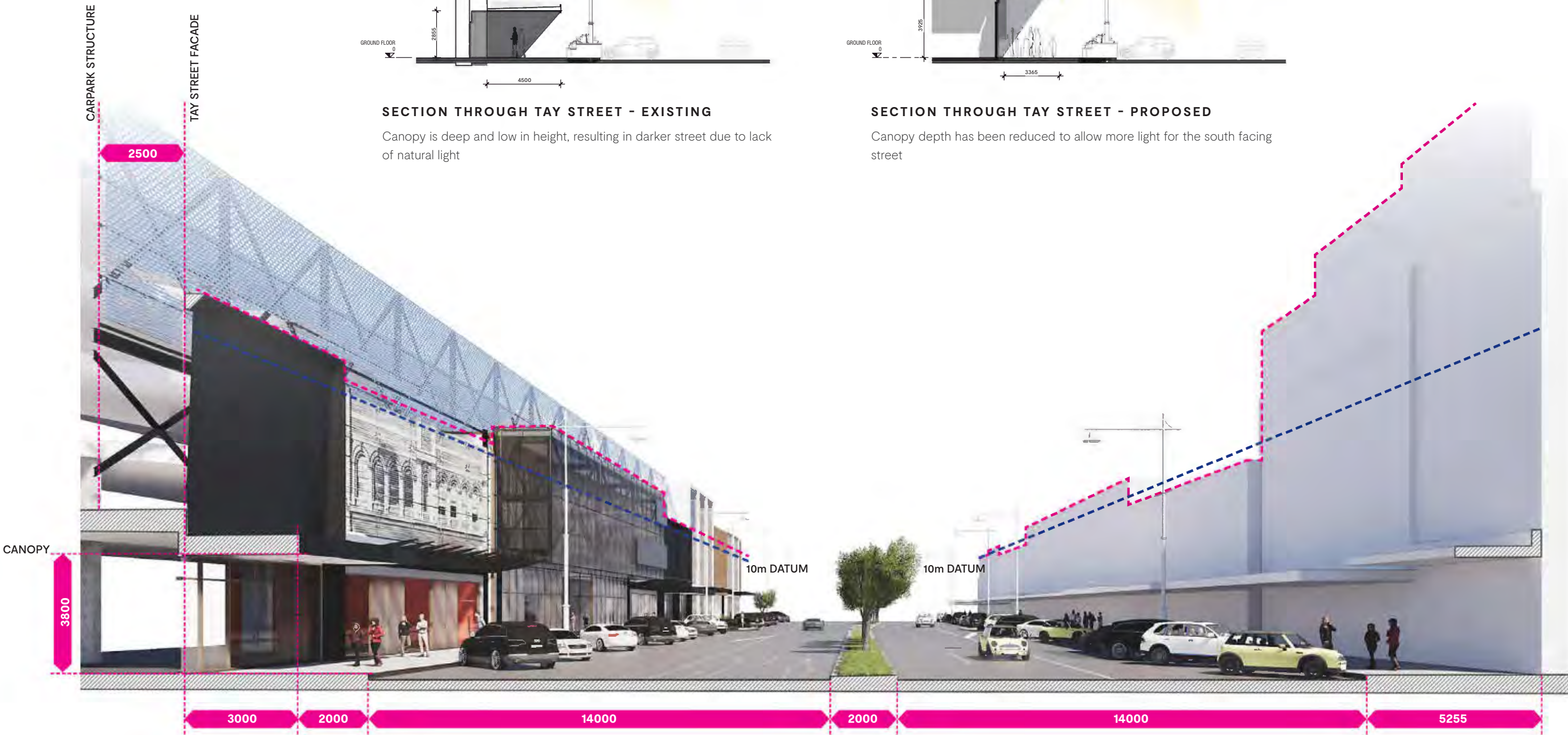
SECTION THROUGH TAY STREET - EXISTING

Canopy is deep and low in height, resulting in darker street due to lack of natural light



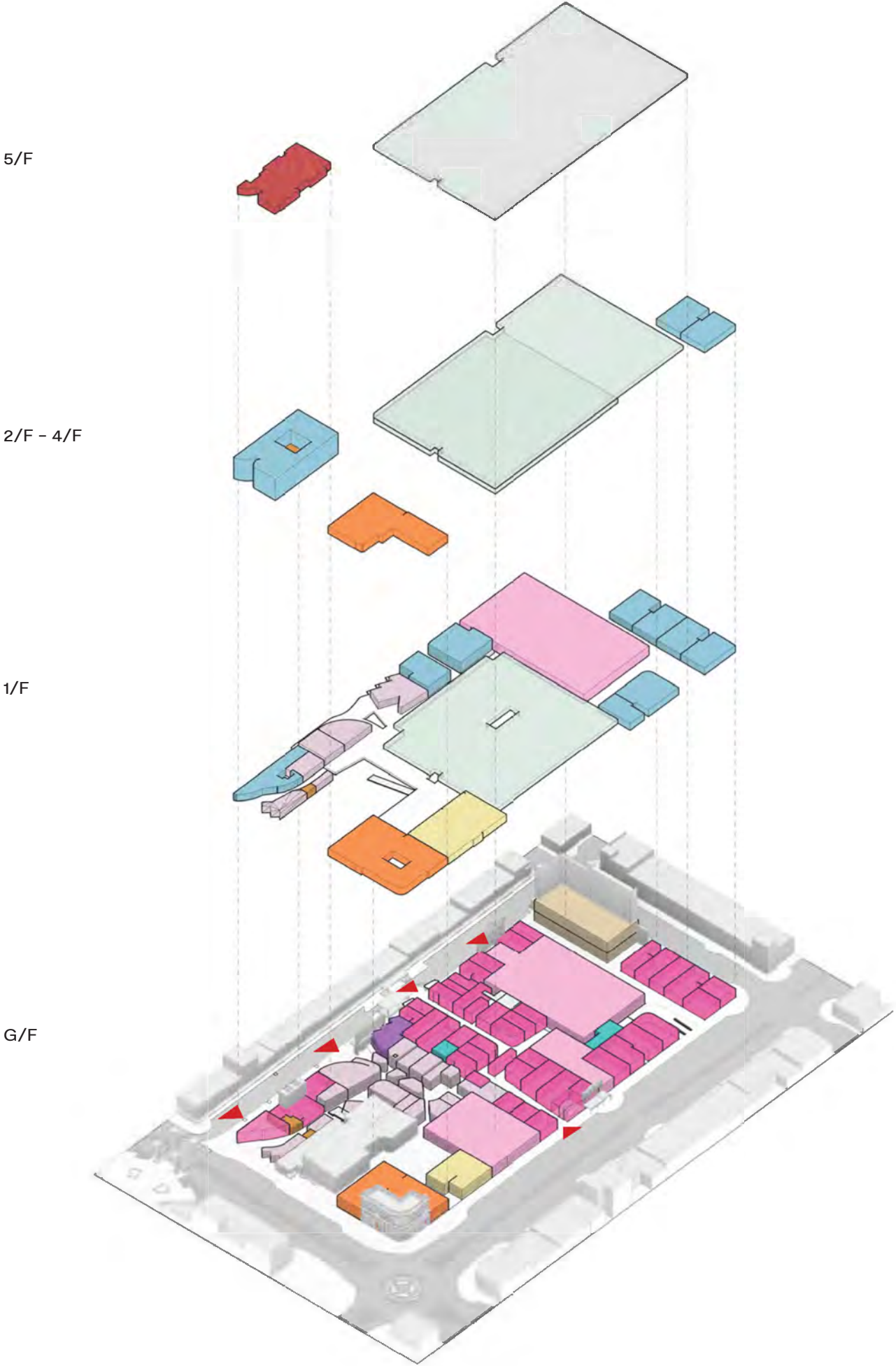
SECTION THROUGH TAY STREET - PROPOSED

Canopy depth has been reduced to allow more light for the south facing street



SECTION THROUGH TAY STREET

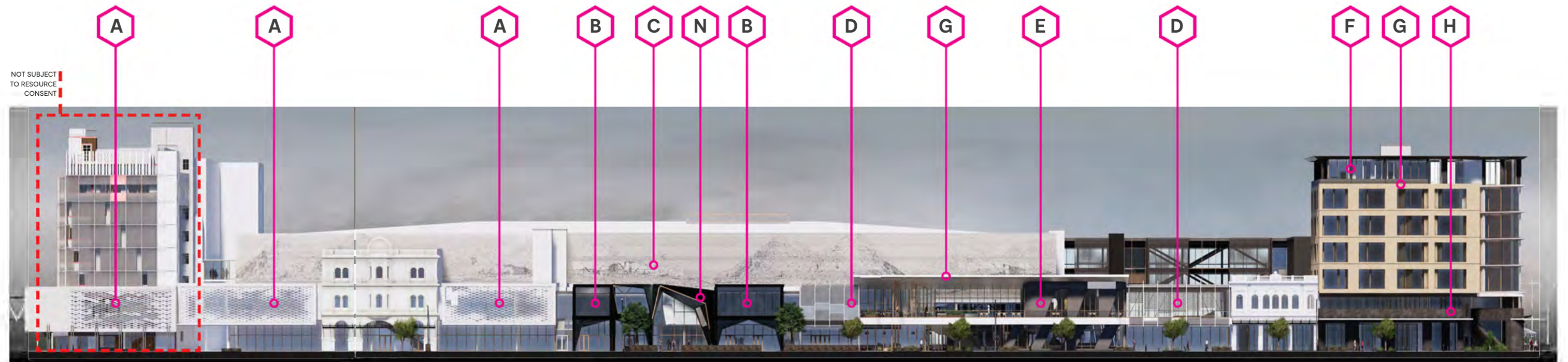
STACKING DIAGRAM



- AREA LEGEND**
- AMENITIES
 - CARPARK
 - CIVIC
 - HOTEL
 - MINI-MAJOR
 - MEDICAL
 - OFFICE
 - RESIDENTIAL
 - RETAIL

ILLUSTRATIVE ELEVATIONS

ESK STREET



ESK STREET

NOT TO SCALE

MATERIAL

In redeveloping a central business district block – to create a series of recognisable destinations, to avoid over scaled massing and along with the creation of varied urban grain requires the utilisation of a broad palette of materials.

The palette was derived from exploring material selections within the existing block – the traditional brick construction with rendered façade, capital details, canopy and veranda design. The response was to select materials with richness, textures and depth over a variety of scales

which would echo that of the nature of what Esk and Tay Street in a contemporary manner.

The food precinct draws from local context with repurposed brick from the existing buildings used in low level interventions and panels. The entrance is framed by a glass pavilion building and countered by dark ceramic tile curved form leading pedestrians into the food precinct. Above which at the second storey datum height is a soaring roof blade announcing entrance and identifying the food precinct destination – this will be clad in a aluminium composite soffit and perimeter or similar.

The fashion precinct utilises a folded metal panel with brass tone insets to create a rich geometric form for the 'New Cambridge' entrance. Where activity is proposed to the first floor; perforated panel screens the glazing. The HWR building utilises a podium of dark ceramic tile with the upper level clad in terracotta panel. Glazing separating the two forms.

ILLUSTRATIVE ELEVATIONS

TAY STREET

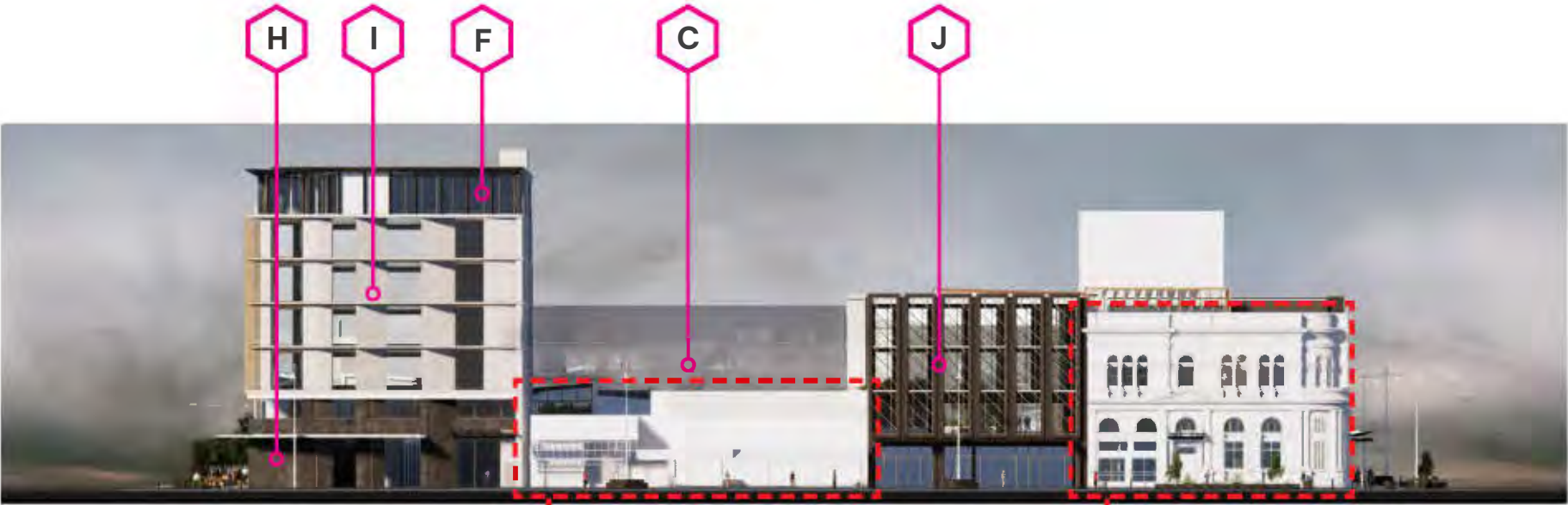


TAY STREET

NOT TO SCALE

ILLUSTRATIVE ELEVATIONS

DEE STREET & KELVIN STREET



DEE STREET
NOT TO SCALE

NOT SUBJECT
TO RESOURCE
CONSENT

SUBJECT TO RESOURCE CONSENT,
NO WORKS PROPOSED TO THIS
BUILDING



KELVIN STREET
NOT TO SCALE

NOT SUBJECT
TO RESOURCE
CONSENT

MATERIAL PALETTE

A. GLASS FIBRE REINFORCED POLYMER (GFRP) OR SIMILAR



B. FOLDED STEEL SHEET



C. PERFORATED ALUMINIUM SHEET



D. LIGHTWEIGHT BRICK SCREEN



E. PERFORATED ALUMINIUM SHEET ON METAL FRAMING



MATERIAL PALETTE

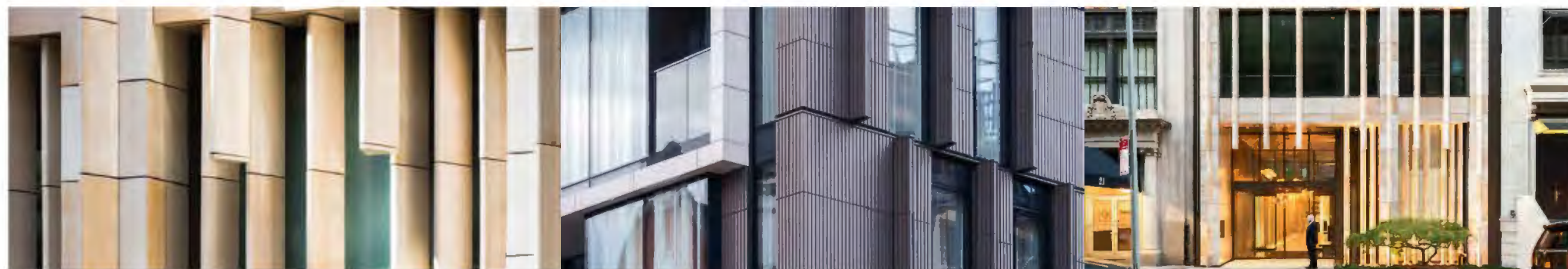
F. ALUMINIUM LOUVRE FINS



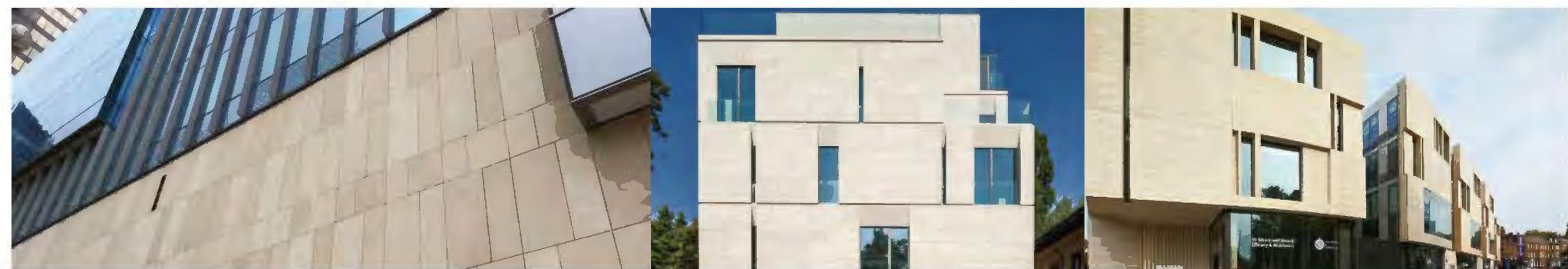
G. ALUMINIUM PANEL



H. TERRACOTTA



I. MASONRY



J. PRECAST CONCRETE

INVERCARGILL MASTERPLAN



MATERIAL PALETTE

K. PERFORATED METAL PANEL



L. GLAZING SCREEN PRINTED WITH LOCAL HISTORICAL ARCHITECTURE



M. PERFORATED MESH SCREEN SUPPORTED BY STEEL FRAME LATTICE



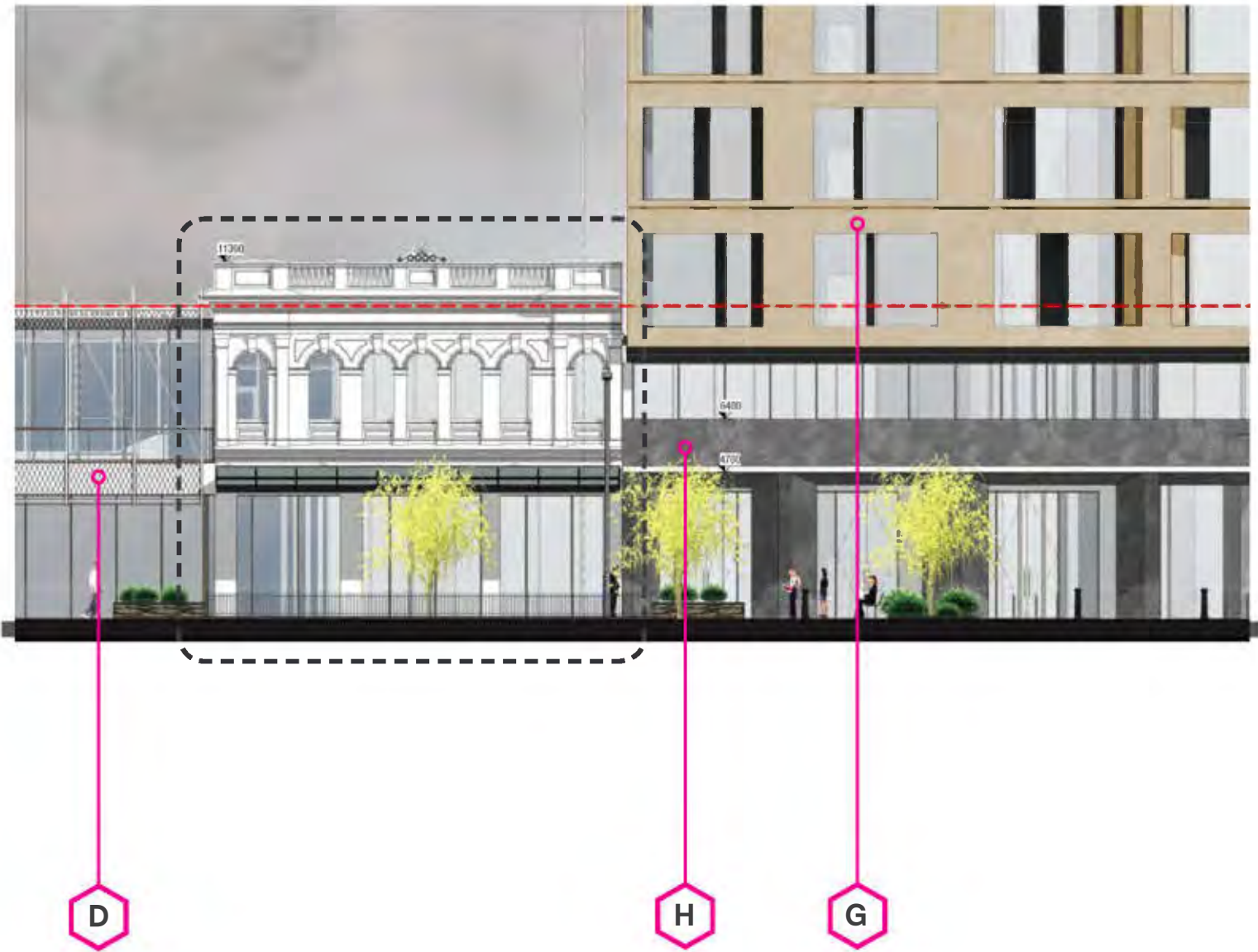
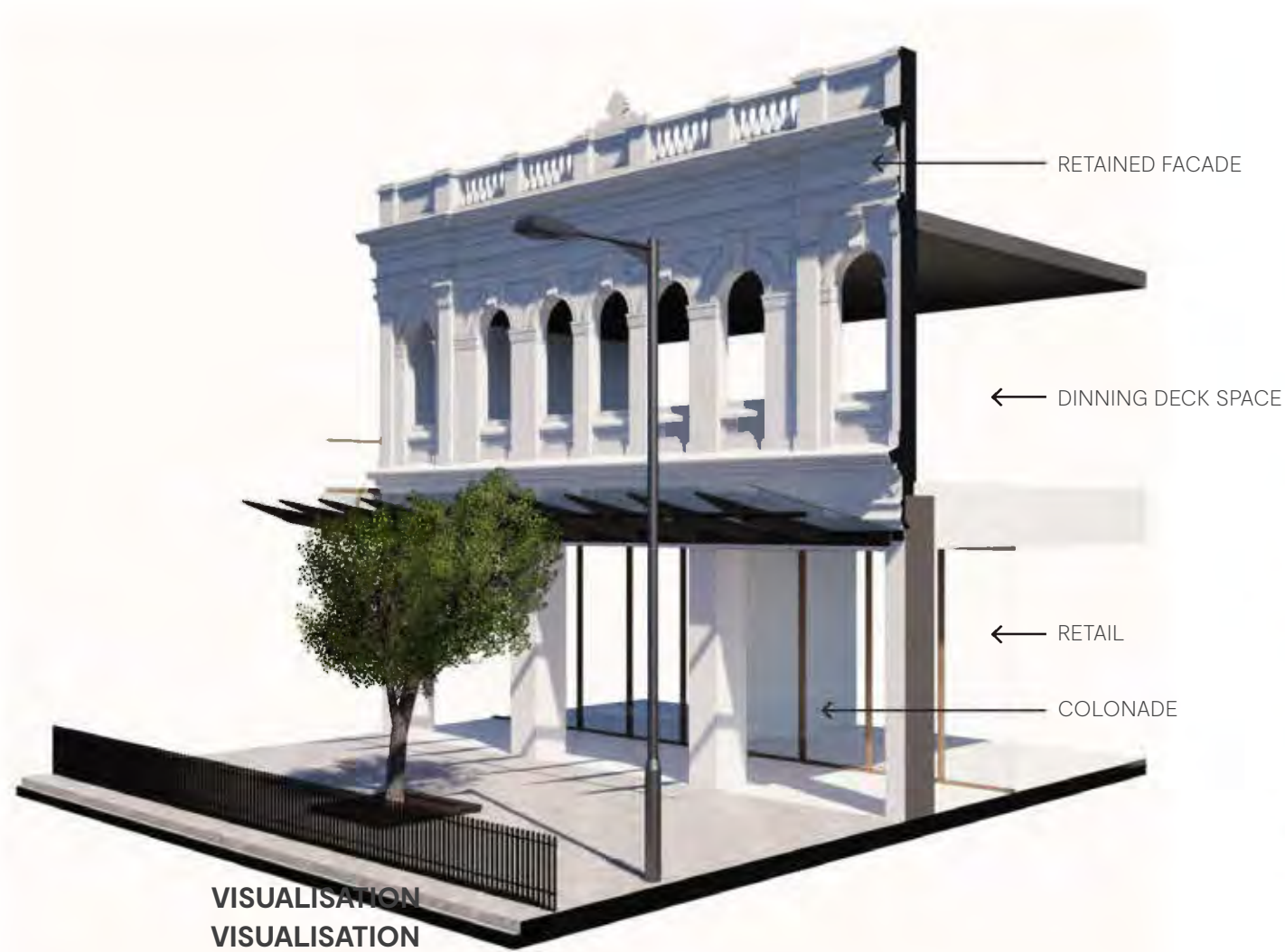
N. BRASS



Invercargill Central / Facade Studies



FACADE STUDIES
COXHEAD BUILDING



FACADE STUDIES

ESK STREET - FOOD HALL ENTRY



VISUALISATION
VISUALISATION

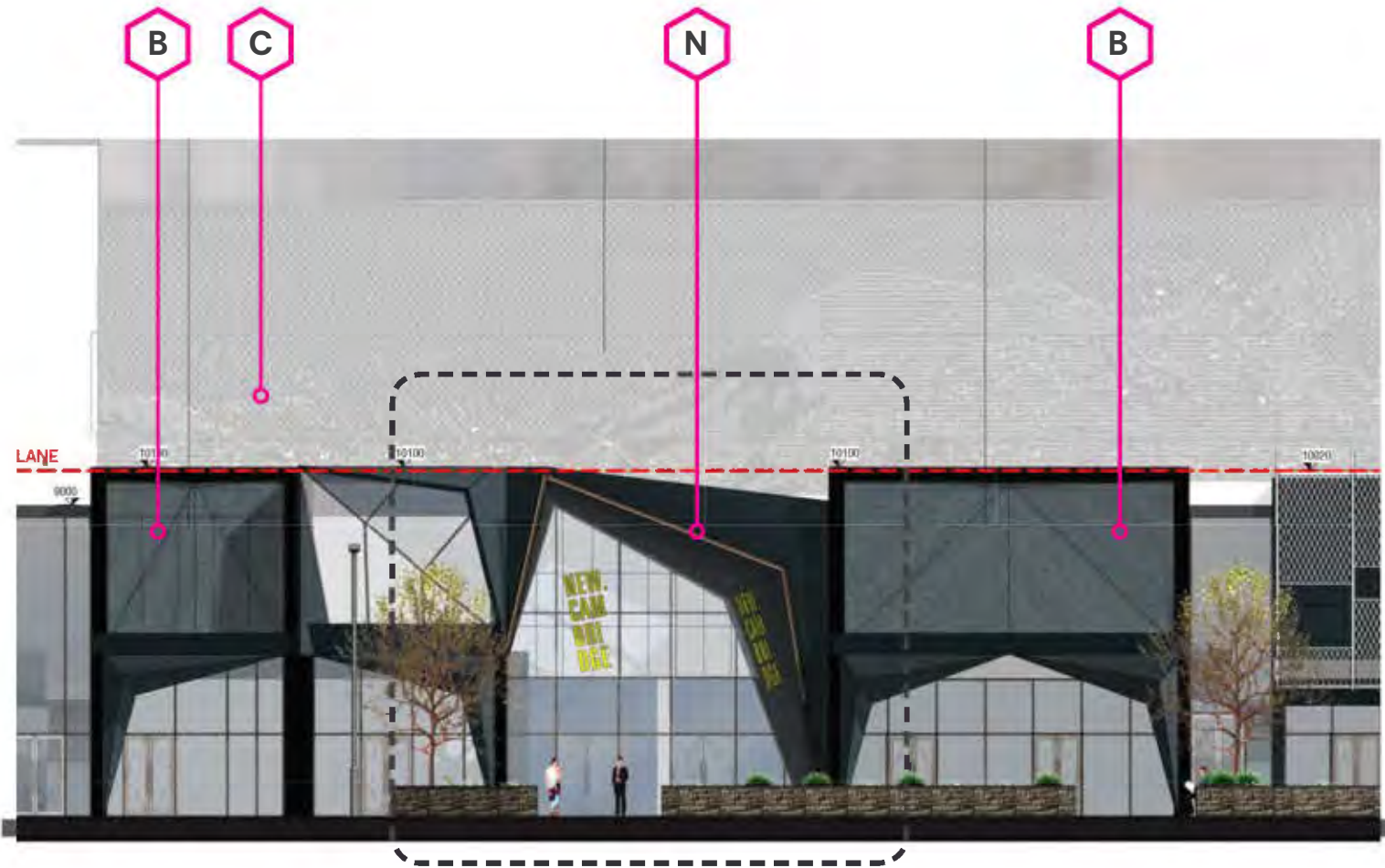
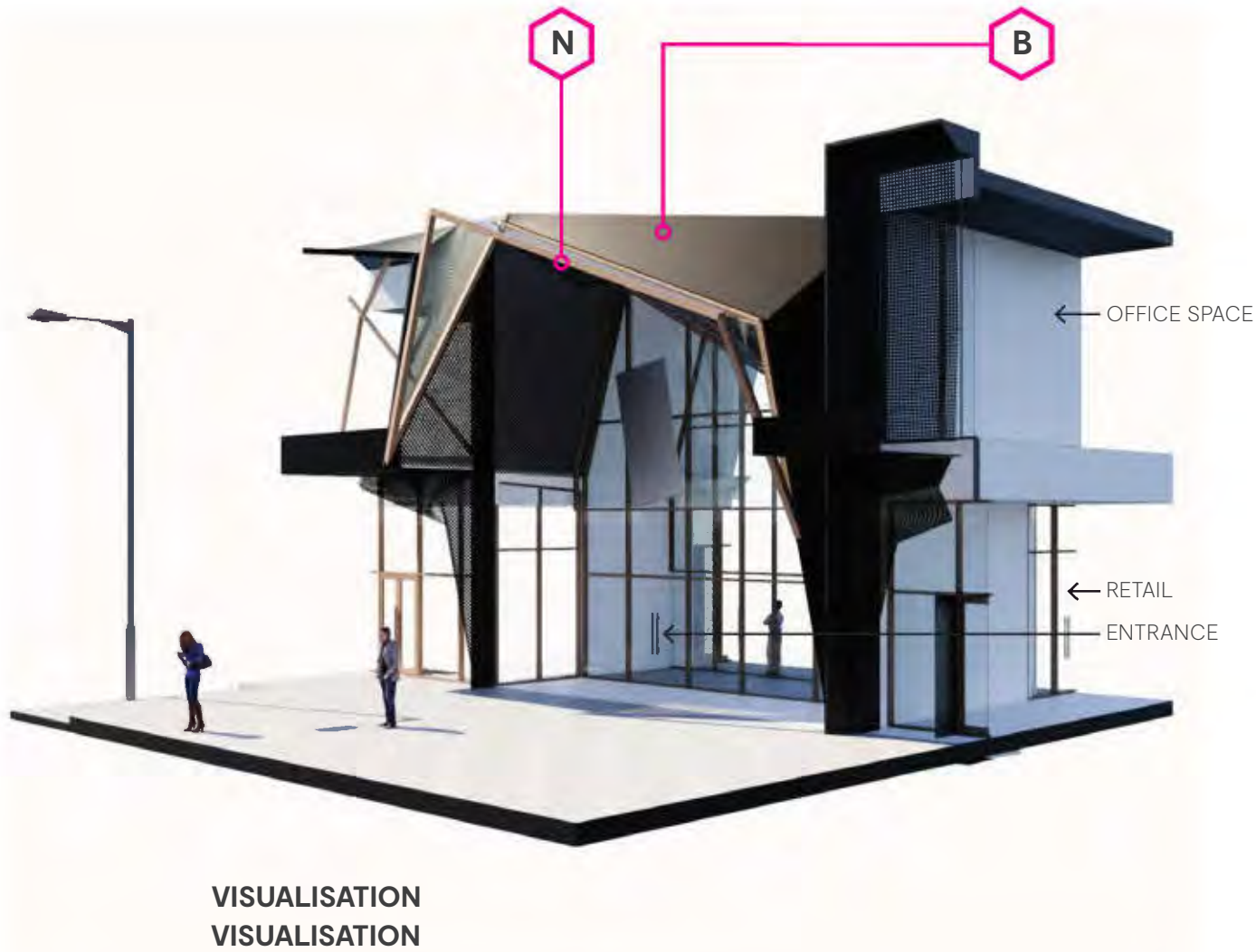
E



