



Invercargill Central / Resource Consent Hearing [A]

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Context and Site Analysis

Project Vision

- Create a place full of vibrancy, bringing new life to Invercargill's CBD.
- The redevelopment will provide many positive flow-on economic effects.
- 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.
- This project is designed to give Invercargill its heart back.
- 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.



SHOP



EAT



ENTERTAINMENT



WORK



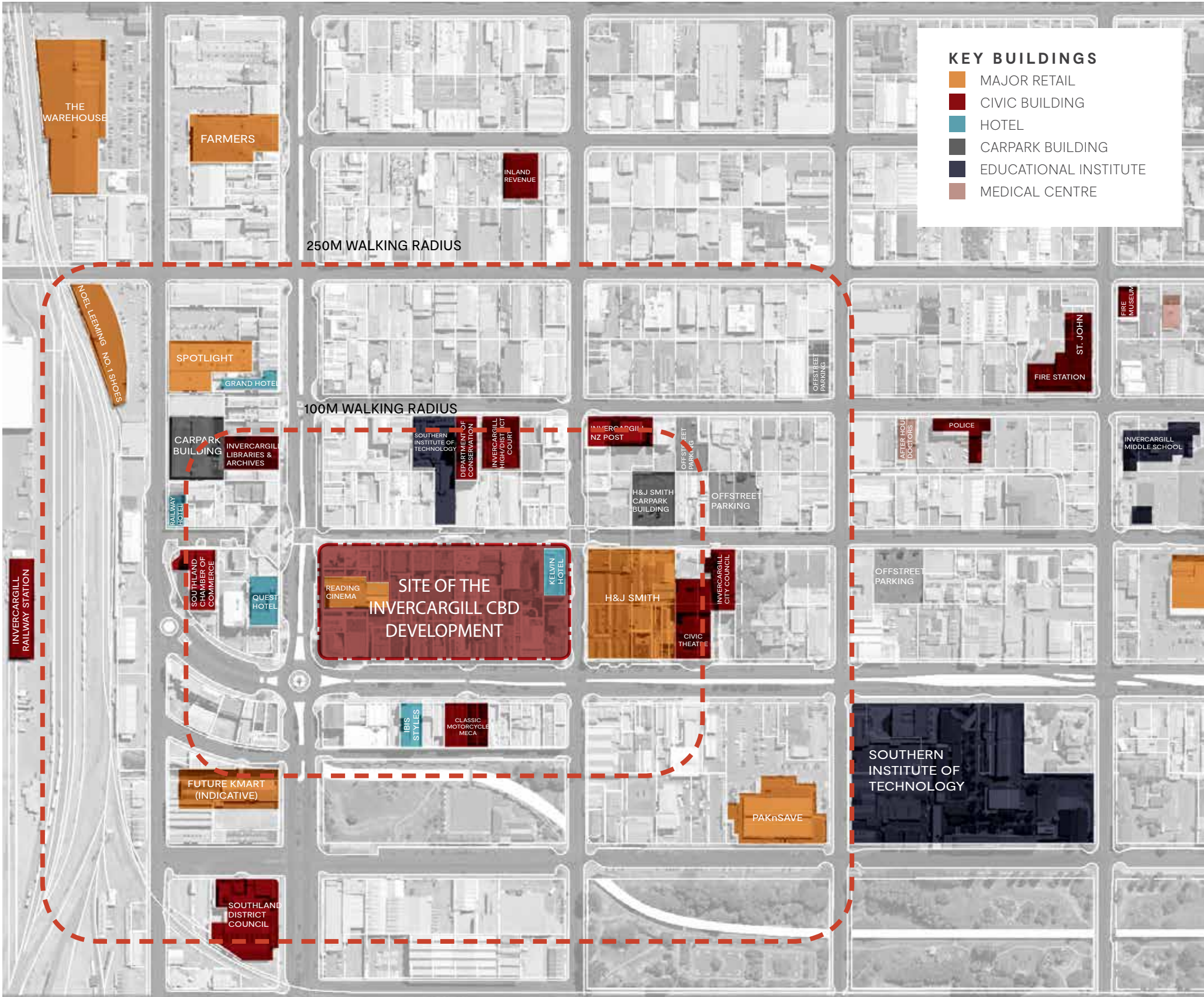
LIVE



CONNECT WITH NATURE

Urban Grain

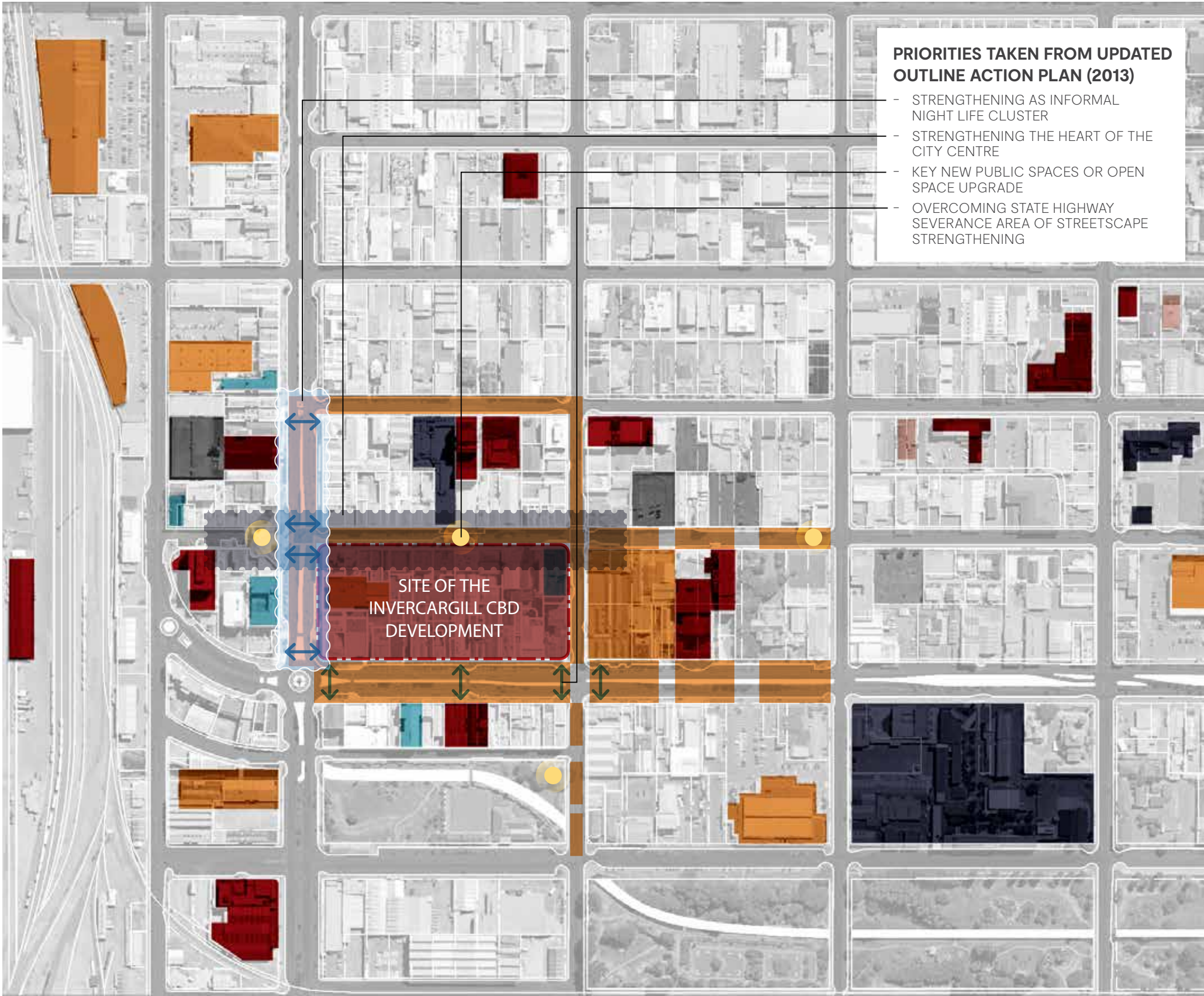
- Most landholdings are typically around 20m in frontage; with a variety of smaller frontage holdings across Tay Street.
- The ground floor building fabric of most of the site has been reconfigured to suit tenant requirements. Thus; over time much of the heritage values at street front has been lost.
- 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
- 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.
- 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.



KEY BUILDINGS IDENTIFICATION

Site Constraints

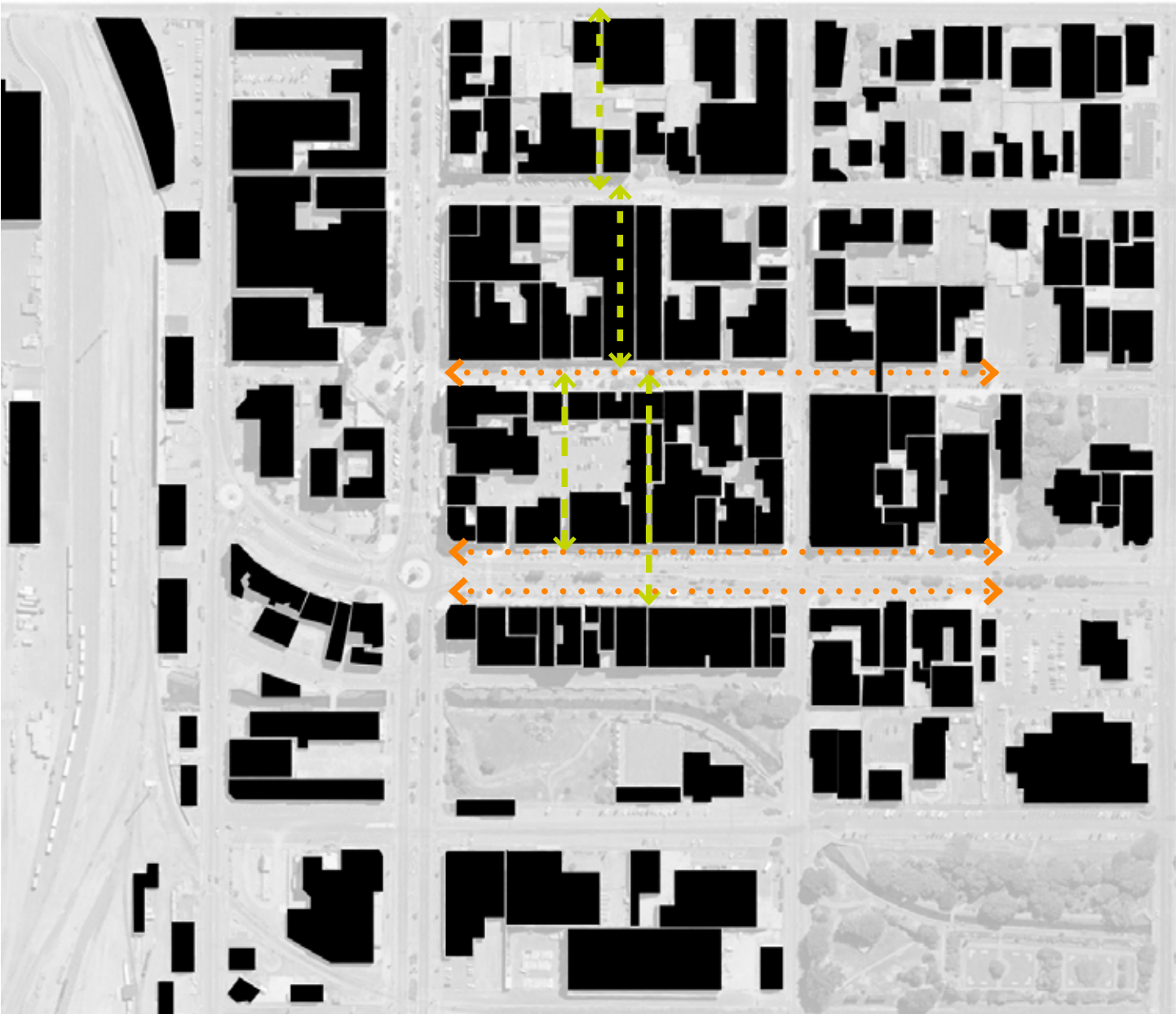
- Tay and Dee Street are the primary traffic circulation corridors through the city being the junction of State Highway 1 and the terminus of State Highway 6. As such; both edges have wide road corridor widths (40m) and more prone to traffic noise and air pollution.
- Esk Street – is the predominant shopping and pedestrian environment street – it is distinctly more walkable with a boundary to boundary section width of 20m. This edge has had significant public realm improvements as a result of the recommendations within the 2013 Invercargill Inner City Revitalisation Masterplan Report.
- 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.
- The sites not under the control of the client group are Reading Cinema upon Dee Street and the Kelvin Hotel on the East. These formed strong ordering principles for the balance of the site.



INVERCARGILL CENTRAL & THE CBD OUTLINE ACTION PLAN (2013)

Pedestrian Links

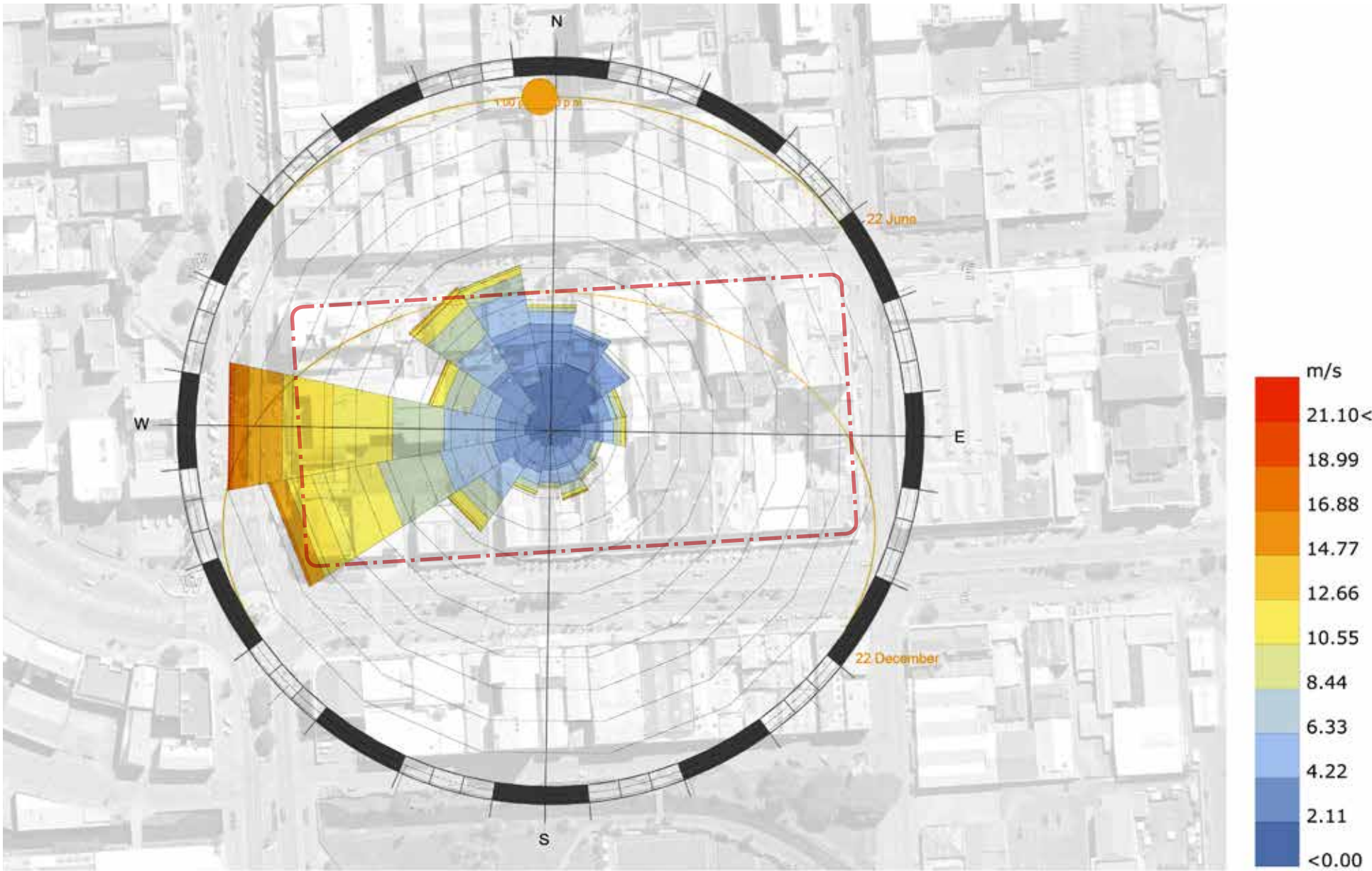
- Laneways and arcades are the primary pedestrian travel paths in the North South directions. Cambridge Arcade and the Trust Bank arcade are used prominently.
- The development proposal looks to maintain the laneway type access that currently exists. The internal retail planning and ordering strategy have been designed to maximise the existing pedestrian flows through the development site.



