



Downtown Carpark Site Development

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Architecture & Landscape Report

Prepared for:
Precinct Properties Holdings Ltd

Document Revision Status:
Fast-Track Approval Application, Revision C

21 May 2026

Document Suite

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Date:
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Application Documents:

	A	Proposed Architectural Drawings	○
	B	Proposed Landscape Drawings	○
	C	Existing & Demolition Drawings	○
	D	Architecture & Landscape Report	●
	E	Shading Analysis	○

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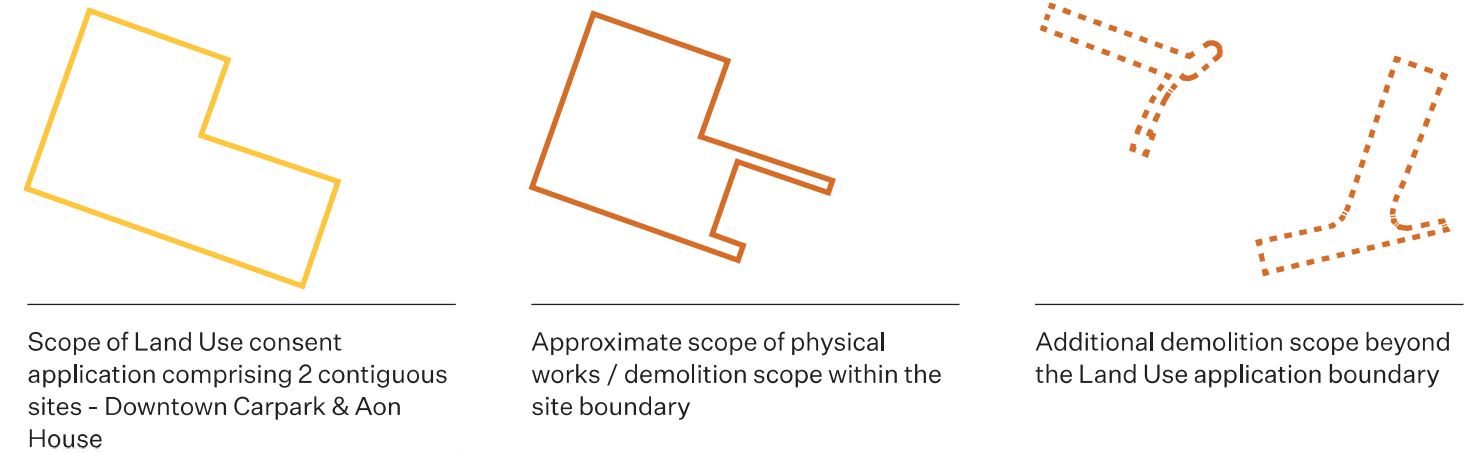
Overview

1.1 Application Scope

The proposed development includes the demolition of the existing Downtown Carpark building (together with the Lower Hobson Street pedestrian bridge and Customs Street West vehicle ramp located within part of the road reserve) and the redevelopment of the site into a mixed-use precinct providing for commercial, residential, hotel, retail, and civic uses. The redevelopment involves three podium buildings, two towers, and four levels of shared basement, as well as new public spaces and laneways that provide connectivity within the city centre. In addition, the proposed development involves modifications to the podia of the existing building, AON House, to facilitate the new laneway network.

For the purpose of this report, the following is noted:

- All parties remain committed to the removal of the Lower Hobson St flyover and this outcome continues to be the primary basis for design development. However, the removal of the flyover is to be led by Auckland Transport and it's removal will be the subject of a separate approval process. As such, our application for Resource Consent places the proposal within the existing street environment inclusive of the flyover.
- Streetscape and public realm outcomes indicated beyond the site boundary are intended to provide a vision for the future which could be enabled by redevelopment of the Downtown Carpark. These spaces will be designed, approved, and constructed by Eke Panuku and Auckland Transport through a separate approval process.
- Our design response highlights the opportunity to connect through the adjacent Precinct owned asset (AON House) to the East of the Downtown Carpark site along Albert Street. As this opportunity is key to achieving the Essential Requirements and CCMP outcomes, the nature, operation and function of these public connections will form part of the Resource Consent application scope.
- Our design response highlights a specific opportunity to establish a new connection through the Precinct owned building at 204 Quay Street through to the viaduct harbour. This remains the aspiration, however due to the complexities of underlying land ownership and related commercial and stakeholder considerations this proposal will be progressed through a separate approval process.





1.2 Design Statement

The proposal is a comprehensive mixed-use development that delivers transformative urban outcomes for the western CBD. The following design statement describes the architectural design intent to be read in conjunction with the drawings and imagery included in this Fast-Track application.

Massing and composition:

- The proposal adopts a tower and podium form, with three podium buildings and two significant towers which are set back from the street boundaries.
- The massing arrangement offers a dynamic twin-tower composition on the skyline, with varying visual relationships from different vantage points around the city.
- Both towers are proportionately slender and oriented to enable visual permeability through the site in the N-S direction.
- Clear visual separation is provided between the two towers from key vantage points and points of arrival into the city.
- The taller of the two towers (T1) is located centrally within the city block and near the southern boundary to minimise adverse effects on its surroundings and to compliment the scale of future developments on sites to the south.
- The shorter tower (T2) is located at the western edge of the site and further north of T1, creating a visual transition of scale down towards the harbour edges.
- Both towers adopt distinctive ‘chamfered’ forms which relate to the Whakairo i te rā narrative, and also respond to the planning framework - enhancing the transition to the waterfront, acknowledging our natural context, and provides sunlight access to St Patrick’s Square.
- Each tower extends the facade vertically at the crown, enabling the proposal to ‘dematerialise’ at the sky interface rather than terminating abruptly, while screening plant and equipment.
- Podium buildings hold street edges and frame laneway entrances which provide uninterrupted public access into the Te Urunga Hau / Urban Room - a significant new covered public space at the heart of the proposal.
- The architecture of the lower levels (inclusive of P3) adopts a more fluid design language responding to the conceptual narrative - Whakairo i te wai which acknowledges the sites relationship to the Waitematā harbour.
- Streetscapes and lanes are highly activated at the ground plane through the provision of retail and lobby spaces fronting the public realm.