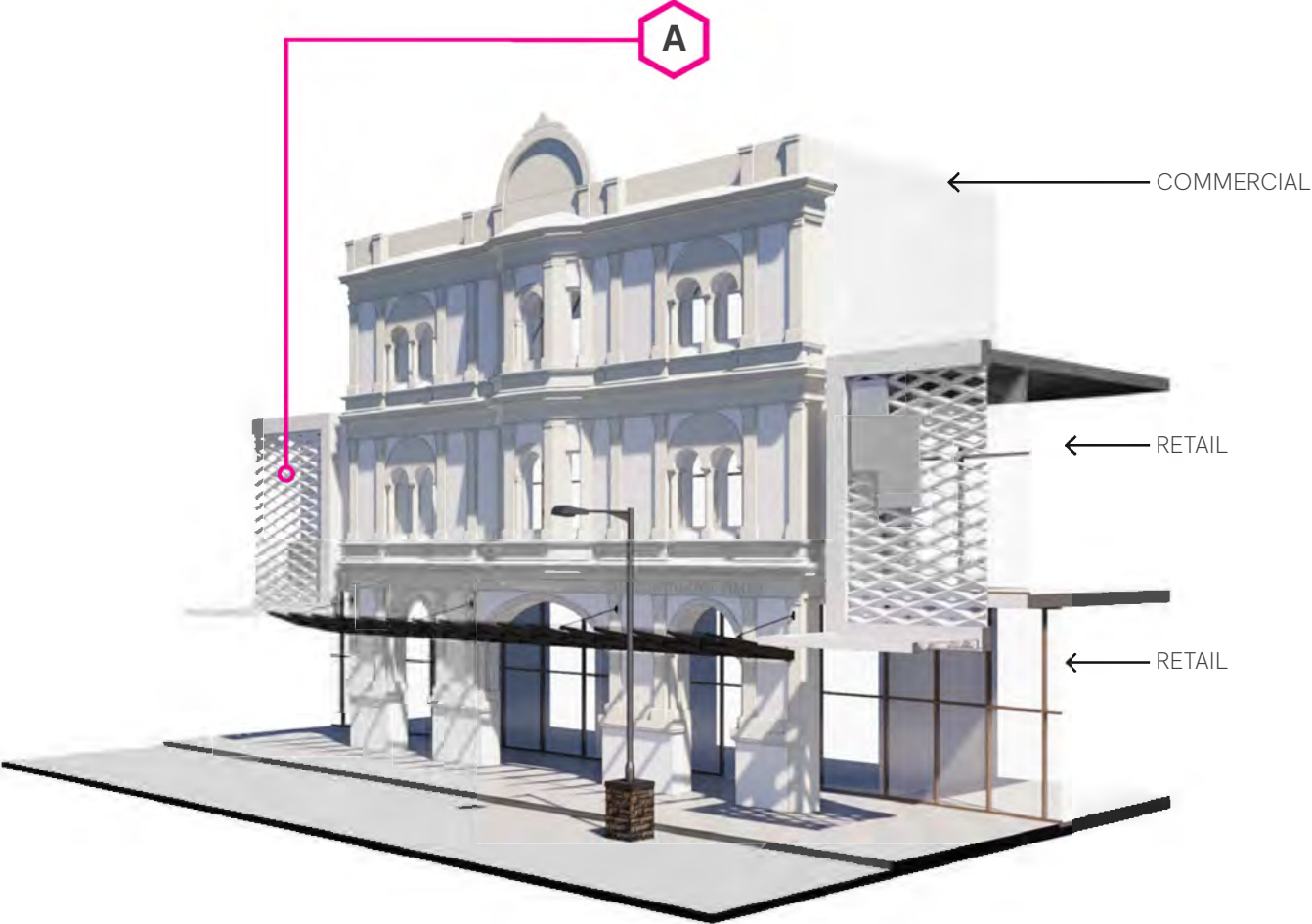
D

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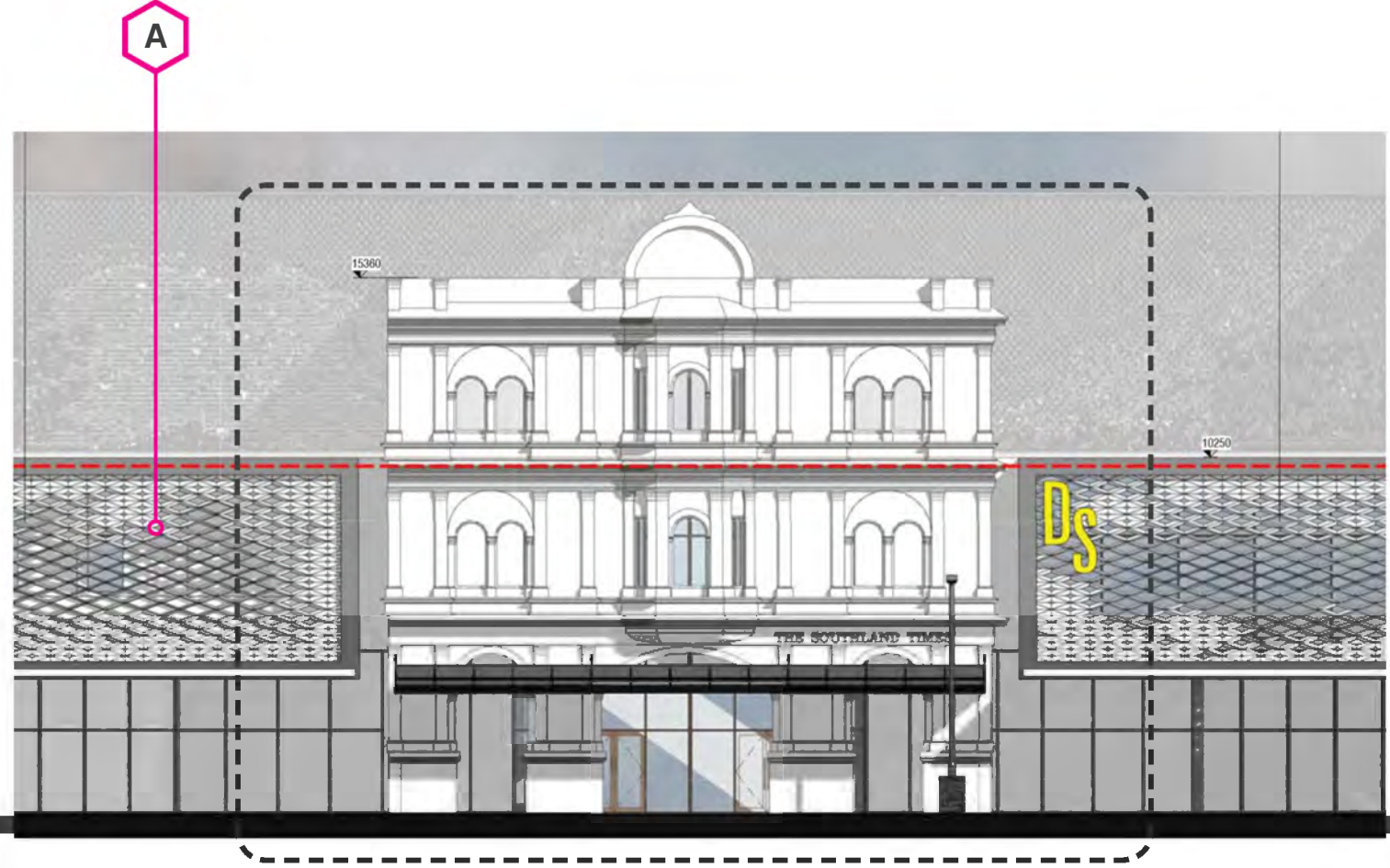
FACADE STUDIES
ESK STREET - RETAIL ENTRY



FACADE STUDIES
ESK STREET - SOUTHLAND TIMES



VISUALISATION
VISUALISATION

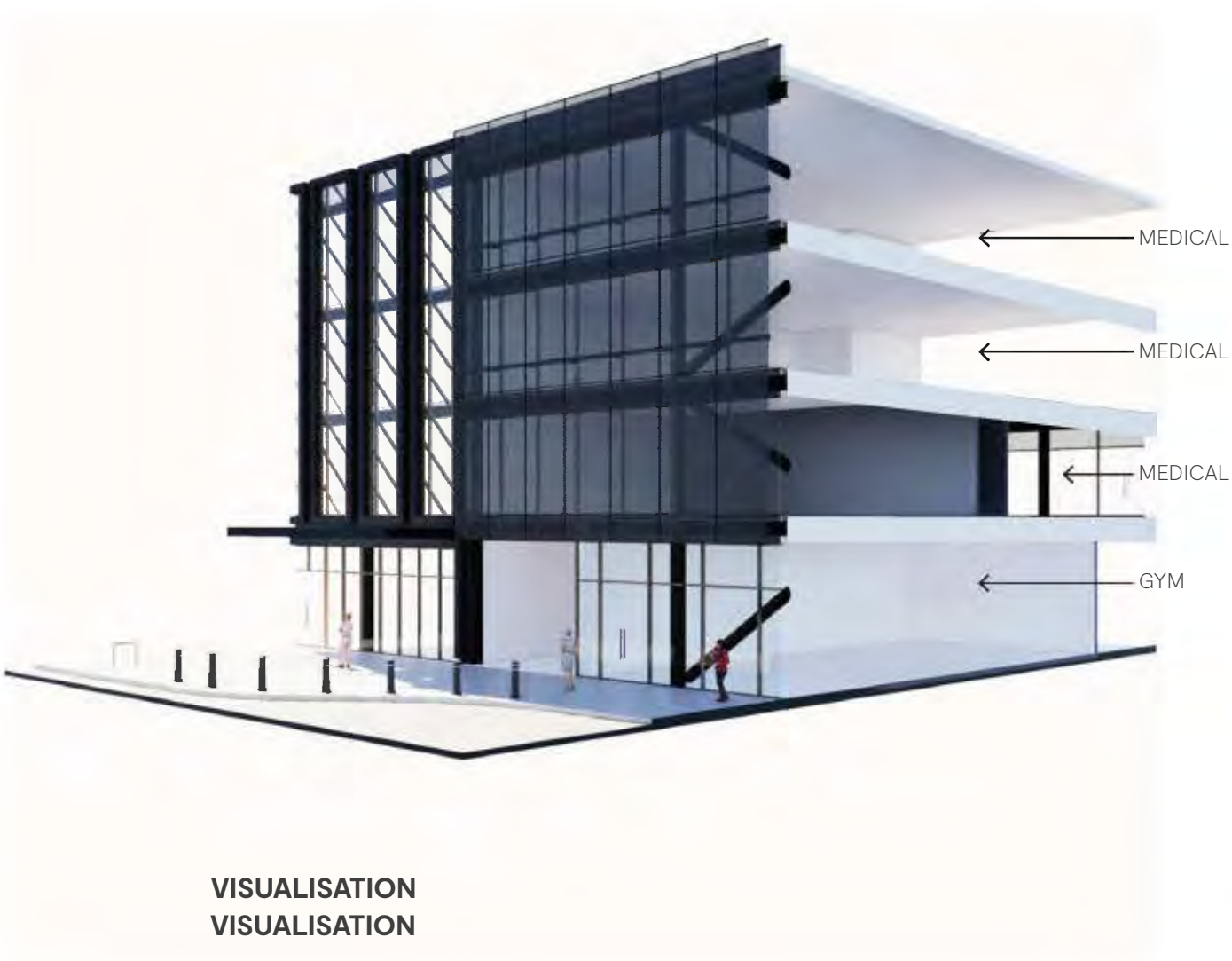


FACADE STUDIES

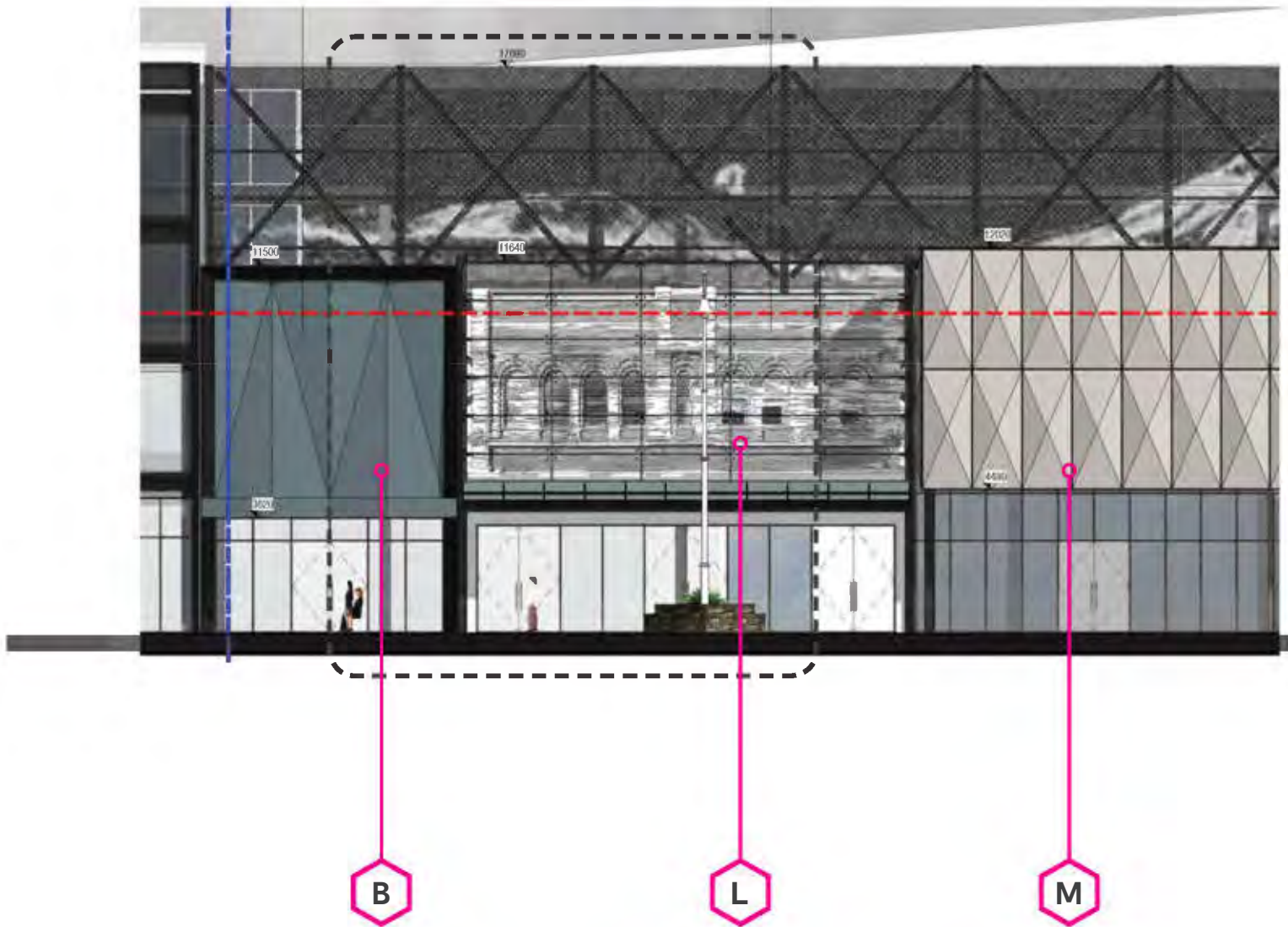
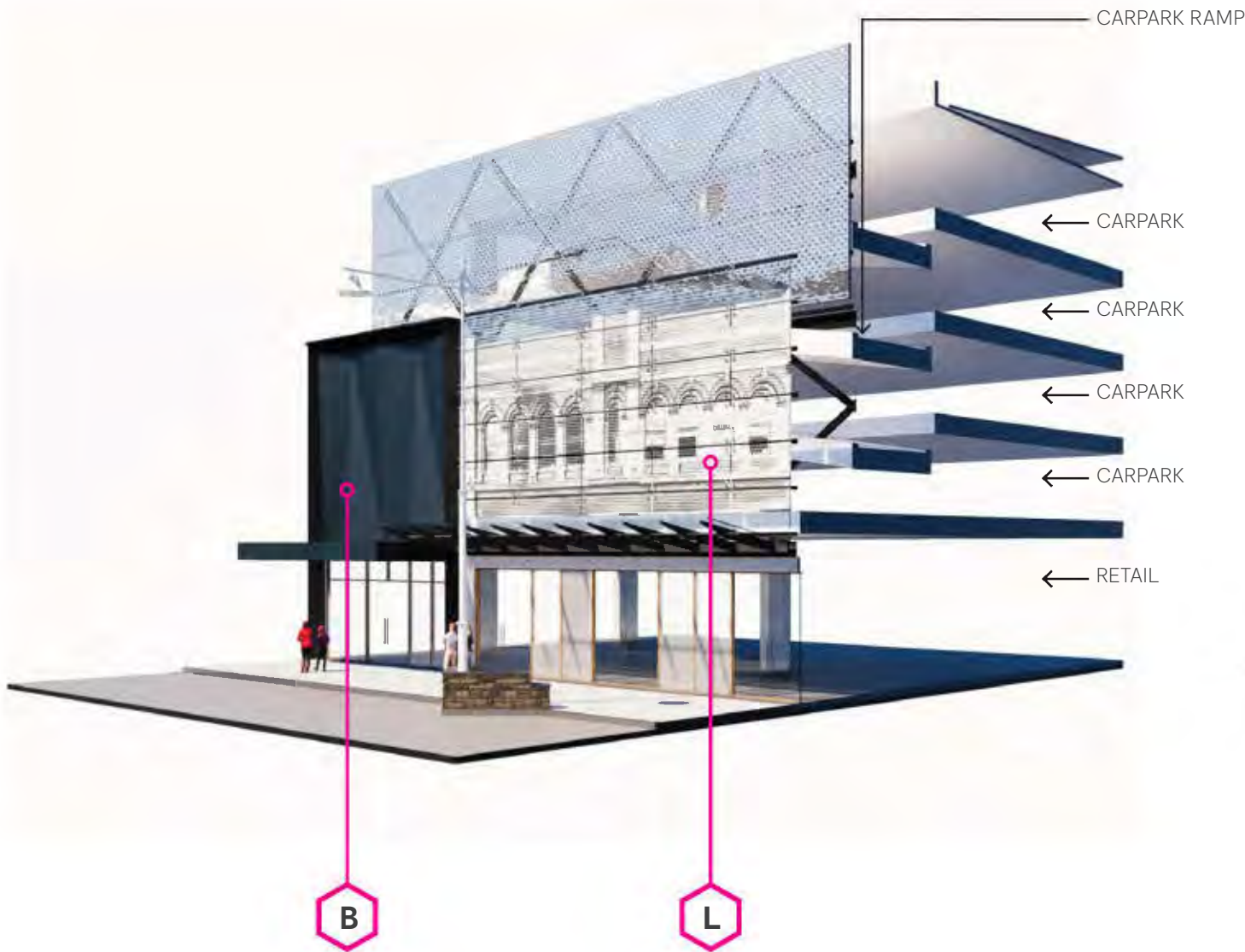
THE SOUTHLAND TIMES



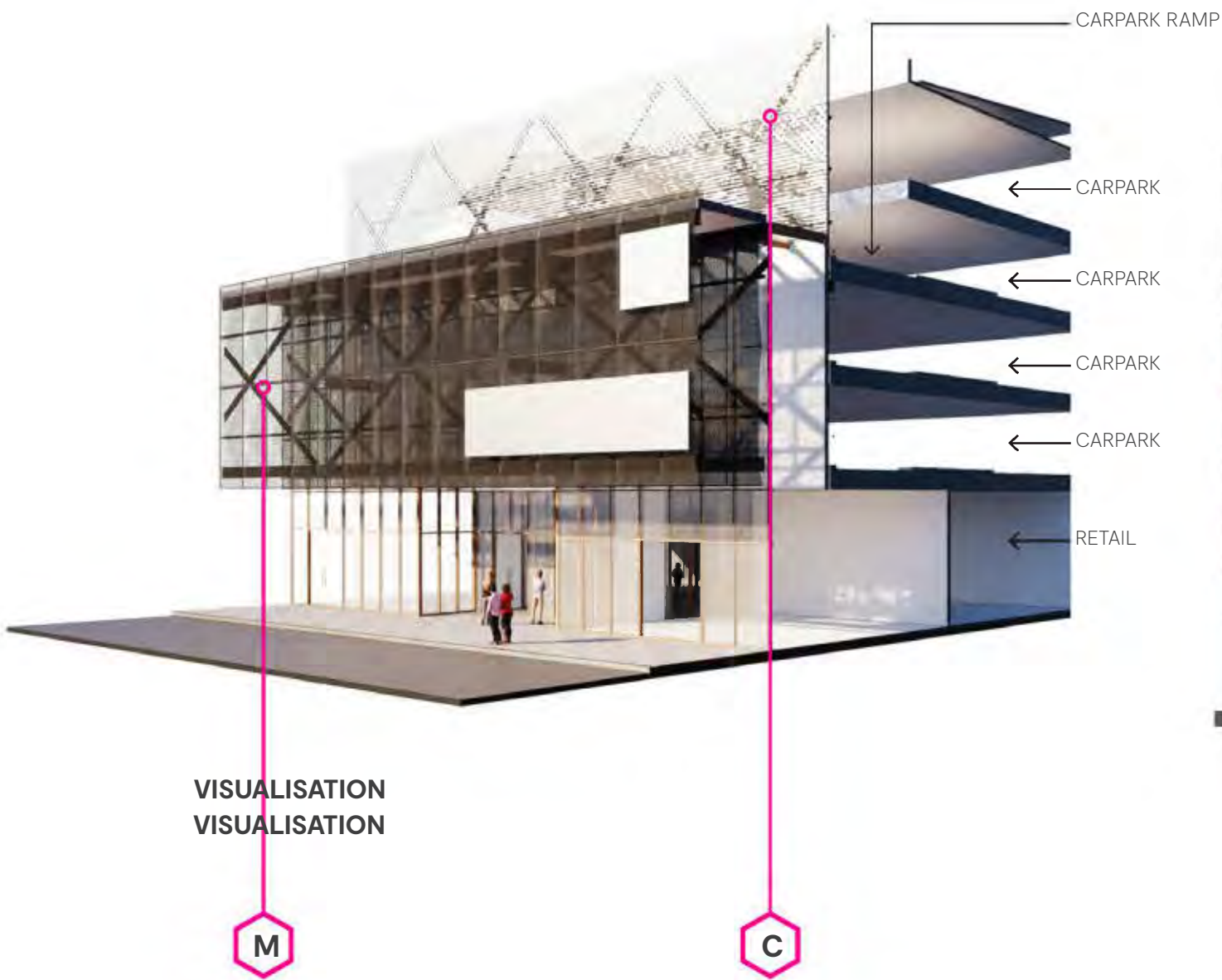
FACADE STUDIES
TAY STREET - CIVIC PRECINCT



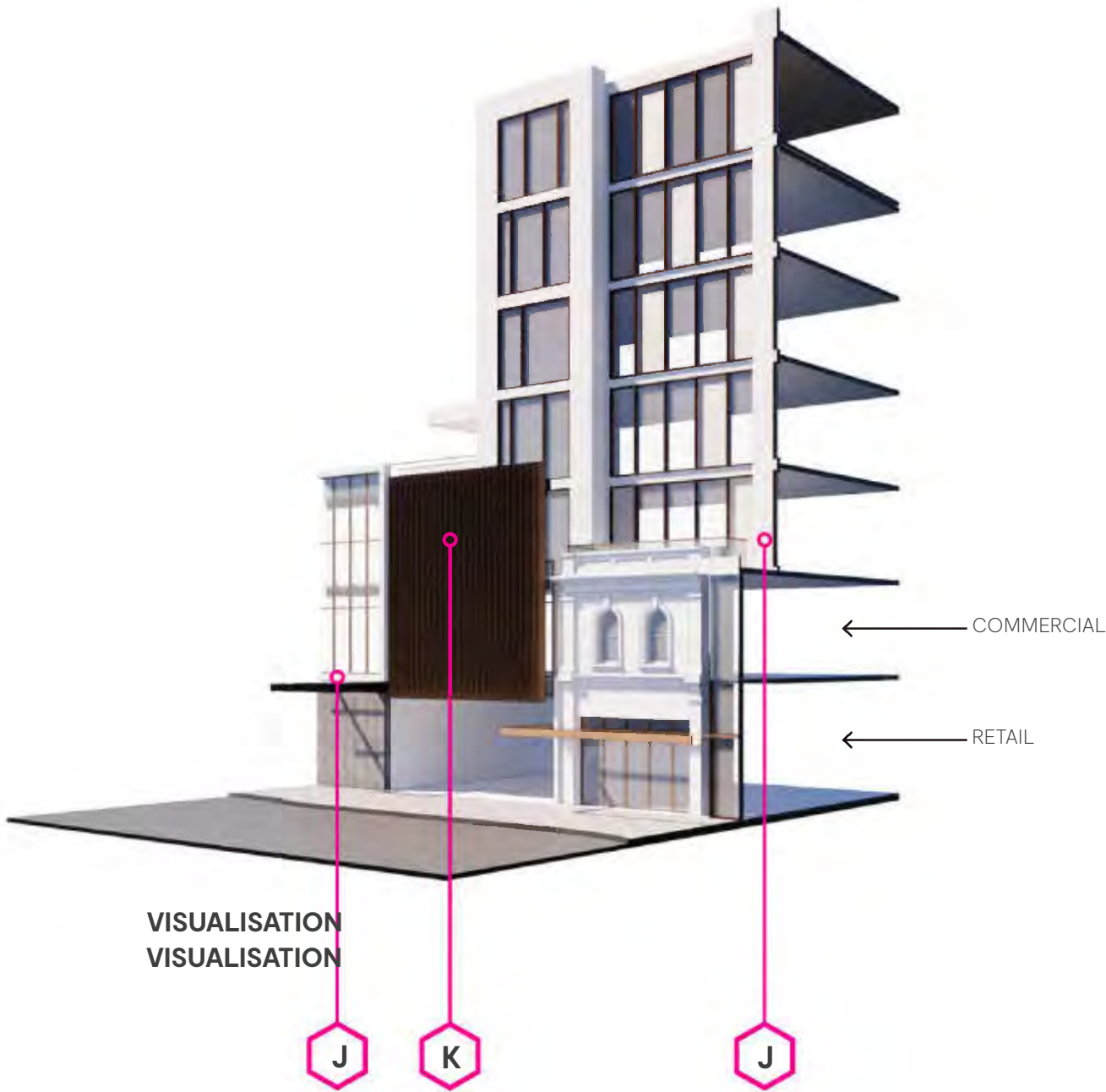
FACADE STUDIES
TAY STREET



FACADE STUDIES
TAY STREET ENTRANCE



FACADE STUDIES
TAY STREET



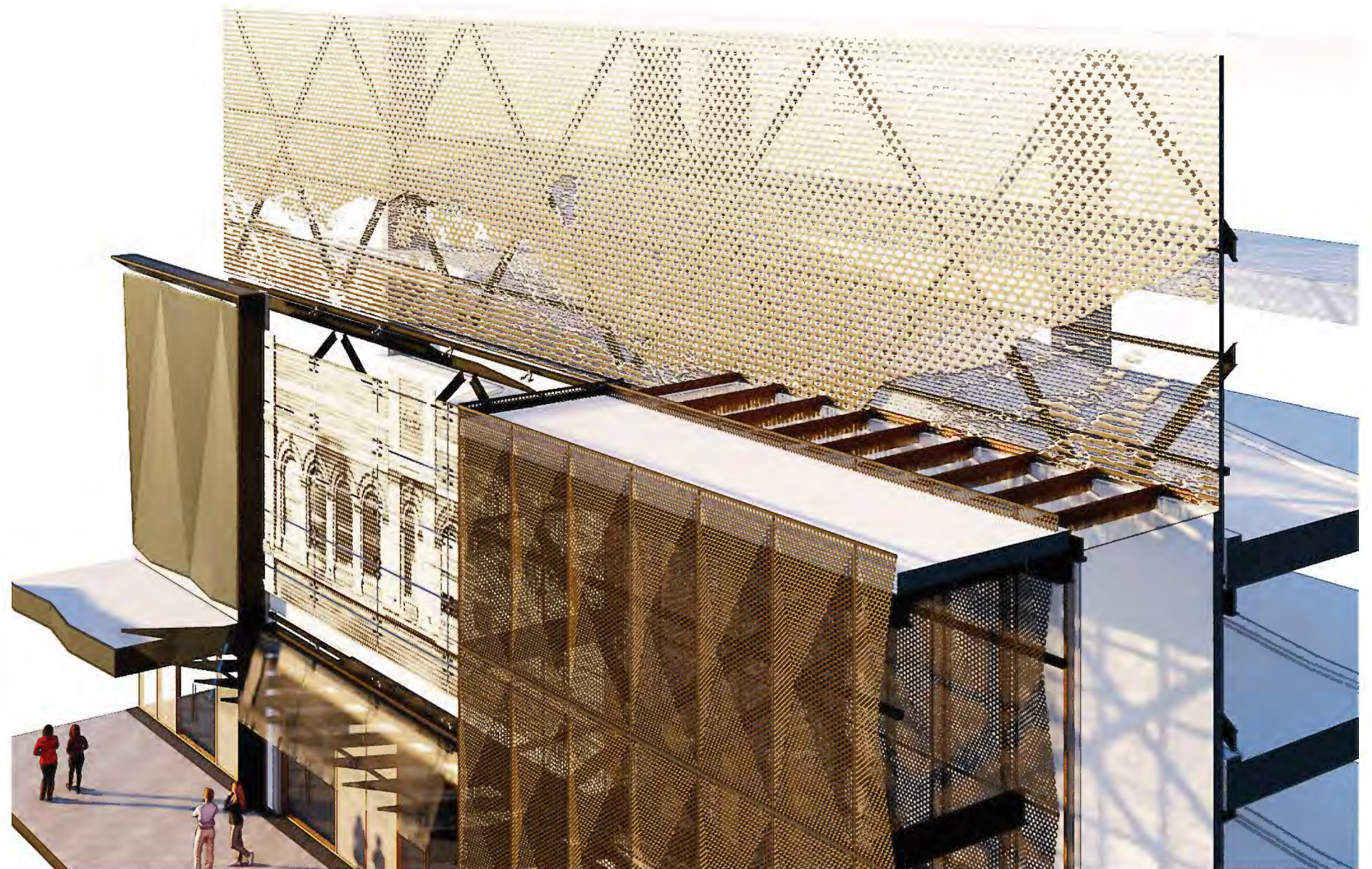
FACADE STUDIES

CAR PARK FACADE

The carpark façade acts as a background landscape with imagery derived from the surrounding Takatimu mountains framing Southland.