INVERCARGILL CENTRAL CONTEXTUAL PEDESTRIAN LINKS

Mircro Climate and Aspect

- It is the cloudiest city in New Zealand with only 1,680 hours of sunshine per annum.
- New Zealand’s second windiest city, after Wellington. Of particular note is the significant and consistent westerly wind. This consistent wind makes the north / south and east / west roading arrangement particularly uncomfortable for pedestrians.
- 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

02 Heritage Context

Heritage Assessment

DESIGN APPROACH

The intention is to assemble the development in the most effective way utilising Heritage where it would positively benefit the overall scheme

Commenced at project outset; Detailed consultation was carried out with Heritage New Zealand, Through this consultation a detailed history and condition of each building was established upon the development site.

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.

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

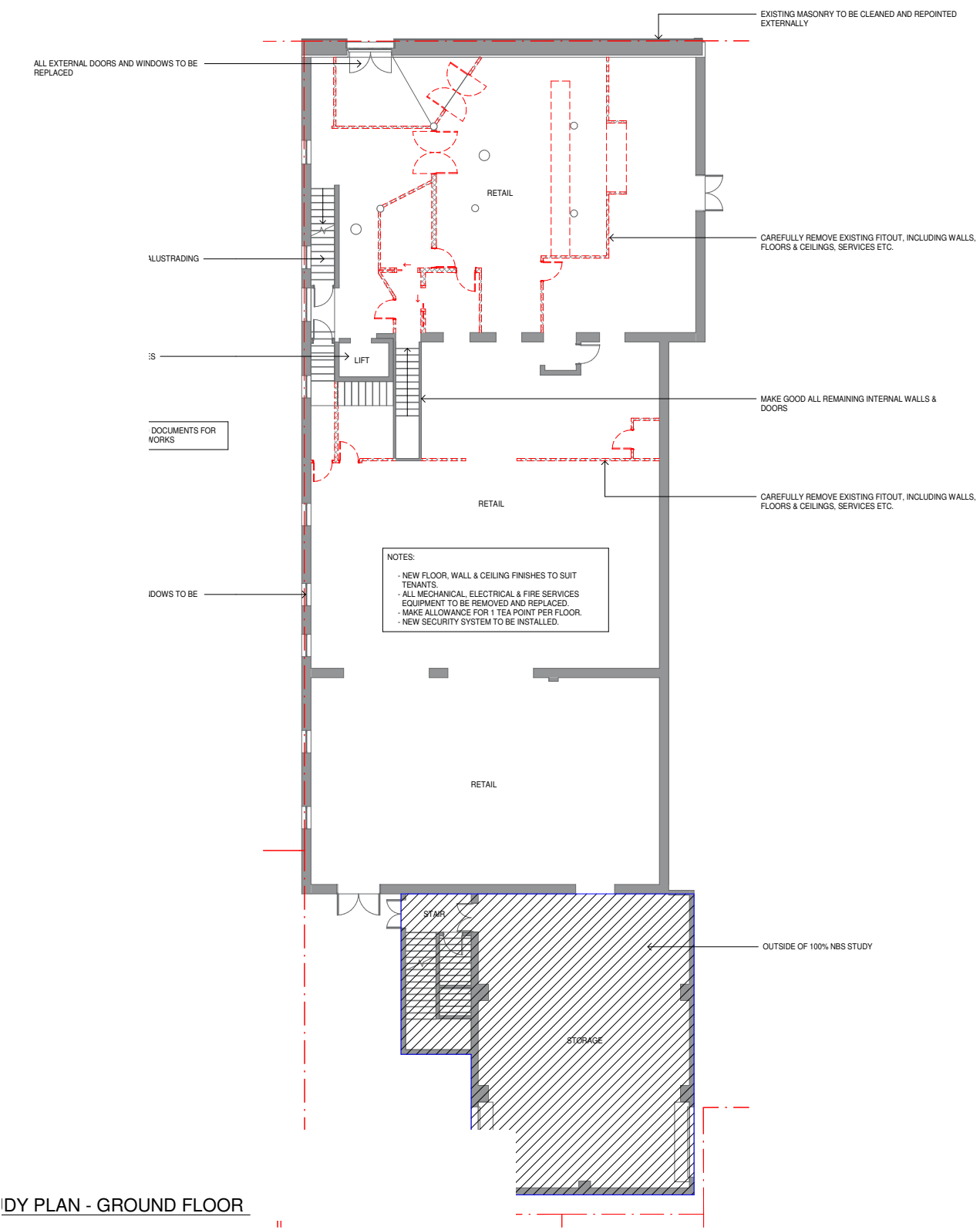
The proposed development is intended to read as a walkable and inviting development – responding to the traditional ordering of the Central Business District. From a reference point; the architecture references not only to what was in place at time of demolition; but also by interrogating what has been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



REVISED BUILDINGS PROPOSED FOR RETENTION

SOUTHLAND TIMES REFURBISHMENT STUDY

- As part of the initial studies of the site; A retention of the Southland Times – in the entirety of the 1908 build was considered.
- From an architectural point of view; The Southland Times has not been designed to suits the needs of modern retailing needs. Primarily this is due to the limited entrance into the Southland Times building through existing entrance upon the western edge. We note that the original Southland Times entrance was Centrally located – suggesting the proposed adjustments to the facade are appropriate moves.
- The floor plates internally are fragmented in three blocks leading back from the façade edge with limited spatial qualities of merit.
- Further to the constraints facing the building itself; Retaining the 1908 build of the Southland Times significantly reduces planning flexibility for the balance of the development site.
- After assessment – including input from Structural and Commercial lens; this was not identified as a viable alternative for refurbishment.



GROUND FLOOR PLAN - GROUND FLOOR

SOUTHLAND TIMES FAÇADE RETENTION

- The planning of the development has been arranged to provide entrance to the Anchor Retailer through the ground floor of Southland Times
- The mass of the façade sits appropriately with the mass of the two storey retailer proposed behind – thus allowing for long term upper level activation. As a destination; the Southland Times façade will become a significant and recognisable place maker for the Invercargill Central development.
- The primary move upon the Southland Times façade proposed is to open entrance ways within the ground floor through combining existing openings and returning these through the granite tile podium to the street front.
- To the upper floors; it is proposed to paint the exposed brickwork – this will remedy issues with the existing brick work and pointing. The new façade will be transformational for the façade – a pristine façade with it's heritage elements in tact – suitable for future repurpose as a gateway to a shopping destination. The colours proposed for the façade are tones of white and neutrals from the Resene Colour Swatch library including the following:

Area	Colour Code	Description
Painted Body	Resene Eighth Tea	Exposed Brick Work and Areas of replaced panel works.
Accent no.01	Truffle	Lateral Banding
Accent no.02	Napa	Cornices / Details



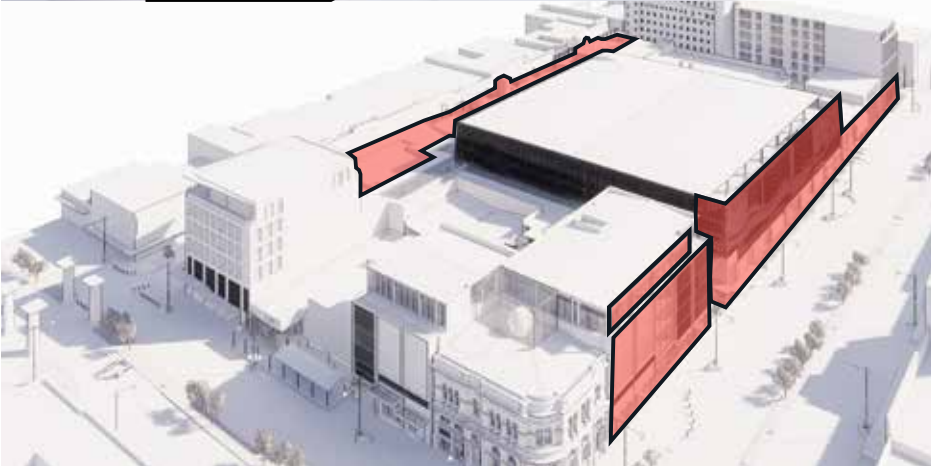
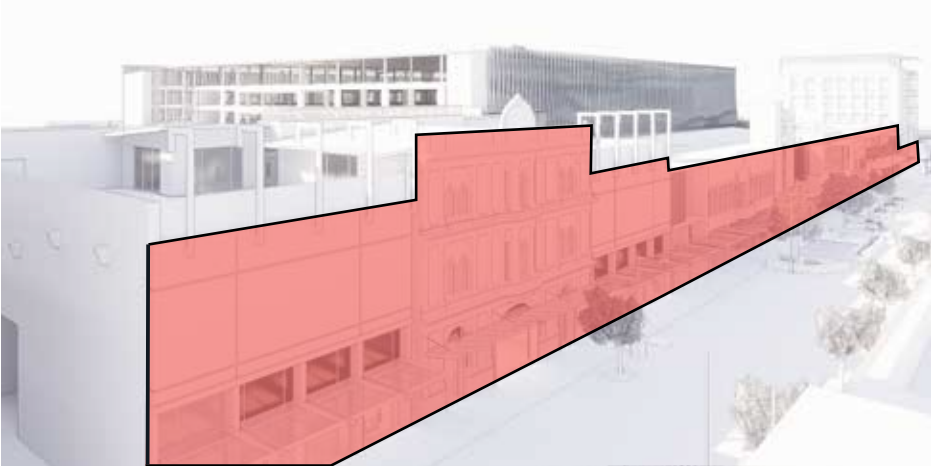
03 Design Narrative

Overall Arrangement

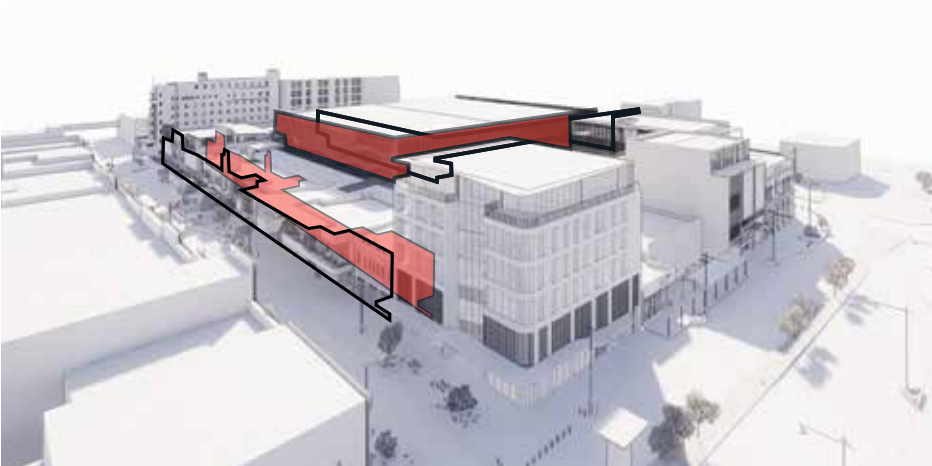
- The heart of the proposal is to create a place for people – the overall ordering of the development responds to this.
- The west is the ‘working’ edge; The seven storey office accommodation to the Dee and Esk Street corner and the Civic Precinct to the Dee and Tay street corner.
- Adjacent to the office accommodation 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.
- 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.