Materiality:

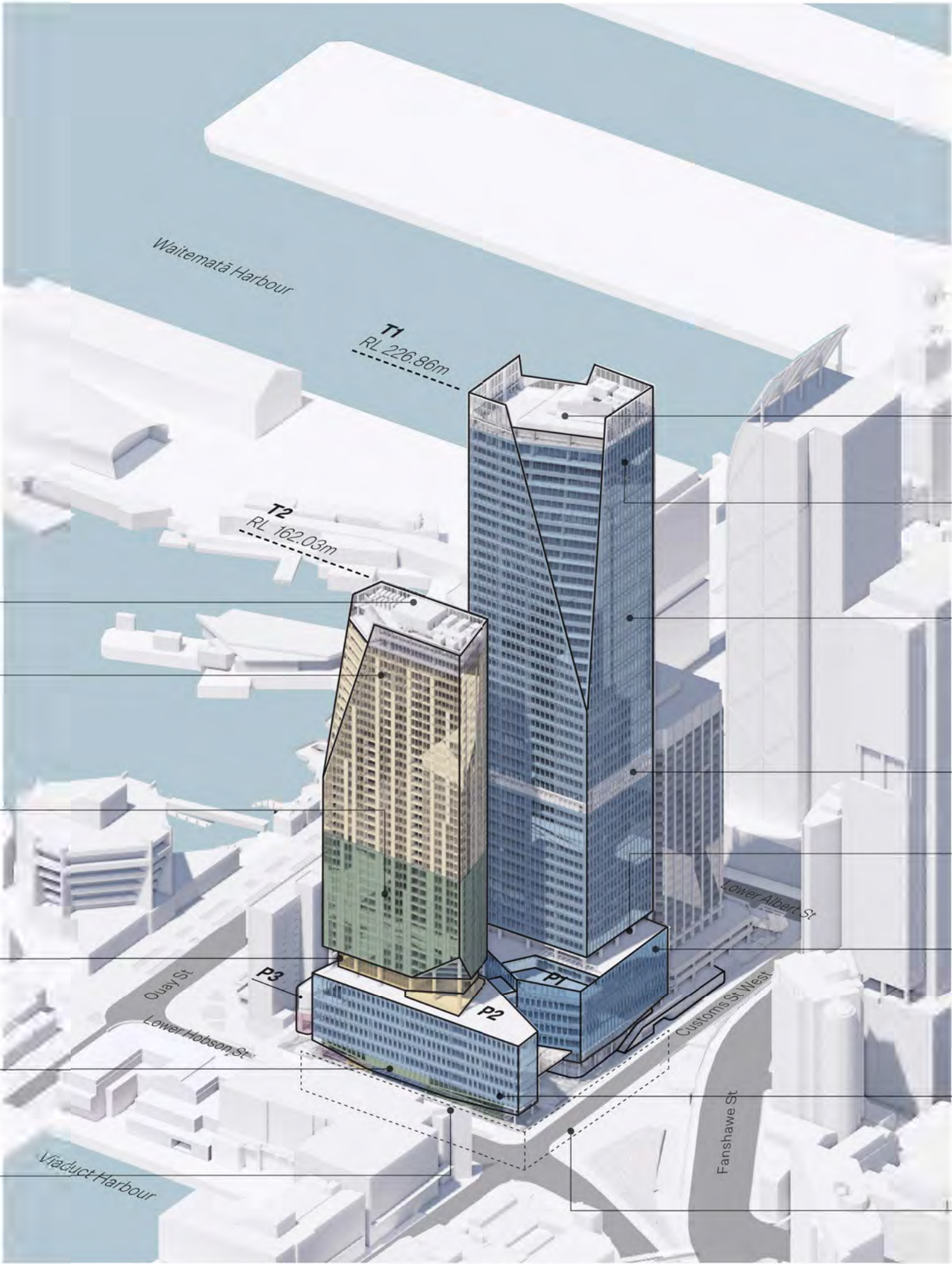
- The overall intent of the proposed material palette across the project is to relate, at a range of scales, to the cultural narrative based on whakairo rakau.
- This approach anticipates an overall vertical graduation across the project, with lower podium levels generally expressing greater depth and tactility, and upper levels becoming progressively more ‘smooth’ and glazed.
- The towers are proposed as a unitised curtain wall facade typology with powdercoated aluminium panels and frames.
- Both towers incorporate depth of expression through external aluminium fins and frames which create a vertical grain to the facades, an enhanced reading of solidity when viewed obliquely, and establish a second order of horizontal expression (triple-height to T2, and double-height to T1).
- The tower forms are differentiated on the skyline through colour. T1 adopts a neutral gray colour palette, while T2 adopts a warm bronze expression. The solid elements are anticipated to be a of a more ‘matte’ finish in contrast to the typical reflectivity of glazing.
- The T2 facade includes a range of strategies supporting residential occupation and expression - traditional balconies, juliet balconies, and wintergardens are deployed across the building according to environmental requirements.
- The facade expression and materiality of T2 is consistent for both hotel and apartment floors, with subtle differences according to the needs of each programme. A cultural narrative led to a staggered visual language for T2 which offers visual variation around the building and flexibility in the location of solid elements in relation to internal layouts.
- Podium buildings adopt a unitised curtain wall expression with integrated solid elements and projecting fins. The facades adopt a double height and staggered elevational order referencing the cultural narrative of Whakairo i te ringa. The materiality of these solid elements is intended to be tactile and textured, responding to the overall materiality strategy.
- The ground plane design seeks to create a reading of ‘public space’ through architectural strategies deployed at a range of scales. Facades (inclusive of P3) are intended to be textured and tactile with the potential for integrated artwork.
- The canopies and the glazed roof to the urban room are envisaged as conceptually secondary or neutral - and are conceived as simple ‘light-touch’ responses to the structural and technical requirements of the spans and required coverage.

1.3 Scheme Composition

The following diagram summarises the area, programme, and massing composition of the development proposal.

127,500	Approximate Overall GFA (m2)
87,000	Approximate Office GFA (m2)
14,100	Approximate Hotel GFA (m2)
23,200	Approximate Residential GFA (m2)
160	Residential Apartments
200	Hotel Guest Rooms
55	T1 Tower Levels (incl. podium)
45	T2 Tower Levels (incl. podium)
454	Basement Carparks
3,450	Approximate new public realm within the site

Plant / Lift Overrun Levels 42, 43 (2 Floors)
T2 Residential Levels 20-41 (22 Floors) 23,240m² GFA 160 Apartments Lobby at Level 00
T2 Hotel Levels 8-19 (12 Floors) 14,090m² GFA 200 Hotel Rooms Lobby at Level 00
T2 Resi Amenity/Plant Levels 7, 7m (2 Floors)
P2 Hotel Amenity/Plant Level 1 (1 Level)
P1, P2, P3 Retail and F&B Levels 00/01 (2 Floors) 1,180m² GFA



Commercial
Residential
Hotel
Retail
Plant / Lift Overrun Level 51-53 (3 Floors)
Plant Level 50, (Part Floor)
T1 Office Levels 9-50 (42 Floors) 63,500m² GFA Lobby at Level 00/01
Plant Levels 21,22, (2 Part Floors)
Plant Levels 8, 8M (2 Floors)
P1 Office Levels 3-7 (5 Floors) 13,780m² GFA Level 00/01 Lobby Level 00/01 Meeting Suites
P2 Office Levels 2-6 (5 Floors) 8,670m² GFA Ground Floor Lobby
Basement Carparking/Plant Levels B1-B4 (4 Floors)