The mountains are visible from most places in Southland, particularly during winter when the tops are covered in snow. The Takitimu mountain range is named after the ancient Maori migration waka (canoe) Takitimu. The Ngāi Tahu Deed of Settlement places a topuni, a special recognition of Ngāi Tahu cultural, spiritual, historic and traditional values over the Takitimu mountain range.

The car park screen is to pay homage to background image it forms to Invercargill and Southland. This will be carried out through taking imagery of the Takatimu mountains and redacting to black and white. Then applying to a metal screen with the shade determining aperture of the opening in the façade screen.



PROPOSED MALL ENTRANCE AND CAR PARK SCREEN AS SEEN ON TAY STREET

FACADE STUDIES

CAR PARK ENTRNCE



TAKITIMU MOUNTAINS

The mountains are visible from most places in Southland, particularly during winter when the tops are covered in snow. The Takitimu mountain range is named after the ancient Maori migration waka (canoe) Takitimu. The Ngāi Tahu Deed of Settlement places a topuni, a special recognition of Ngāi Tahu cultural, spiritual, historic and traditional values over the Takitimu mountain range.



MOUNTAIN IMAGES TO SURFACE

Various images were collaged and composed to form the outer skin of the carpark through a series of redaction process.

FACADE STUDIES

CAR PARK ENTRNCE

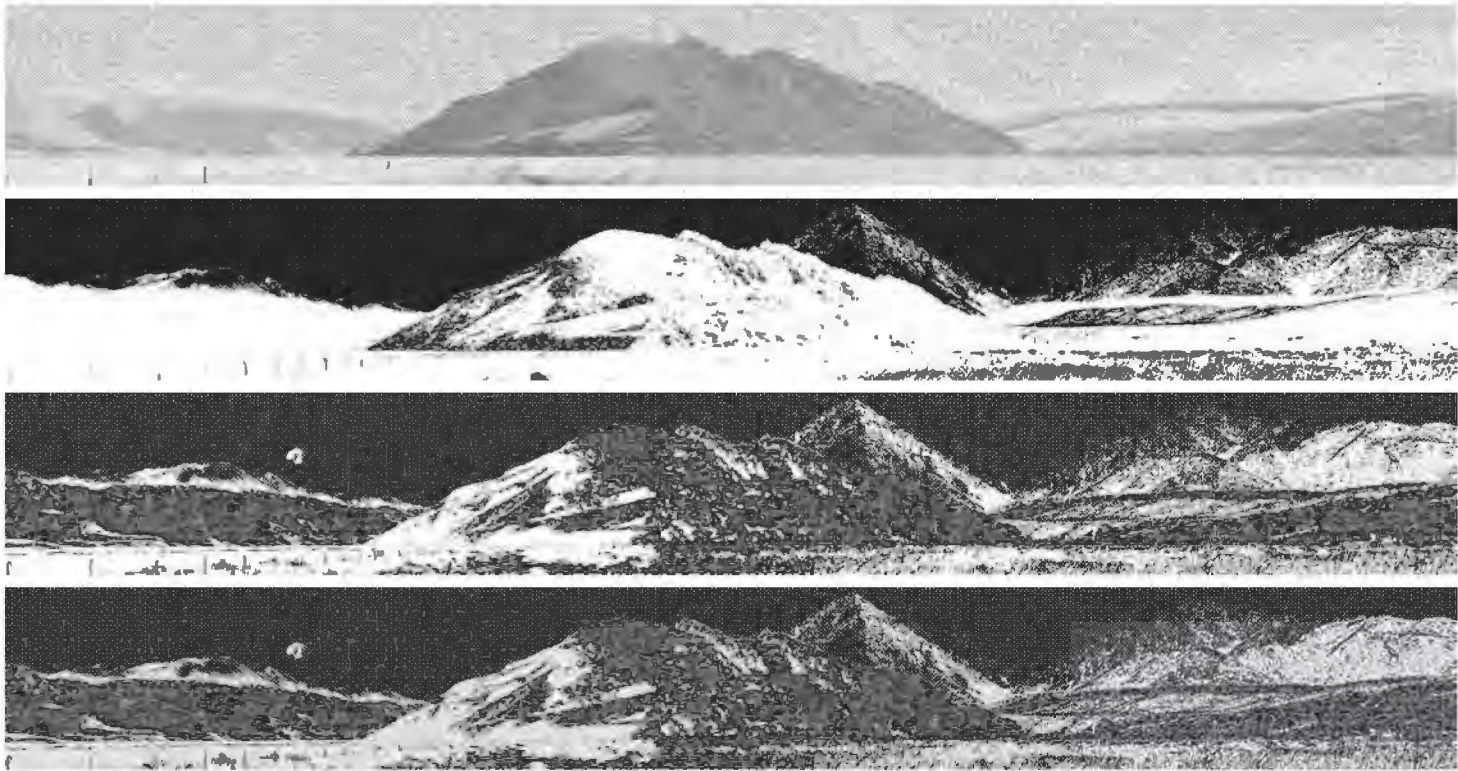
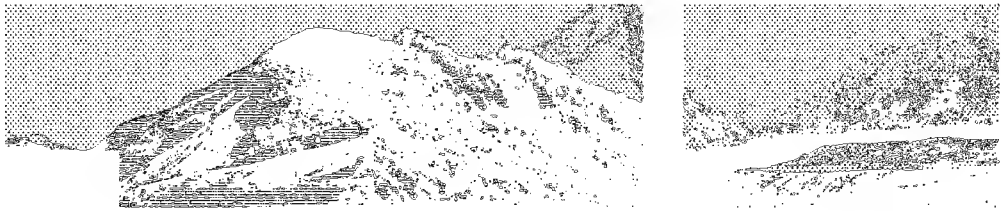


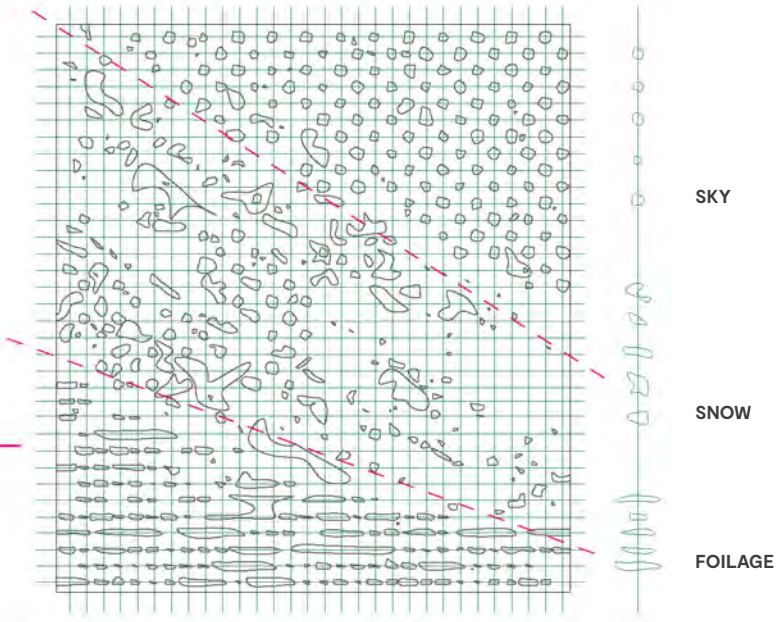
IMAGE PROCESSING



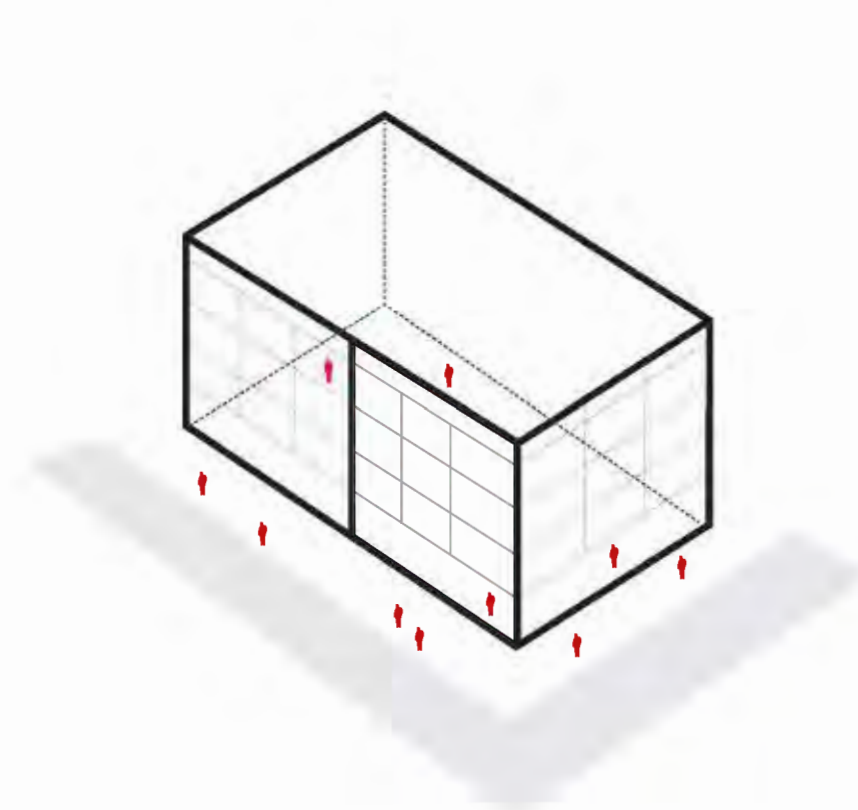
CAR PARK FACADE - NORTH ELEVATION



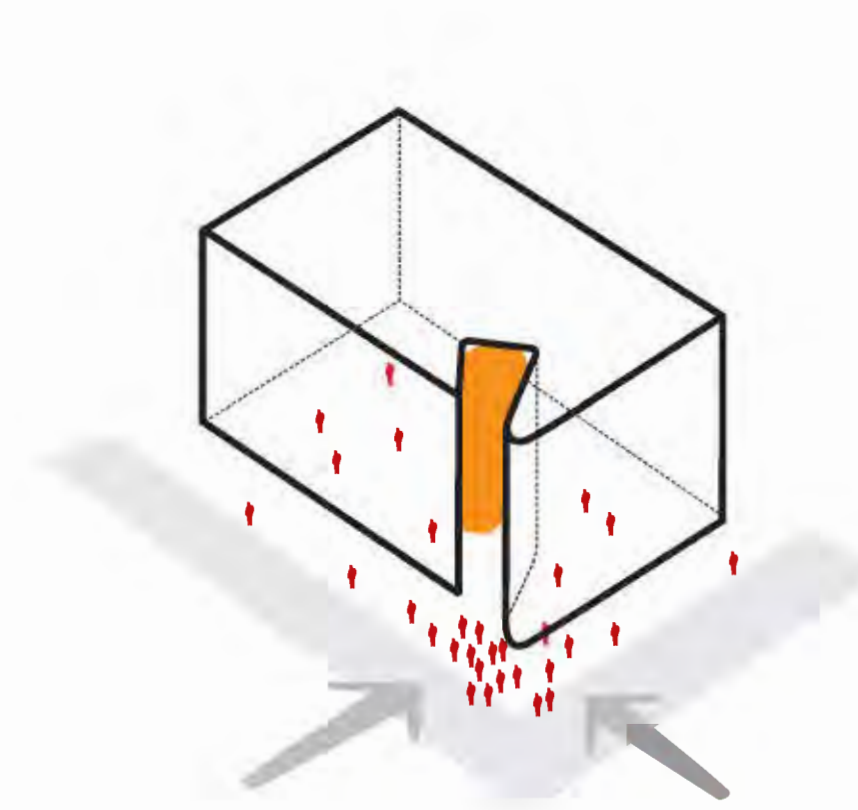
CAR PARK FACADE - WEST ELEVATION



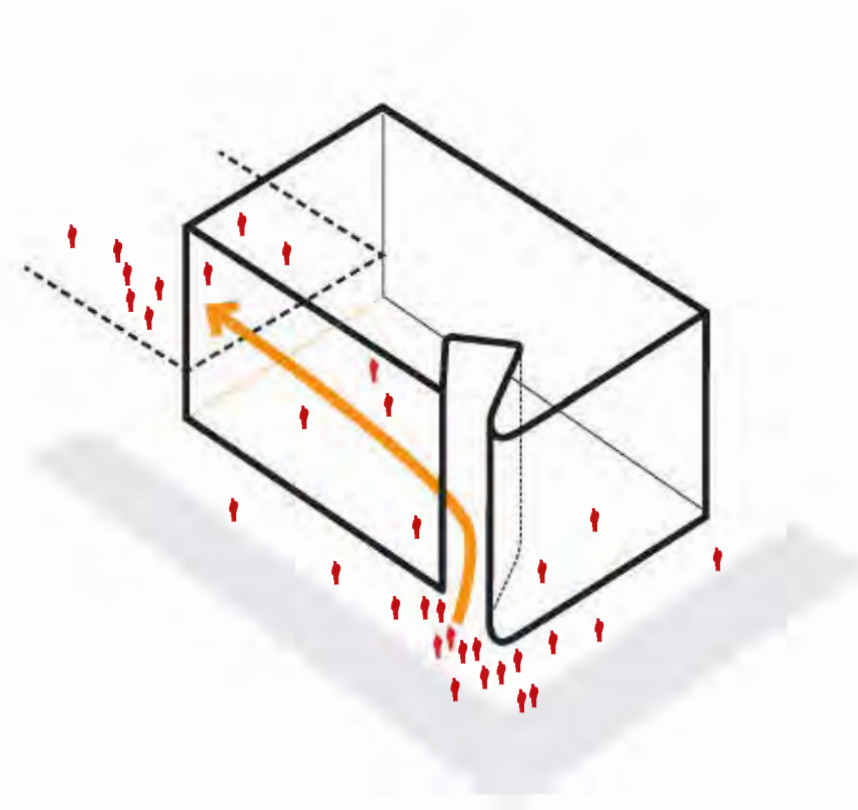
DESIGN DIAGRAM
THE HWR BUILDING



ORDERING
GRIDS FOLLOW EXISTING HISTORIC BUILDING'S CLASSICAL ORDERING.



ENTRANCE
ENTRANCE IS PLACED AT THE MOST PROMINENT CORNER, PROTECTED FROM THE STRONG WESTERLY WINDS.



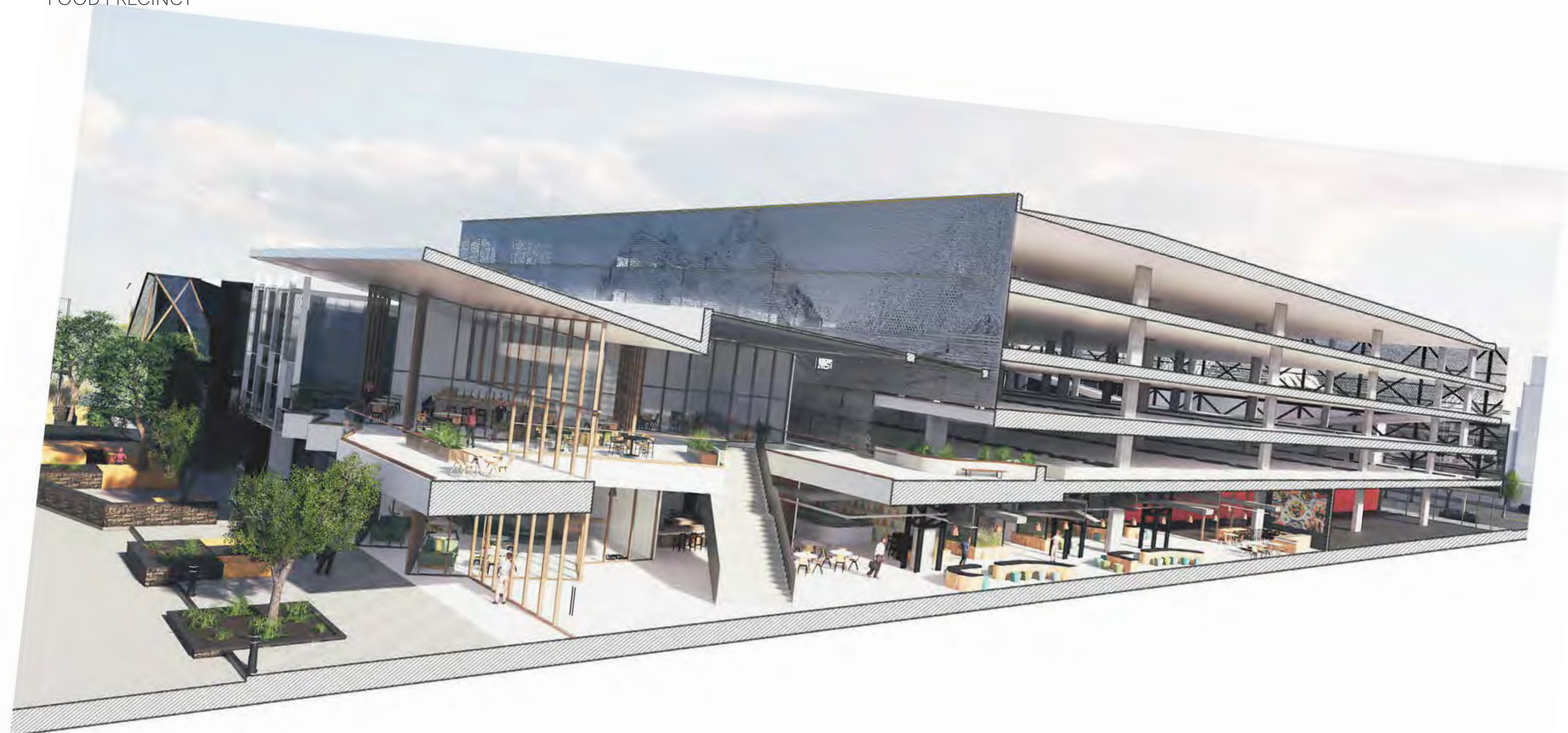
CONNECTION
INTERNAL SHOPPING STREET LEADING TOWARDS DINING DECK.

Invercargill Central / Sections



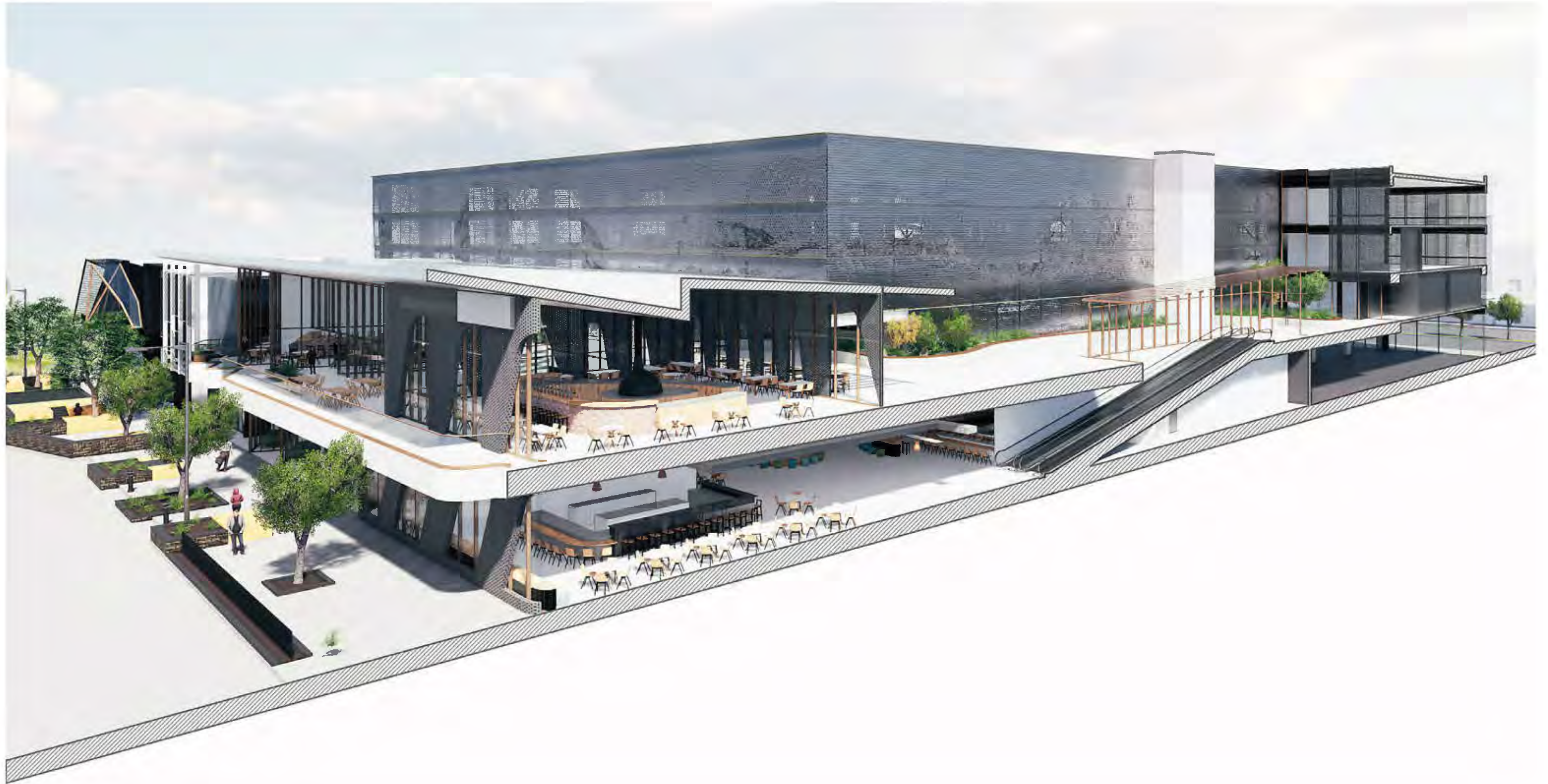
SECTIONAL PERSPECTIVES

FOOD PRECINCT



SECTIONAL PERSPECTIVES

FOOD PRECINCT



SECTIONAL PERSPECTIVES

PIAZZA



Invercargill Central / Visualisations



VISUALISATION

ESK STREET ENTRANCE



VISUALISATION

RETAIL ENTRANCE



VISUALISATION
FOOD PRECINCT



VISUALISATION

FOOD PRECINCT

BUCHAN ARCHITECTURE



VISUALISATION
FOOD PRECINCT



VISUALISATION
FOOD PRECINCT (ESK STREET ENTRANCE)



VISUALISATION

RETAIL ENTRANCE



VISUALISATION

RETAIL ENTRANCE



VISUALISATION

RETAIL ENTRANCE



VISUALISATION

THE SOUTHLAND TIMES



VISUALISATION
TAY STREET ENTRANCE



VISUALISATION

BANK OF NEW SOUTH WALES



VISUALISATION

THE PIAZZA



VISUALISATION
THE PIAZZA



Invercargill Central / Appendix & Additional Drawings



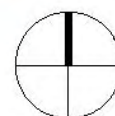


- | | | | |
|---|---|--|--|
| BALCONY | F&B | MEDICAL | OFFICE |
| HOTEL | RETAIL | HOTEL FACILITIES & AMENITIES | MAJOR & MINI MAJOR |
| CARPARK | F&B SEATING | CIVIC | RESIDENTIAL |
| CIRCULATION | GYM | | AMENITIES |

1 OVERALL - GROUND FLOOR PLAN
3010 1:500

OVERALL - GROUND FLOOR PLAN

1100



INVERCARGILL MASTERPLAN
BUCHAN

917077
MAY 2018

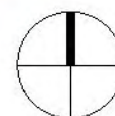
BUCHAN



- | | | | |
|---|---|--|--|
| BALCONY | F&B | MEDICAL | OFFICE |
| HOTEL | RETAIL | HOTEL FACILITIES & AMENITIES | MAJOR & MINI MAJOR |
| CARPARK | F&B SEATING | CIVIC | RESIDENTIAL |
| CIRCULATION | GYM | | AMENITIES |

1 OVERALL - LEVEL 1 FLOOR PLAN
3020 1:500

OVERALL - LEVEL 1 FLOOR PLAN



INVERCARGILL MASTERPLAN
BUCHAN

1101

917077
MAY 2018

BUCHAN

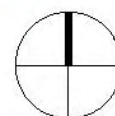


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|--|--|---|--|
| ■ BALCONY | ■ F&B | ■ MEDICAL | ■ OFFICE |
| ■ HOTEL | ■ RETAIL | ■ HOTEL FACILITIES & AMENITIES | ■ MAJOR & MINI MAJOR |
| ■ CARPARK | ■ F&B SEATING | ■ CIVIC | ■ RESIDENTIAL |
| ■ CIRCULATION | ■ GYM | | ■ AMENITIES |

1 OVERALL - LEVEL 2 FLOOR PLAN
T010 1 : 500

OVERALL - LEVEL 2 FLOOR PLAN

1102



INVERCARGILL MASTERPLAN
BUCHAN

917077
MAY 2018

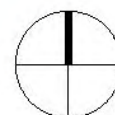
BUCHAN



1 OVERALL - LEVEL 3 FLOOR PLAN
1:500

- | | | | |
|---|---|--|--|
| BALCONY | F&B | MEDICAL | OFFICE |
| HOTEL | RETAIL | HOTEL FACILITIES & AMENITIES | MAJOR & MINI MAJOR |
| CARPARK | F&B SEATING | CIVIC | RESIDENTIAL |
| CIRCULATION | GYM | | AMENITIES |