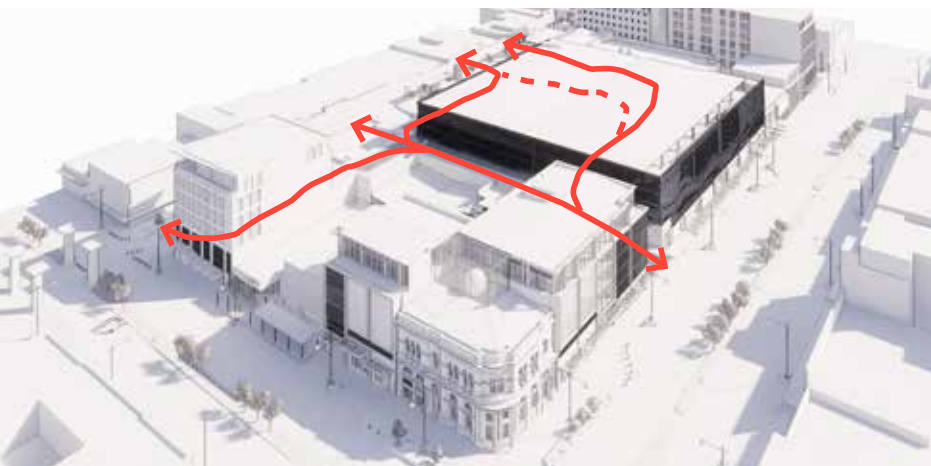
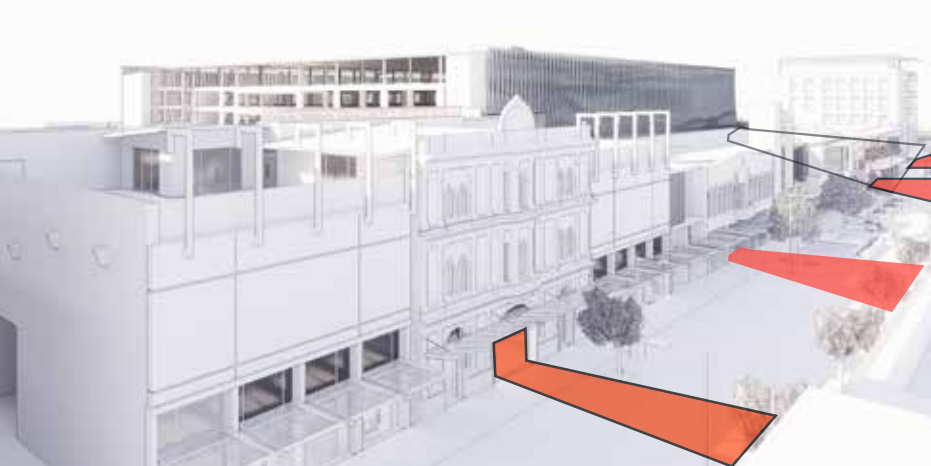
Scale Massing and Form



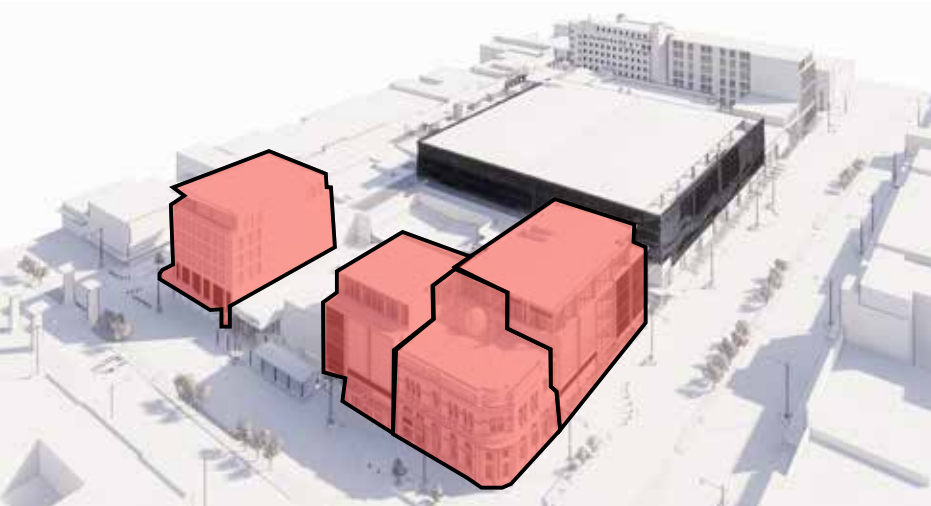
ACTIVE STREET FRONTAGE



CAR PARK BUFFERING & SET BACK TO ESK STREET



NORTH SOUTH PEDESTRIAN ROUTES



ARTICULATION OF BLOCK CORNERS

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

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

1) ESK STREET EATS
· Create northern aspect 'Food Precinct' fronting onto Esk Street.
· Explore alternative food options within the development including 'Little High' or '8 Street'.

ESK STREET

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.

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

· 7.0m Typical Aisle (18.5m overall bay/aisle/bay width)
· 3.1m floor to floor height to allow generous head clearances (and to coordinate with 6m retail floor to floor design basis. 3.3m from level 1 to level 2.
· Initial rough order of requirements from client suggest 1,000 car parks

4) FOOD CENTRAL
· 50 – 100sqm for café offers.
· 20 – 40sqm for kiosk offers.

· Care and consideration to servicing, rubbish, truck movements and extraction.

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

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

DESCRIPTION - PROPOSED AREAS (GFA)	GROUND FLOOR	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	TOTAL
Parking (incl. Ramp)	449	5481	5915	5984	5986	6024		29839
Piazza		416						416
External / Back of House Circulation	1835							1835
Amenities	917	35	34	34	34			1054
Internal Circulation / Public Spaces	3674	1043	267	175	181	182	25	5547
Food & Beverage	688	612						1300
F&B Seating	634	499						1133
DS Anchor Tenant	2812	3274						6086
Civic	623	788	788	537	365			3101
Medical	732	711	855	921	888			4107
Office		1115	604	604	604			2927
Retail	4913							4913
Residential						514		514
Bike Store	66							66
Cinema	1526							1526
Commercial Activity	1214	1759	1315	938	938	938	938	8040
Childcare			1014					1014
Sundry	77	31	15	15	15	15	15	183
TOTAL	20160	15764	10807	9208	9011	7673	978	73601

* Mall ground floor common areas including main circulation area and F&B seating zones total 3510m²

AREA TABLE

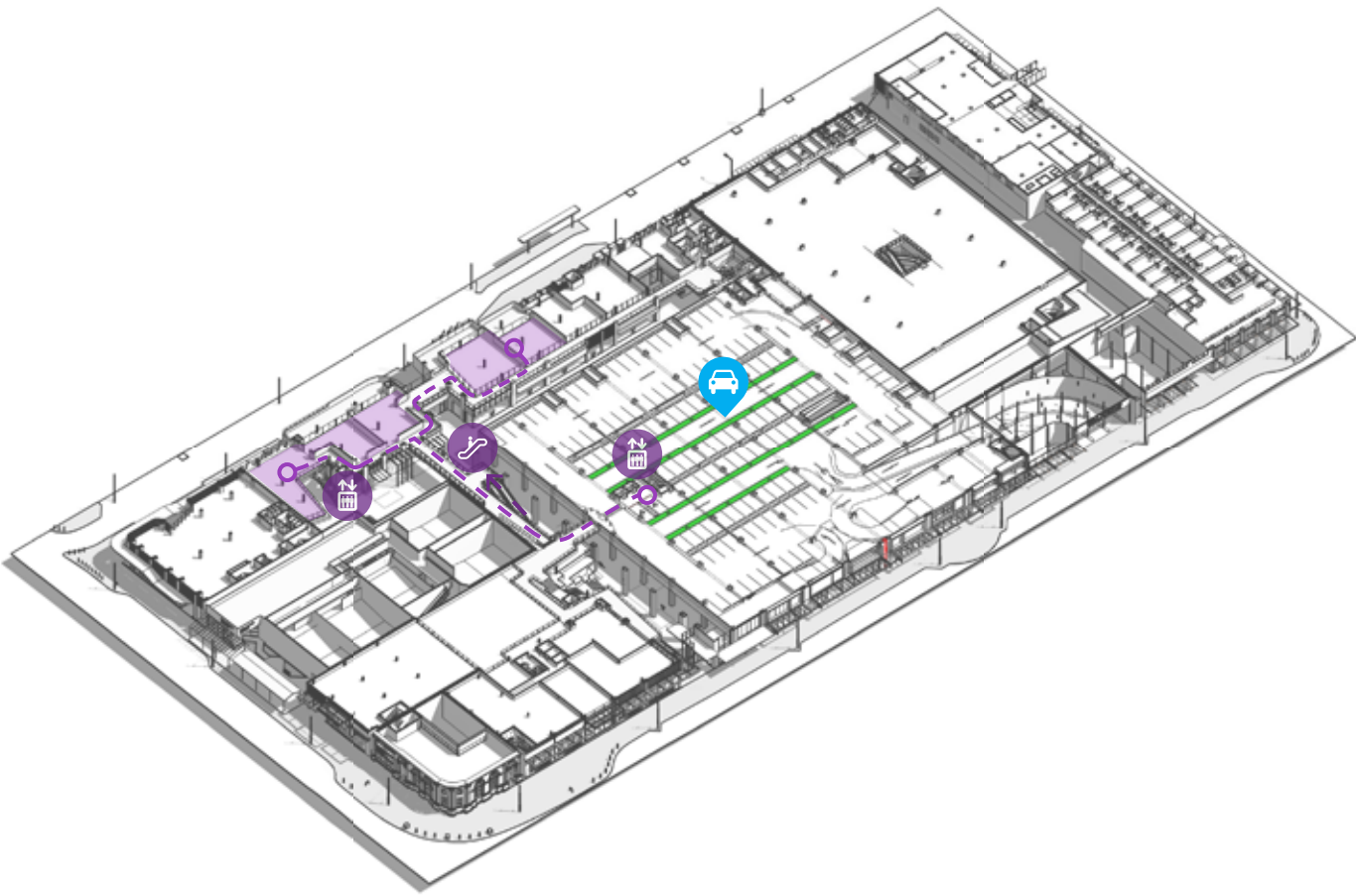
TRAVEL PATH STRATEGY

F&B ZONES



F&B ZONES PEDESTRIAN TRAVEL PATHS - GROUND

Pedestrian access to ground floor F&B Zones is anticipated to be from all street front access points and the carpark via the main Vertical Transport core. Locations of F&B zones have been split into 2 areas to pull pedestrian traffic through the retail areas of the footprint. Access will also be provided directly from the adjacent cinema complex to maximise access to and from F&B and the cinema. An additional Lift and Stair have been provided in the F&B zone off Esk street to maximise pedestrian access to the upper level F&B offering.

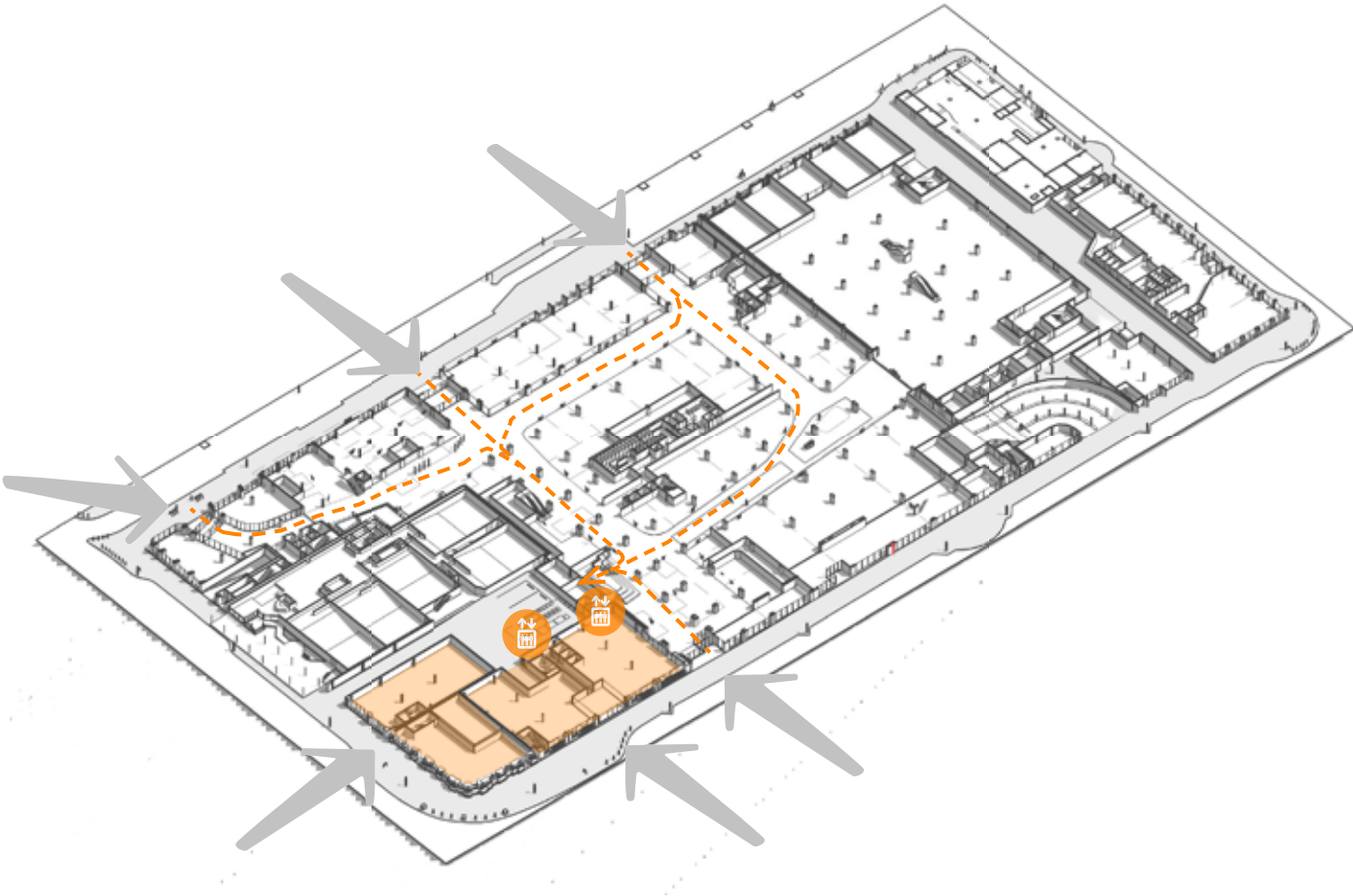


F&B ZONES PEDESTRIAN TRAVEL PATHS - LEVEL 1

Access to the level 1 F&B offerings is anticipated to be directly from the level 1 carpark via a link bridge through North/South mall. Patrons can also access the upper level via a escalator which has been orientated to push customers towards the F&B area on arrival. A stair and lift from ground within the Esk Street F&B area will also create a direct link.

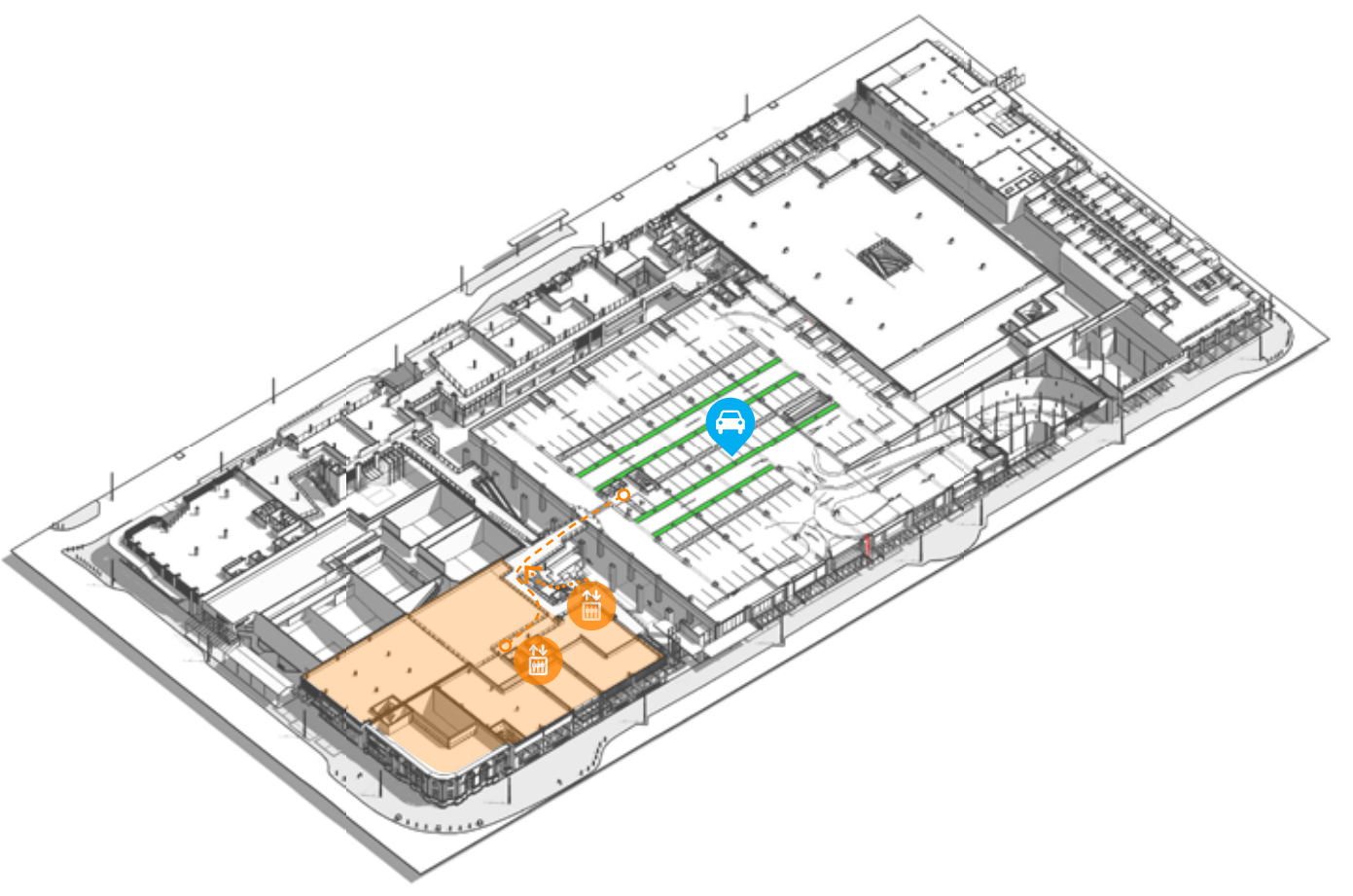
TRAVEL PATH STRATEGY

CIVIC AND MEDICAL ZONES



MEDICAL AND CIVIC ZONES PEDESTRIAN TRAVEL PATHS - GROUND

Pedestrian access to ground floor Medical and Civic zones can be made directly from Esk and Dee street frontages, alternatively pedestrians of the ground floor malls can use a grand stair or lift located in the central mall zone to access the upper medical and civic zones. This discharges pedestrians at the civic piazza and medical centre core. An additional vertical circulation core is located within the medical centre building.