1.4 Cultural Narrative & Hierarchy

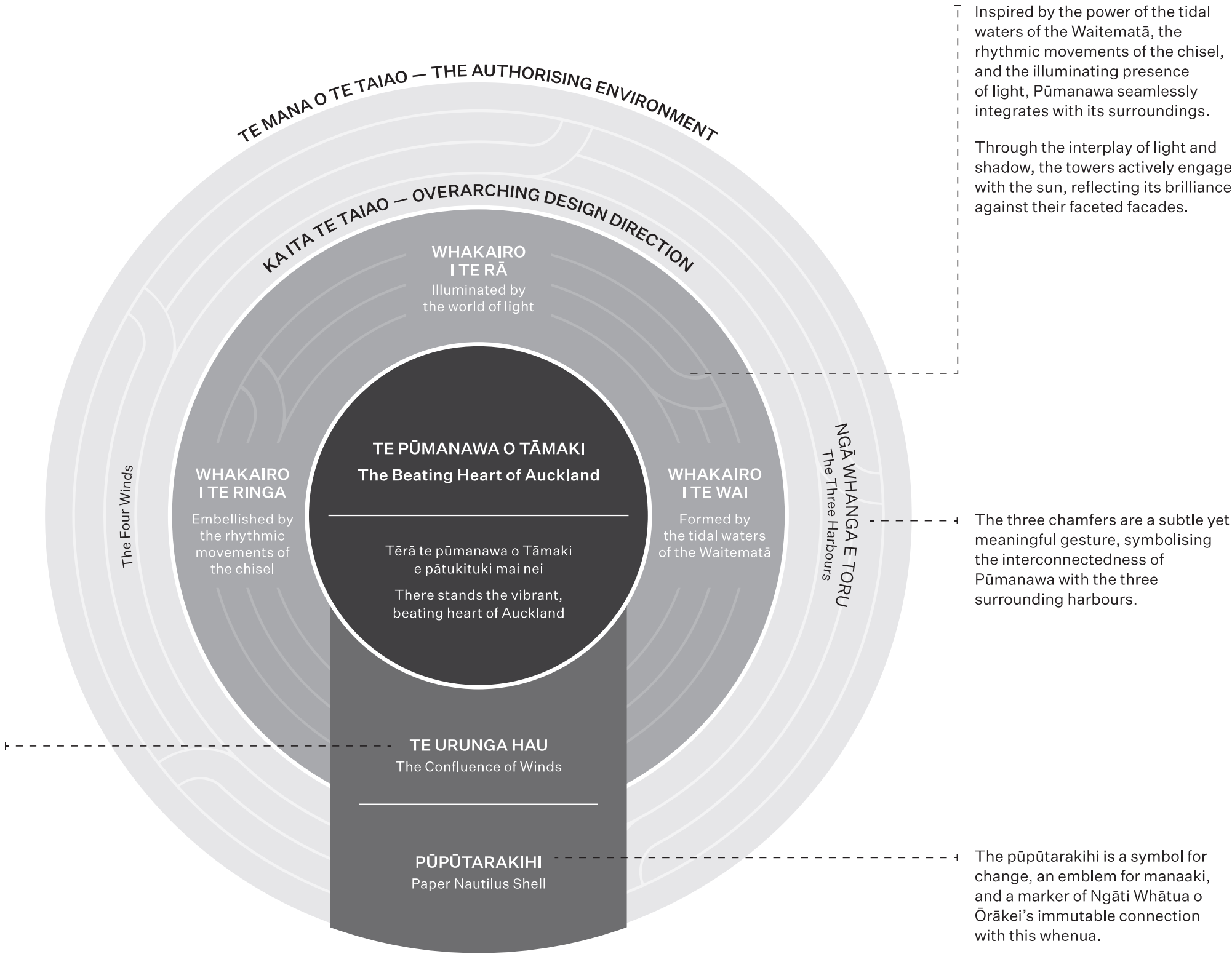
The design of the architecture and landscape is guided by cultural narratives developed in collaboration with Haumi & Ngāti Whātua Ōrākei.

Te Pūmanawa o Tāmaki reflects the interconnectedness of humanity and the natural world, energised by the heartbeat of the land.

Locally inspired and intimately connected to place, the towers pronounce skywards, drawn from within the land but speaking to the world.

The adjacent diagram summarises the cultural narratives and the hierarchy in which they are deployed within the project.

Te Urunga Hau acknowledges the vibrant and diverse communities that breathe life and vitality into this space, through thoughtful programming and connection.

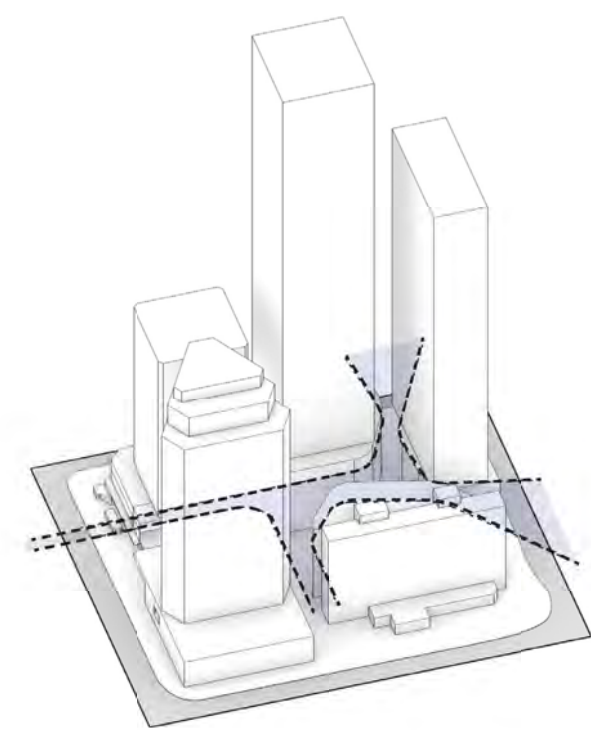


1.4 Cultural Narrative & Hierarchy

The iho or unifying idea draws from the vision statement. It’s purpose is to bridge and materialise the conceptual framework into form. Inspired by the ancient Māori tradition of Whakairo (carving), the iho has three parts:

- Carved by water
- Carved by hand
- Carved by light

He mea whakairo,
e te wai

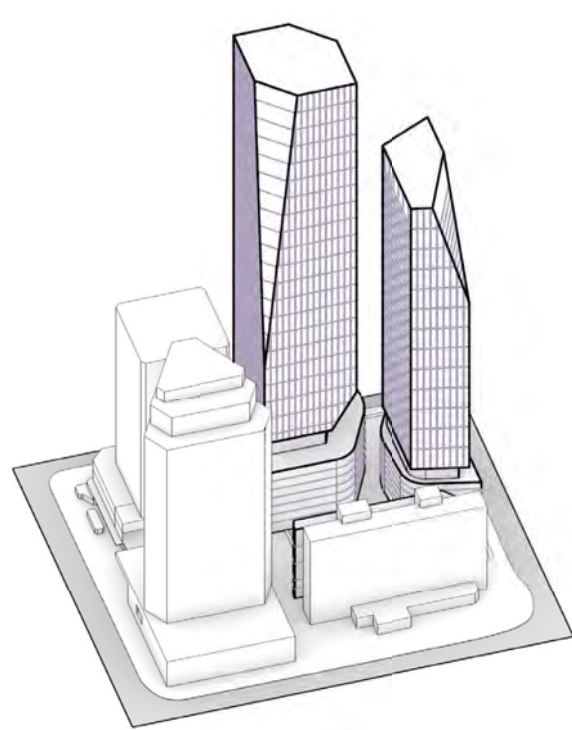


Formed by the tidal waters of the Waitematā.

A reference to the foreshore, the reclaimed land, the original edge and the inherent forces of the Waitematā.