OVERALL - LEVEL 3 FLOOR PLAN

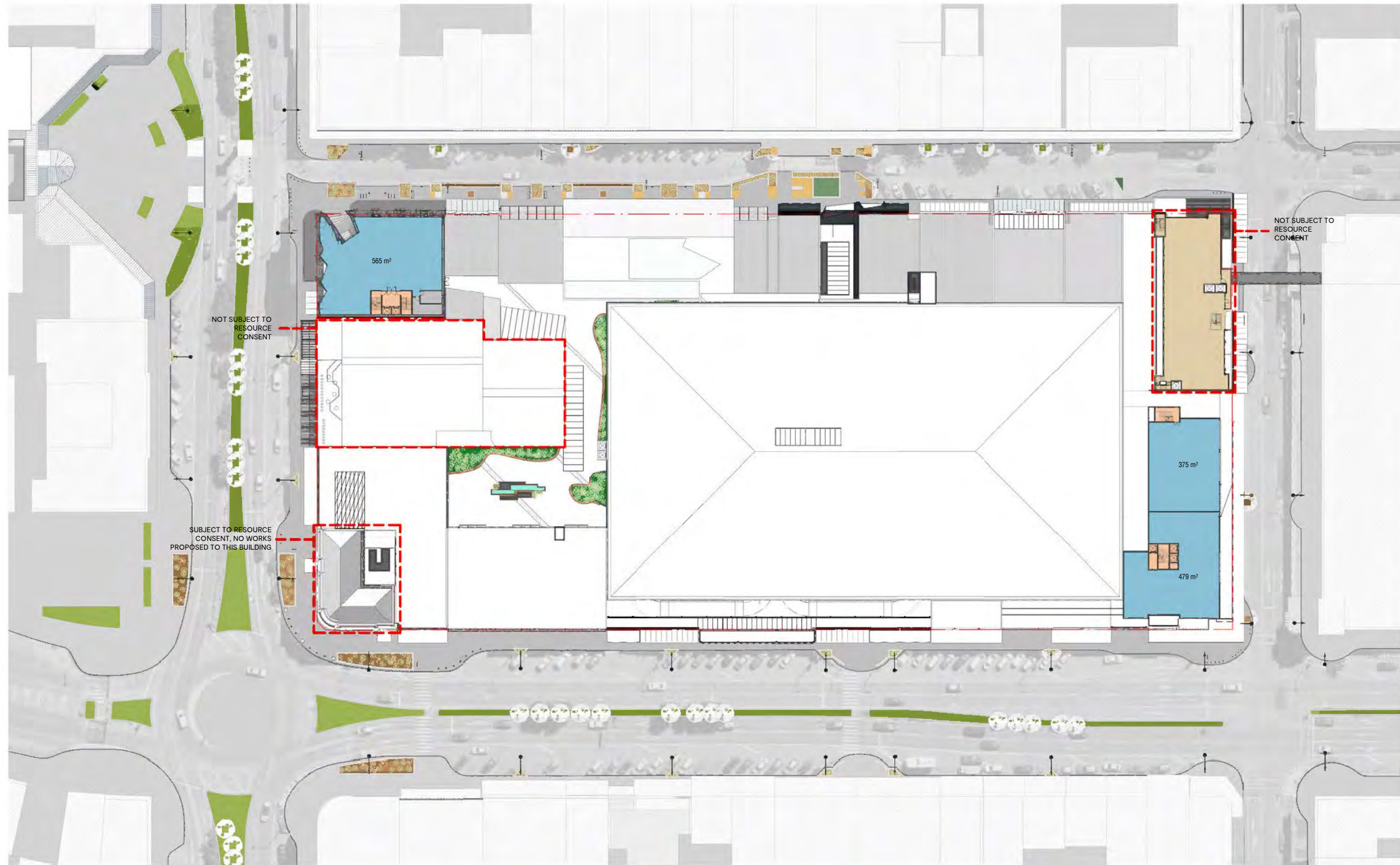


INVERCARGILL MASTERPLAN
BUCHAN

1103

917077
MAY 2018

BUCHAN

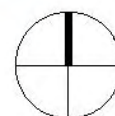


- | | | | |
|---|---|--|--|
| BALCONY | F&B | MEDICAL | OFFICE |
| HOTEL | RETAIL | HOTEL FACILITIES & AMENITIES | MAJOR & MINI MAJOR |
| CARPARK | F&B SEATING | CIVIC | RESIDENTIAL |
| CIRCULATION | GYM | | AMENITIES |

1 OVERALL - LEVEL 4 FLOOR PLAN
3015 1 : 500

OVERALL - LEVEL 4 FLOOR PLAN

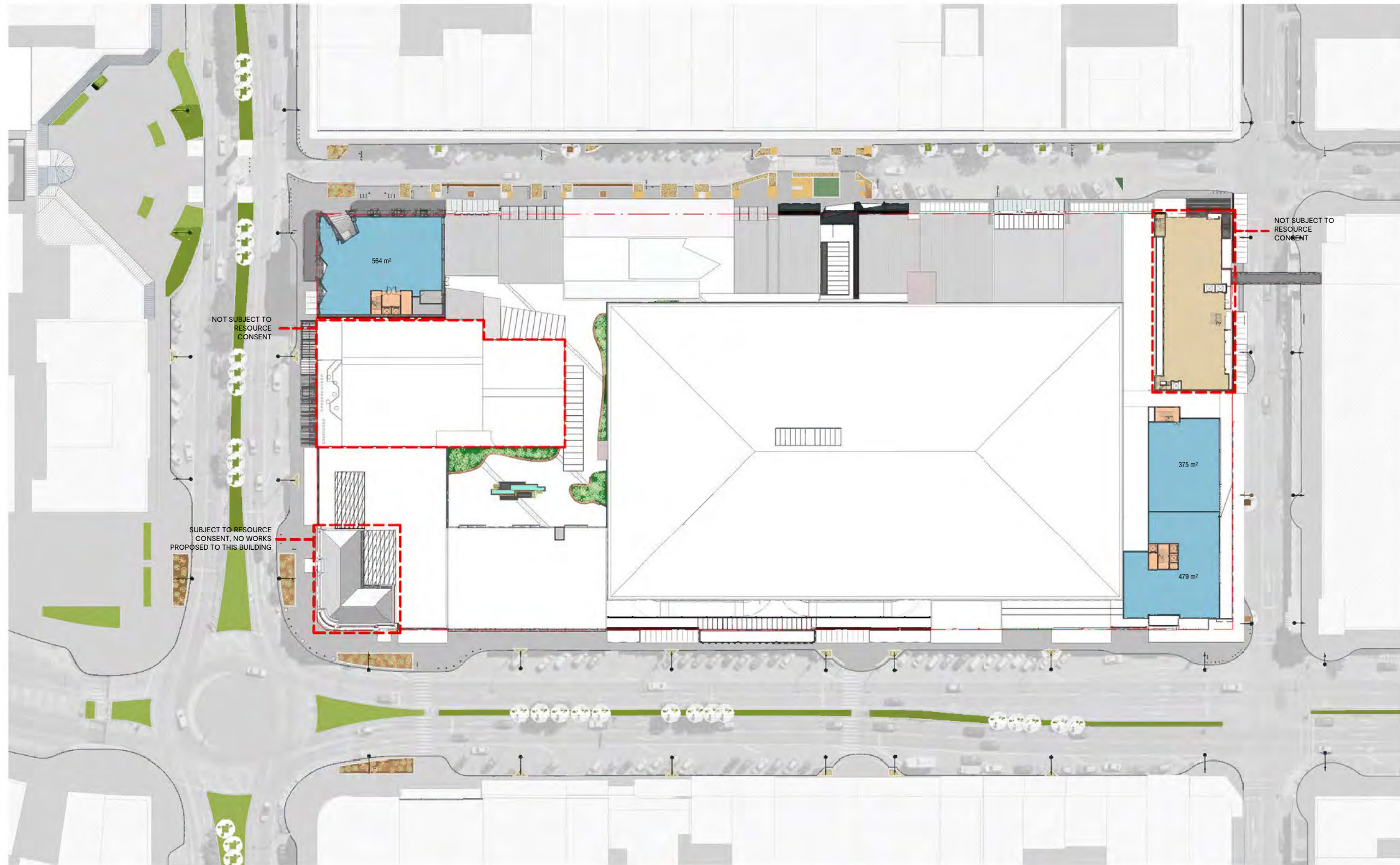
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INVERCARGILL MASTERPLAN
BUCHAN

917077
MAY 2018

BUCHAN

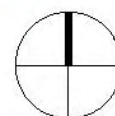


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|--|--|---|--|
| ■ BALCONY | ■ F&B | ■ MEDICAL | ■ OFFICE |
| ■ HOTEL | ■ RETAIL | ■ HOTEL FACILITIES & AMENITIES | ■ MAJOR & MINI MAJOR |
| ■ CARPARK | ■ F&B SEATING | ■ CIVIC | ■ RESIDENTIAL |
| ■ CIRCULATION | ■ GYM | | ■ AMENITIES |

1 OVERALL - LEVEL 5 FLOOR PLAN
1 : 500

OVERALL - LEVEL 5 FLOOR PLAN

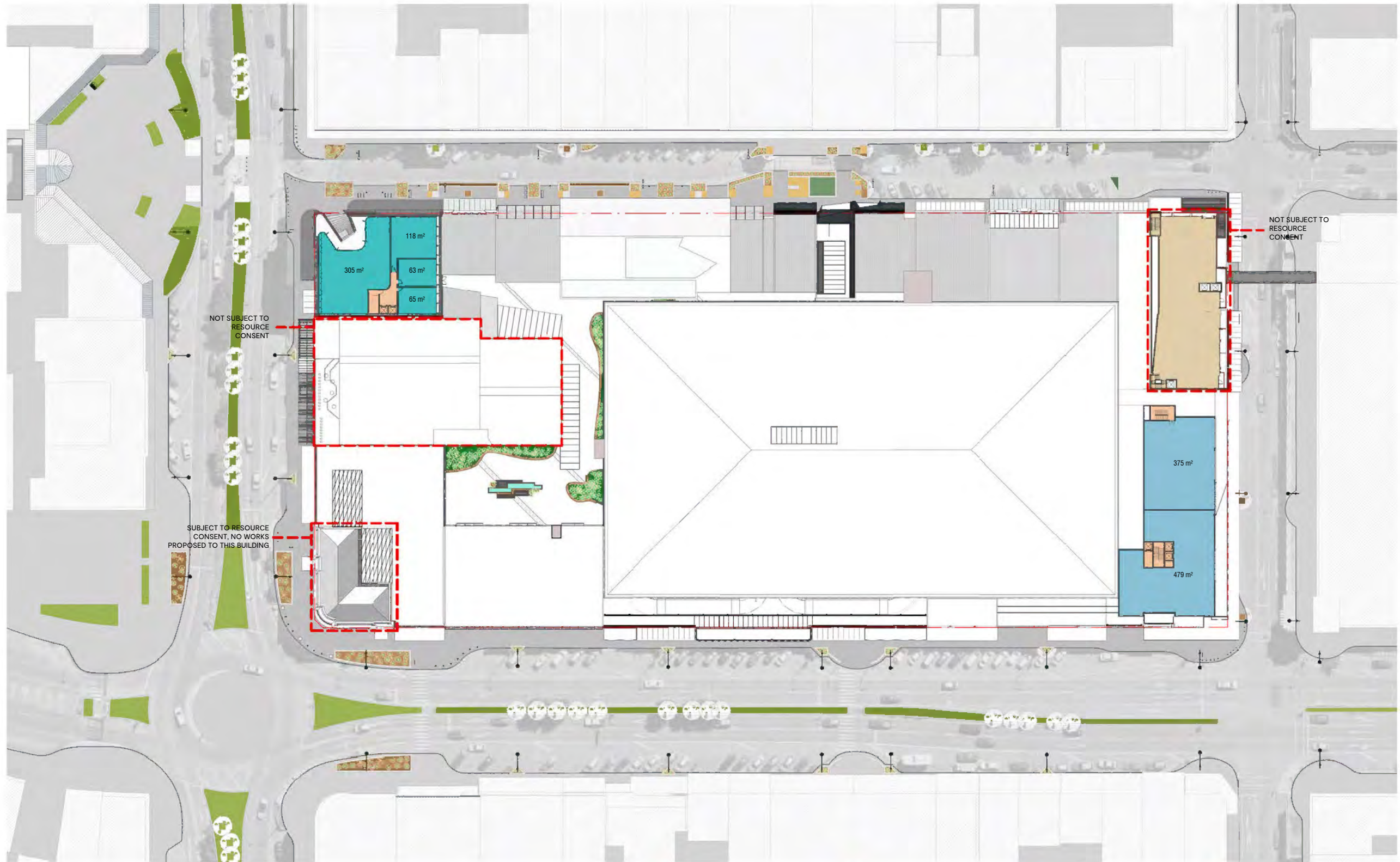
1105



INVERCARGILL MASTERPLAN
BUCHAN

917077
MAY 2018

BUCHAN

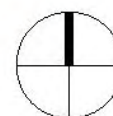


- | | | | |
|---|---|--|--|
| BALCONY | F&B | MEDICAL | OFFICE |
| HOTEL | RETAIL | HOTEL FACILITIES & AMENITIES | MAJOR & MINI MAJOR |
| CARPARK | F&B SEATING | CIVIC | RESIDENTIAL |
| CIRCULATION | GYM | | AMENITIES |

1 OVERALL - LEVEL 6 FLOOR PLAN
1:500

OVERALL - LEVEL 6 FLOOR PLAN

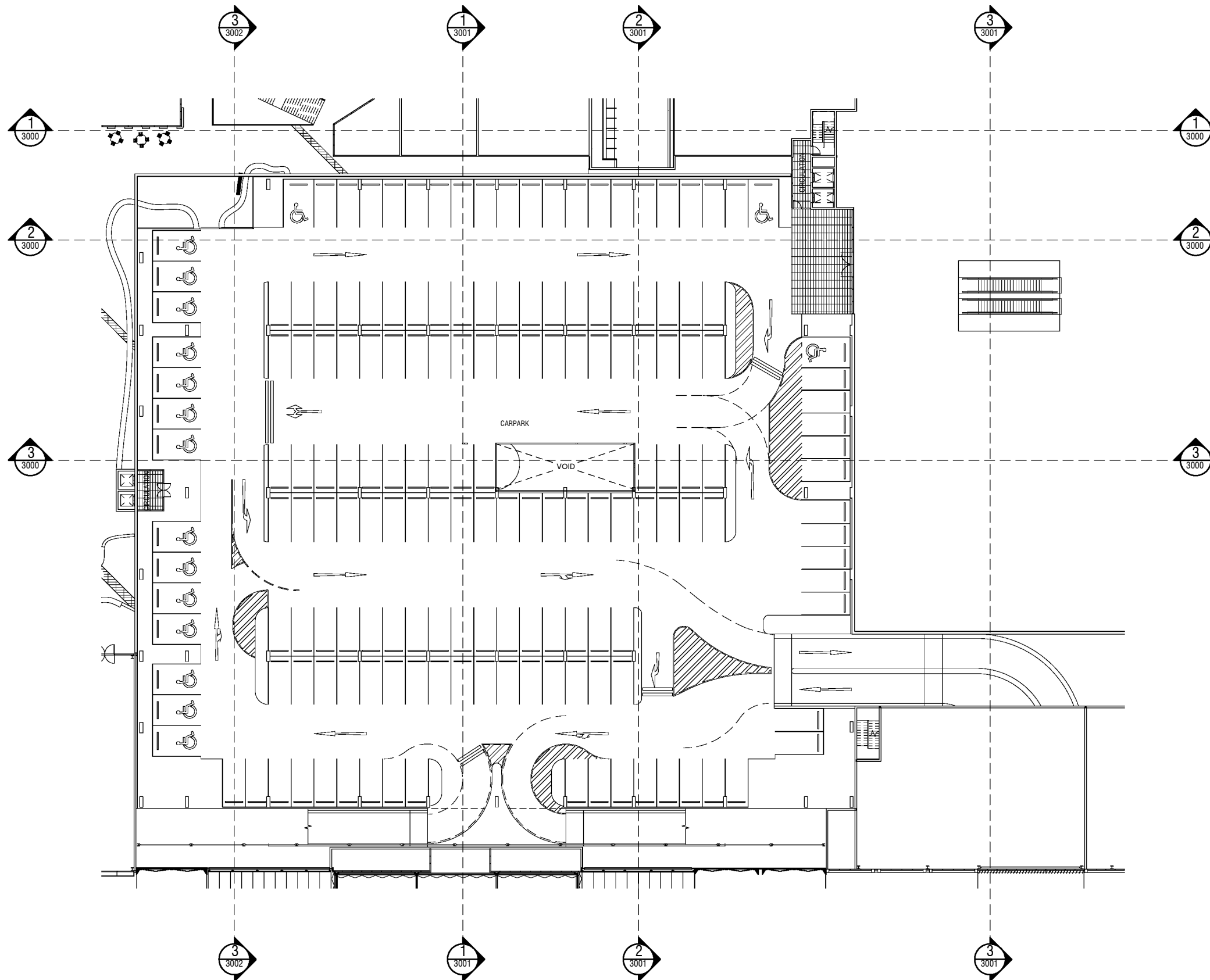
1106



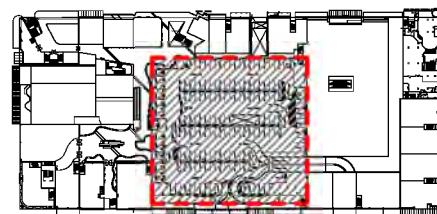
INVERCARGILL MASTERPLAN
BUCHAN

917077
MAY 2018

BUCHAN



1 CARPARK SETOUT - LEVEL 1
1:250



KEY PLAN

CARPARK LEVEL 1 - STRUCTURAL LAYOUT

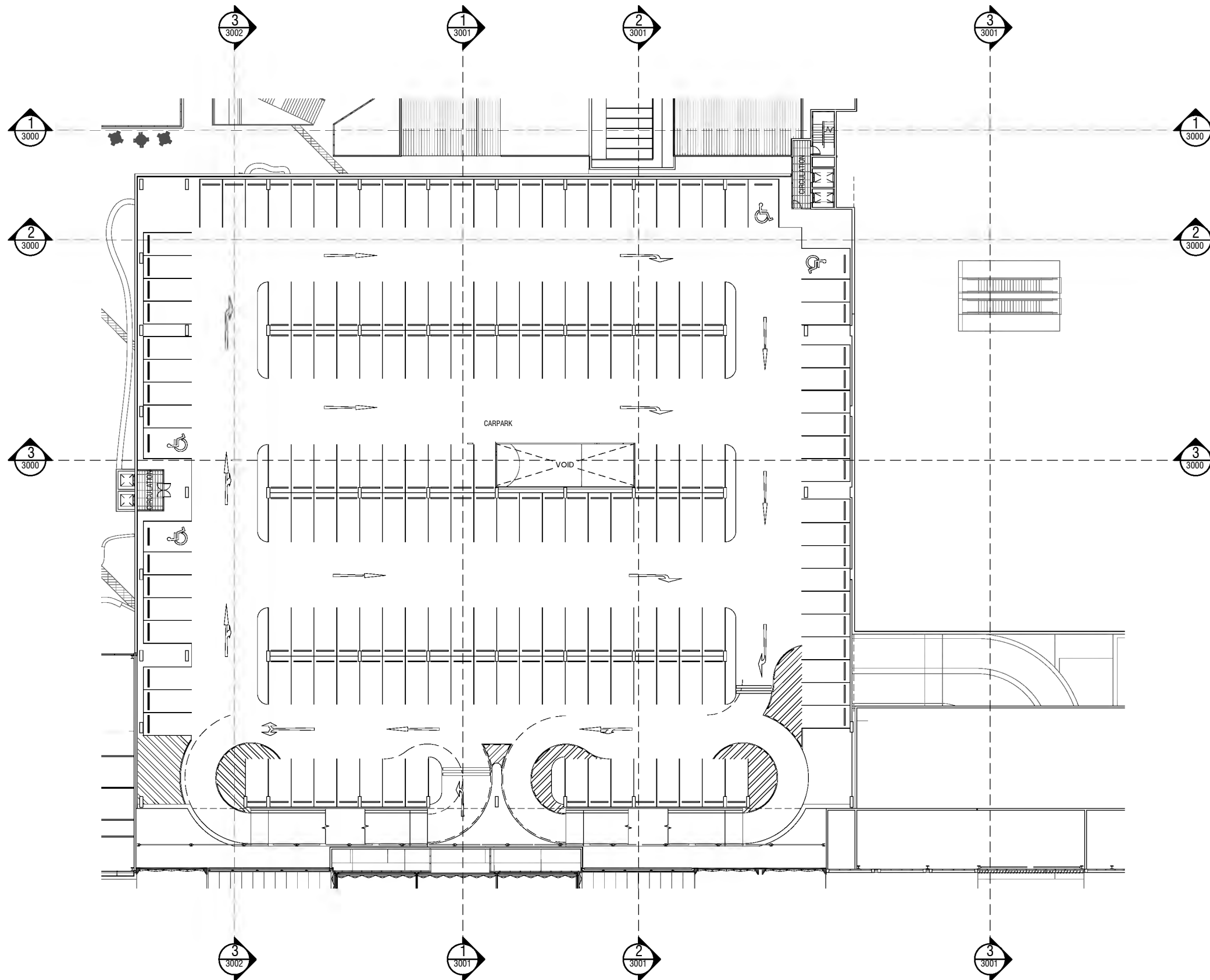
INVERCARGILL MASTERPLAN
BUCHAN

B
1651

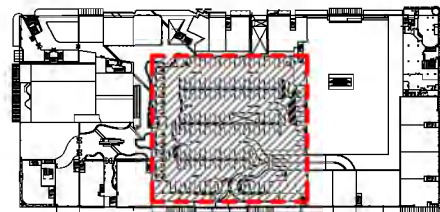
917077
MAY 2018

AREA SCHEDULE - CARPARK		
Level	Name	Area
CARPARK LEVEL 1	CIRCULATION	26 m²
CARPARK LEVEL 1	CIRCULATION	50 m²
CARPARK LEVEL 1	RAMP	258 m²
CARPARK LEVEL 1	CARPARK	5802 m²
CARPARK LEVEL 1		6136 m²
CARPARK LEVEL 2	CIRCULATION	26 m²
CARPARK LEVEL 2	CIRCULATION	50 m²
CARPARK LEVEL 2	RAMP	91 m²
CARPARK LEVEL 2	RAMP	91 m²
CARPARK LEVEL 2	CARPARK	5835 m²
CARPARK LEVEL 2		6092 m²
CARPARK LEVEL 3	CIRCULATION	25 m²
CARPARK LEVEL 3	CIRCULATION	50 m²
CARPARK LEVEL 3	RAMP	91 m²
CARPARK LEVEL 3	RAMP	91 m²
CARPARK LEVEL 3	CARPARK	8910 m²
CARPARK LEVEL 3		9167 m²
CARPARK LEVEL 4	CIRCULATION	25 m²
CARPARK LEVEL 4	CIRCULATION	50 m²
CARPARK LEVEL 4	RAMP	91 m²
CARPARK LEVEL 4	RAMP	91 m²
CARPARK LEVEL 4	CARPARK	8910 m²
CARPARK LEVEL 4		9167 m²
OVERALL FLOOR AREA		30562 m²

CAR PARKING SCHEDULE	
LEVEL	PARK SIZE
CARPARK LEVEL 1	5500 x 2600
5500 x 2600: 154	
CARPARK LEVEL 1	5500 x 3500
5500 x 3500: 17	
CARPARK LEVEL 1: 171	
CARPARK LEVEL 2	5500 x 2600
5500 x 2600: 187	
CARPARK LEVEL 2	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 2: 191	
CARPARK LEVEL 3	5500 x 2600
5500 x 2600: 293	
CARPARK LEVEL 3	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 3: 297	
CARPARK LEVEL 4	5500 x 2600
5500 x 2600: 299	
CARPARK LEVEL 4	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 4: 303	
GRAND TOTAL: 962	



1 CARPARK SETOUT - LEVEL 2
1 : 250



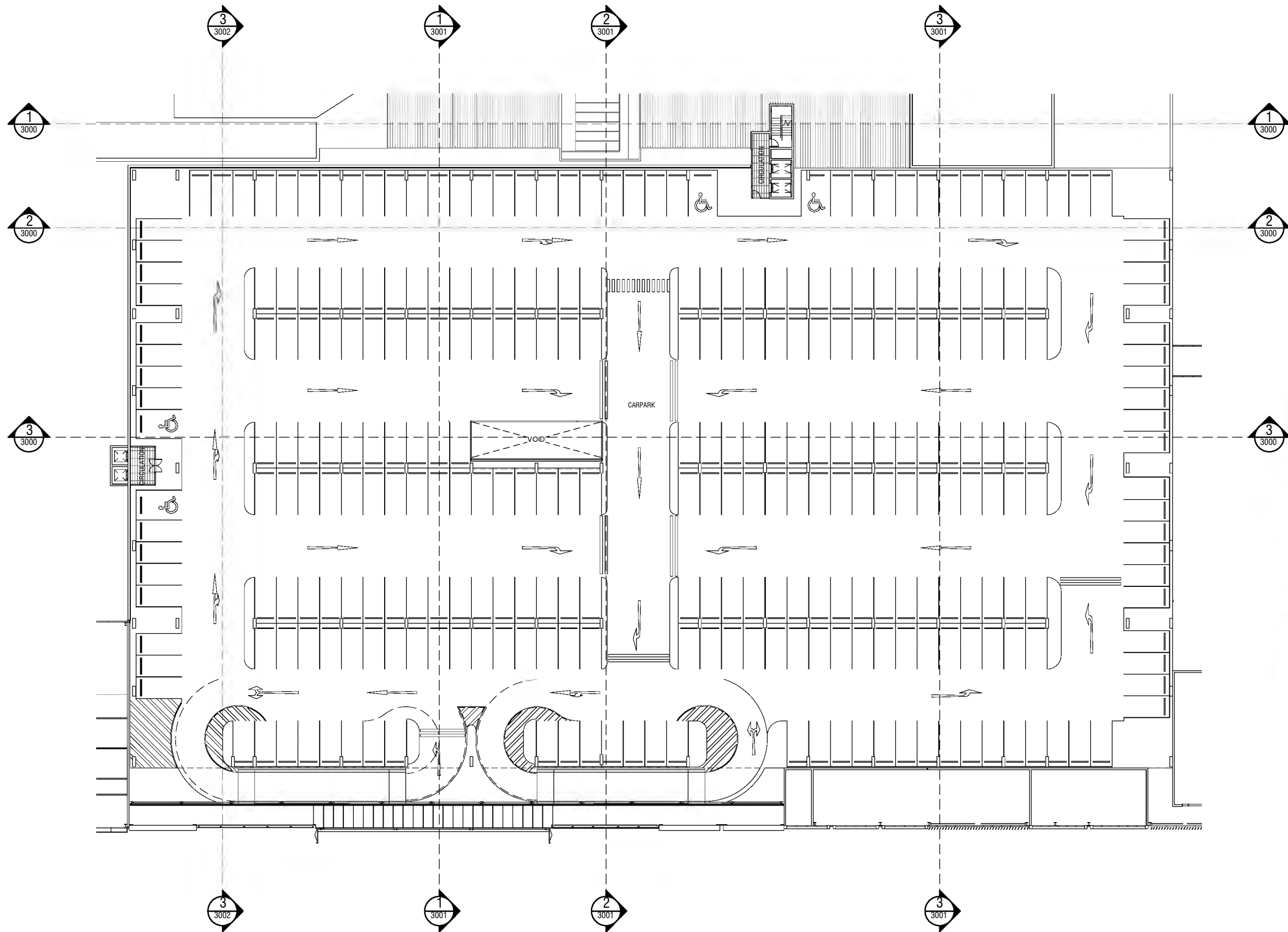
CARPARK LEVEL 2 - STRUCTURAL LAYOUT

INVERCARGILL MASTERPLAN
BUCHAN

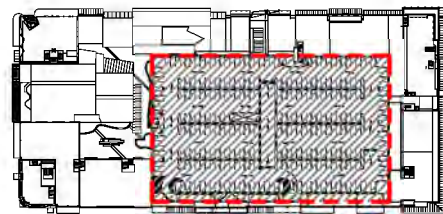
B
1652
917077
MAY 2018

AREA SCHEDULE - CARPARK		
Level	Name	Area
CARPARK LEVEL 1	CIRCULATION	26 m²
CARPARK LEVEL 1	CIRCULATION	50 m²
CARPARK LEVEL 1	RAMP	258 m²
CARPARK LEVEL 1	CARPARK	5802 m²
CARPARK LEVEL 1		6136 m²
CARPARK LEVEL 2	CIRCULATION	26 m²
CARPARK LEVEL 2	CIRCULATION	50 m²
CARPARK LEVEL 2	RAMP	91 m²
CARPARK LEVEL 2	RAMP	91 m²
CARPARK LEVEL 2	CARPARK	5835 m²
CARPARK LEVEL 2		6092 m²
CARPARK LEVEL 3	CIRCULATION	25 m²
CARPARK LEVEL 3	CIRCULATION	50 m²
CARPARK LEVEL 3	RAMP	91 m²
CARPARK LEVEL 3	RAMP	91 m²
CARPARK LEVEL 3	CARPARK	8910 m²
CARPARK LEVEL 3		9167 m²
CARPARK LEVEL 4	CIRCULATION	25 m²
CARPARK LEVEL 4	CIRCULATION	50 m²
CARPARK LEVEL 4	RAMP	91 m²
CARPARK LEVEL 4	RAMP	91 m²
CARPARK LEVEL 4	CARPARK	8910 m²
CARPARK LEVEL 4		9167 m²
OVERALL FLOOR AREA		30562 m²