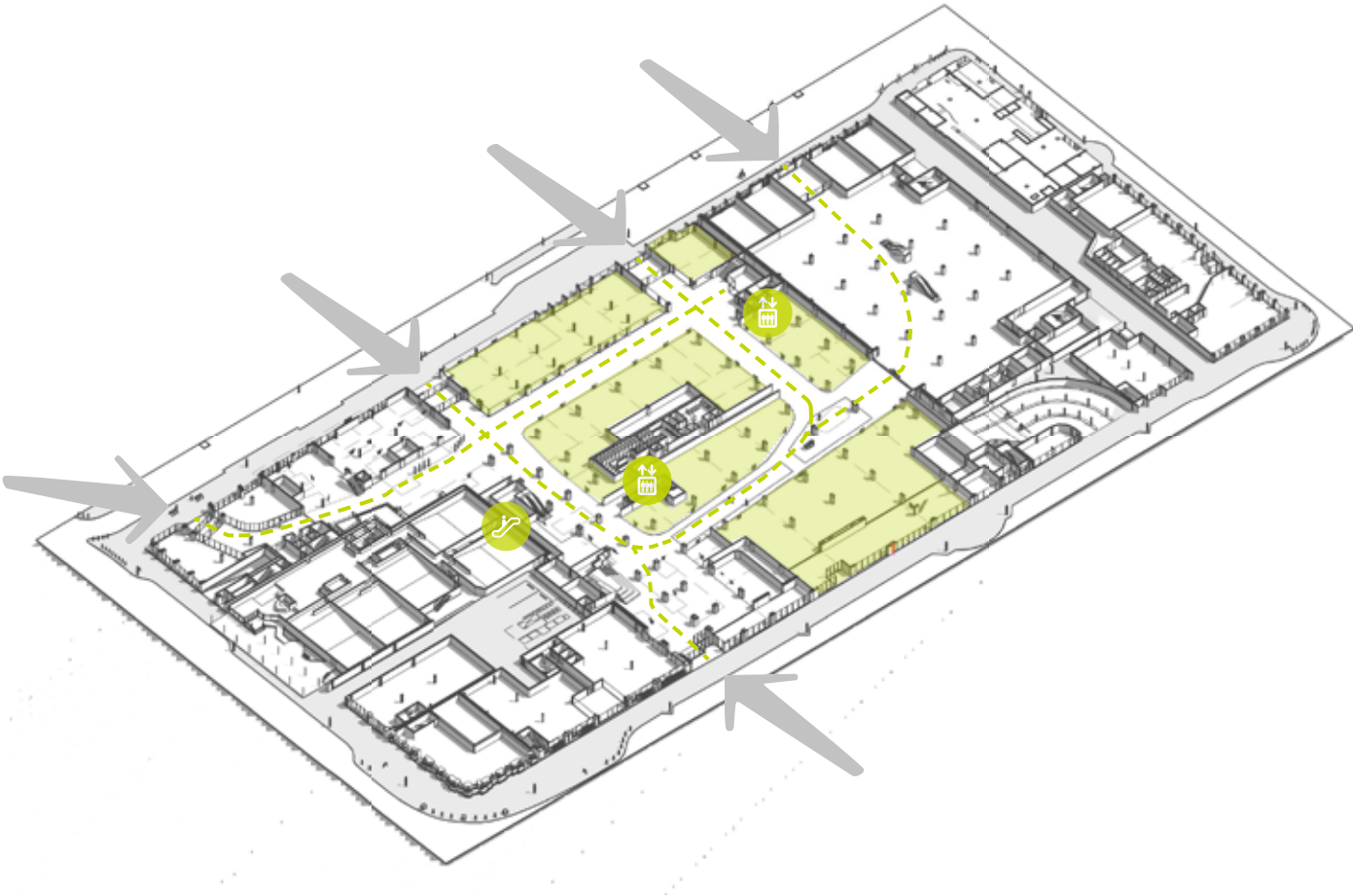


MEDICAL AND CIVIC ZONES PEDESTRIAN TRAVEL PATHS - LEVEL 1

Access from the upper car park levels to the Medical and Civic zones is via a direct link bridge from the L1 Carpark lift core over the central mall zone.

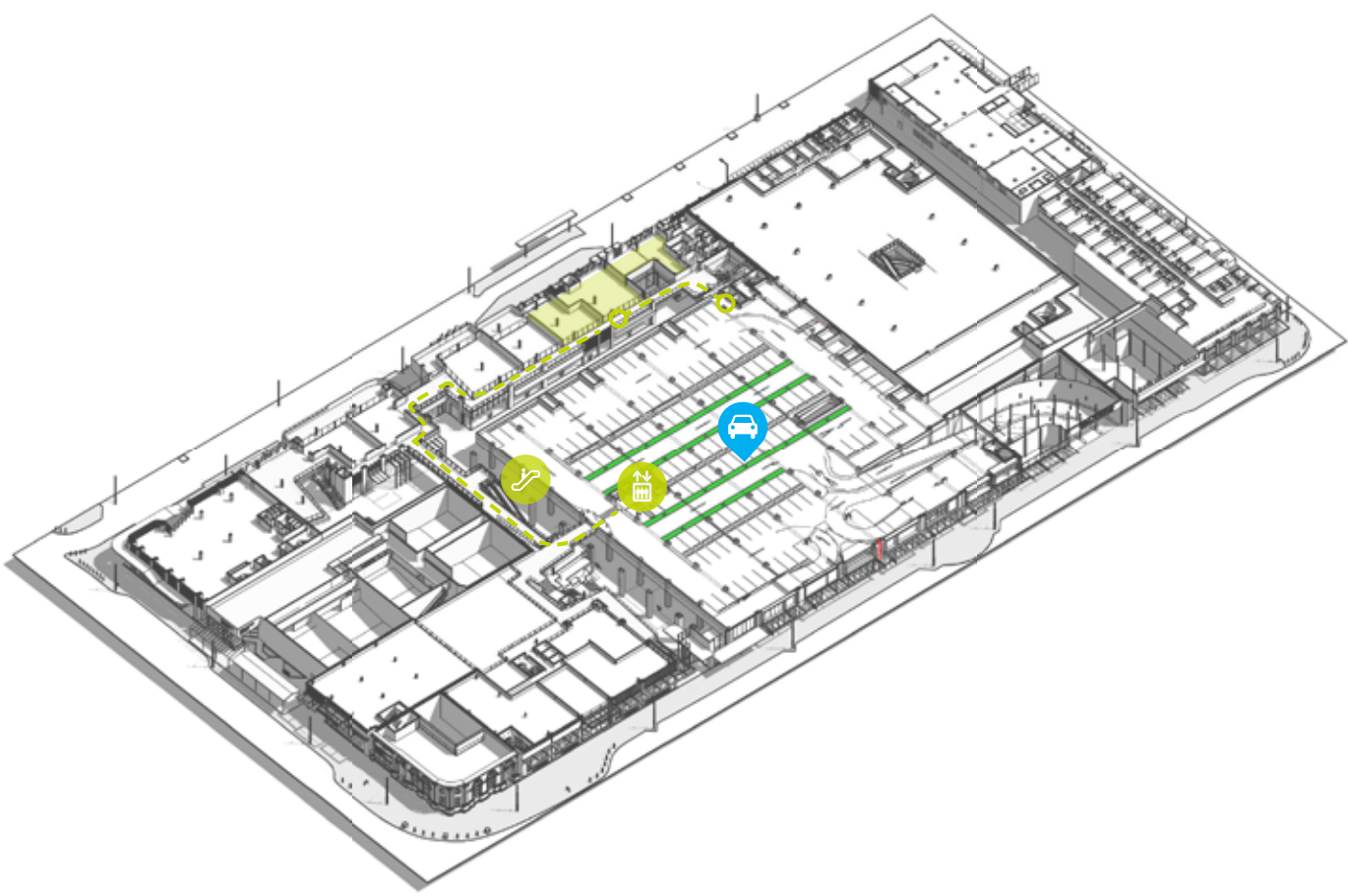
TRAVEL PATH STRATEGY

RETAIL & COMMERCIAL ZONES



RETAIL ZONE PEDESTRIAN TRAVEL PATHS - GROUND

Retail areas on the ground floor can be accessed by two way street facing tenancy shopfronts or main mall entrances. Main mall entrances link into a race track style pedestrian circuit to maximise retail exposure to central tenancies. Arrival from the carpark levels to the ground floor retail is via a central lift and stair core and additional lift and stair core to the North east corner. The central VT core discharges in the central mall. F&B zones and the department store anchor are located at the extremities of the footprint to encourage pedestrian flows through specialty retail zones.



RETAIL/COMMERCIAL ZONES PEDESTRIAN TRAVEL PATHS - LEVEL 1

Access from the upper car park levels to the L1 commercial and retail areas is via a direct link bridge form the L1 Carpark lift core over the central mall zone. Access is also available directly from the North East corner of the carpark.

FACADE ORDERING

- It was important that the new development retained a sense of place – a connection to its history.
- Facade order is not only about creating a sense of vertical scale which was appropriate but also in grain along the length of each façade.
- 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 - EXISTING



ESK STREET - ORDER

HERITAGE VALUE

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

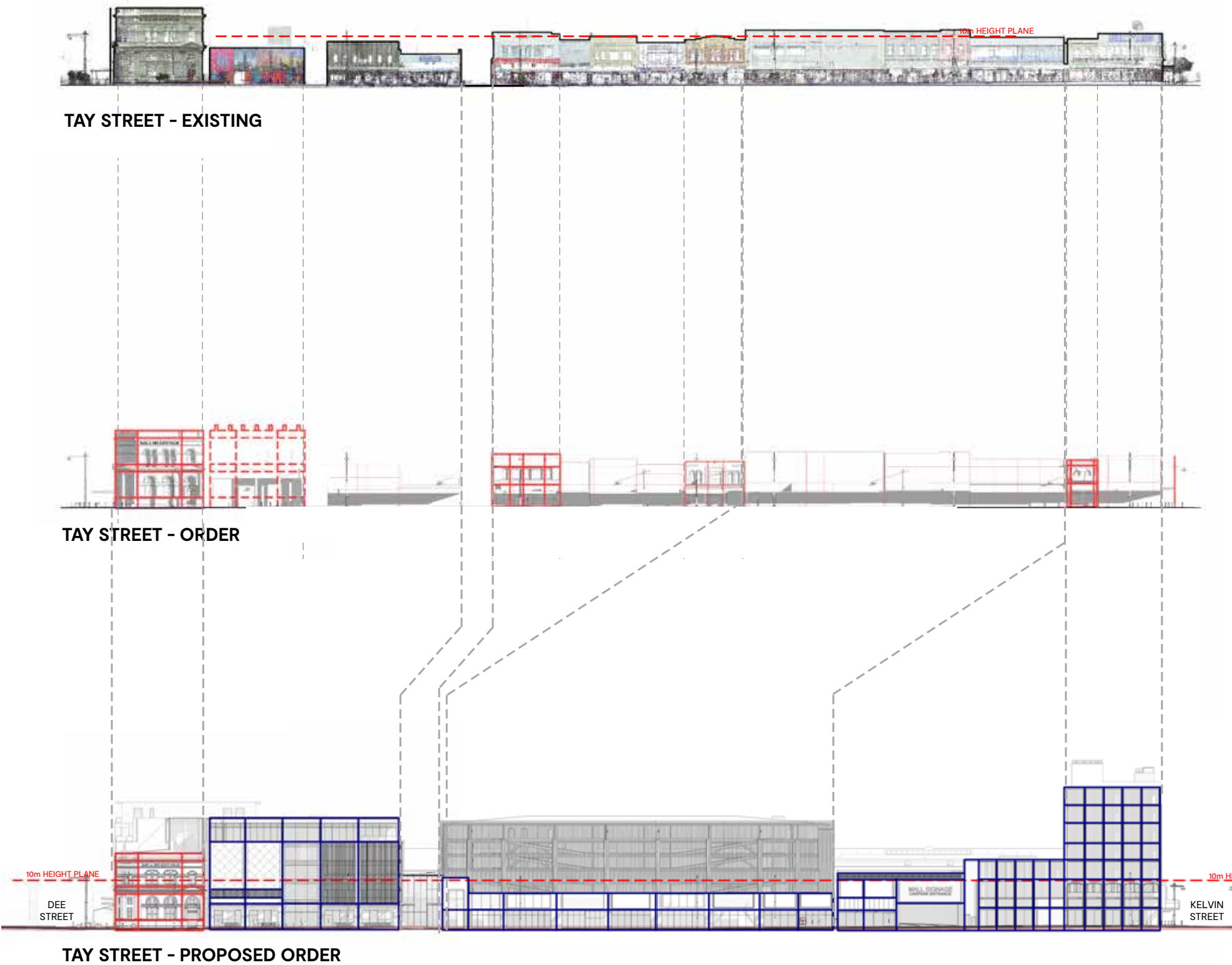


ESK STREET - PROPOSED ORDER

FACADE ORDERING ANALYSIS

TAY STREET

- HERITAGE VALUE**
- LOW SIGNIFICANCE
 - MODERATE SIGNIFICANCE
 - HIGH SIGNIFICANCE
 - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY



FACADE ORDERING ANALYSIS

DEE STREET

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



DEE STREET - EXISTING



DEE STREET -

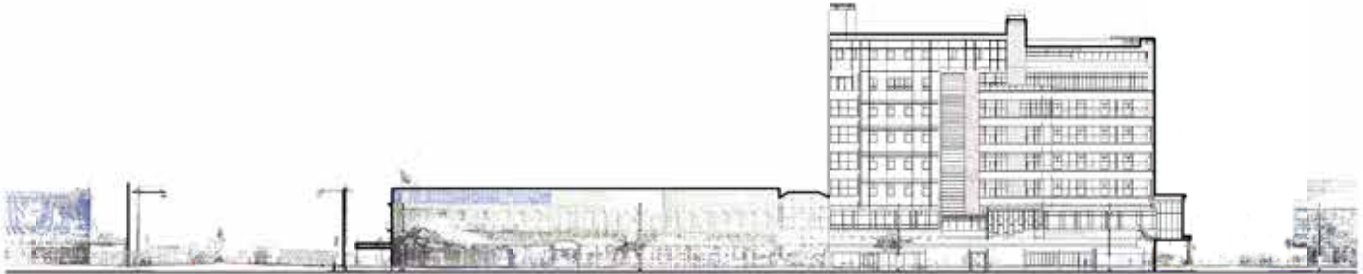


DEE STREET - PROPOSED ORDER

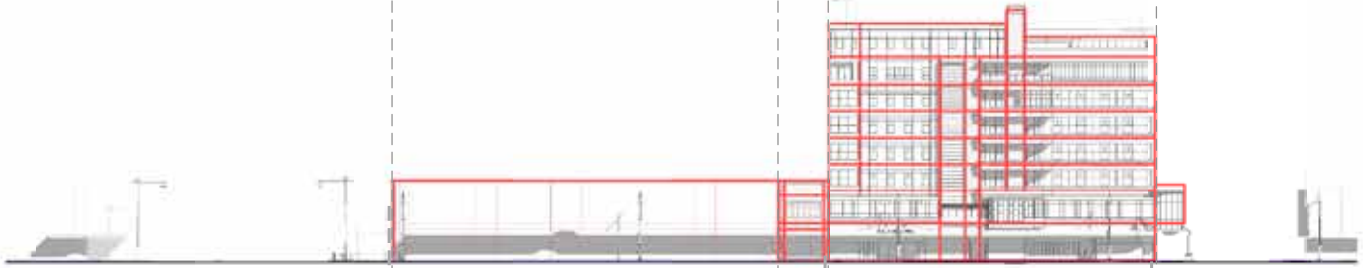
FACADE ORDERING ANALYSIS

KELVIN STREET

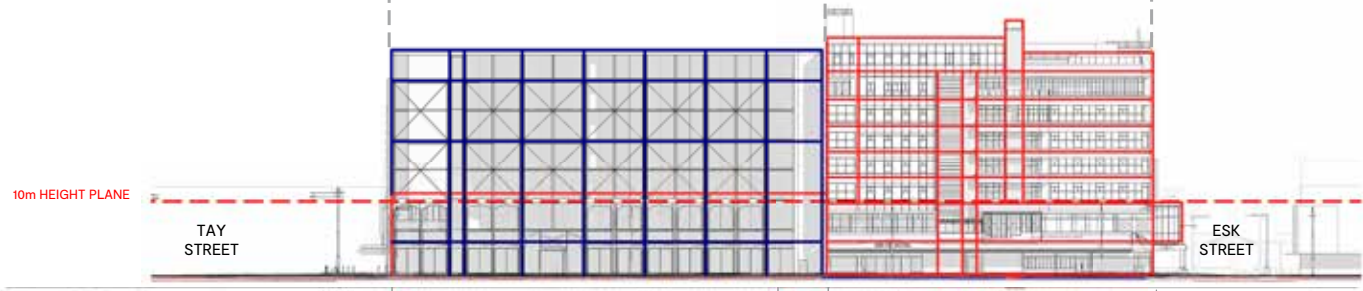
- HERITAGE VALUE**
- LOW SIGNIFICANCE
 - MODERATE SIGNIFICANCE
 - HIGH SIGNIFICANCE
 - HIGH SIGNIFICANCE BUILDING THAT HAS BEEN DEMOLISHED PREVIOUSLY



KELVIN STREET - EXISTING



KELVIN STREET - ORDER



KELVIN STREET - PROPOSED ORDER

DESIGN

PARAPET DATUM HEIGHTS



ELEVATION - ESK STREET

The development has been massed to respond to the district plan requirement to provide 10m built edge datum to Esk, Dee, 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 30m.



SECTION THROUGH ESK STREET

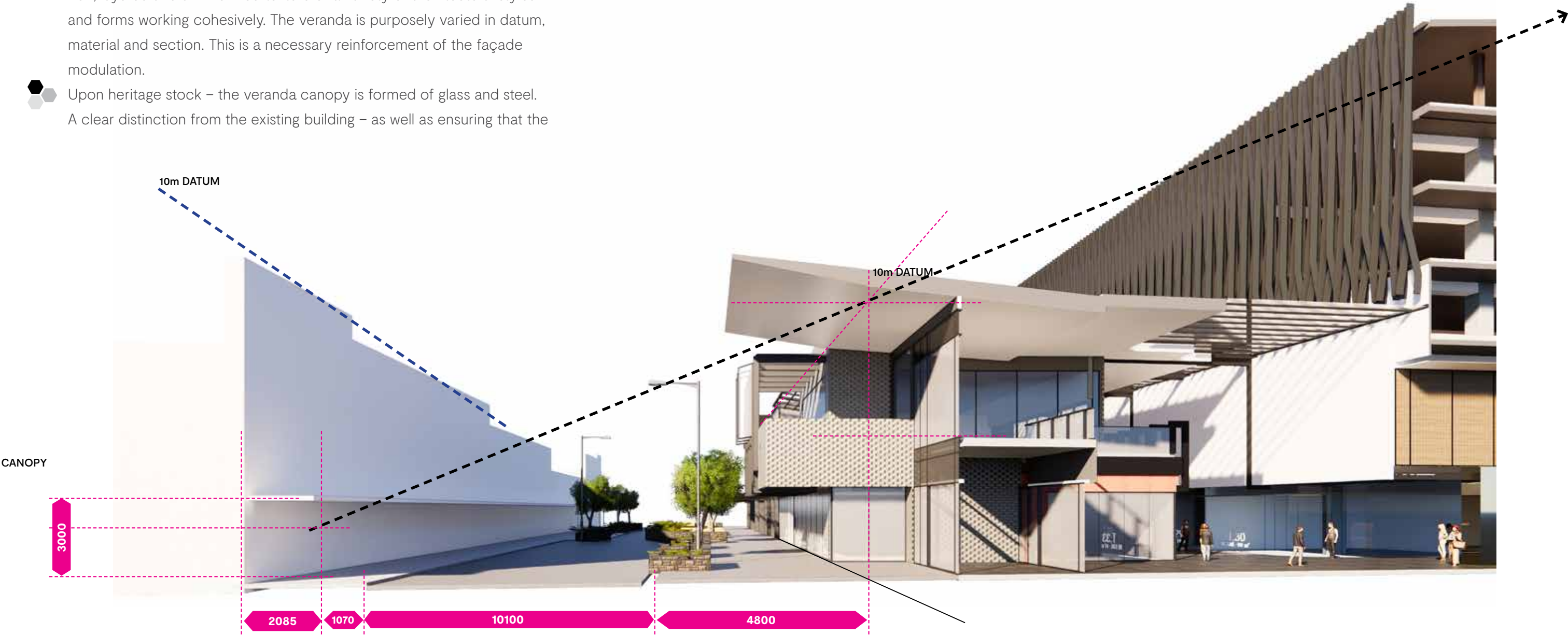
DESIGN

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 proposed 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. 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.

- 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.



SECTION THROUGH ESK STREET ENTRANCE

BUCHAN

Invercargill Central
Resource Consent Hearing

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DESIGN

STREETSCAPE - TAY STREET



SECTION THROUGH TAY STREET

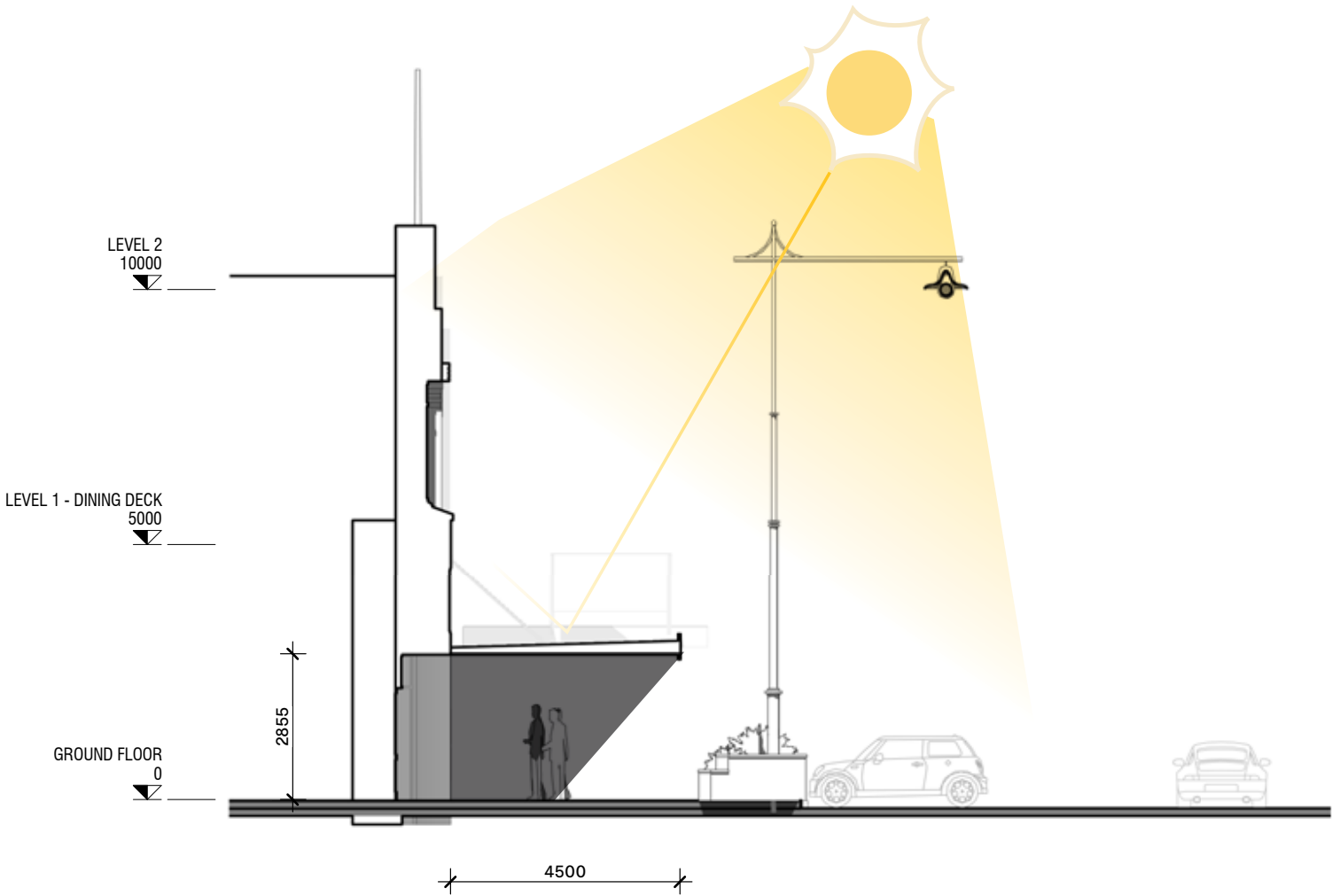
BUCHAN

Invercargill Central
Resource Consent Hearing

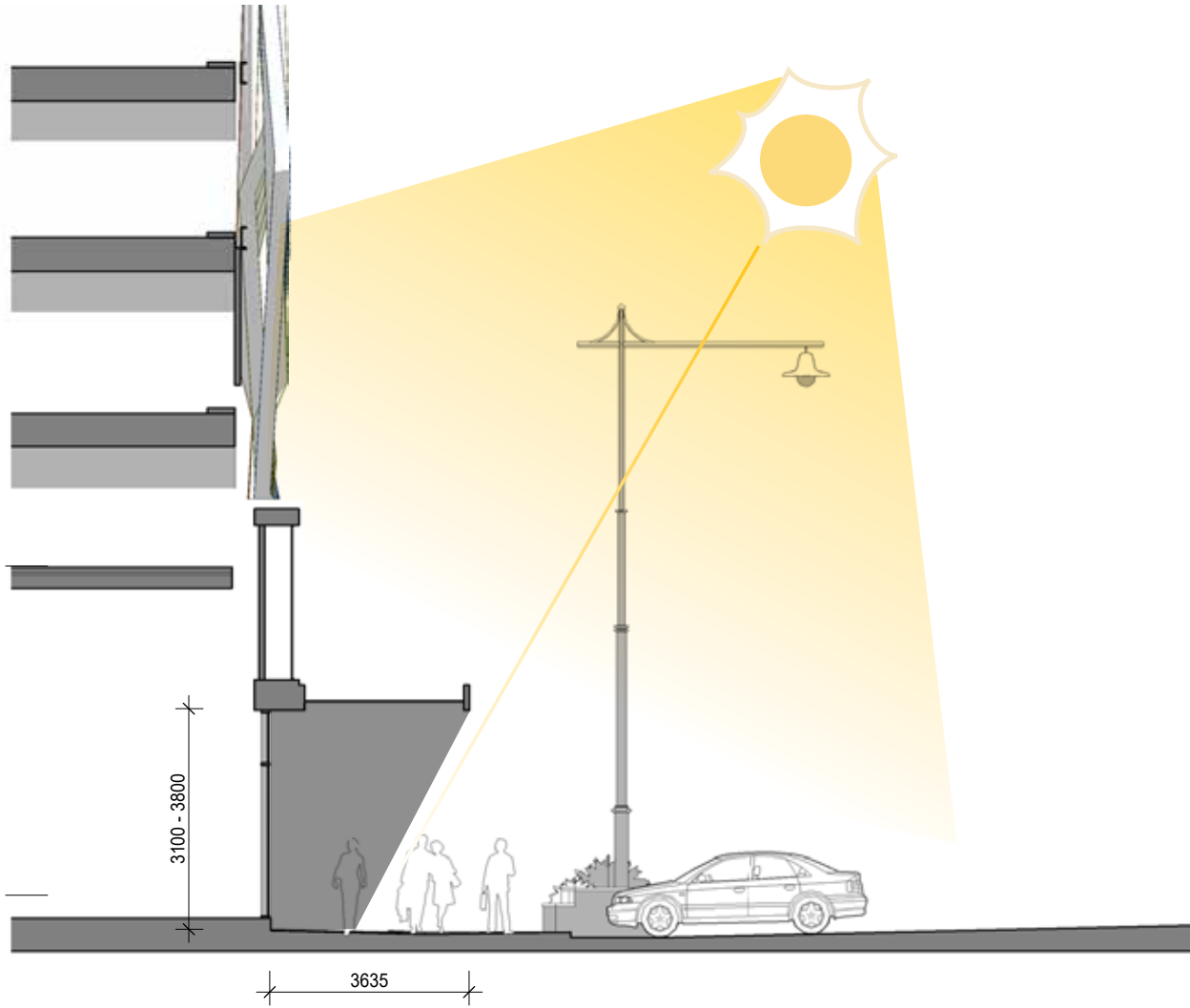
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DESIGN