Ground levels of the proposed development are enclosed in curvilinear geometries that draw from the idea of erosion and flowing water, referencing the history of the land as being reclaimed from the ocean. This conceptual approach delivers a distinctive public realm experience through soft, recessed building edges and organic landscape arrangements.

E te ringa

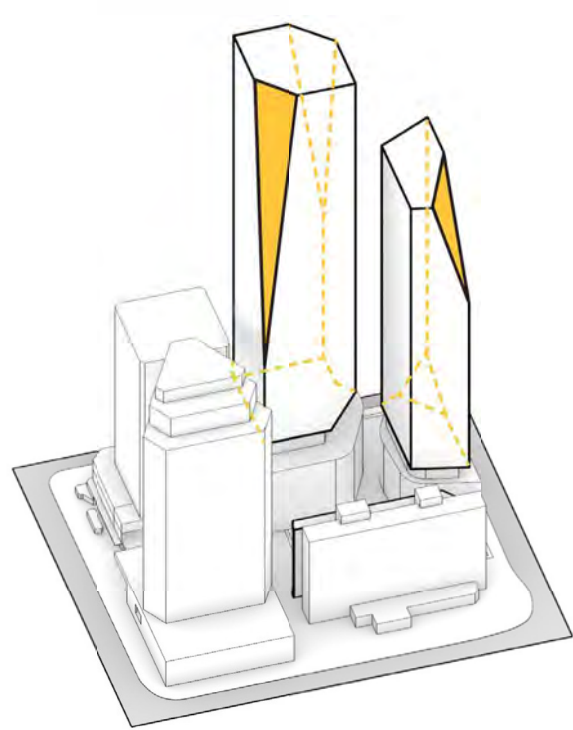


Embellished by the rhythmic movements of the chisel.

A reference to human interpretation and response. A reminder that humanity is critically connected, to and of the natural world.

Facades of the proposed development are expressed with depth and texture rather than a smooth glazed skin, likened to the forming of a carving with a tōki (adze). This enables a ‘crafted’ reading of building forms and increased solidity when viewed obliquely. Texture, depth, and shadow are more pronounced at lower levels of the development, becoming more refined and smooth as the building forms ascend vertically.

E te rā, ā, ka ita i te
taiao



Illuminated by the world of light, galvanised by the natural world

Light provides life (Te Ao Mārama) and colours the forms, galvanising them back into the natural world.

The tower forms respond at the scale of the city to solar control planes, enabling sunlight penetration deep into the site. The carved planes also enable the project to acknowledge its wider physical and cultural context - with the three primary chamfers conceptually making reference to the waters of the Kaipara, Manukau, and the Waitemata. The reflected sunlight in the glass planes acknowledges the energy created by te ara o te rā (the stations of the sun), and figuratively animates the building.

1.5 TAG Recommendations Summary

Downtown Carpark Site Development has been through a rigorous review process carried out by the Technical Advisory Group (TAG) at Eke Panuku involving four formal sessions and two workshops. Following the final presentation on 10th May 2024, TAG issued official recommendations in support of the proposal, stating that it demonstrates “a high level of urban design quality and resolution” and that “all of the major urban design issues have been convincingly addressed.” Below is a summary of key outcomes extracted from the TAG Recommendations document. We have included comments on how these recommendations relate to the FTAA Scheme on the following page.

A1: Objectives and Policies regarding urban form:

- TAG considers that the basic form of the proposed development – two relatively slender towers above a podium that defines street edges and frames laneways – is a generally sound response that realises the development potential of this part of the city (and the benefits that it brings), together with the need for a well-designed contribution to the city’s skyline, for appropriate scale at street edges, and the provision of through-site pedestrian routes that would significantly enhance the permeability of the block.

A1.1 Objectives:

- The development is located in the Business - City Centre Zone and is considered by TAG to support each of the six objectives for this zone, the most pertinent being Objective H8.2(8): Development in the city centre is managed to accommodate growth and the greatest intensity of development in Auckland and New Zealand while respecting its valley and ridgeline form and waterfront setting. TAG considers that the proposed built form skyline respects the ridge and valley form, being aligned with the Federal Street ridge and opposite what was known as the Nga u Wera headland.

A1.2 Policies:

- The Unitary Plan contains 22 policies for Business Zones, of which 14 relate to all Business Zones and 8 relate specifically to the Business - City Centre Zone. Of the 14 general policies, two (#8 and #14) do not apply to the City Centre zone and the remainder would appear to be met by the proposed development, subject to further assessments in regard to the provisions of policy 11 [wind and glare effects on public open spaces].

A1.3 The transitioning of building height and development densities down to neighbourhoods adjoining the city centre, and to the harbour edge:

- The lower height of Tower T2 in relationship to T1 achieves an effective visual transition in building height in north-south and east-west directions while at the same time being of sufficient height to visually “bookend” the City Centre when viewed from the harbour.
- The majority TAG view is that the proposal, due to its location and its design responses, successfully meets this policy.

A1.4 Harbour Edge Height Control Plane:

- TAG recognises that the design proposals infringe this standard by a substantial extent, but notes that a number of factors contribute to minimising the effect of this infringement.

A1.5: Minority view in regard to proposed tower heights:

- A minority view held by TAG Panel member Richard Blakey considered that the towers were too high.
- The above view was not shared by other TAG members

A2. Objectives and Policies regarding the public realm

- Policy 33 requires building and development of the highest quality that contributes to the city centre’s role as an international centre for business, learning, innovation, entertainment, culture and urban living. TAG considers that the proposed development is consistent with this policy and achieves a level of urban design quality comparable with recognised international precedents, while also responding to the

distinctive context of Tamaki Makaurau.

- Policy 34 requires building frontages along identified public open spaces and streets to be designed in a way that provides a sense of intimacy, character, interest and variation, and enclosure at street level. TAG considers that despite the challenging conditions of the block, the proposal will provide an integrated network of lanes, activation of the periphery street frontages, a high quality central public place, and opportunities for artwork that is well integrated with the architecture.
- Policy 35 requires the demolition of buildings and structures to avoid, remedy or mitigate significant adverse effects on the pedestrian amenity of the city centre and the safety and efficiency of the road network. TAG considers that the existing carpark building presents significant adverse effects on pedestrian amenity and that its removal and replacement with the proposed development will transform pedestrian amenity in this part of the city. TAG observes that part of this anticipated amenity derives from the proposed integration of the on-site pedestrian network with the street-based network.

A3. Objectives and Policies for the Downtown West Precinct

- Policy 1: Enable and encourage a diverse range of activities within the precinct including residential (including visitor accommodation), commercial, recreational, temporary activities and events.
- Policy 2: Encourage an integrated network of attractive streets, lanes and pedestrian connections to improve pedestrian permeability and accessibility through the precinct and support the transport interchange function of the area.

- Policy 3: Provide for an interconnected network of high quality public open spaces and publicly accessible spaces which vary in form and function in highly accessible locations within the precinct that are activated by uses around their periphery.
- TAG considers that the proposed development achieves all three of these policies. TAG notes that the proposed network of pedestrian connections departs from that indicated in the City Centre Masterplan and in the development standards for the Downtown West Precinct Plan, and that these departures have been discussed in detail with the consultants at several TAG reviews.