CAR PARKING SCHEDULE	
LEVEL	PARK SIZE
CARPARK LEVEL 1	5500 x 2600
5500 x 2600: 154	
CARPARK LEVEL 1	5500 x 3500
5500 x 3500: 17	
CARPARK LEVEL 1: 171	
CARPARK LEVEL 2	5500 x 2600
5500 x 2600: 187	
CARPARK LEVEL 2	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 2: 191	
CARPARK LEVEL 3	5500 x 2600
5500 x 2600: 293	
CARPARK LEVEL 3	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 3: 297	
CARPARK LEVEL 4	5500 x 2600
5500 x 2600: 299	
CARPARK LEVEL 4	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 4: 303	
GRAND TOTAL: 962	



1 CARPARK SETOUT - LEVEL 3
1 : 250



KEY PLAN

CARPARK LEVEL 3 - STRUCTURAL LAYOUT

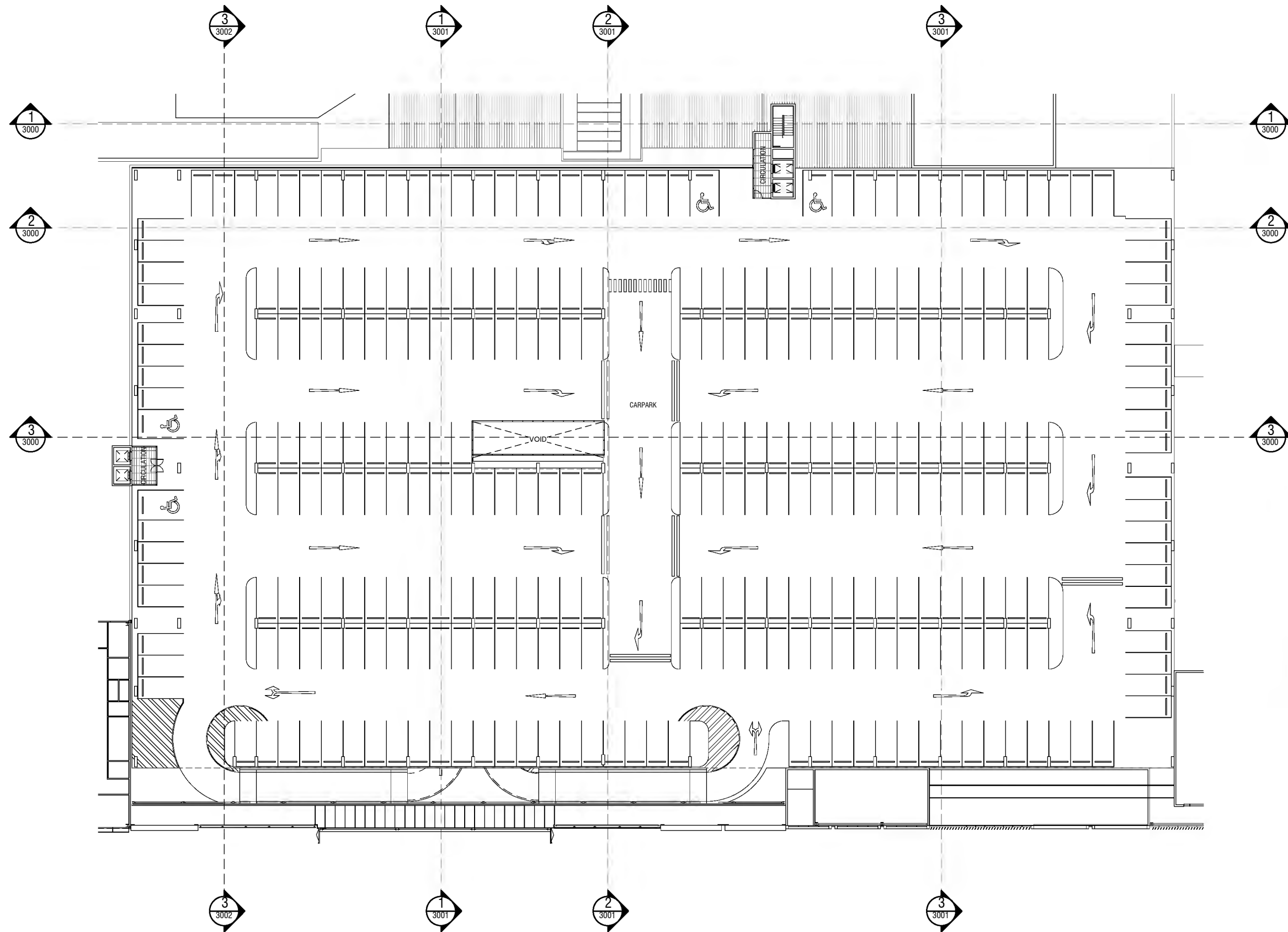
INVERCARGILL MASTERPLAN
BUCHAN

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1653

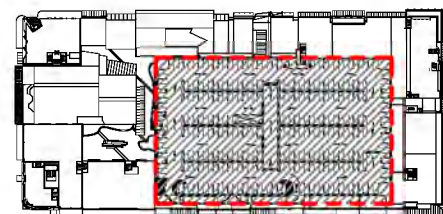
917077
MAY 2018

AREA SCHEDULE - CARPARK		
Level	Name	Area
CARPARK LEVEL 1	CIRCULATION	26 m²
CARPARK LEVEL 1	CIRCULATION	50 m²
CARPARK LEVEL 1	RAMP	258 m²
CARPARK LEVEL 1	CARPARK	5802 m²
CARPARK LEVEL 1		6136 m²
CARPARK LEVEL 2	CIRCULATION	26 m²
CARPARK LEVEL 2	CIRCULATION	50 m²
CARPARK LEVEL 2	RAMP	91 m²
CARPARK LEVEL 2	RAMP	91 m²
CARPARK LEVEL 2	CARPARK	5835 m²
CARPARK LEVEL 2		6092 m²
CARPARK LEVEL 3	CIRCULATION	25 m²
CARPARK LEVEL 3	CIRCULATION	50 m²
CARPARK LEVEL 3	RAMP	91 m²
CARPARK LEVEL 3	RAMP	91 m²
CARPARK LEVEL 3	CARPARK	8910 m²
CARPARK LEVEL 3		9167 m²
CARPARK LEVEL 4	CIRCULATION	25 m²
CARPARK LEVEL 4	CIRCULATION	50 m²
CARPARK LEVEL 4	RAMP	91 m²
CARPARK LEVEL 4	RAMP	91 m²
CARPARK LEVEL 4	CARPARK	8910 m²
CARPARK LEVEL 4		9167 m²
OVERALL FLOOR AREA		30562 m²

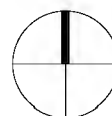
CAR PARKING SCHEDULE	
LEVEL	PARK SIZE
CARPARK LEVEL 1	5500 x 2600
5500 x 2600: 154	
CARPARK LEVEL 1	5500 x 3500
5500 x 3500: 17	
CARPARK LEVEL 1: 171	
CARPARK LEVEL 2	5500 x 2600
5500 x 2600: 187	
CARPARK LEVEL 2	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 2: 191	
CARPARK LEVEL 3	5500 x 2600
5500 x 2600: 293	
CARPARK LEVEL 3	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 3: 297	
CARPARK LEVEL 4	5500 x 2600
5500 x 2600: 299	
CARPARK LEVEL 4	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 4: 303	
GRAND TOTAL: 962	



1 CARPARK SETOUT - LEVEL 4
1:250



KEY PLAN



CARPARK LEVEL 4 - STRUCTURAL LAYOUT

INVERCARGILL MASTERPLAN
BUCHAN

1654

917077
MAY 2018

AREA SCHEDULE - CARPARK		
Level	Name	Area
CARPARK LEVEL 1	CIRCULATION	26 m ²
CARPARK LEVEL 1	CIRCULATION	50 m ²
CARPARK LEVEL 1	RAMP	258 m ²
CARPARK LEVEL 1	CARPARK	5802 m ²
CARPARK LEVEL 1		6136 m ²
CARPARK LEVEL 2	CIRCULATION	26 m ²
CARPARK LEVEL 2	CIRCULATION	50 m ²
CARPARK LEVEL 2	RAMP	91 m ²
CARPARK LEVEL 2	RAMP	91 m ²
CARPARK LEVEL 2	CARPARK	5835 m ²
CARPARK LEVEL 2		6092 m ²
CARPARK LEVEL 3	CIRCULATION	25 m ²
CARPARK LEVEL 3	CIRCULATION	50 m ²
CARPARK LEVEL 3	RAMP	91 m ²
CARPARK LEVEL 3	RAMP	91 m ²
CARPARK LEVEL 3	CARPARK	8910 m ²
CARPARK LEVEL 3		9167 m ²
CARPARK LEVEL 4	CIRCULATION	25 m ²
CARPARK LEVEL 4	CIRCULATION	50 m ²
CARPARK LEVEL 4	RAMP	91 m ²
CARPARK LEVEL 4	RAMP	91 m ²
CARPARK LEVEL 4	CARPARK	8910 m ²
CARPARK LEVEL 4		9167 m ²
OVERALL FLOOR AREA		30562 m ²

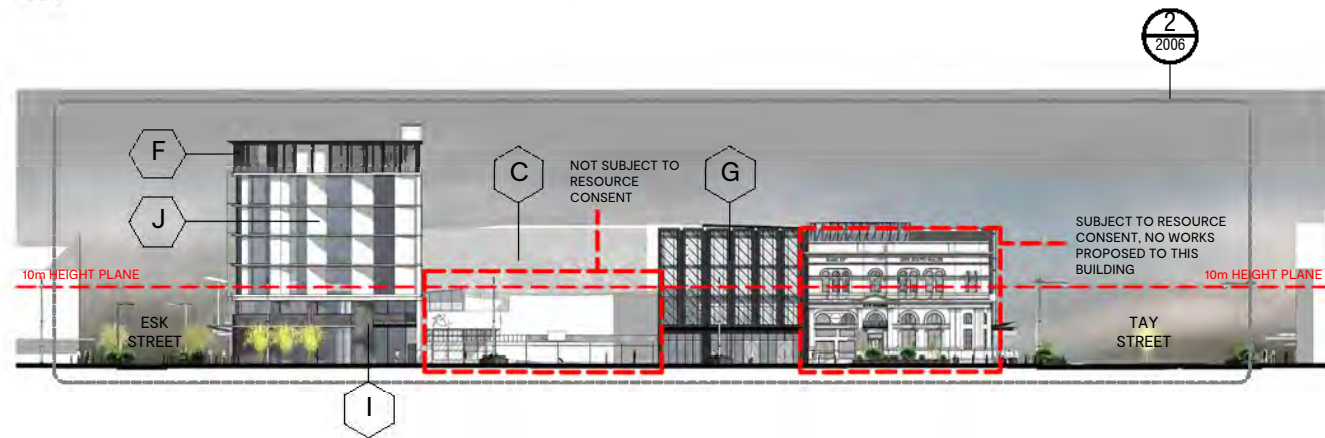
CAR PARKING SCHEDULE	
LEVEL	PARK SIZE
CARPARK LEVEL 1	5500 x 2600
5500 x 2600: 154	
CARPARK LEVEL 1	5500 x 3500
5500 x 3500: 17	
CARPARK LEVEL 1: 171	
CARPARK LEVEL 2	5500 x 2600
5500 x 2600: 187	
CARPARK LEVEL 2	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 2: 191	
CARPARK LEVEL 3	5500 x 2600
5500 x 2600: 293	
CARPARK LEVEL 3	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 3: 297	
CARPARK LEVEL 4	5500 x 2600
5500 x 2600: 299	
CARPARK LEVEL 4	5500 x 3500
5500 x 3500: 4	
CARPARK LEVEL 4: 303	
GRAND TOTAL: 962	

BUCHAN

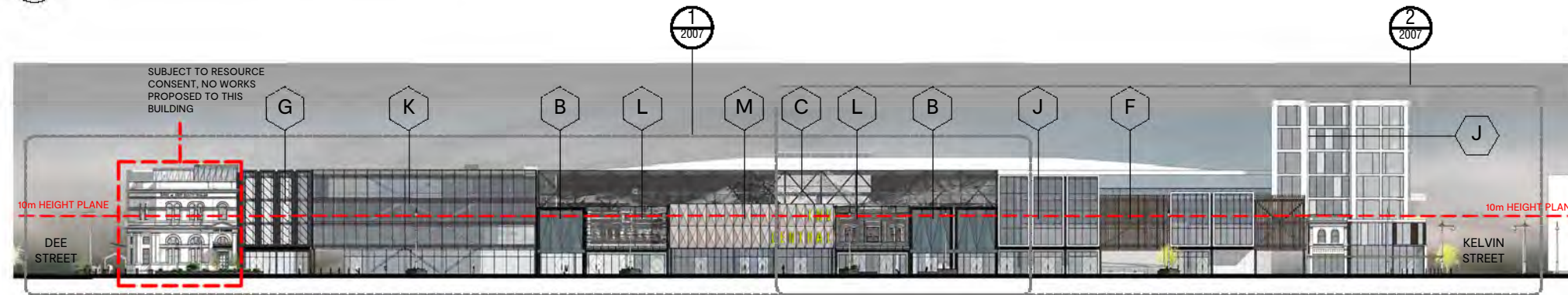
Appendix / Elevations



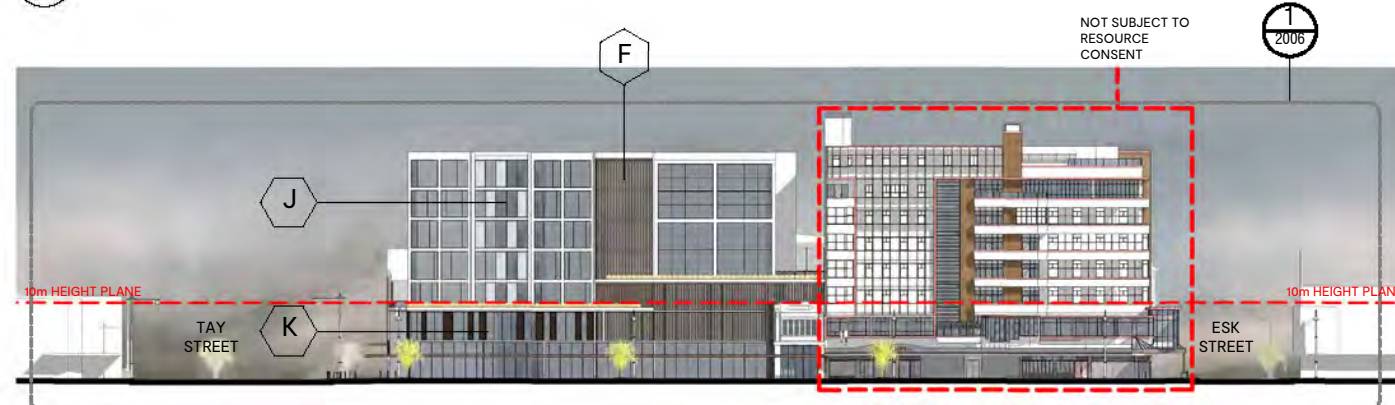
1 OVERALL ESK STREET ELEVATION - NORTH
1110 1:500



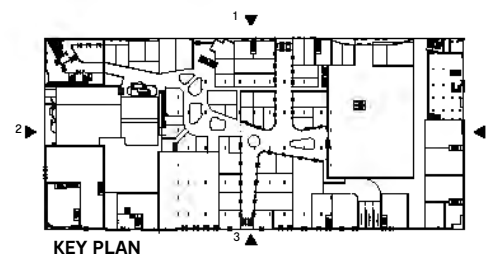
2 OVERALL DEE STREET ELEVATION - WEST
1110 1:500