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

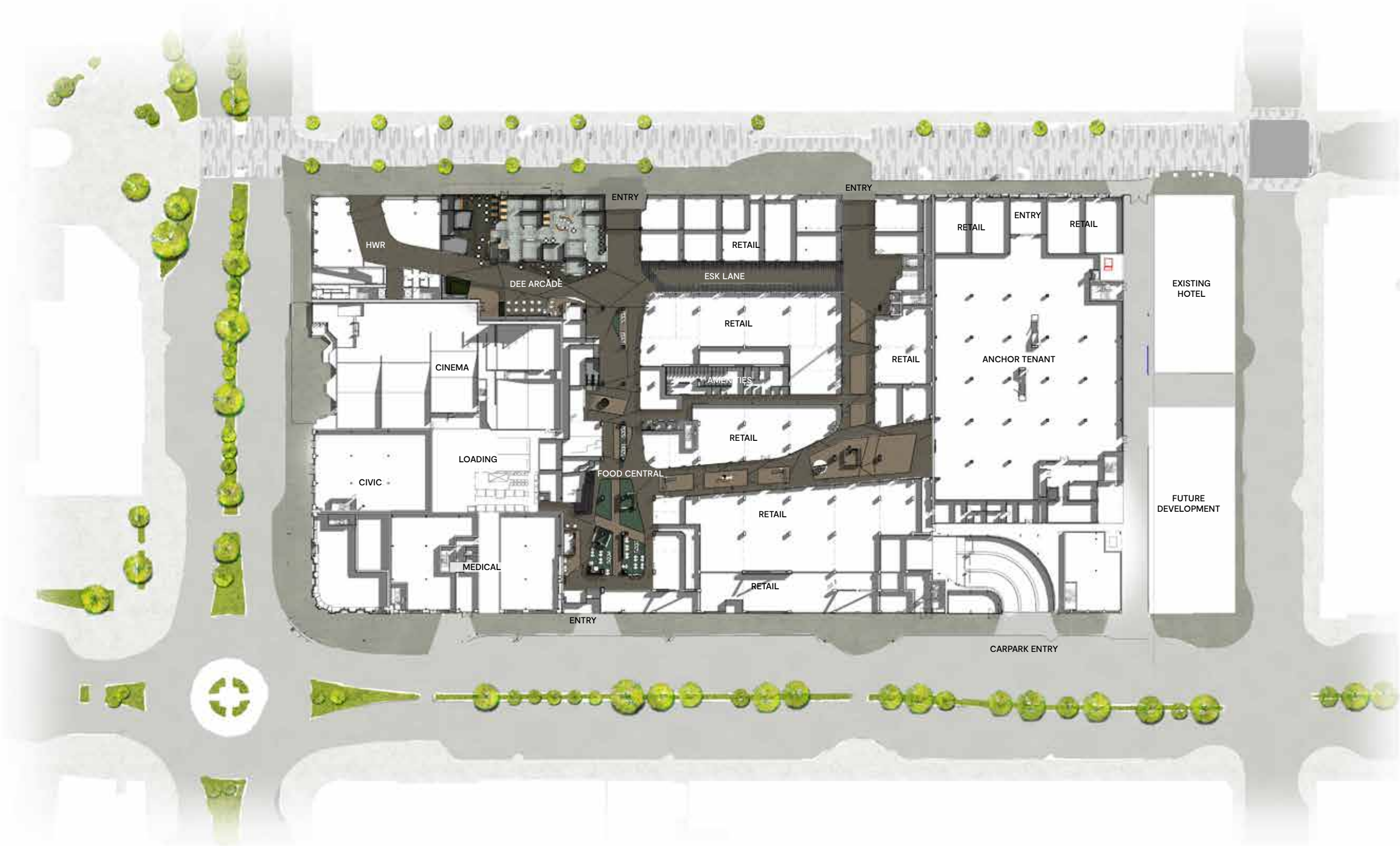


SECTION THROUGH TAY STREET - PROPOSED
Canopy depth has been reduced to allow more light for the south facing street

CONCEPT

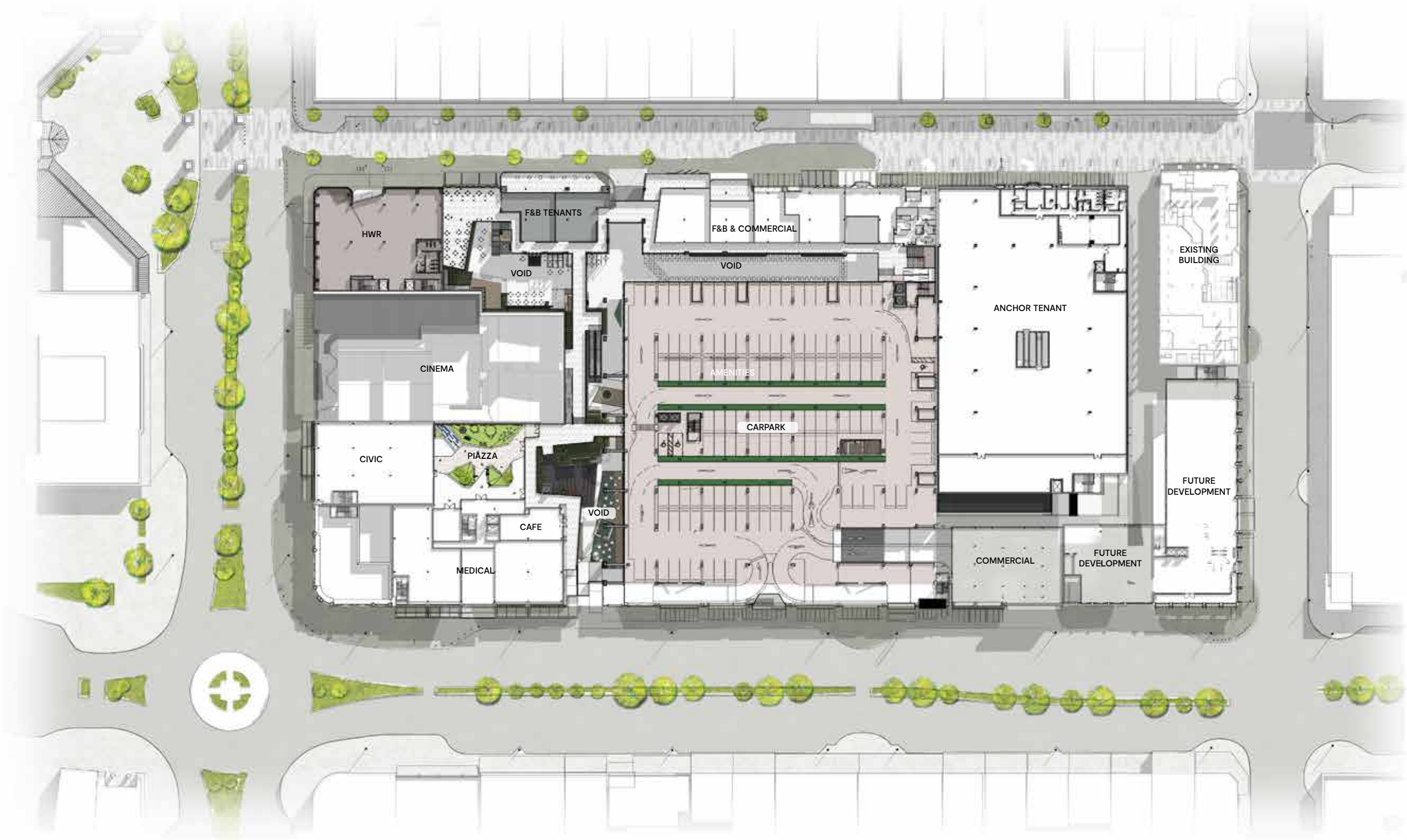
ILLUSTRATIVE MASTERPLAN

LEVEL 00



ILLUSTRATIVE MASTERPLAN

LEVEL 01



ILLUSTRATIVE MASTERPLAN

LEVEL 02



ELEVATIONS

ILLUSTRATIVE ELEVATIONS

ESK STREET



ESK STREET
NOT TO SCALE

MATERIAL

The palette is derived from exploring material selections within the existing block – the traditional brick construction with painted façade, capital details, canopy and veranda design.

Above which at the second storey datum height is a soaring roof blade announcing entrance and identifying the food precinct destination.

The fashion precinct entrance is found through the retained 'Cambridge Arcade' facade.

BUCHAN

Invercargill Central
Resource Consent Hearing

ILLUSTRATIVE ELEVATIONS

TAY STREET



FUTURE DEVELOPMENT EXCLUDED
FROM THIS CONCEPT

TAY STREET
NOT TO SCALE

ILLUSTRATIVE ELEVATIONS

DEE STREET & KELVIN STREET

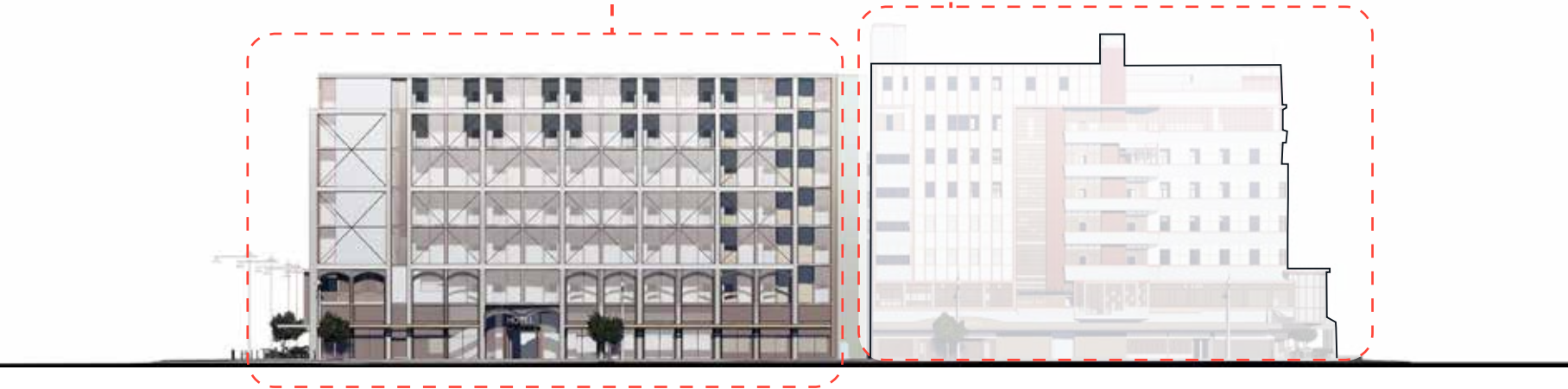
HWR BUILDING UNDER SEPARATE
DESIGN CONCEPT