A4. The implications of the Objective and Policies for the Public Realm in regard to permeability and legibility of circulation:

- TAG considers that [the east-west and north-south connectivity within the development and within the wider urban context] will offer a high level of permeability and legibility.

A5: Summary Comment

- With the exception of the Harbour Edge Height Control Plane standard, and the specific details of the standards relating to through site links, TAG concludes that the Reference Design is in general compliance with the relevant Unitary Plan development standards and gives effect to the Objectives and Policies relevant to urban design matters.

1.6 TAG Approved Scheme Comparison

The preceding TAG comments relate to a prior iteration of the scheme. While noting a range of subsequent modifications at a detail level, we consider that the quality, scale, and composition of the scheme remains broadly consistent. A skyline image of the TAG approved scheme is provided for comparison with the FTA scheme, which shows that the schemes remain highly consistent at a macro scale.



TAG Approved Scheme (Resource Consent)

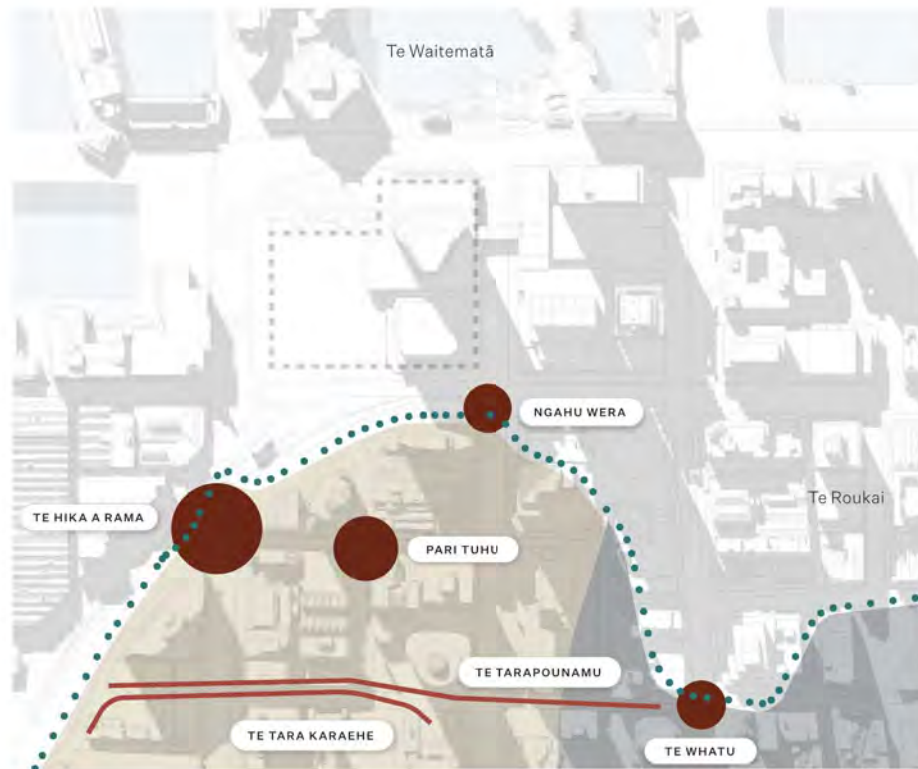


Fast-Track Approval Application Scheme

Podium & Public Realm

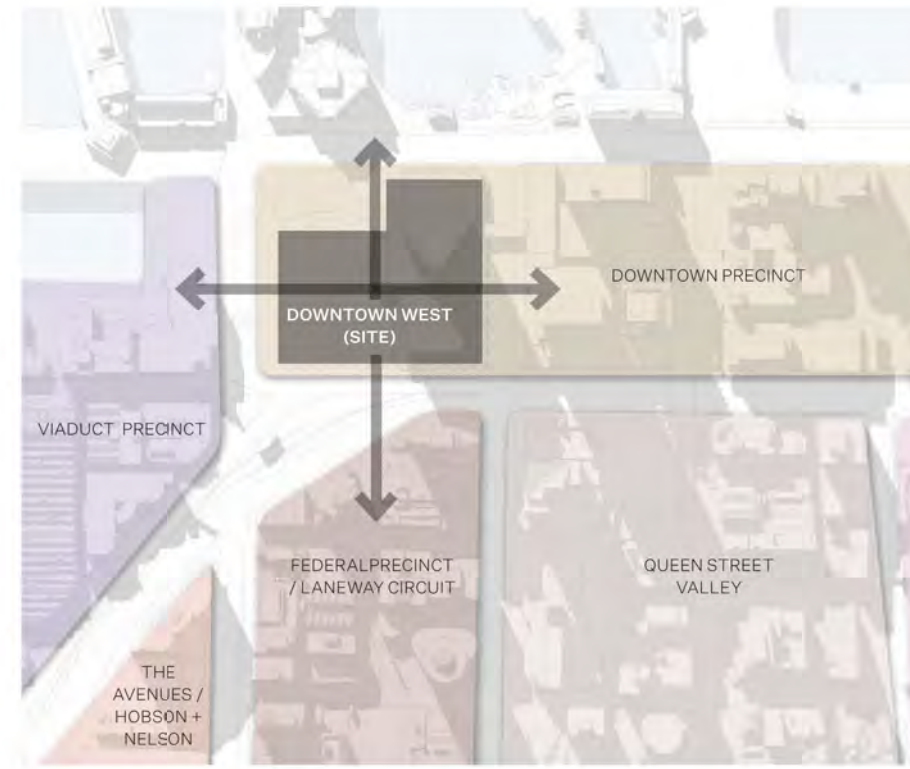


2.1 City Connectivity & Context



Cultural + Landscape Context

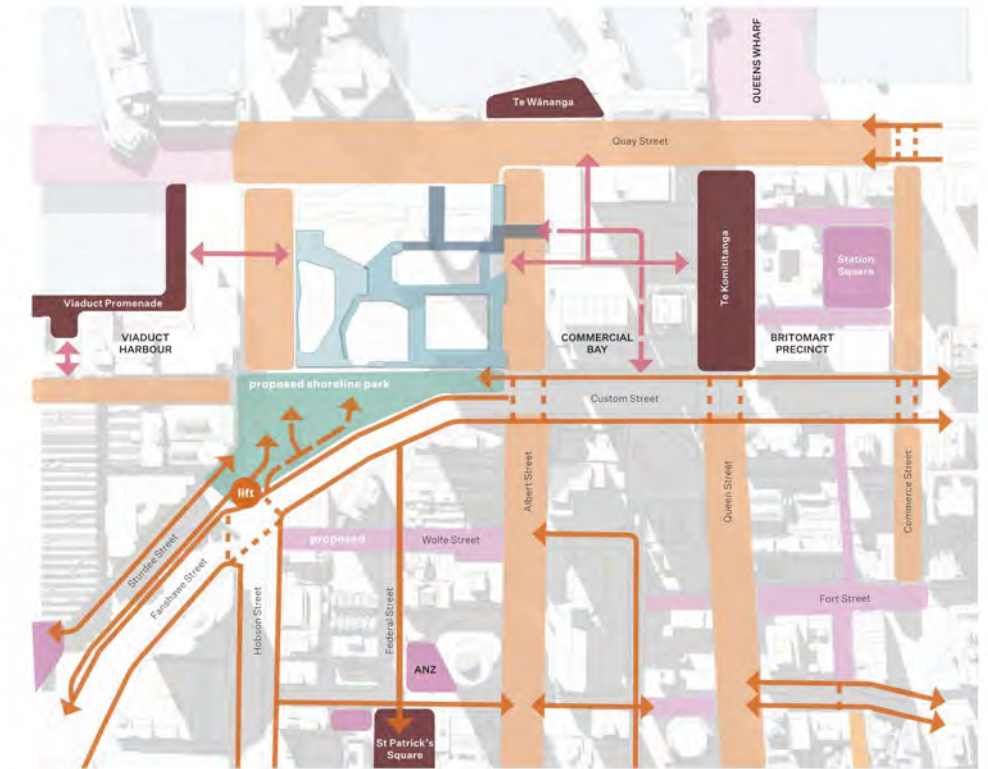
The Downtown West site is located immediately north of the original foreshore and headland to the northern end of the Hobson Street ridgeline. As a significant landform and place of occupation, arrival, and departure over time, the immediate surrounds of the site offer a rich history and narrative that, through engagement with mana whenua, has informed the design of the public realm to foster a strong connection to place.