3 OVERALL TAY STREET ELEVATION - SOUTH
1110 1:500



4 OVERALL KELVIN STREET ELEVATION - EAST
1110 1:500



OVERALL PROPOSED ELEVATIONS

INVERCARGILL MASTERPLAN
BUCHAN

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2000

917077
MAY 2018

BUCHAN



1 ELEVATION - NORTH - ESK STREET-1
1:250



2 ELEVATION - NORTH - ESK STREET-2
1:250



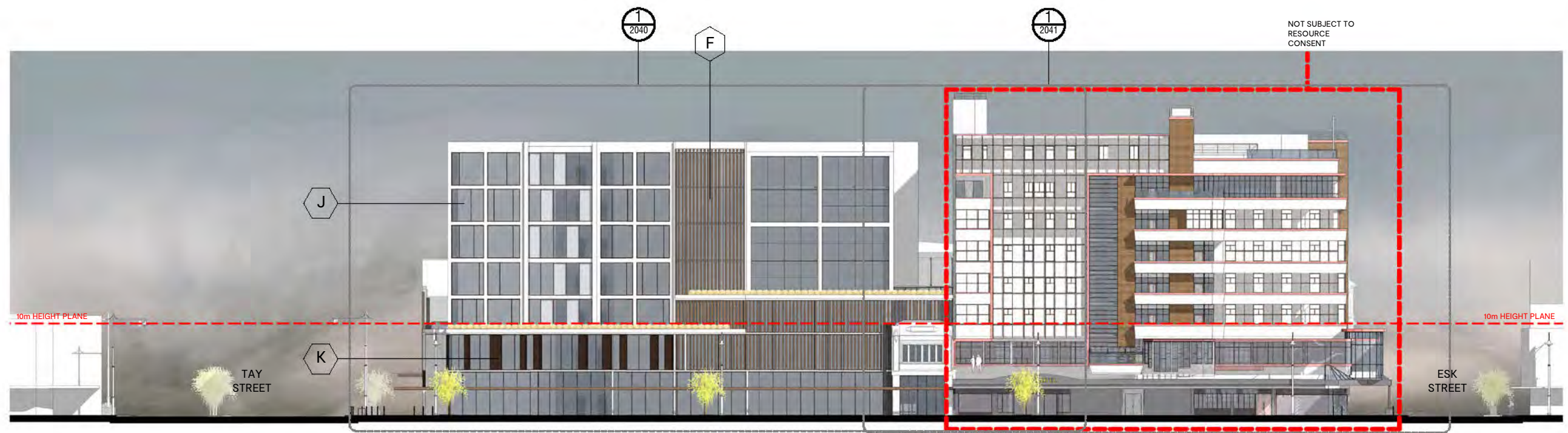
ELEVATIONS - NORTH
INVERCARGILL MASTERPLAN
BUCHAN

A
2005

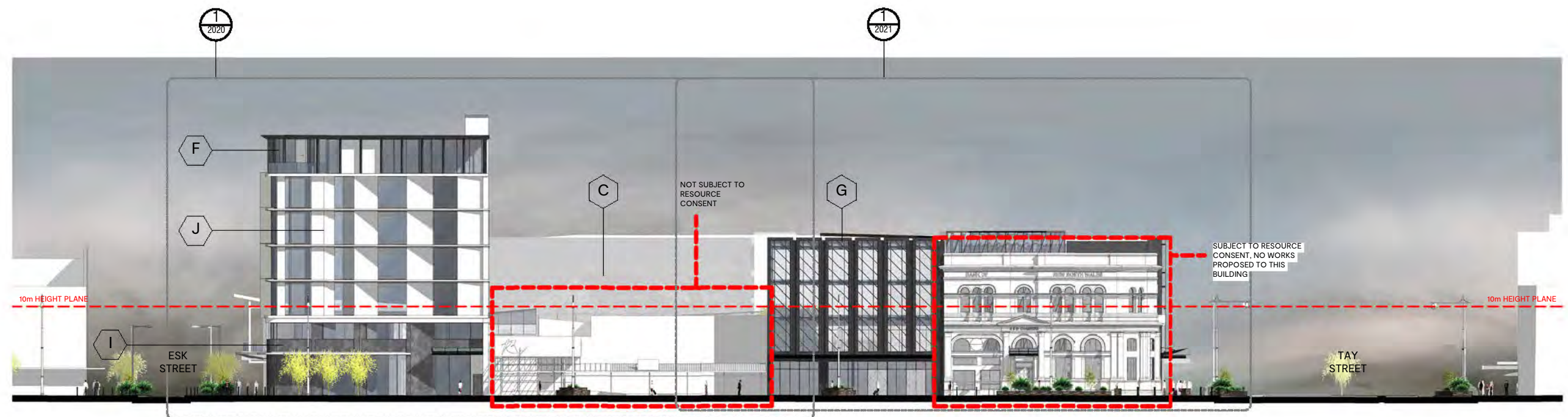
BUCHAN

917077
MAY 2018

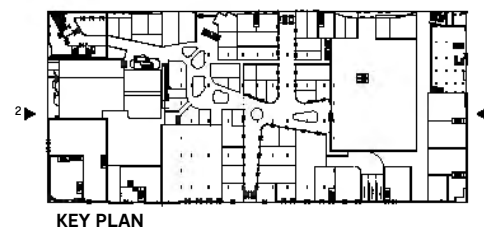
1:250 at A1 & 1:500 at A3



1 ELEVATION - EAST - KELVIN STREET
2000 1:250



2 ELEVATION - WEST - DEE STREET
2000 1:250



ELEVATIONS - EAST & WEST

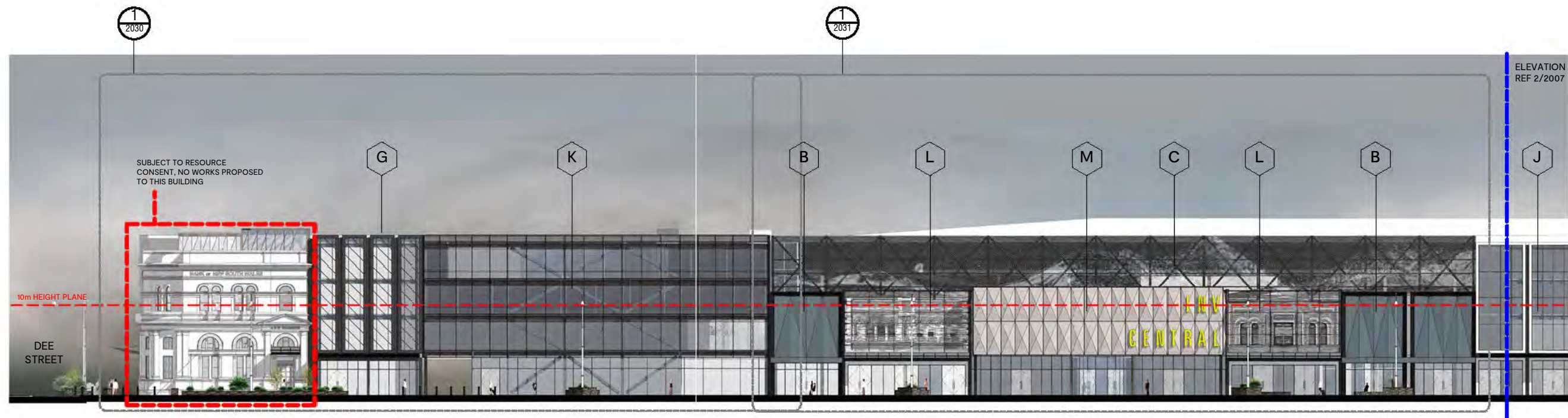
INVERCARGILL MASTERPLAN
BUCHAN

A
2006

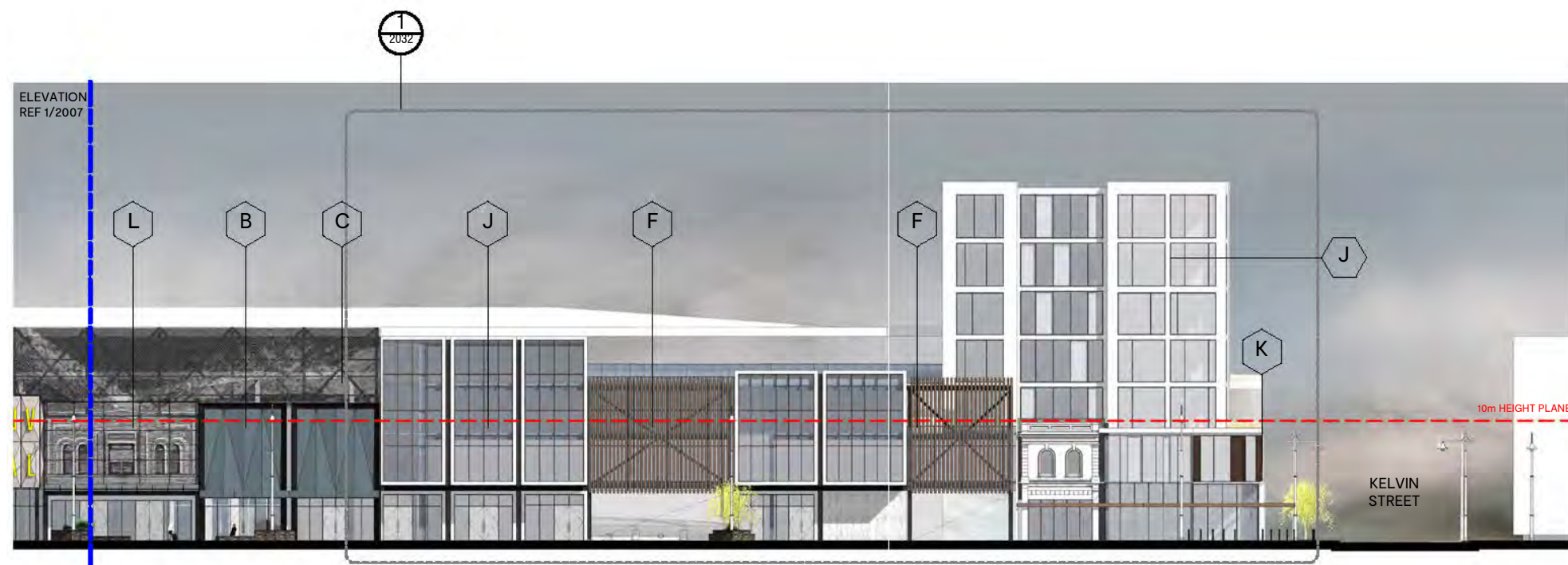
BUCHAN

917077
MAY 2018

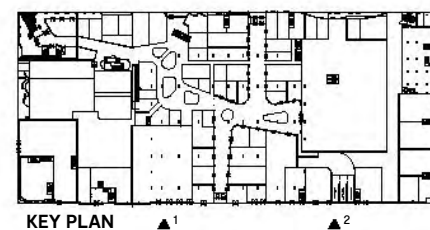
1:250 at A1 & 1:500 at A3



1 ELEVATION - SOUTH - TAY STREET-1
2000 1:250



2 ELEVATION - SOUTH - TAY STREET-2
2000 1:250



ELEVATIONS - SOUTH

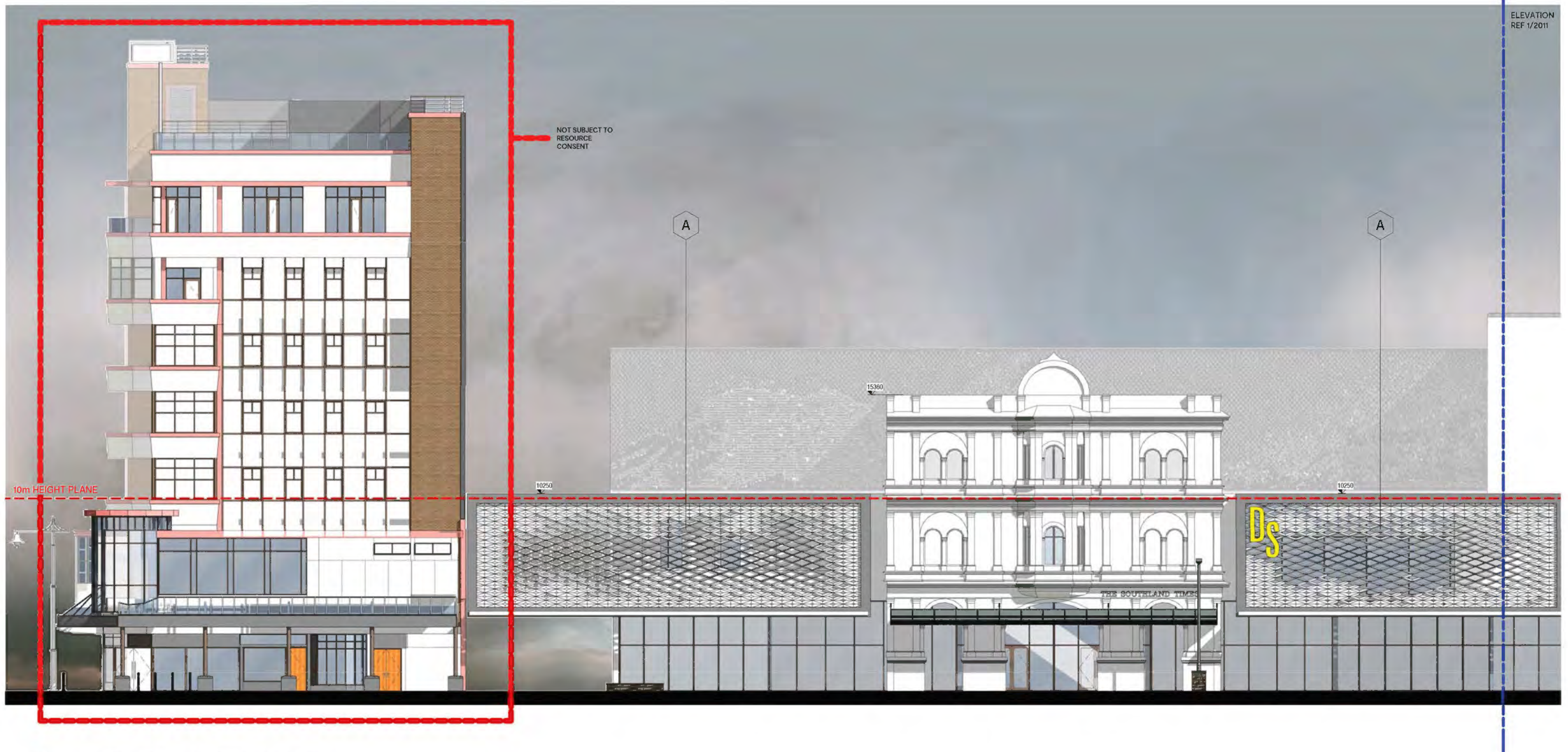
INVERCARGILL MASTERPLAN
BUCHAN

A
2007

917077
MAY 2018

BUCHAN

1:250 at A1 & 1:500 at A3



1 ELEVATION - NORTH - ESK STREET-1 - Callout 1
2005 1:100



KEY PLAN

STRIP ELEVATIONS - NORTH-1

INVERCARGILL MASTERPLAN
BUCHAN

A
2010

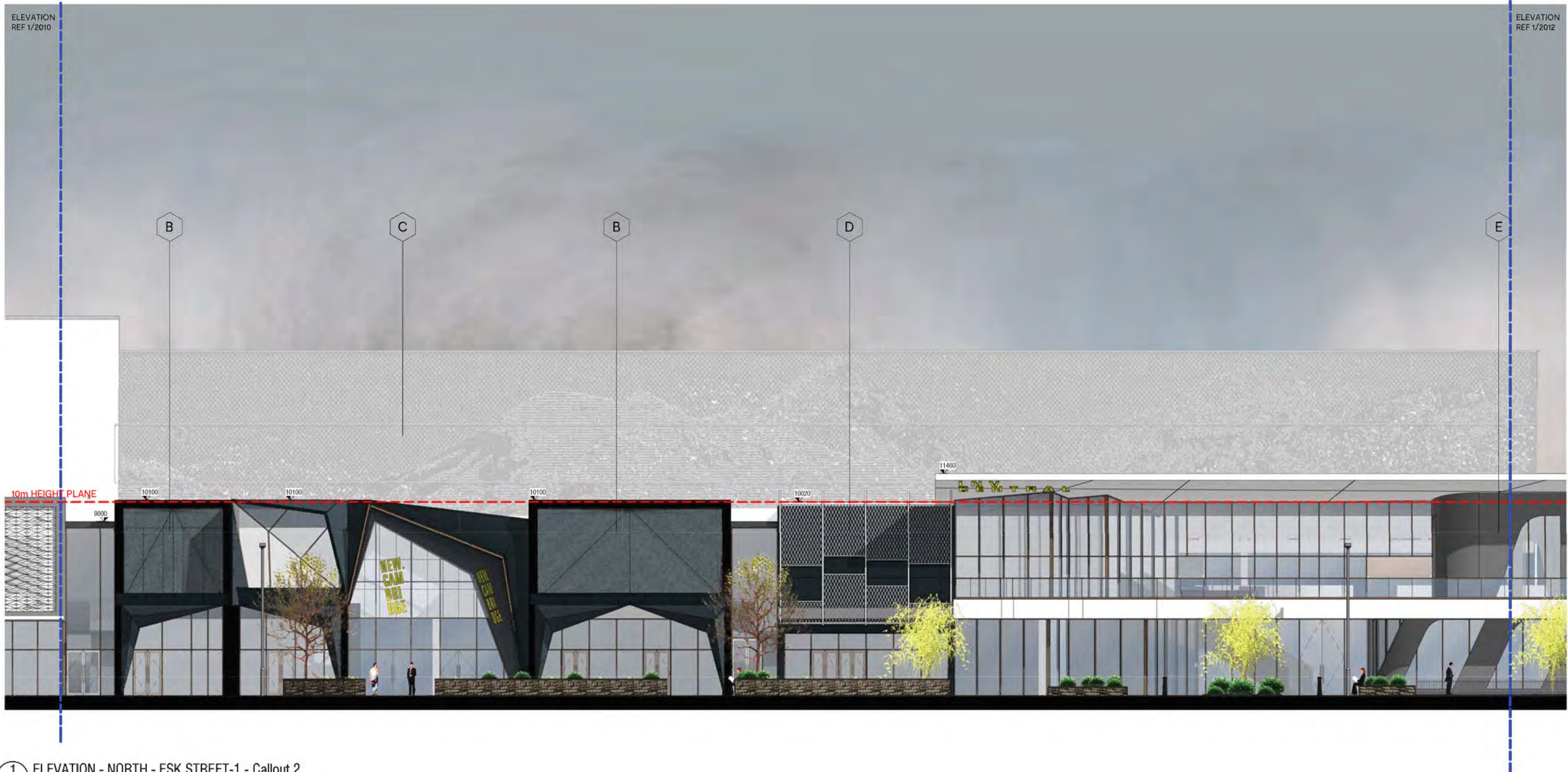
917077
MAY 2018

BUCHAN

1:100 at A1 & 1:200 at A3

ELEVATION
REF 1/2010

ELEVATION
REF 1/2012



1 ELEVATION - NORTH - ESK STREET-1 - Callout 2
2005 1:100



KEY PLAN

STRIP ELEVATIONS - NORTH-2

INVERCARGILL MASTERPLAN
BUCHAN

A
2011

917077
MAY 2018

BUCHAN

03/07/18
A 01/06/18 ISSUE TO HERITAGE
Issue date revision

TH
TH
Info

ELEVATION
REF 1/2011



1 ELEVATION - NORTH - ESK STREET-2 - Callout 3
1155 1:100



KEY PLAN

STRIP ELEVATIONS - NORTH-3

INVERCARGILL MASTERPLAN
BUCHAN

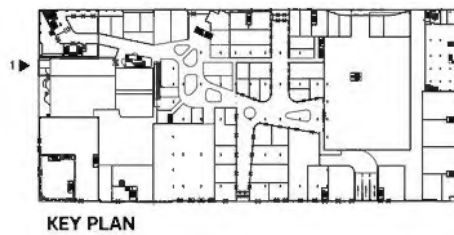
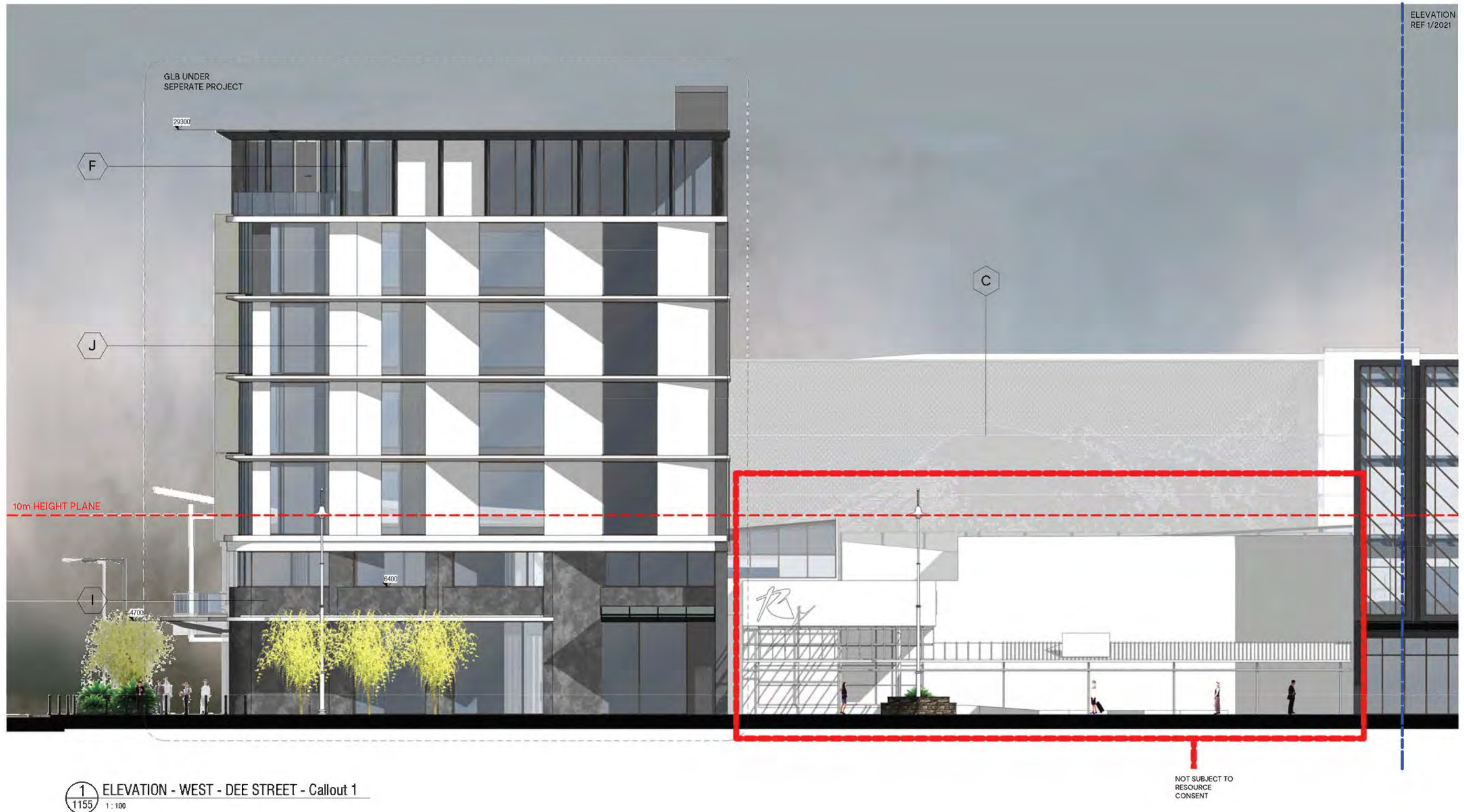
A
2012

917077
MAY 2018

BUCHAN

03/07/18
A 01/06/18 ISSUE TO HERITAGE
Issue date revision

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TH
Info



STRIP ELEVATIONS - WEST-1
INVERCARGILL MASTERPLAN
BUCHAN

A
2020

917077
MAY 2018

BUCHAN

ELEVATION
REF 1/2020



1 ELEVATION - WEST - DEE STREET - Callout 2
1165 1:100



KEY PLAN

STRIP ELEVATIONS - WEST-2

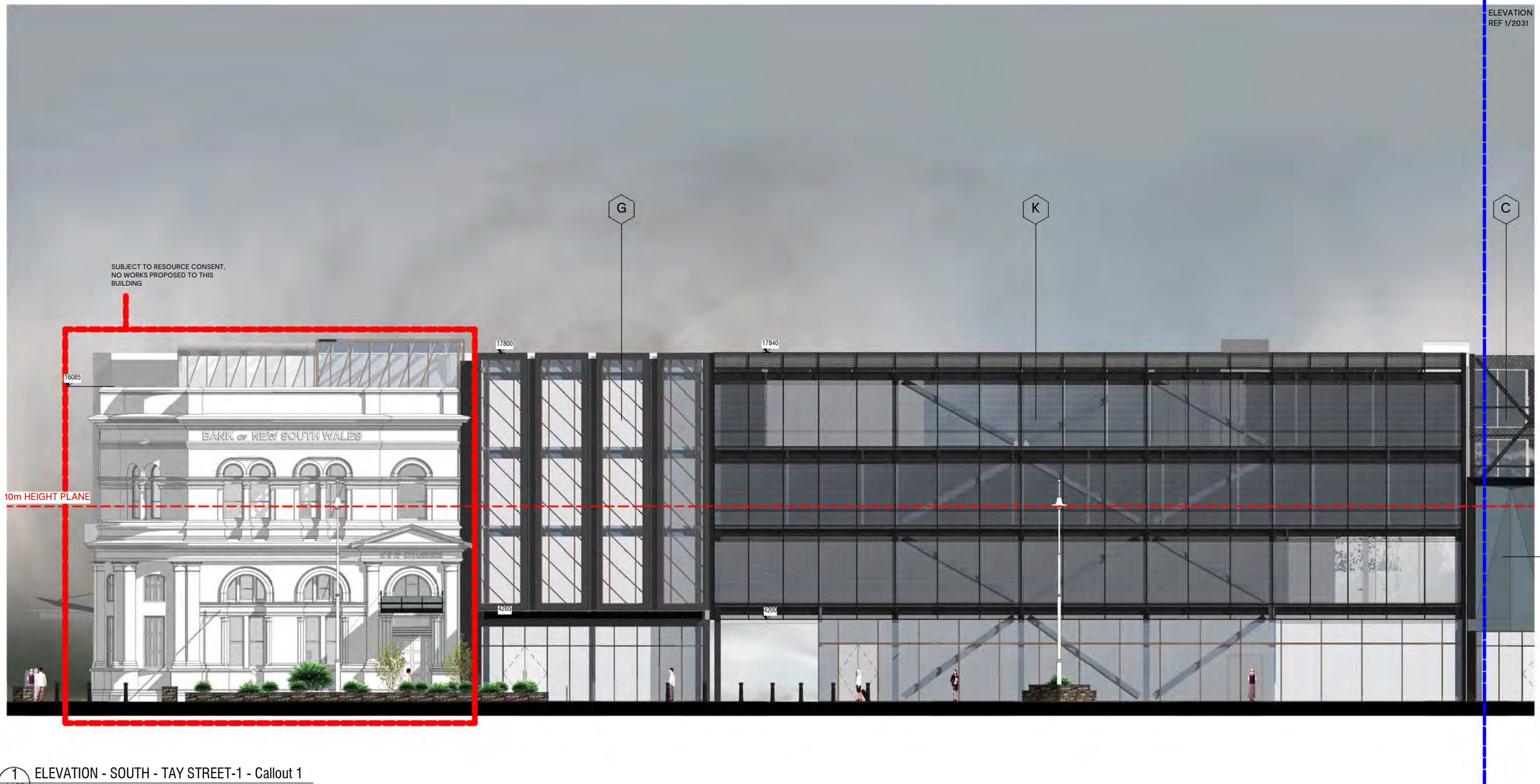
INVERCARGILL MASTERPLAN
BUCHAN

A
2021

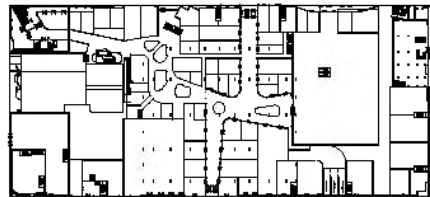
917077
MAY 2018

BUCHAN

1:100 at A1 & 1:200 at A3



1 ELEVATION - SOUTH - TAY STREET-1 - Callout 1
1165 1:100



KEY PLAN ▲¹

STRIP ELEVATIONS - SOUTH-1

INVERCARGILL MASTERPLAN
BUCHAN

917077
MAY 2018

A
2030

BUCHAN

1:100 at A1 & 1:200 at A3

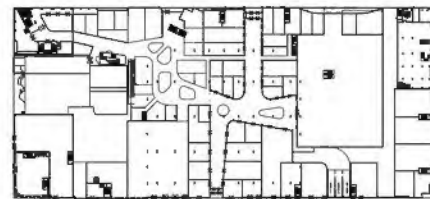
19/09/18 RC AMENDMENT TH
03/07/18 FOR RESOURCE CONSENT TH
A 01/06/18 ISSUE TO HERITAGE TH
BUCHAN BUCHAN BUCHAN BUCHAN

ELEVATION
REF 1/2030

ELEVATION
REF 1/2032



1 ELEVATION - SOUTH - TAY STREET-1 - Callout 2
2007 1:100



KEY PLAN

STRIP ELEVATIONS - SOUTH-2

INVERCARGILL MASTERPLAN
BUCHAN

A
2031

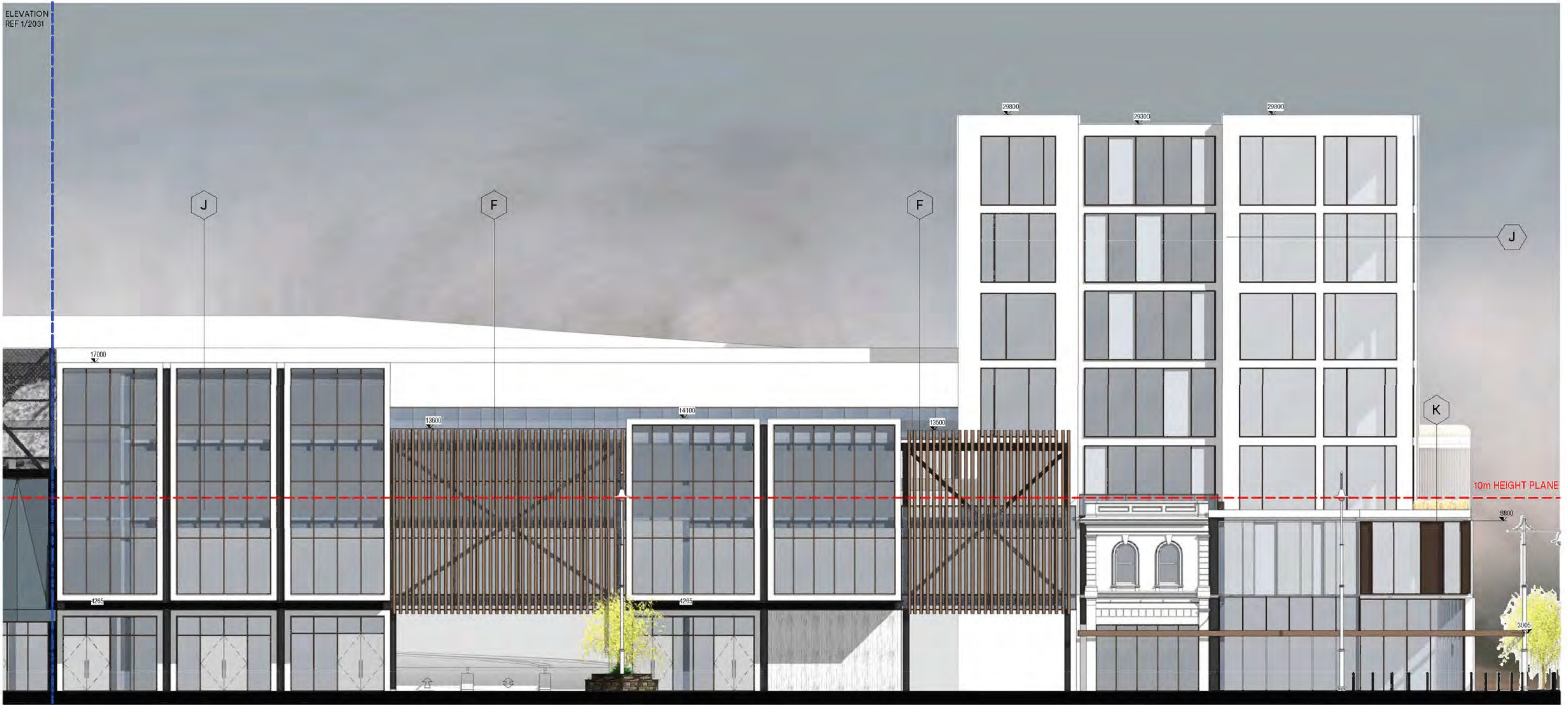
917077
MAY 2018

BUCHAN

03/07/18
A 01/06/18 ISSUE TO HERITAGE
Issue date revision

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TH
Ints

ELEVATION
REF 1/2031



1 ELEVATION - SOUTH - TAY STREET-2 - Callout 1
2007 1:100



KEY PLAN

STRIP ELEVATIONS - SOUTH-3

INVERCARGILL MASTERPLAN
BUCHAN

A
2032

917077
MAY 2018

BUCHAN

03/07/18
A 01/06/18 ISSUE TO HERITAGE
Issue date revision

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info



ELEVATION
REF 1/2041

NOT SUBJECT TO
RESOURCE
CONSENT

F

20800

J

10m HEIGHT PLANE

8800

K

1 ELEVATION - EAST -KELVIN STREET - Callout 1
2006 1:100



KEY PLAN

STRIP ELEVATIONS - EAST-1

INVERCARGILL MASTERPLAN
BUCHAN

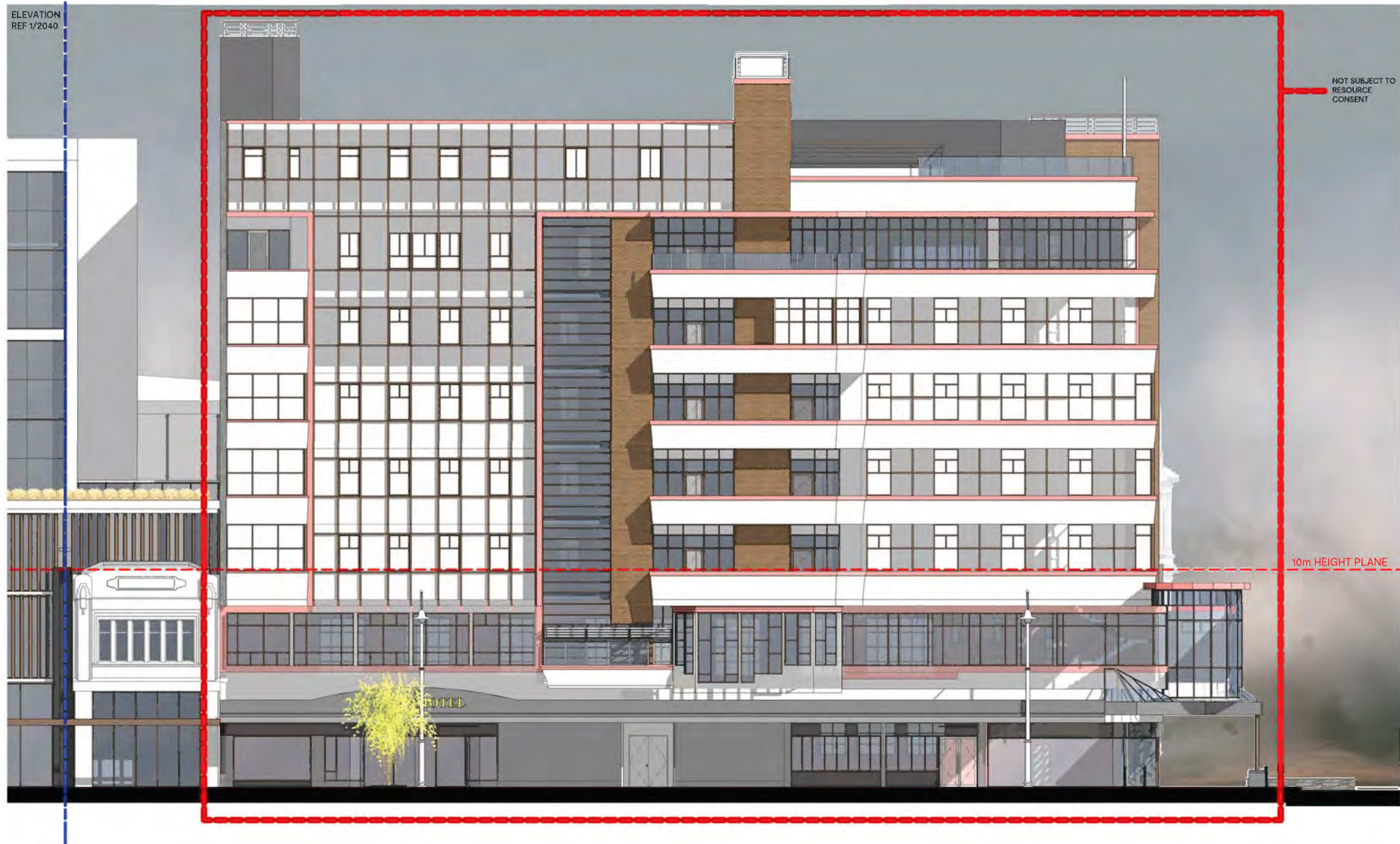
A
2040

917077
MAY 2018

BUCHAN

1:100 at A1 & 1:200 at A3

03/07/18
A 01/06/18 ISSUE TO HERITAGE
Issue date revision
TH TH info



1 ELEVATION - EAST - KELVIN STREET - Callout 2
2006 1:100



KEY PLAN

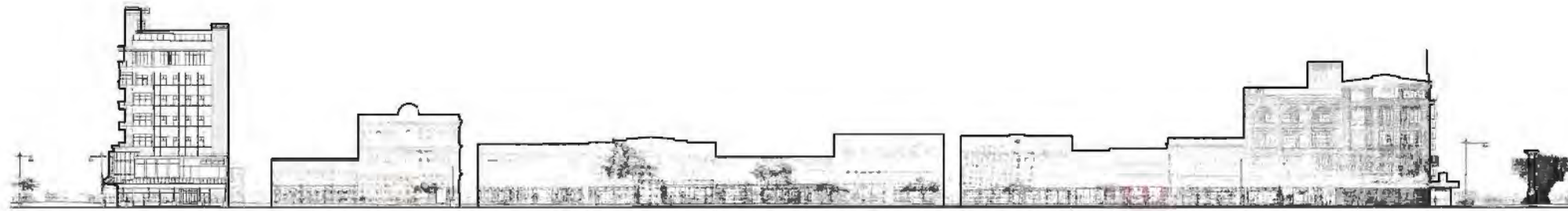
STRIP ELEVATIONS - EAST-2

INVERCARGILL MASTERPLAN
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1 ELEVATION - ESK STREET SOUTH EXISTING
1:500



2 ELEVATION - ESK STREET SOUTH EXISTING ORDERING
1:500



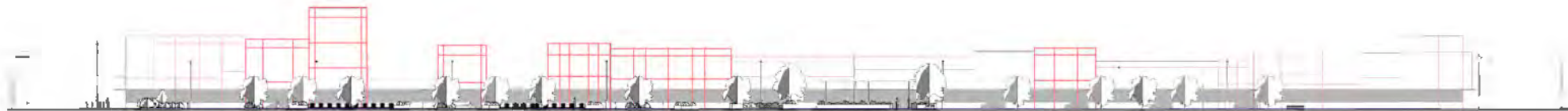
3 ELEVATION - ESK STREET SOUTH PROPOSED ORDERING
1:500

HERITAGE VALUE

- LOW SIGNIFICANCE
- MODERATE SIGNIFICANCE
- HIGH SIGNIFICANCE
- - - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY



1 ELEVATION - ESK STREET NORTH EXISTING
1 : 500

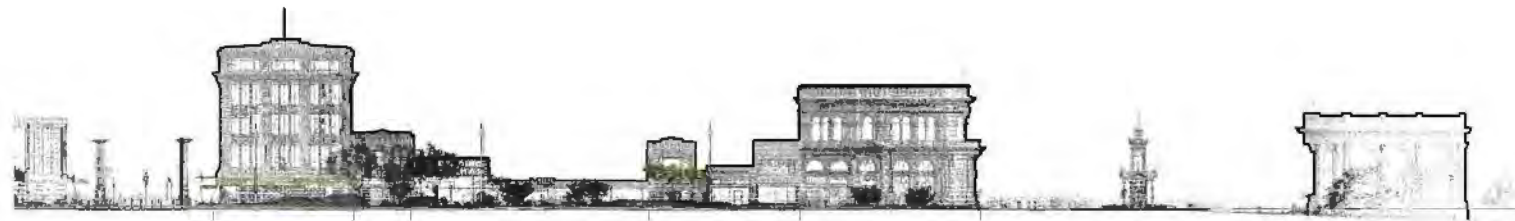


2 ELEVATION - ESK STREET NORTH EXISTING ORDERING
1 : 500

HERITAGE VALUE

- LOW SIGNIFICANCE
- MODERATE SIGNIFICANCE
- HIGH SIGNIFICANCE
- - - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY

1 ELEVATION - DEE STREET EXISTING
1:500



2 ELEVATION - DEE STREET EXISTING ORDERING
1:500



HERITAGE VALUE

- LOW SIGNIFICANCE
- MODERATE SIGNIFICANCE
- HIGH SIGNIFICANCE
- - - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY

3 ELEVATION - DEE STREET PROPOSED ORDERING
1:500





1 ELEVATION - TAY STREET SOUTH EXISTING
1 : 500



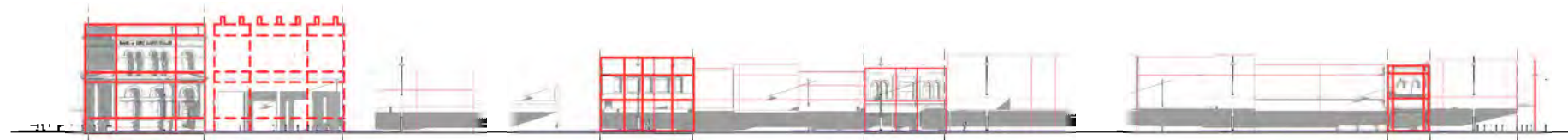
HERITAGE VALUE

- LOW SIGNIFICANCE
- MODERATE SIGNIFICANCE
- HIGH SIGNIFICANCE
- - - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY

2 ELEVATION - TAY STREET SOUTH EXISTING MASS CORRECTION
1 : 500



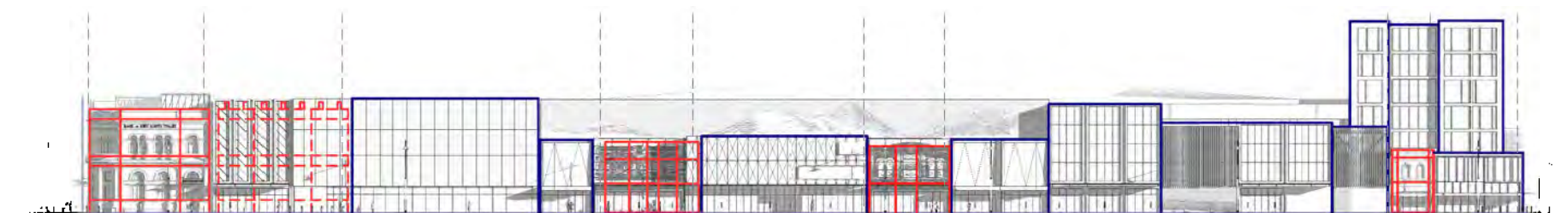
1 ELEVATION - TAY STREET NORTH EXISTING
1 : 500



HERITAGE VALUE

- LOW SIGNIFICANCE
- MODERATE SIGNIFICANCE
- HIGH SIGNIFICANCE
- - - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY

2 ELEVATION - TAY STREET NORTH EXISTING ORDERING
1 : 500

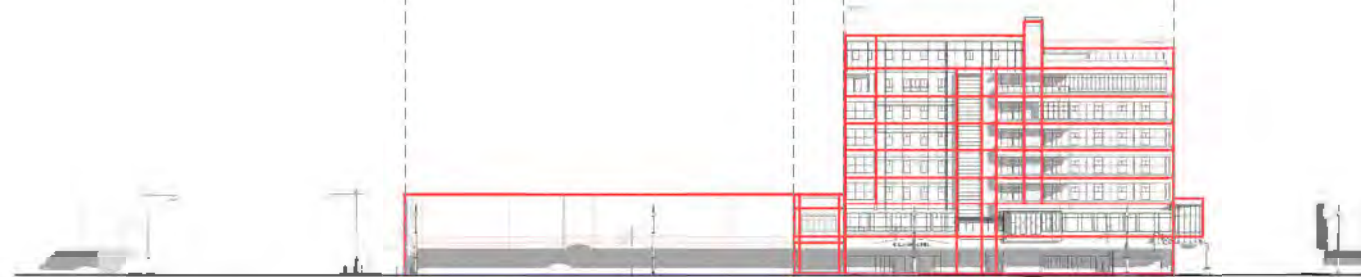


3 ELEVATION - TAY STREET NORTH PROPOSED ORDERING
1 : 500

1 ELEVATION - KELVIN STREET EXISTING
1:500



2 ELEVATION - KELVIN STREET EXISTING ORDERING
1:500



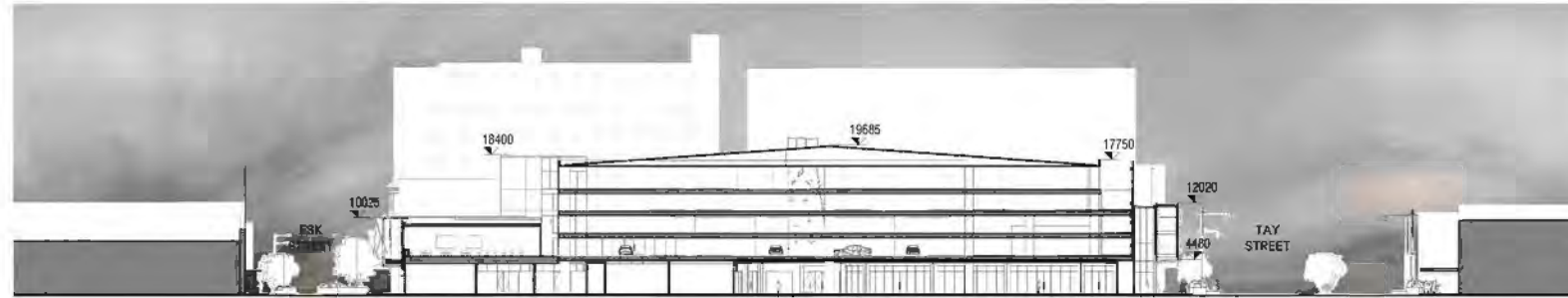
HERITAGE VALUE

- LOW SIGNIFICANCE
- MODERATE SIGNIFICANCE
- HIGH SIGNIFICANCE
- - - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY

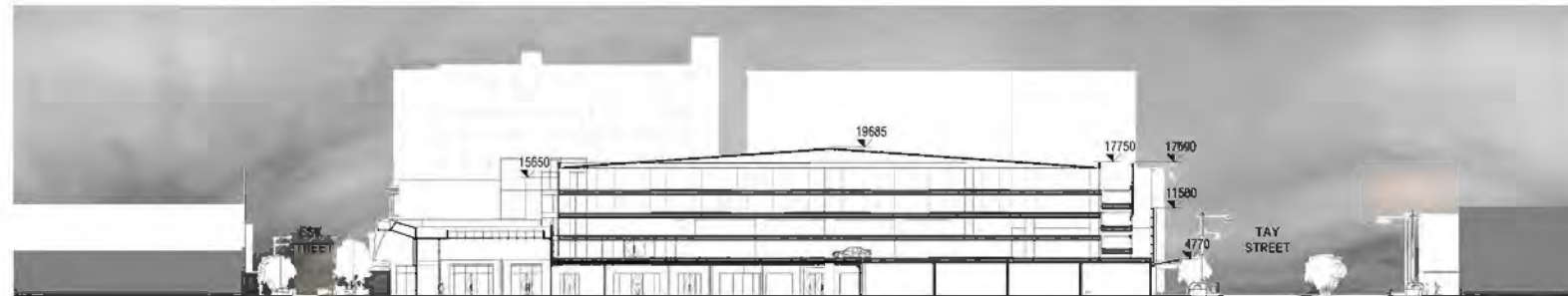
3 ELEVATION - KELVIN STREET PROPOSED ORDERING
1:500



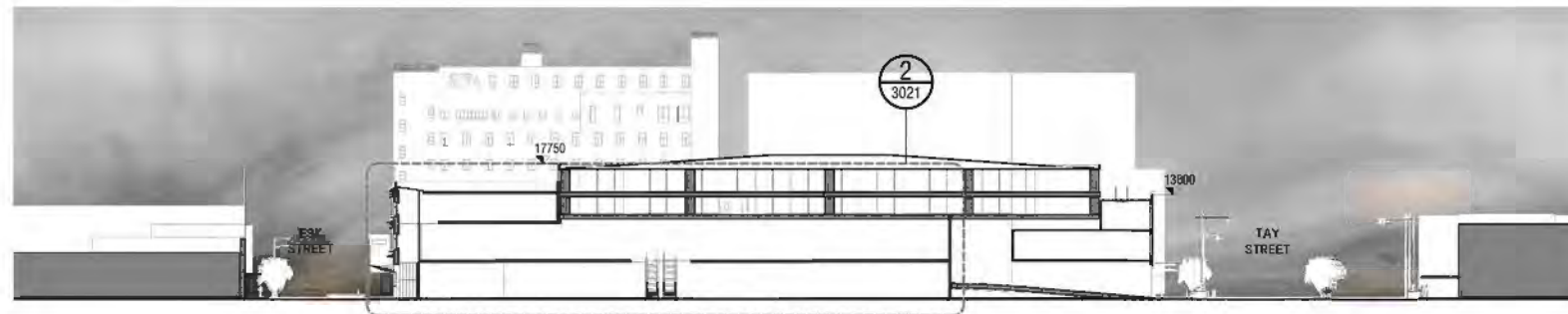
Appendix / Sections



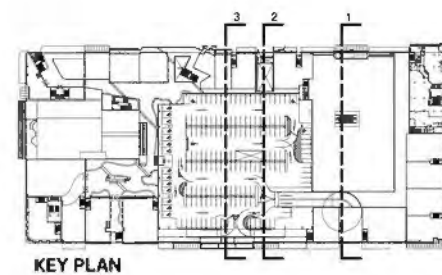
1 TRANSVERSE SECTION 04
1110 1:500



2 TRANSVERSE SECTION 05
1110 1:500



3 TRANSVERSE SECTION 06
1110 1:500



KEY PLAN

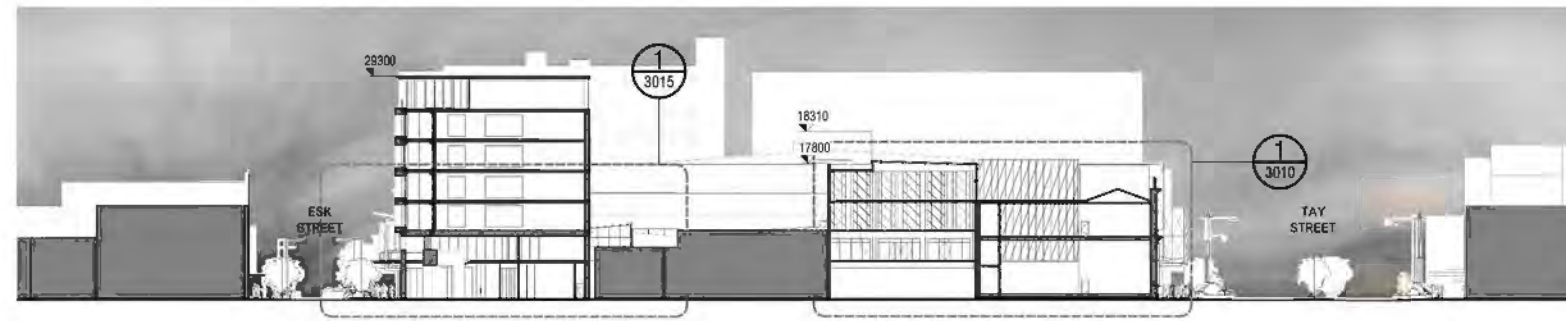
SECTIONS

INVERCARGILL MASTERPLAN
BUCHAN

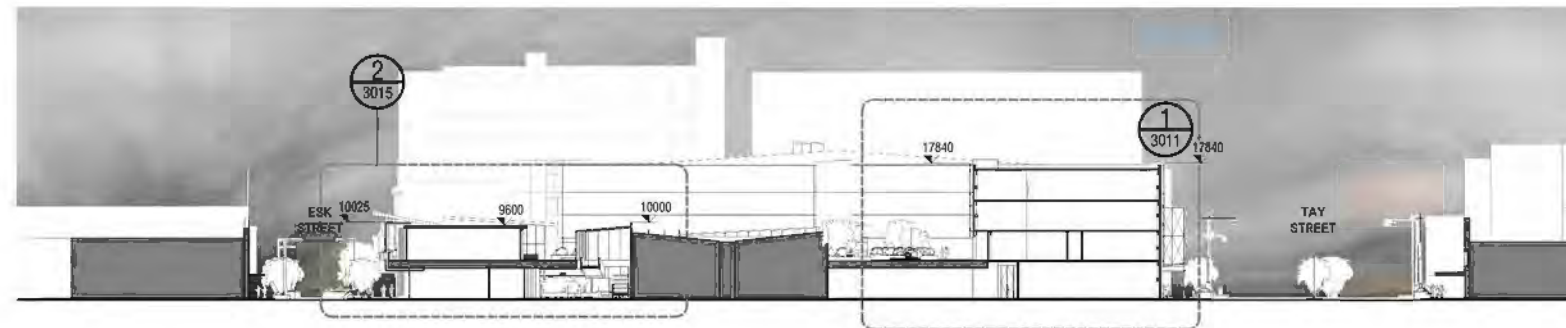
3001

917077
MAY 2018

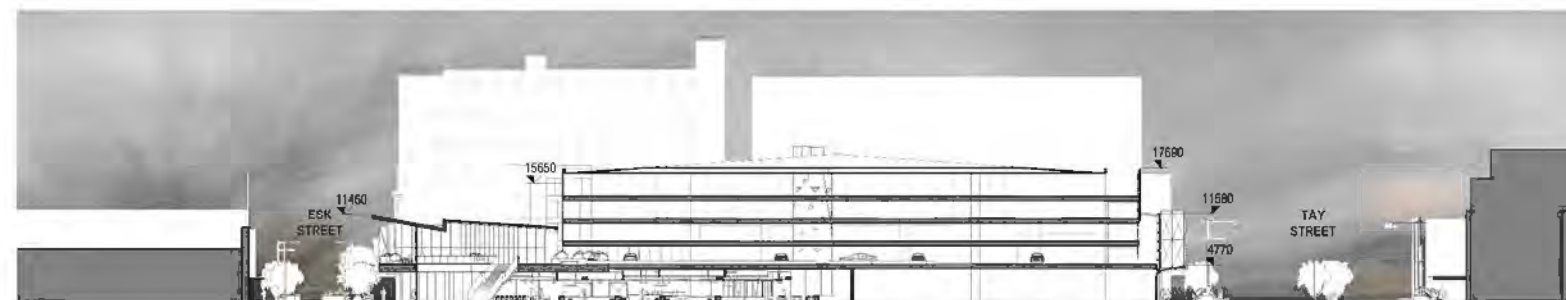
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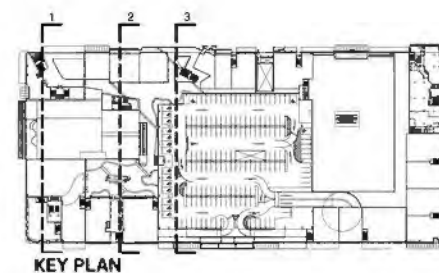
1 TRANSVERSE SECTION 01
1110



2 TRANSVERSE SECTION 02
1110



3 TRANSVERSE SECTION 03
1110



SECTIONS

INVERCARGILL MASTERPLAN
BUCHAN

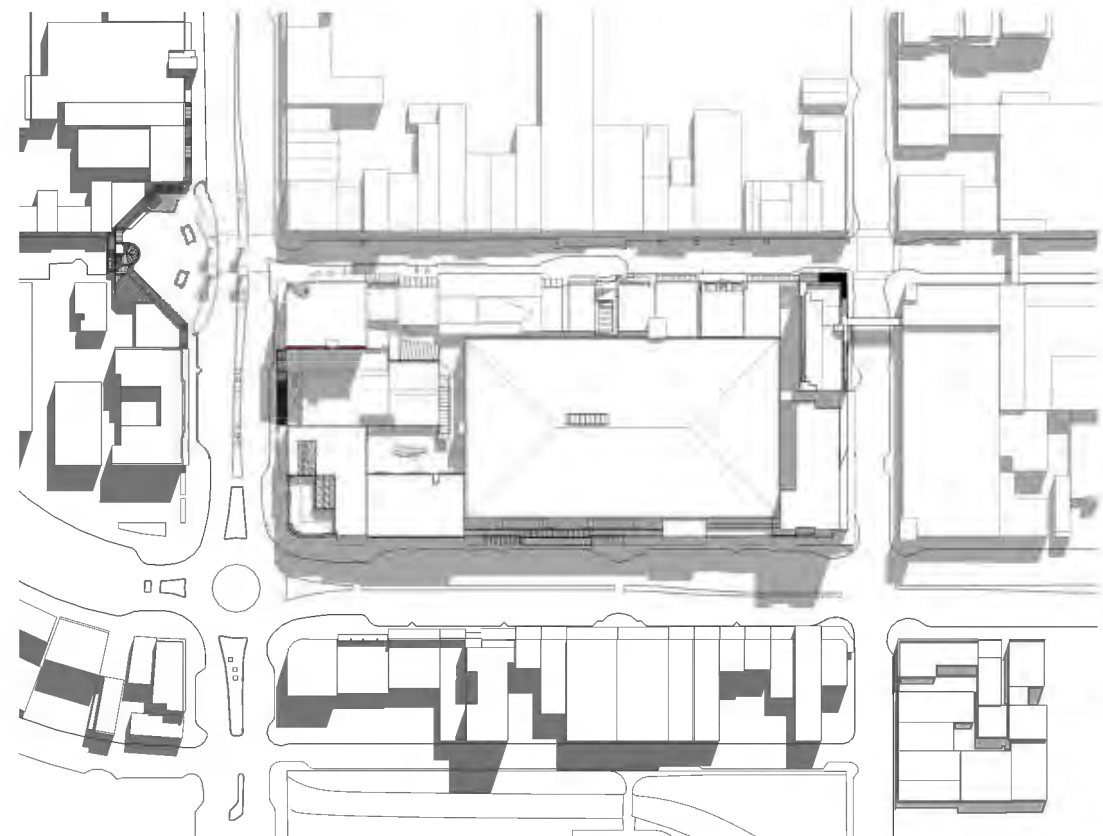
917077
MAY 2018

BUCHAN

Appendix / Shadow Studies



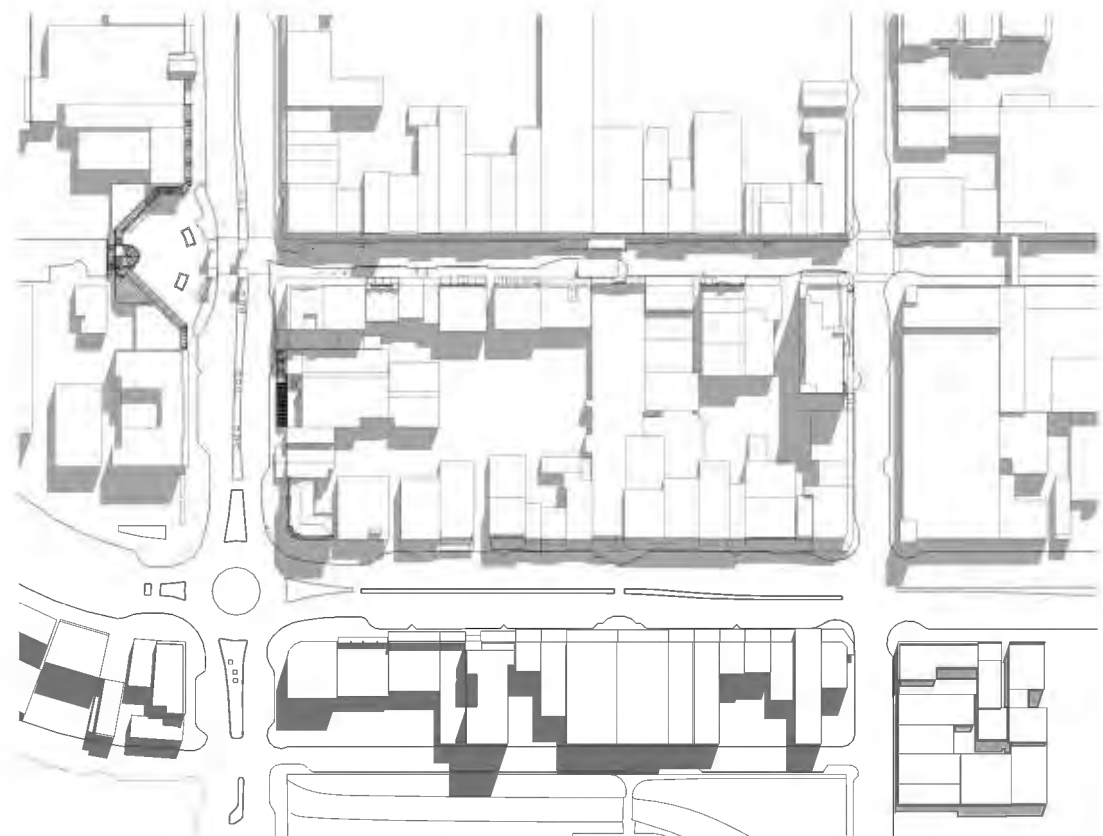
1 MARCH 21 - 9am PROPOSED



2 MARCH 21 - 12pm PROPOSED



3 MARCH 21 - 9am EXISTING



4 MARCH 21 - 12pm EXISTING

NOTE:
SEPTEMBER SHADOWS SIMILAR TO MARCH

SHADOW STUDIES - MARCH

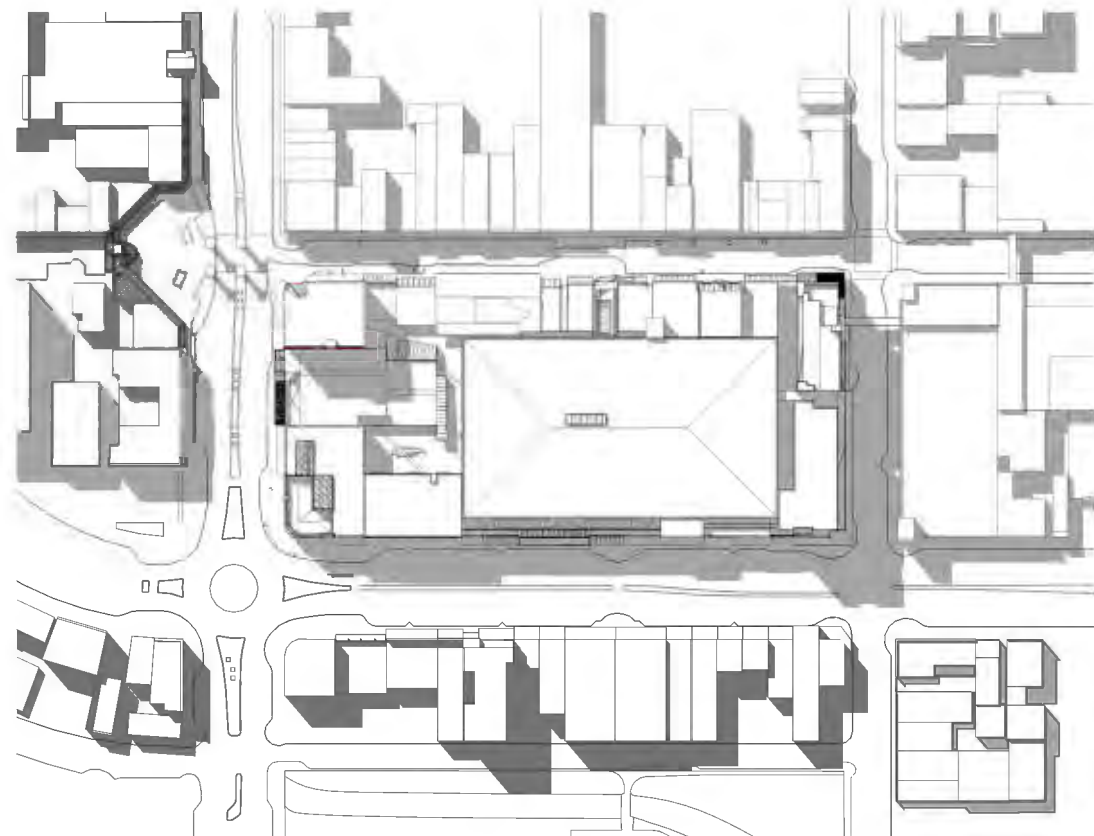
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INVERCARGILL MASTERPLAN
BUCHAN

917077
DATE

BUCHAN

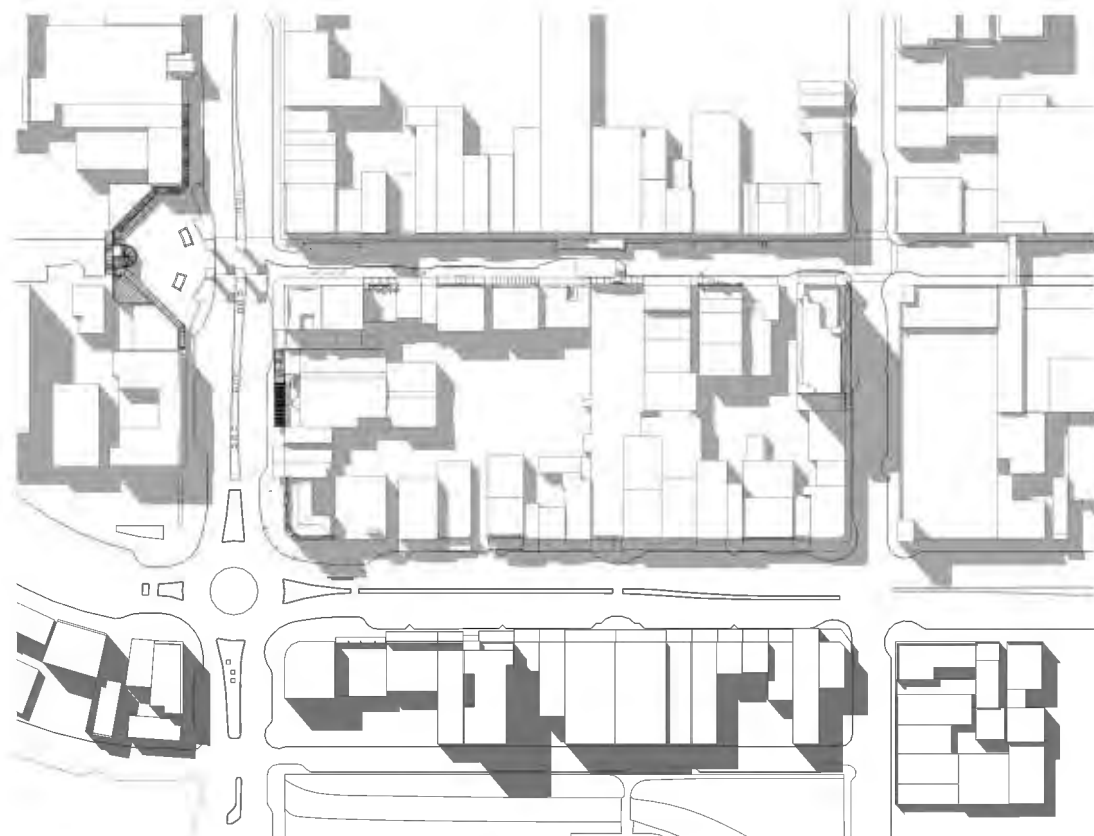




1 MARCH 21 - 3pm PROPOSED



2 MARCH 21 - 5pm PROPOSED



3 MARCH 21 - 3pm EXISTING



4 MARCH 21 - 5pm EXISTING

NOTE:
SEPTEMBER SHADOWS SIMILAR TO MARCH

SHADOW STUDIES - MARCH

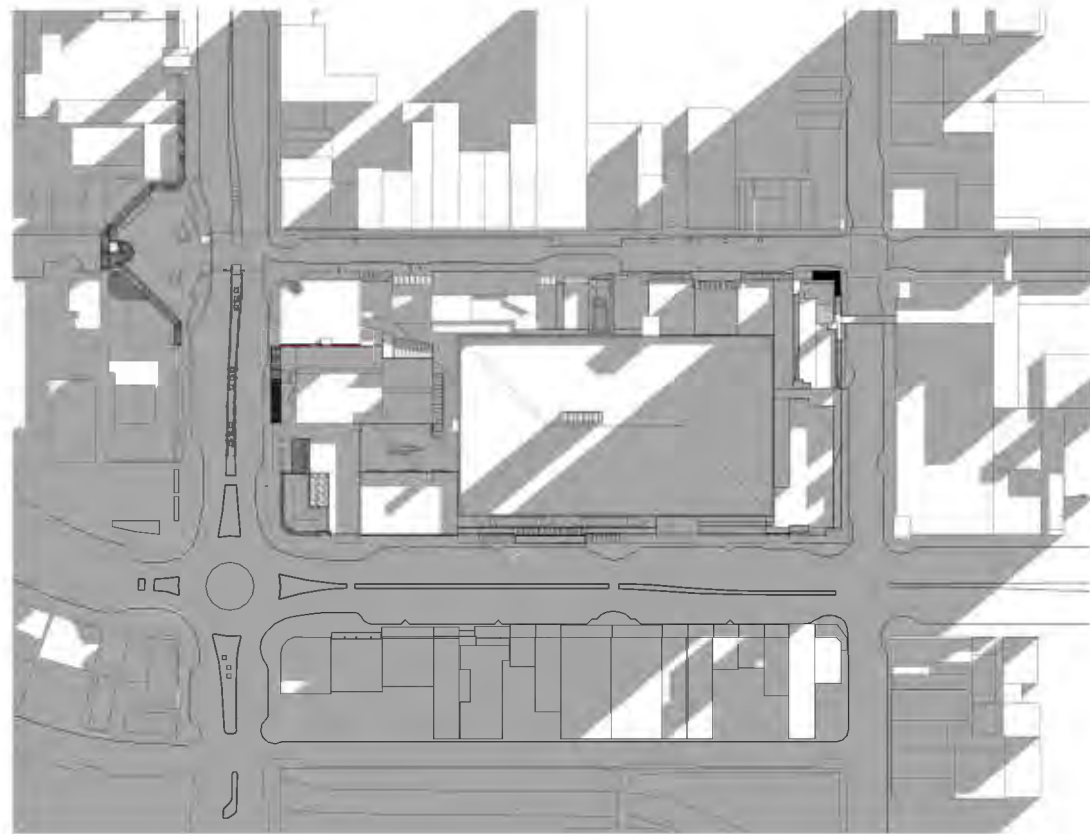
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INVERCARGILL MASTERPLAN
BUCHAN