DEE STREET
NOT TO SCALE

FUTURE DEVELOPMENT EXCLUDED
FROM THIS CONCEPT

EXISTING BUILDING EXCLUDED
FROM DEVELOPMENT CONCEPT



KELVIN STREET
NOT TO SCALE

FACADE STUDIES

FACADE

REFERENCE IMAGERY



FACADE

REFERENCE IMAGERY



FACADE

REFERENCE IMAGERY



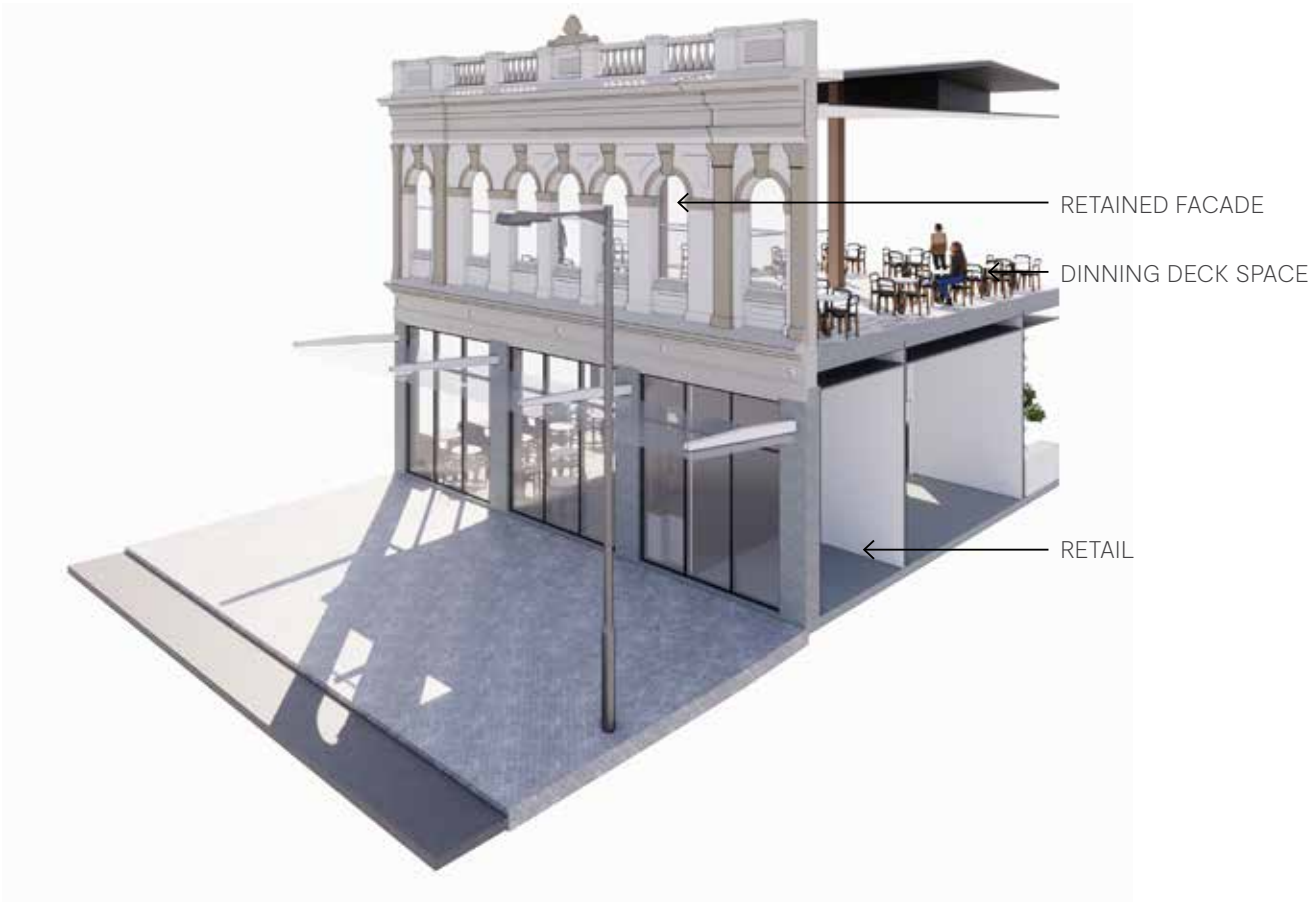
FACADE

REFERENCE IMAGERY



FACADE STUDIES

COXHEAD BUILDING



VISUALISATION



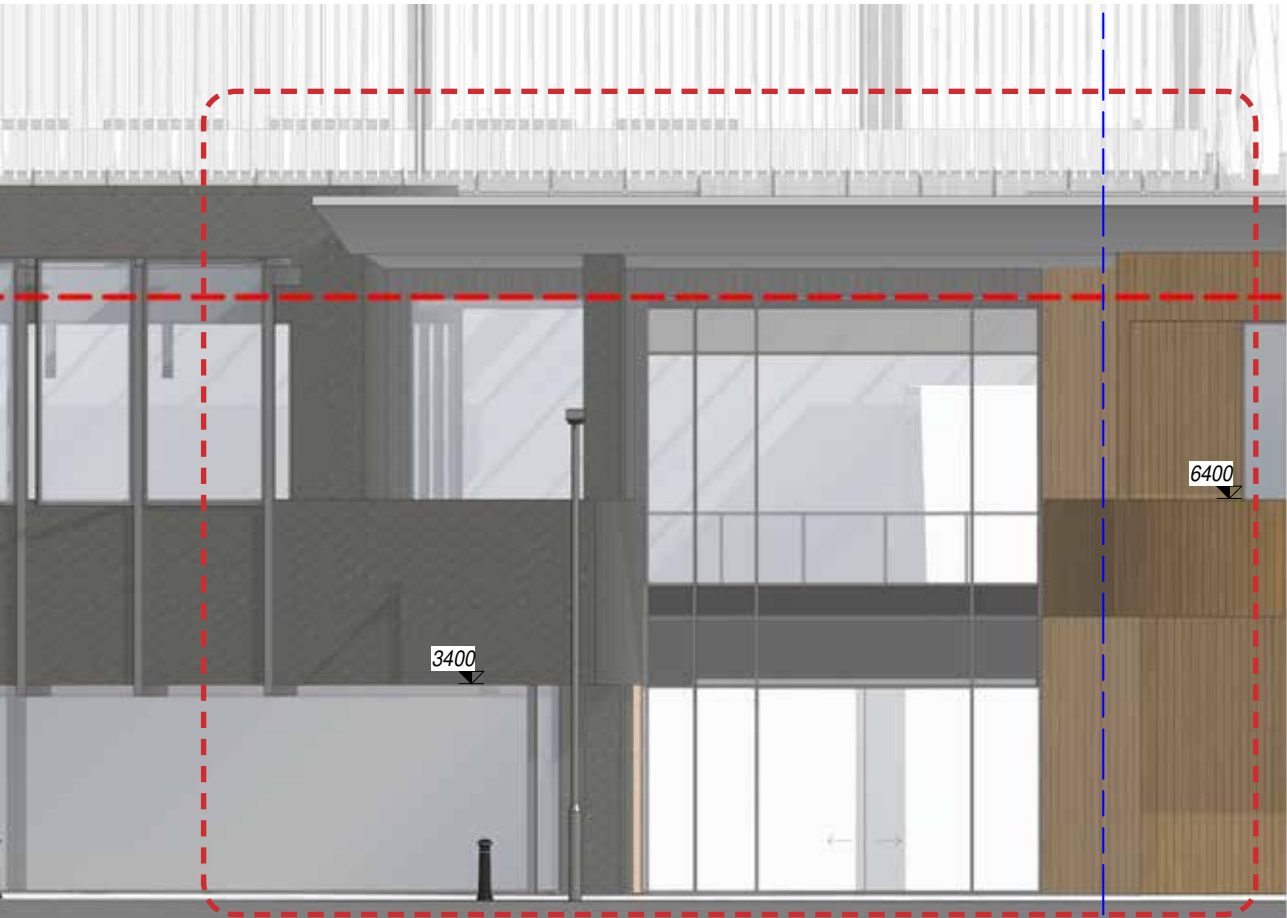
ELEVATION

FACADE STUDIES

ESK STREET - RETAIL ENTRY



VISUALISATION



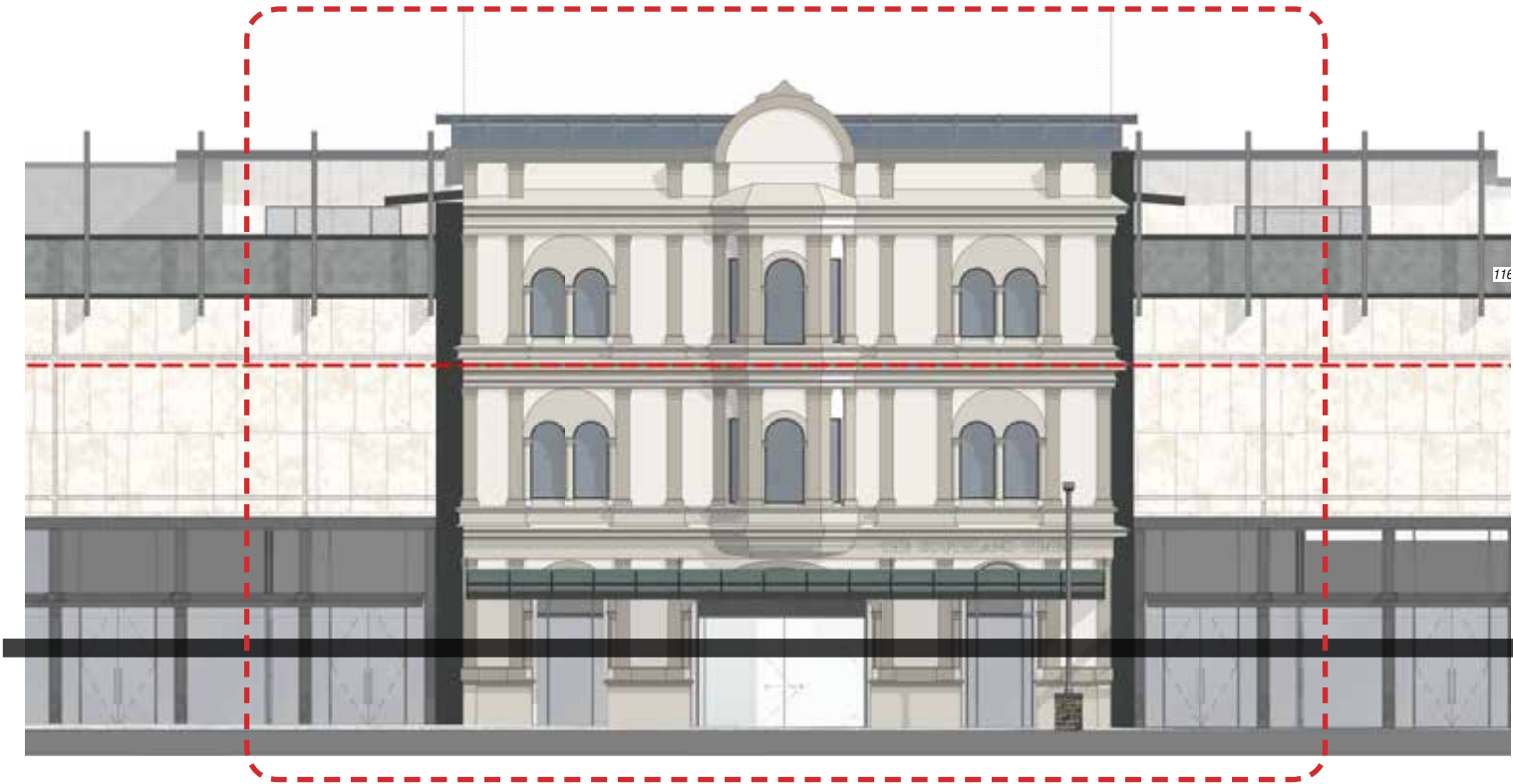
ELEVATION

FACADE STUDIES

ESK STREET - SOUTHLAND TIMES



VISUALISATION



ELEVATION

FACADE STUDIES

TAY STREET - CIVIC PRECINCT



VISUALISATION



ELEVATION

FACADE STUDIES

TAY STREET



VISUALISATION



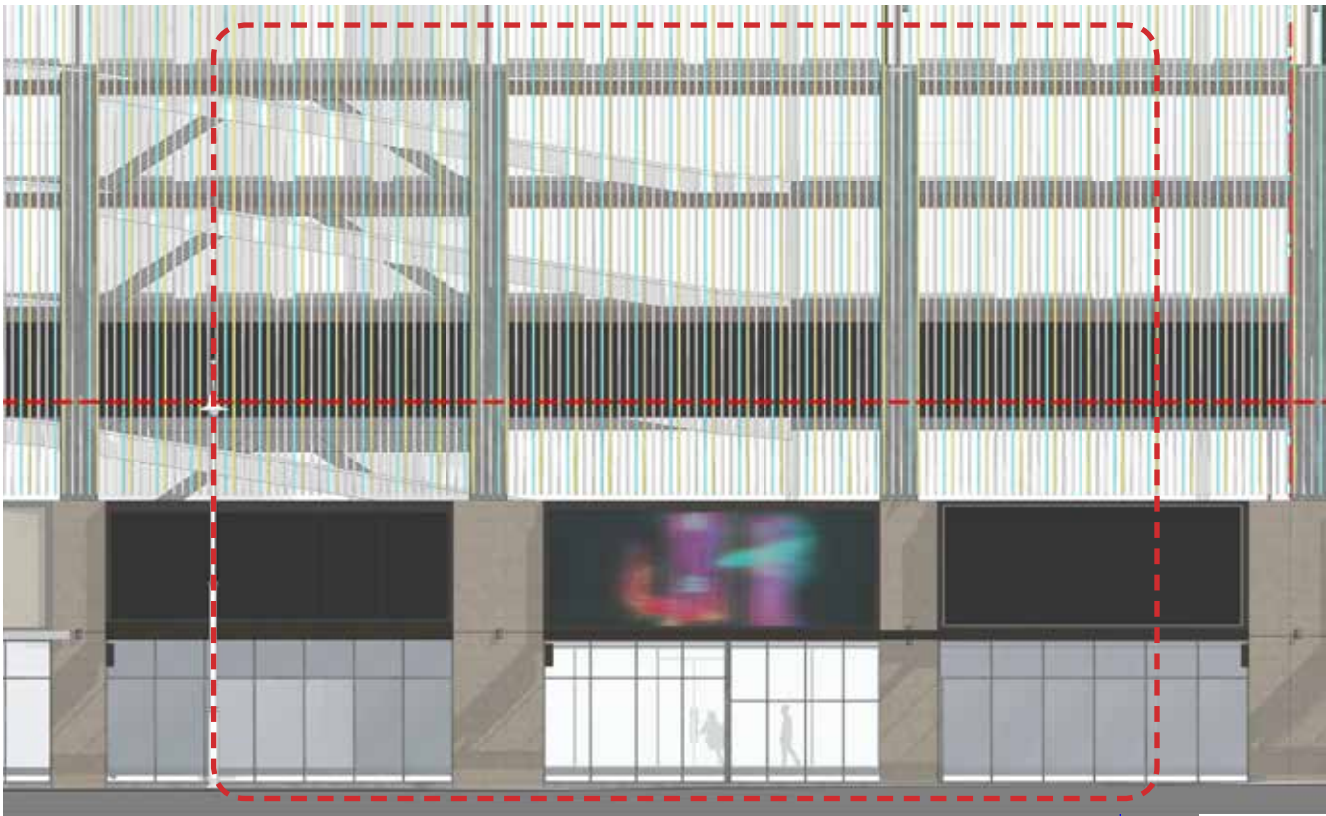
ELEVATION

FACADE STUDIES

TAY STREET ENTRANCE



VISUALISATION



ELEVATION

FACADE STUDIES

TAY STREET



VISUALISATION



ELEVATION



FACADE

ESK STREET ENTRANCE

Invercargill Central
Design Presentation

Buchan
March, 2019

Revision_A



BUCHAN

Invercargill Central
Resource Consent Hearing

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FACADE

ESK STREET

Invercargill Central
Design Presentation

Buchan
March, 2019

Revision_A



BUCHAN

Invercargill Central
Resource Consent Hearing

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FACADE STUDIES

CAR PARK



SOUTHERN LIGHTS

Various images were collated and studied to then apply a pattern which speaks to the southern lights.

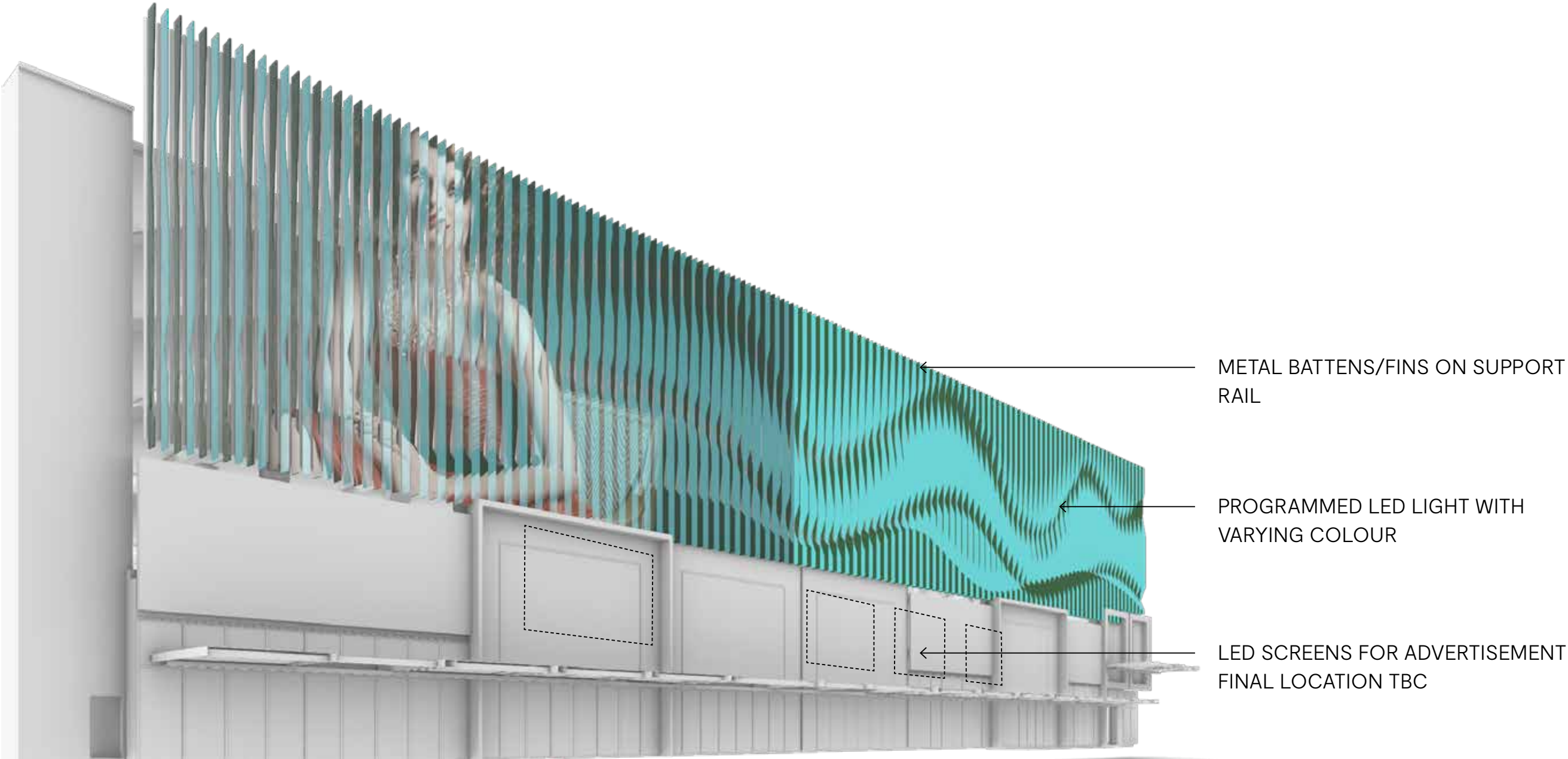


PRECEDENT STUDIES

Studies of precedent facade treatments were undertaken to explore systems that could produce the desired affect.