City Centre Precincts

The city centre contains a number of distinct precincts defined by their spatial characteristics and connections, uses, communities and built form. Each has a legible urban character that contributes to the public life experience.

The Downtown West site occupies the western end of the CBD, uniquely located between a number of established precincts. This urban context is diverse and rich in public life, and has directly informed the design of the public spaces in this proposal.



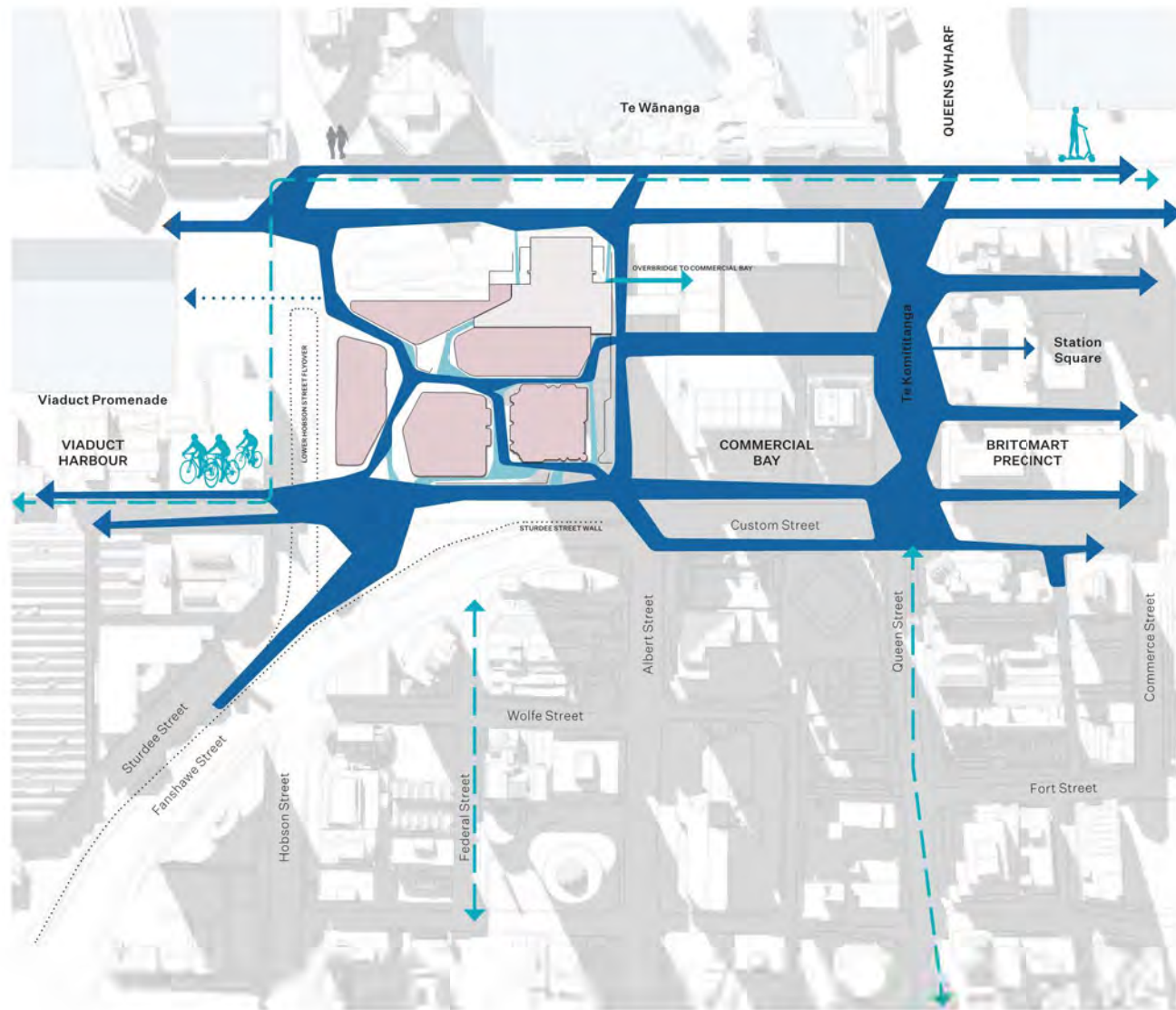
Public Spaces + Connections

Located at the convergence point between a number of established public spaces; The Viaduct Harbour, Te Wānanga, Te Komititanga and the Federal Street precinct, the Downtown West site offers a unique opportunity to connect them all together and unlock the potential they collectively offer.

The provision of new connections at the street edges and through the middle of city block, in conjunction with new public spaces, will help create a more legible and complimentary open space network for the entire Downtown Precinct.