917077
DATE

BUCHAN

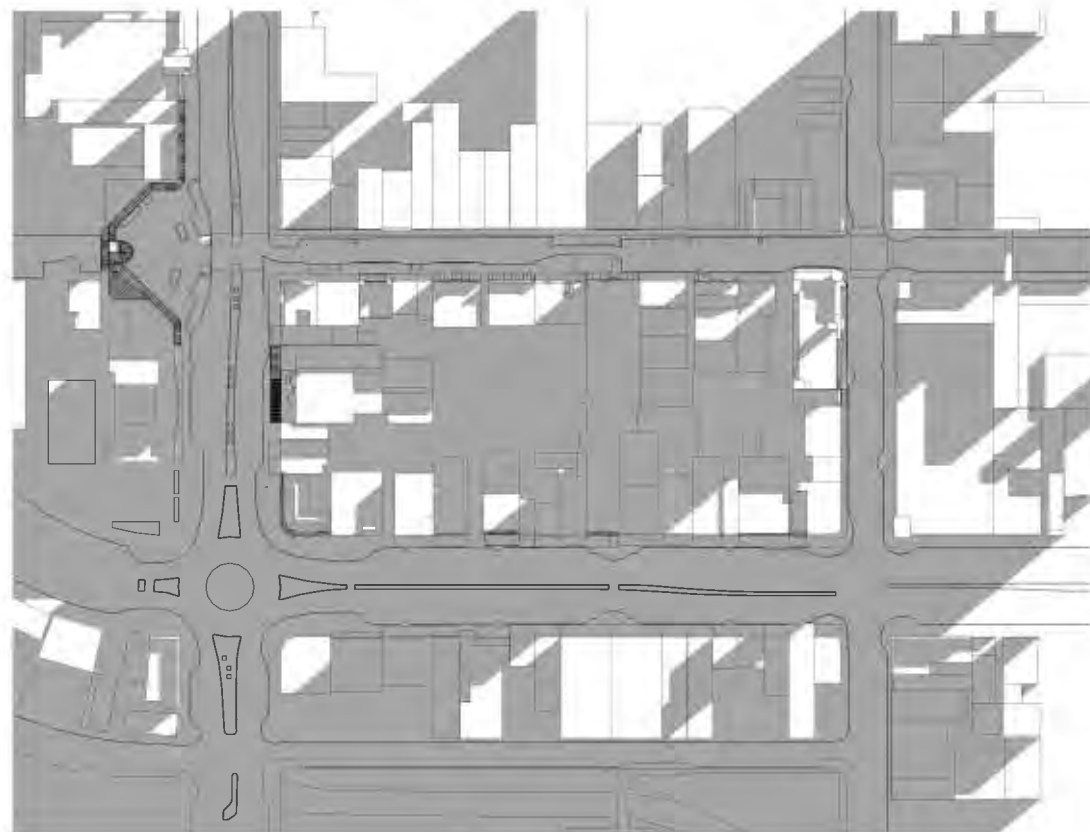




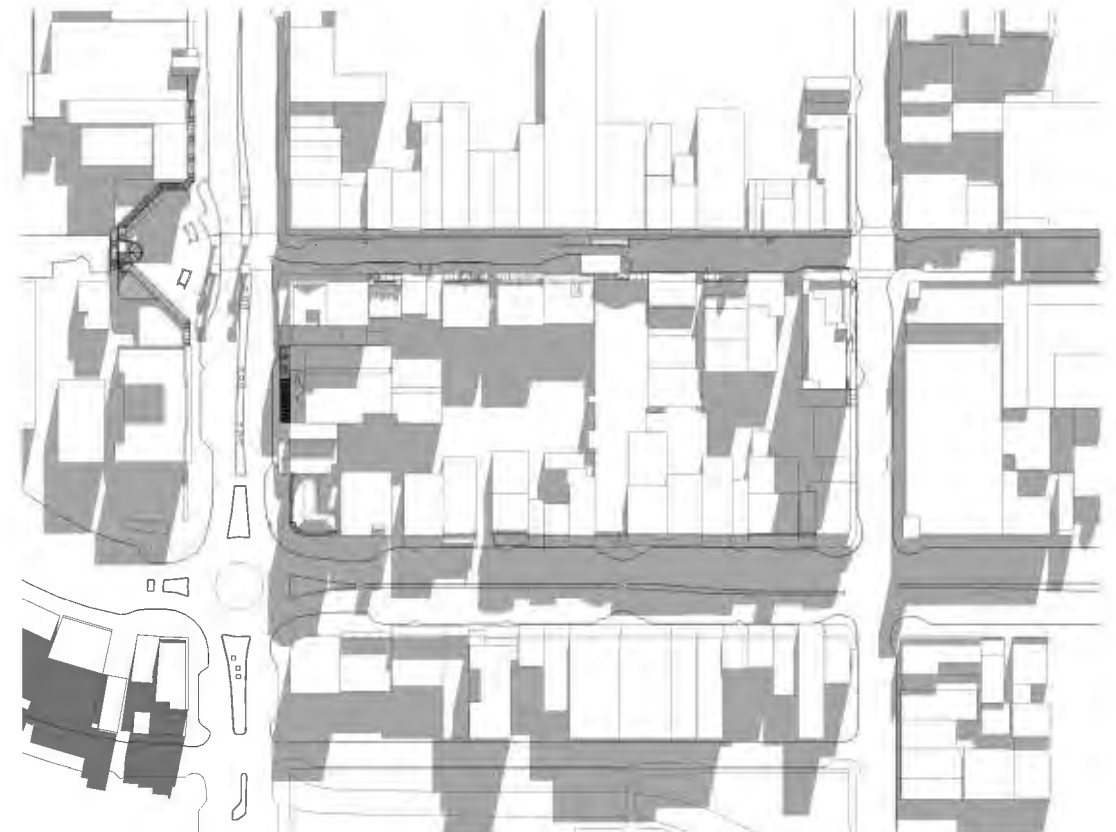
1 JUNE 22 - 9am PROPOSED



2 JUNE 22 - 12pm PROPOSED



3 JUNE 22 - 9am EXISTING



4 JUNE 22 - 12pm EXISTING

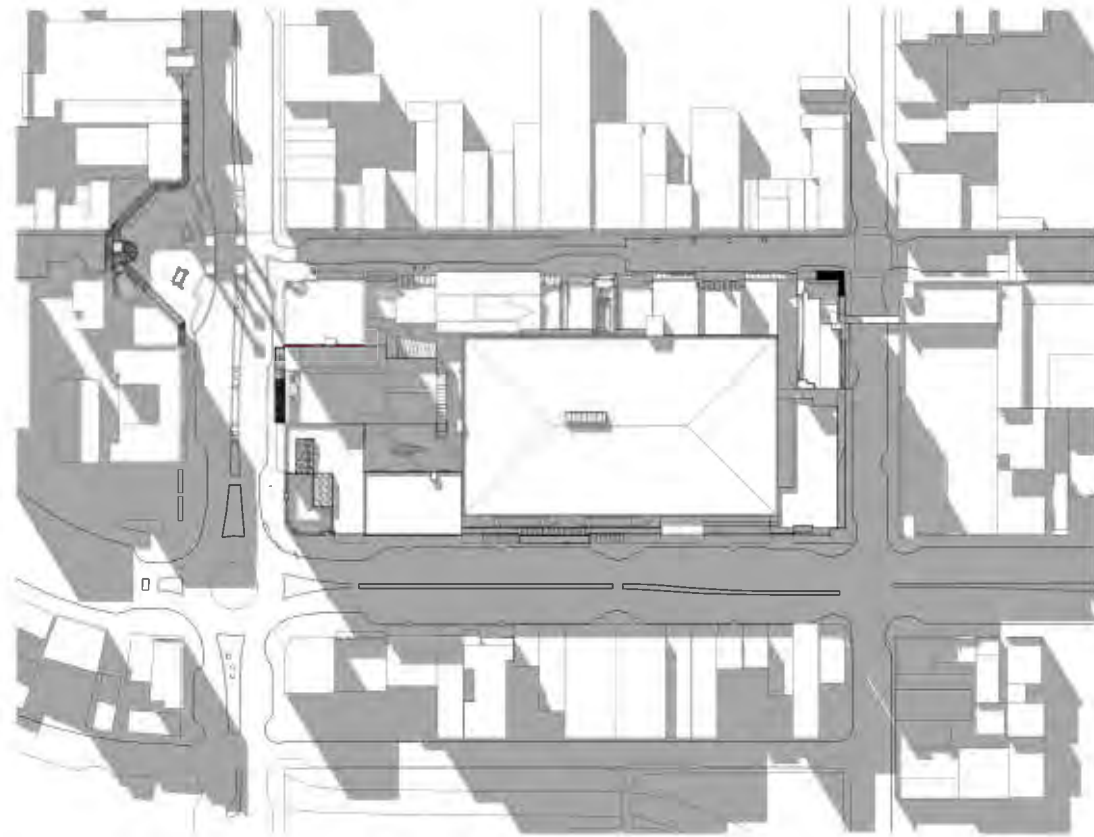
SHADOW STUDIES - JUNE

INVERCARGILL MASTERPLAN
BUCHAN

7002

917077
DATE

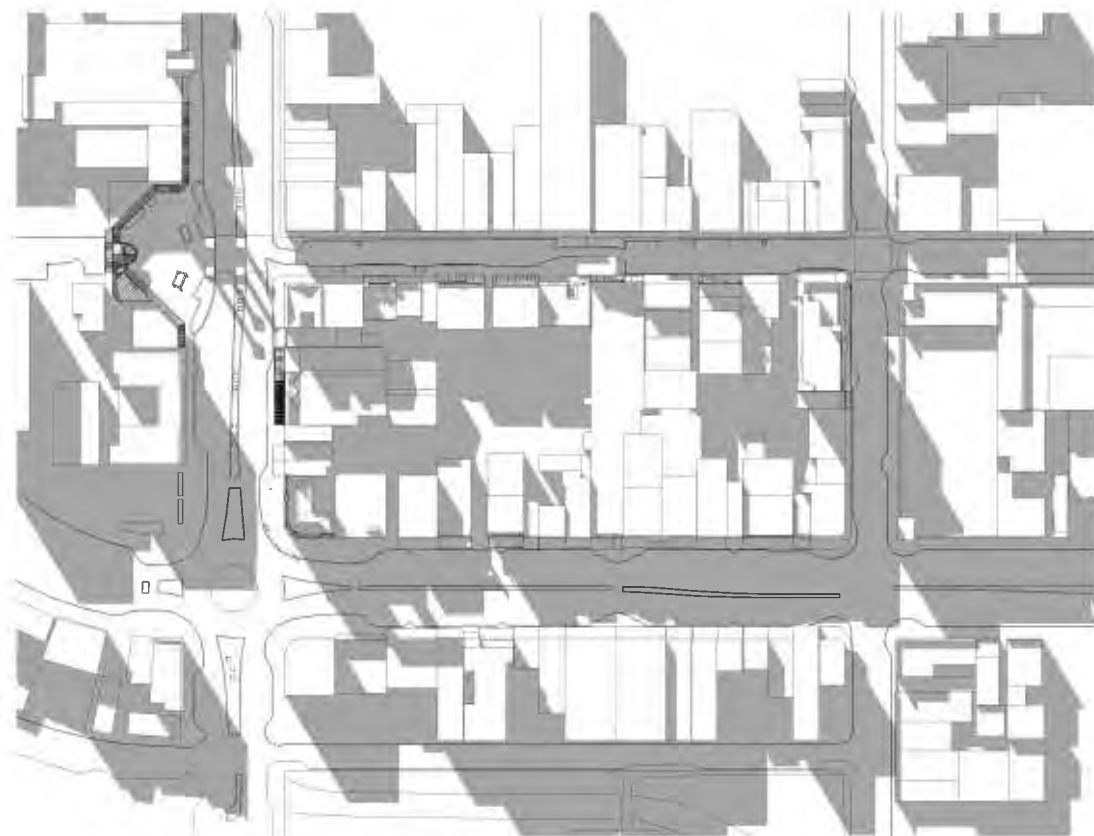
BUCHAN



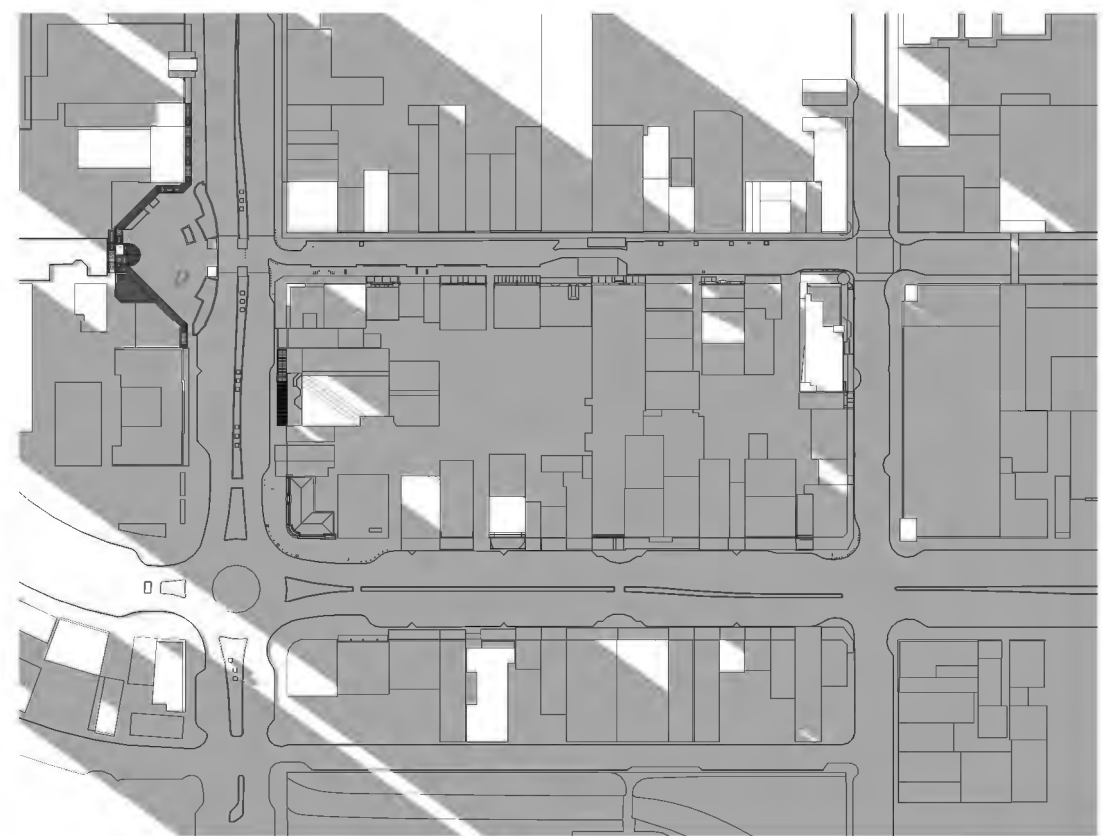
1 JUNE 22 - 3pm PROPOSED



2 JUNE 22 - 5pm PROPOSED



3 JUNE 22 - 3pm EXISTING



4 JUNE 22 - 5pm EXISTING

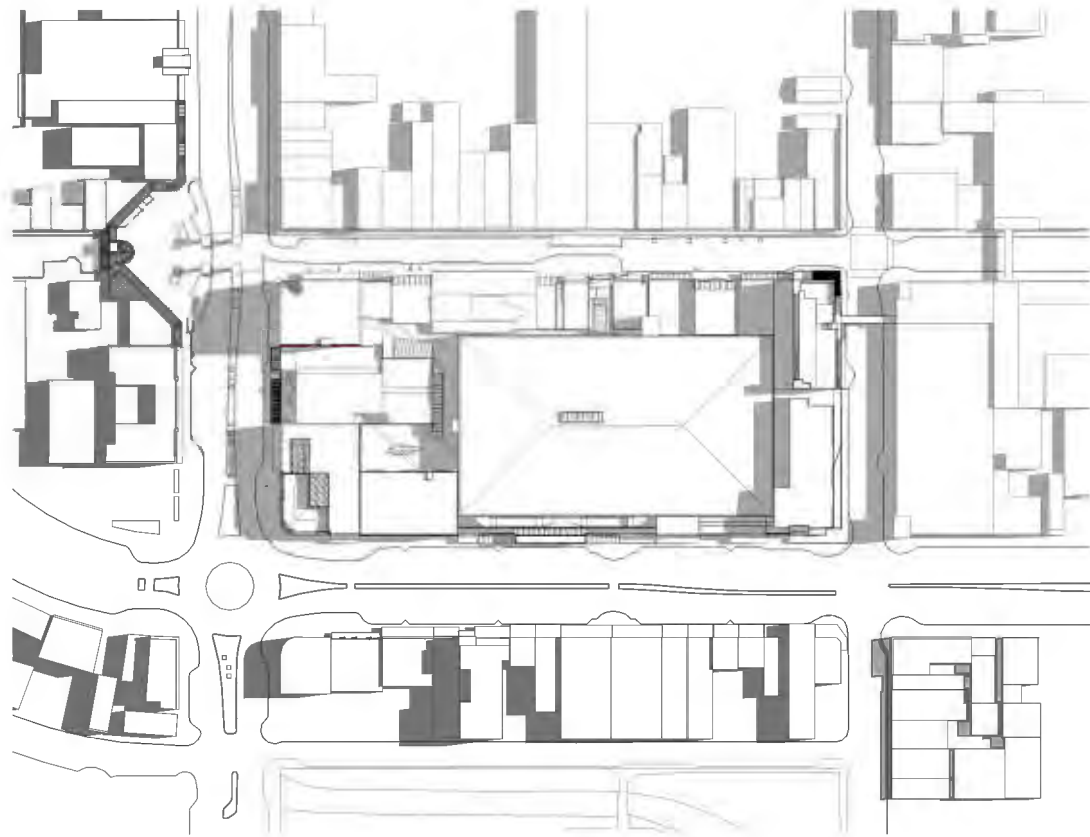
SHADOW STUDIES - JUNE

INVERCARGILL MASTERPLAN
BUCHAN

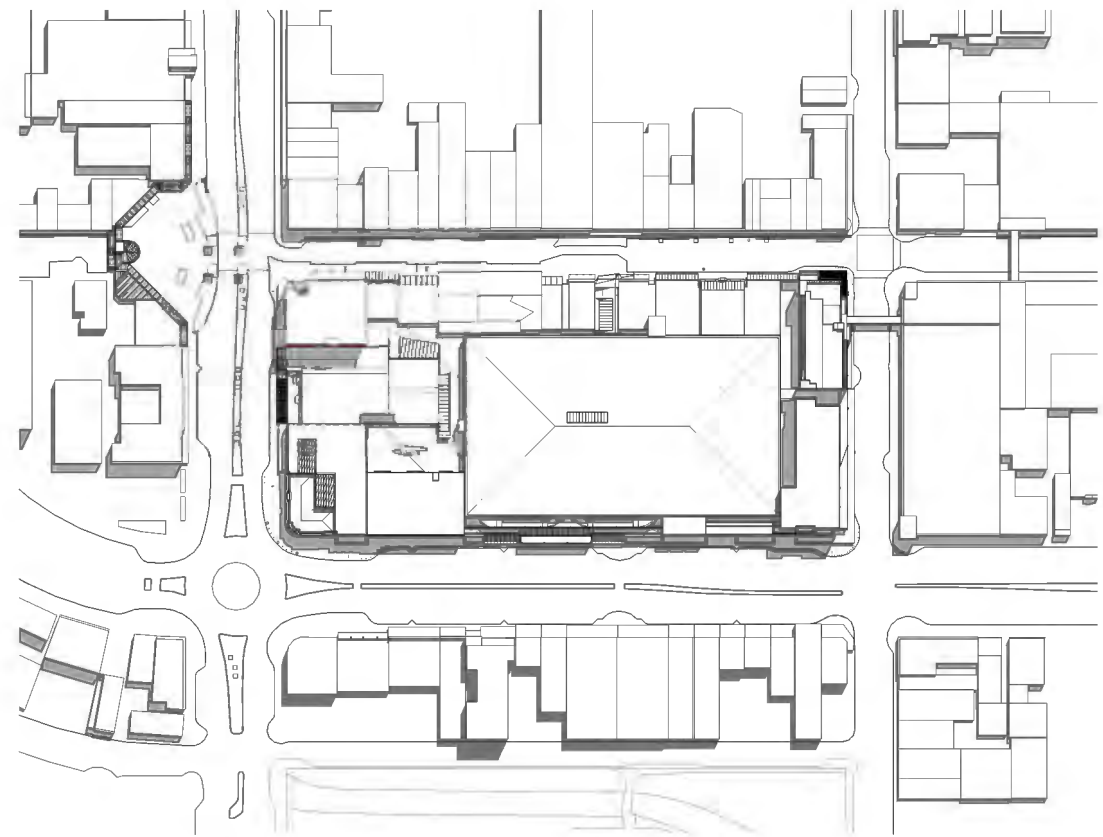
7003

917077
DATE

BUCHAN



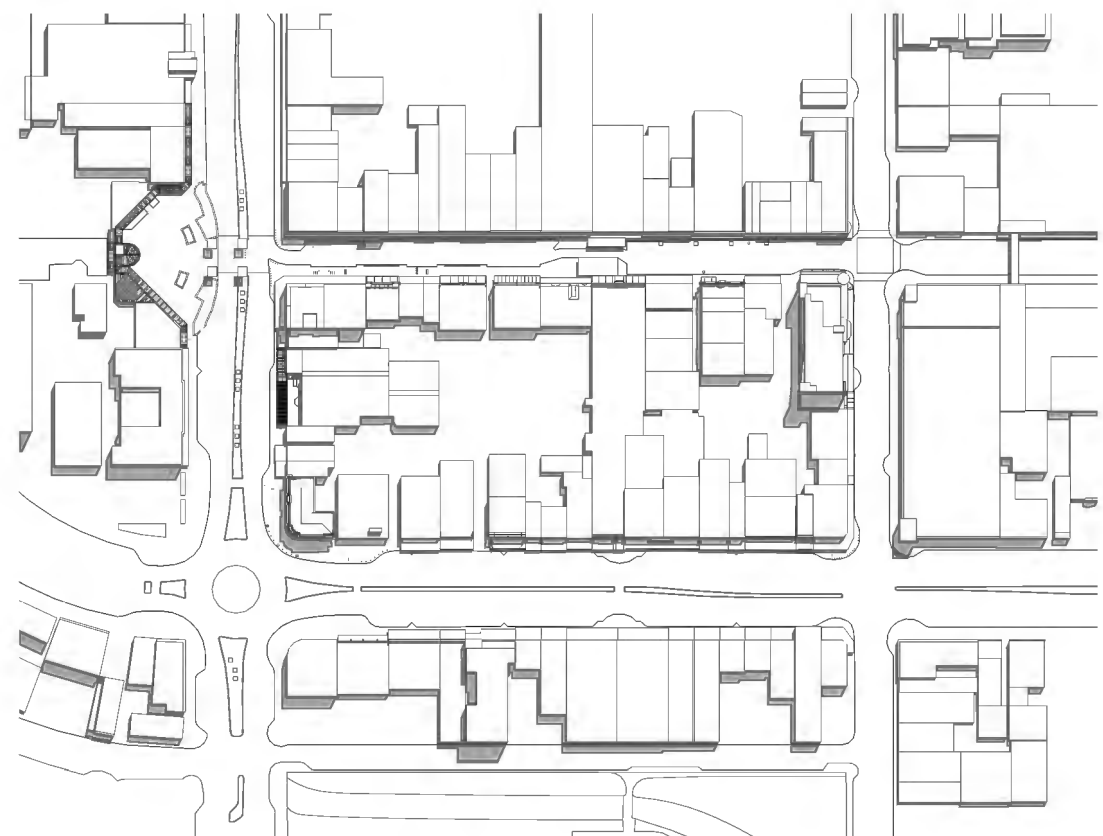
1 DECEMBER 22 - 9am PROPOSED



2 DECEMBER 22 - 12pm PROPOSED



3 DECEMBER 22 - 9am EXISTING



4 DECEMBER 22 - 12pm EXISTING

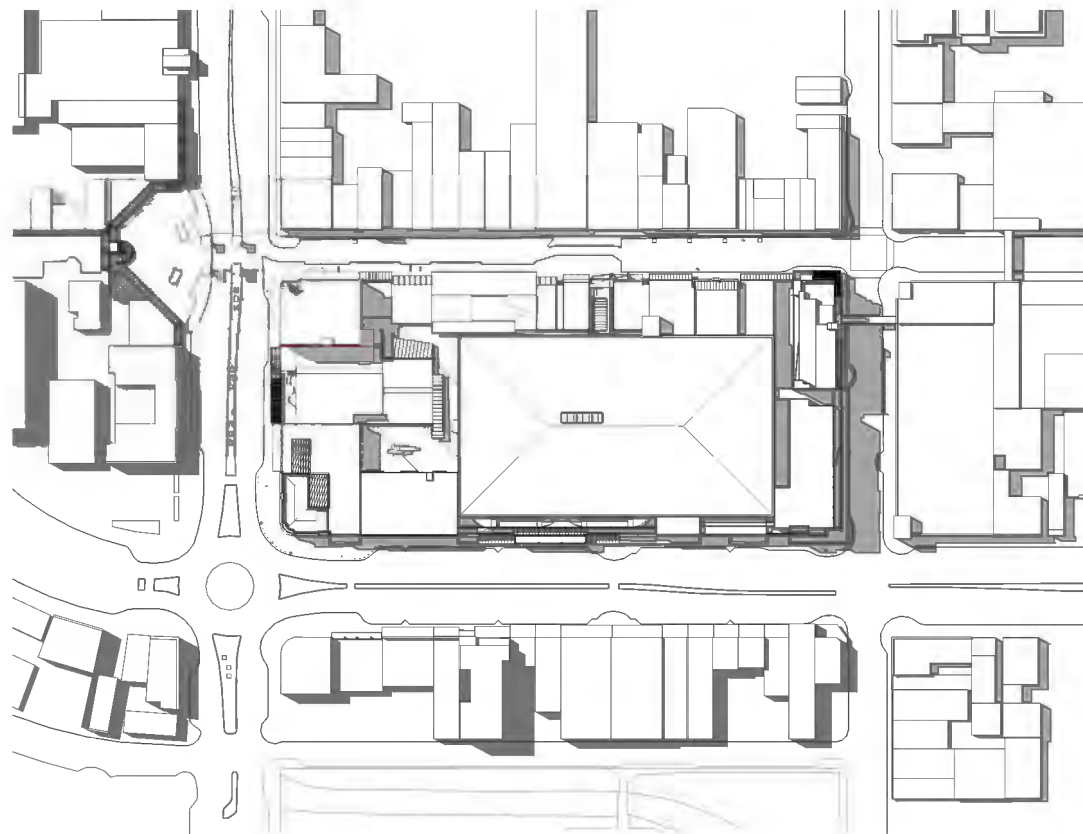
SHADOW STUDIES - DECEMBER

INVERCARGILL MASTERPLAN
BUCHAN

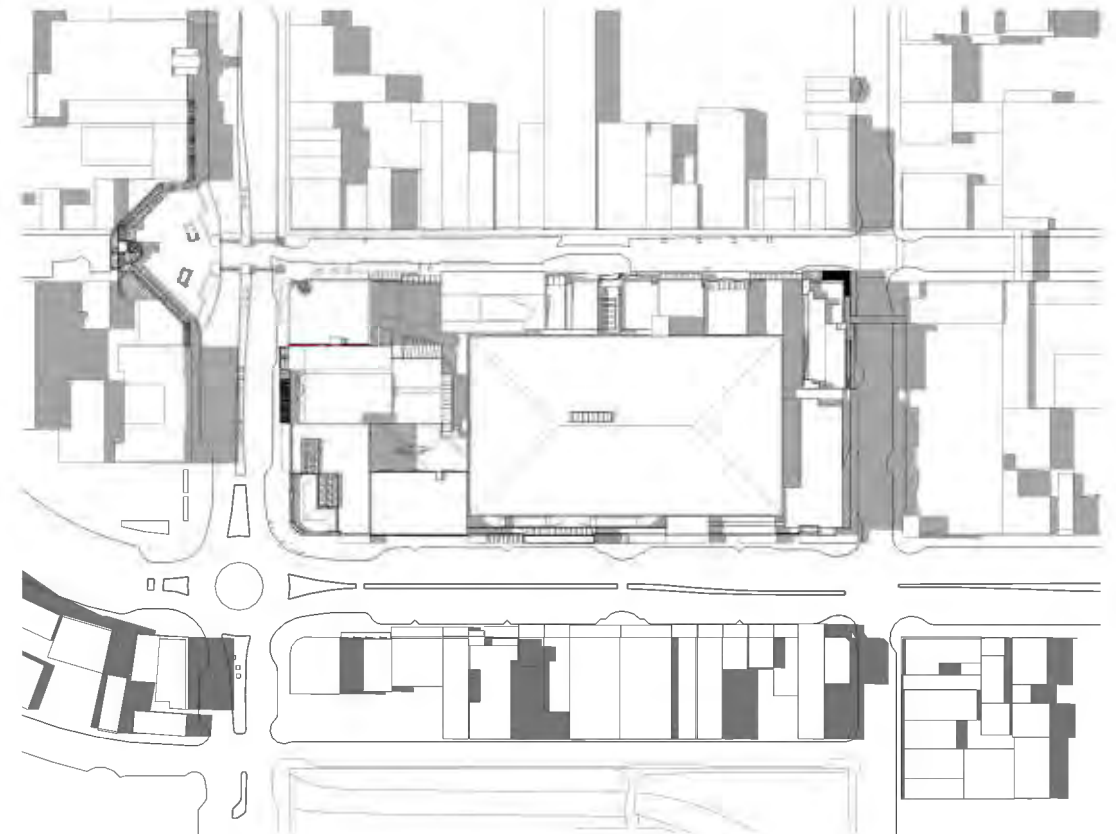
7004

917077
DATE

BUCHAN



1 DECEMBER 22 - 3pm PROPOSED



2 DECEMBER 22 - 5pm PROPOSED



3 DECEMBER 22 - 3pm EXISTING



4 DECEMBER 22 - 5pm EXISTING

SHADOW STUDIES - DECEMBER

INVERCARGILL MASTERPLAN
BUCHAN

7005

917077
DATE

BUCHAN

BUCHAN