FACADE STUDIES

CAR PARK



RETAIL ZONE

Shifting Line

Under the aurora of the Southern Lights from the Thomson Mountains of the Southern Alps the Oreti river flows like a shifting line south through wind-parched tussock around the city streets passed the brick and steel water tower to the arctic Foveaux Strait, where the oysters are dredged from their beds.

The interior is characterized by it's shifting lines and faceted plains in both vertical and horizontal directions.

Materials are natural, derived from the surrounding fertile land - stone, timber, fibres, minerals and metals.

Layered textures and muted colours resonate with a shucked oyster shell.

The monochromatic palette gives a cool impression, and is an extension of the architecture and surrounding street scape.



Element / Aurora of the Southern Lights /
Interior & Exterior Perspective



Element / Oreti River / Terrazzite Flooring



Element / Tussock / Timber



Element / Oyster Shell / Rendered Concrete



Image References - Fashion Mall







Image References - East/ West retail lane

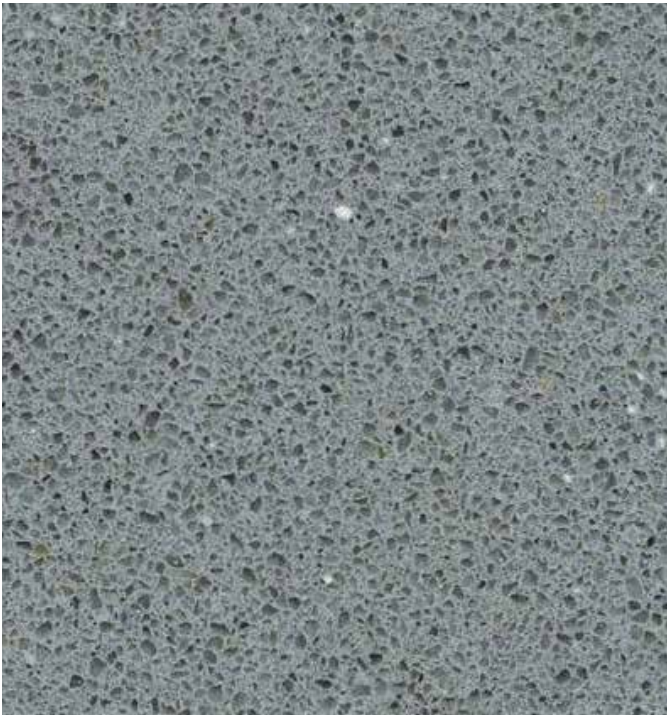






FOOD CENTRAL

Palette / Rugged, Industrial











ESK STREET EATS

Reference Imagery

















CIVIC PIAZZA

Reference Imagery

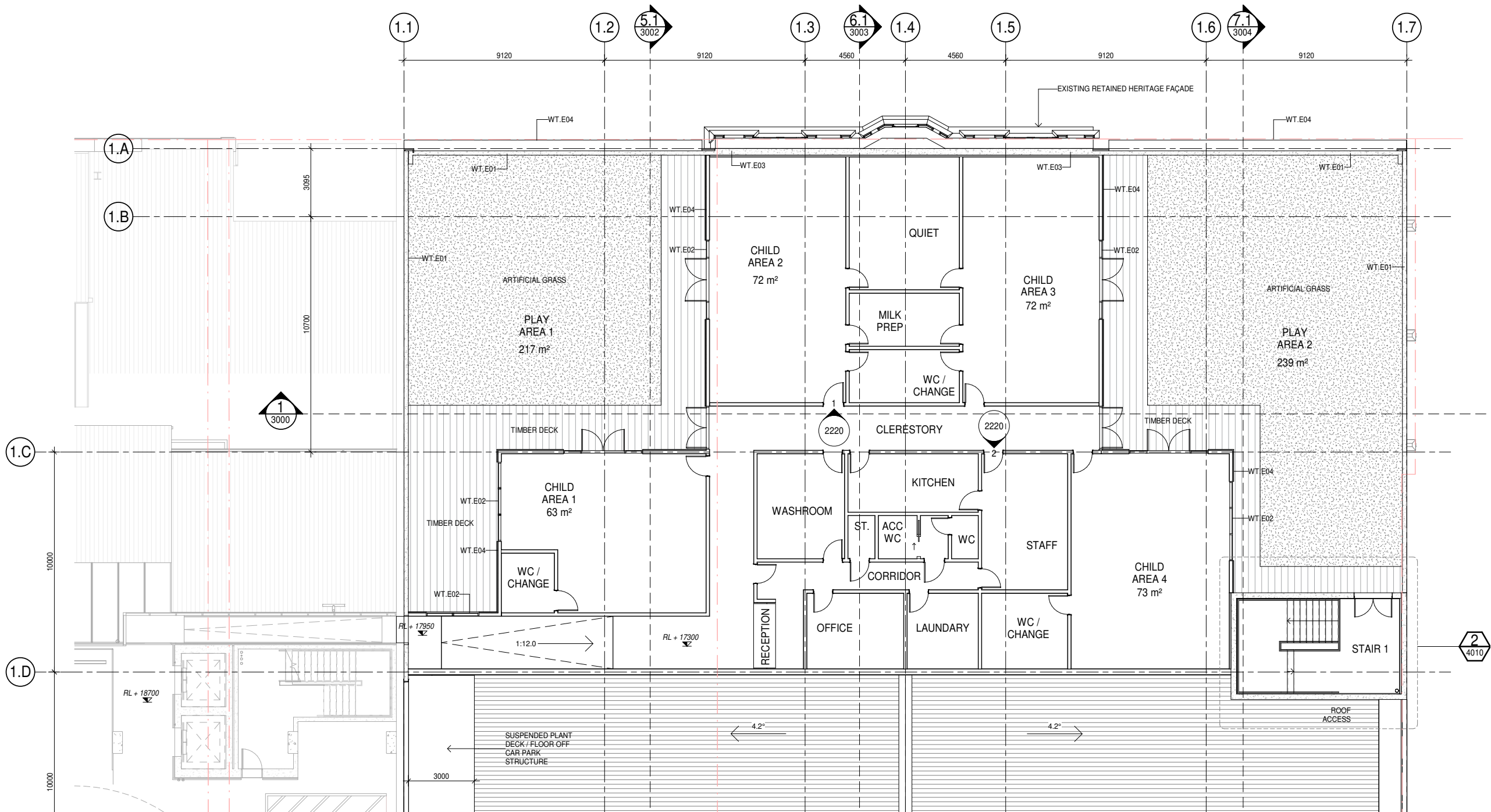


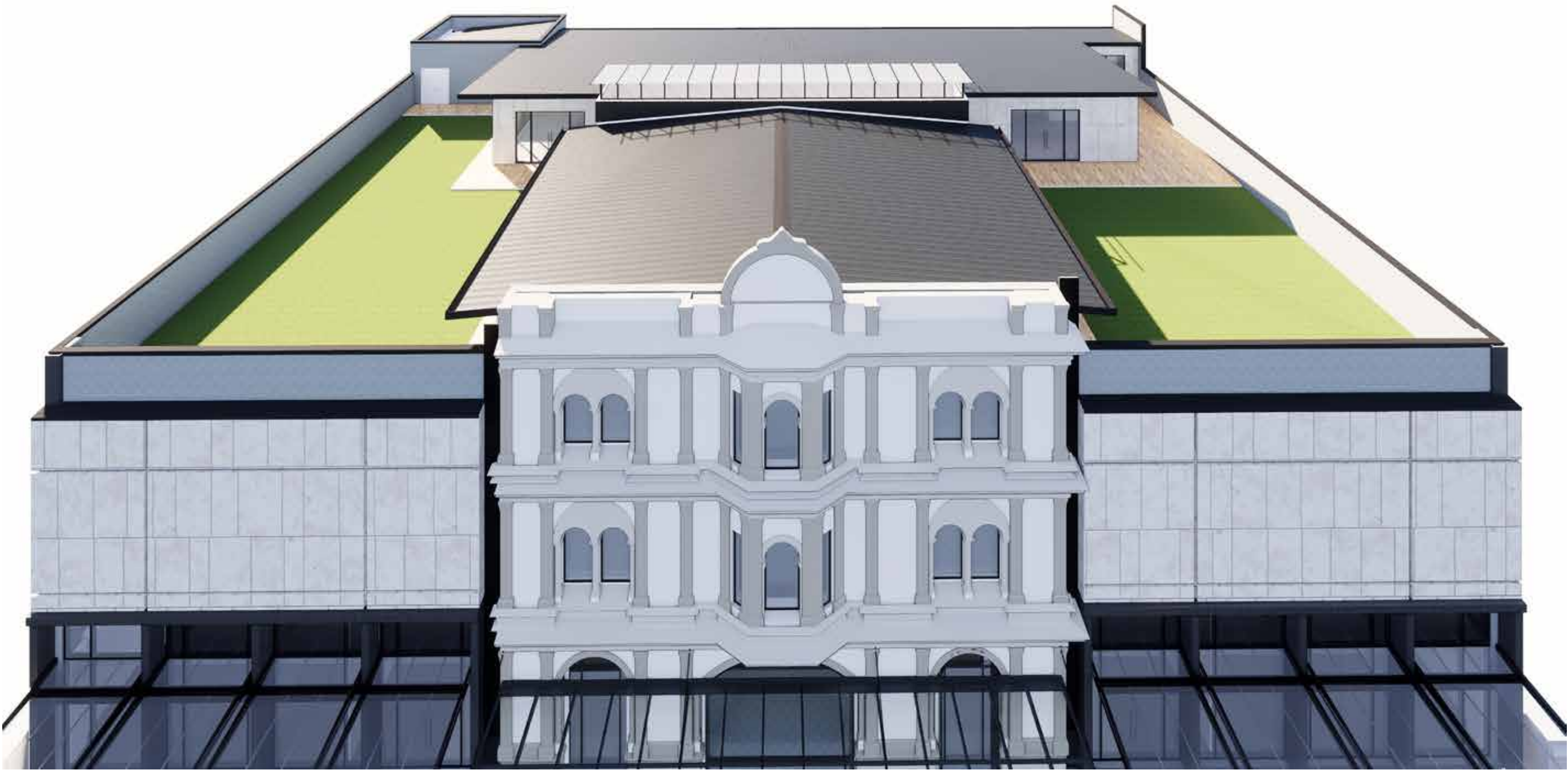






CHILD CARE





VISUALISATIONS

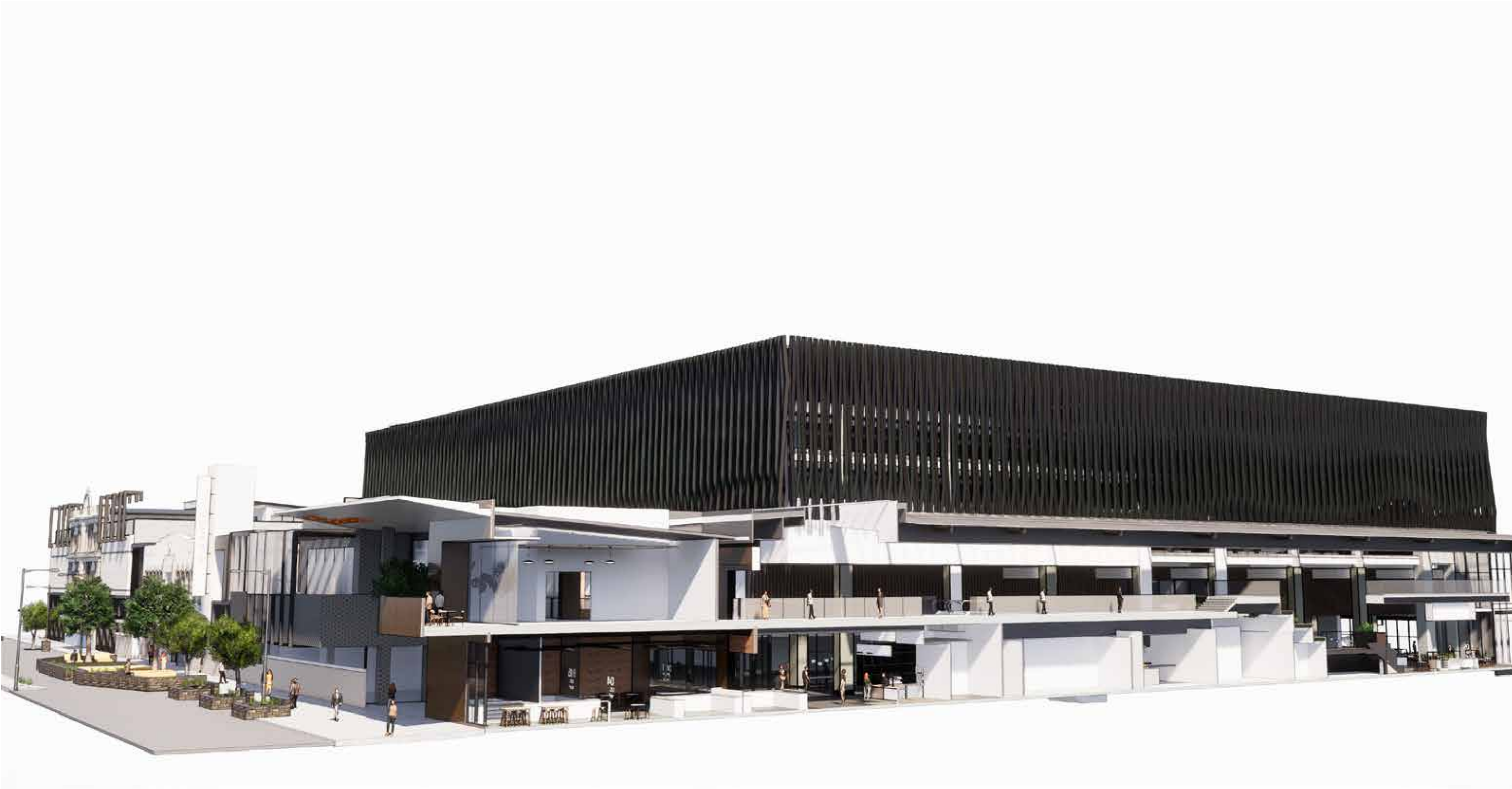
SECTIONAL PERSPECTIVES

FASHION MALL



SECTIONAL PERSPECTIVES

FOOD PRECINCT



SECTIONAL PERSPECTIVES

CIVIC PIAZZA



SECTIONAL PERSPECTIVES

CIVIC PIAZZA



ESK STREET VIEWS







TAY STREET VIEWS