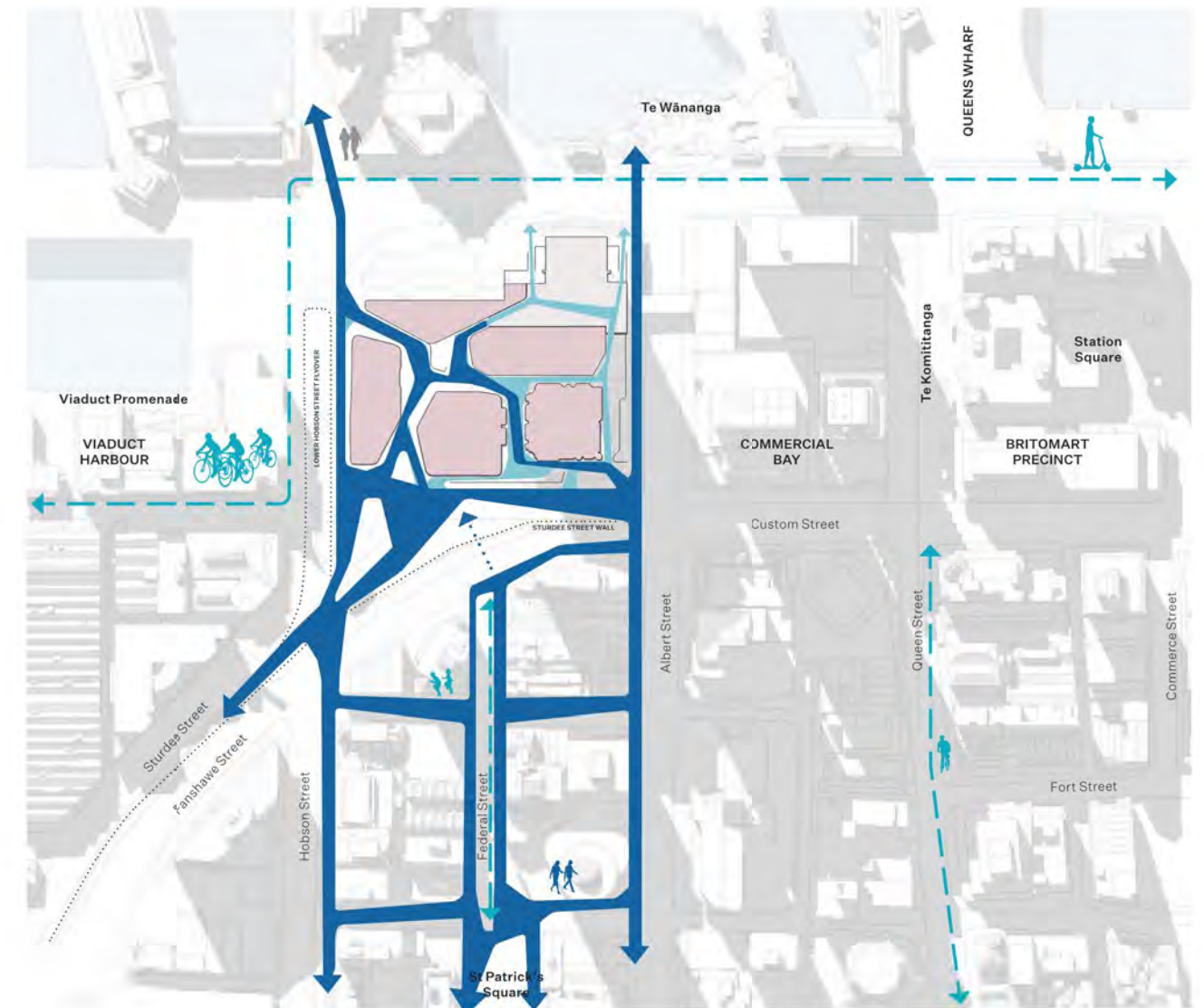
2.1 City Connectivity & Context

The planning of the site provides a high level of pedestrian permeability, connecting at multiple levels to both streets and existing elevated podiums. Each point of connection has been carefully considered to respond to the desired lines and patterns of approach around the block to provide seamless integration with adjoining streets and spaces, easing movement and improving legibility.



East West Connectivity

Connectivity East West through the site is facilitated both from the streets immediately adjoining as well as via mid-block connections through Commercial Bay, and supports the the CCMP laneway circuit intent of a finer grain network of more exploratory connections that compliment the 'big streets'.



North South Connectivity

Connectivity North South is facilitated mid-block via generous and inviting laneway thresholds that address the flow from the main streets whilst providing for future mid-block connectivity to Federal Street as part of the future shoreline park development.

2.2 Public Realm

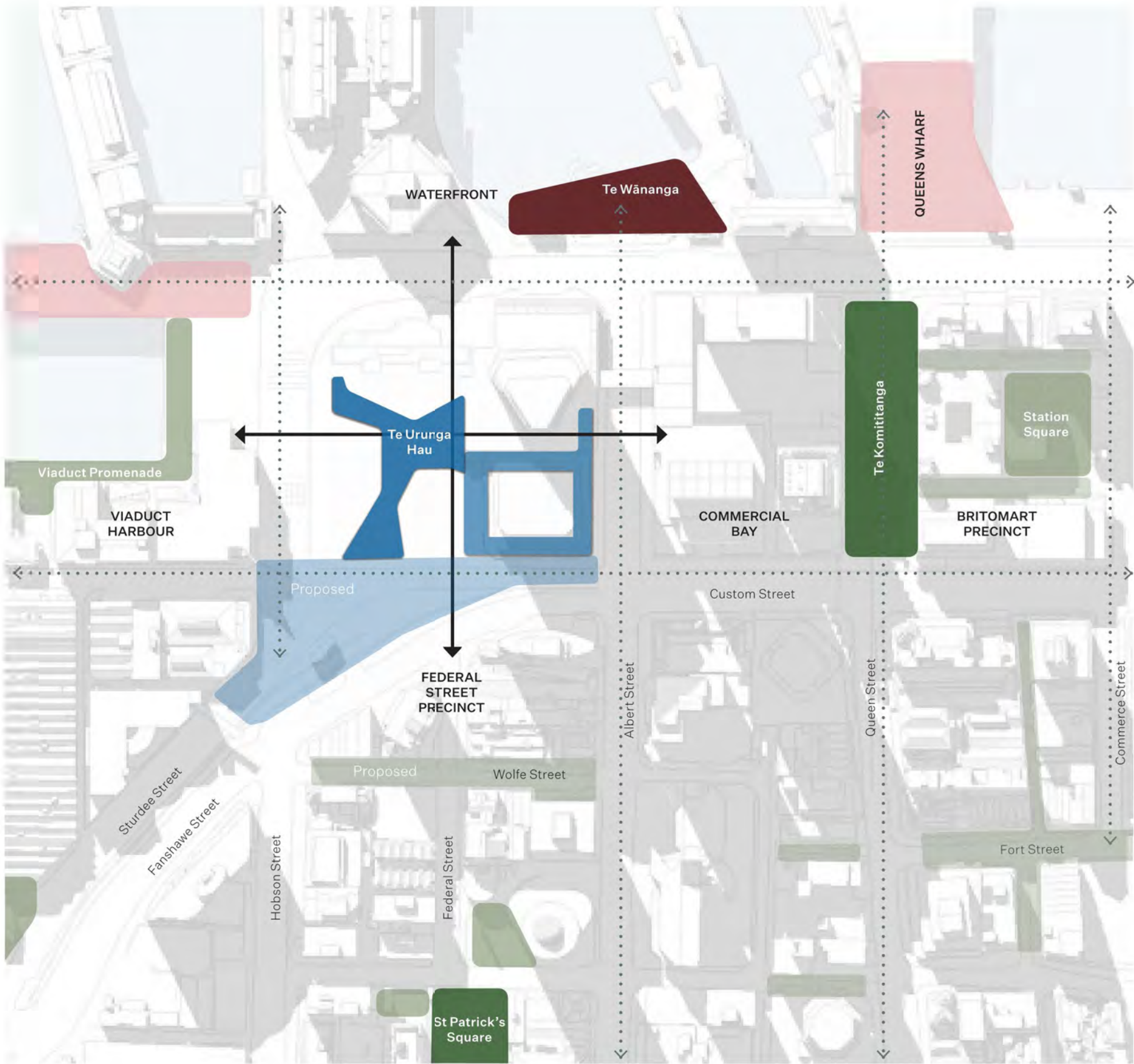
A Network of Public Spaces

The surrounding Viaduct Harbour, Te Wānanga, Te Komititanga and the Federal Street precincts offer a range of different public space experiences, however; connection between them is currently poor and detracts from the potential they collectively offer.

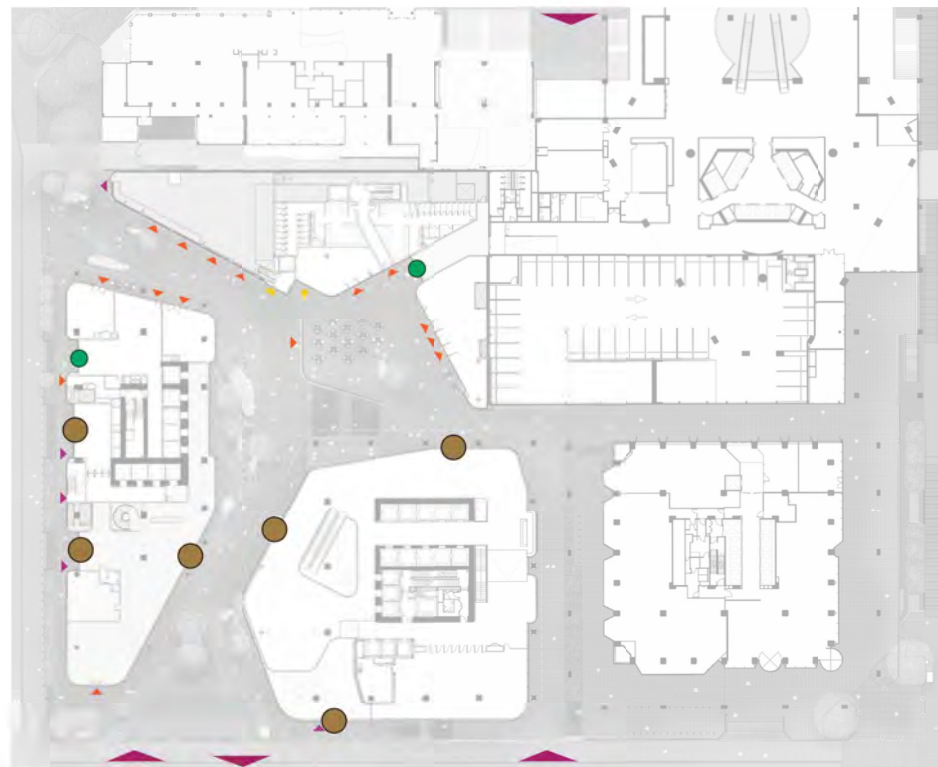
Te Urunga Hau offers a new and complimentary public realm experience within the downtown precinct, whilst also acting as a convergence point between the public realm of downtown and the laneway circuit. Not competing with the waterfront outlook or open civic character of other spaces, Te Urunga Hau offers a more sheltered finer grain experience that talks to the experiential qualities of the laneway, while still conceptually linked to the coastal edge of the harbour and former foreshore.

Te Urunga Hau is envisaged as having a strong relationship to the adjoining shoreline park, in its shared relationship to place, and offers a choice of public realm experience.

- City/Civic Destination Space
- Precinct Focal Urban Space
- Shared Space Street/Lane
- Waterfront Destination Space
- Waterfront Public Space
- Precinct Focal Urban Park
- Podium Public Realm
- Te Urunga Hau - Urban Room



2.2 Public Realm



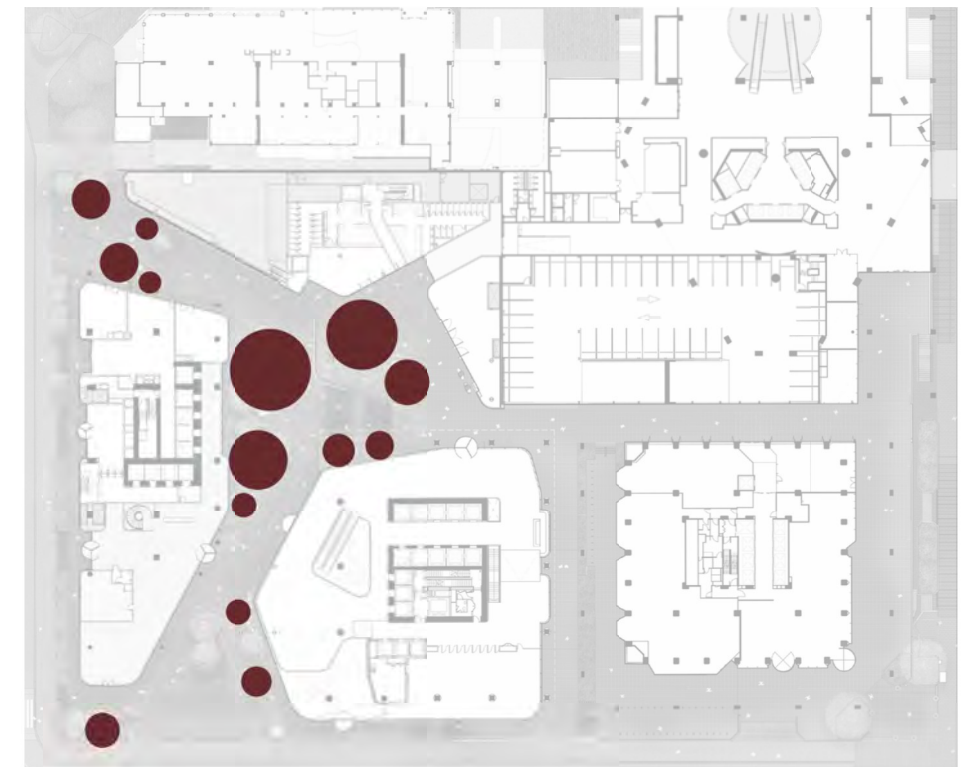
Access

Access for vehicles has been integrated with the existing service lane between Customs Street West and Quay St to minimise impact on the surrounding streetscapes. Primary and secondary pedestrian access to podium and towers are distributed to provide legible access from both street edges and internal laneways - generally prioritising the street with support from transparent lobby frontages. Laneways and street frontages are provided with a fine grain of retail / F&B access points.



Activated edges

Internal and street facing building frontages and edges to the public realm are activated primarily via outward facing lobby, retail, and F&B activity. Residential frontages and landscape provide complimentary edges to laneways and streets that offer activation via movement and occupation by people, with vegetation and shelter offering a range of dwelling opportunities integrated within the landscape.



Diversity of dwell spaces

The journey through the site builds on the concept of the pedestrian laneway circuit as an alternative pathway through the city. It should be understood as having a complimentary role to the surrounding streets, providing a high quality and enjoyable, somewhat diversionary walking route set back from the main cross city streets. As part of the Laneway Circuit the spaces offer a more human scale and greater levels of shelter. The connections they provide are anchored by localised moments of intensity and opportunity to pause supporting a range of public life experiences.

2.2 Public Realm

A high degree of permeability is proposed through the block for pedestrians with a series of dwelling opportunities created at the connecting intersections.

These connection nodes serve as both dwelling eddies, places to pause and support reorientation as pedestrians move between each linear section of the route, from one space to the next.

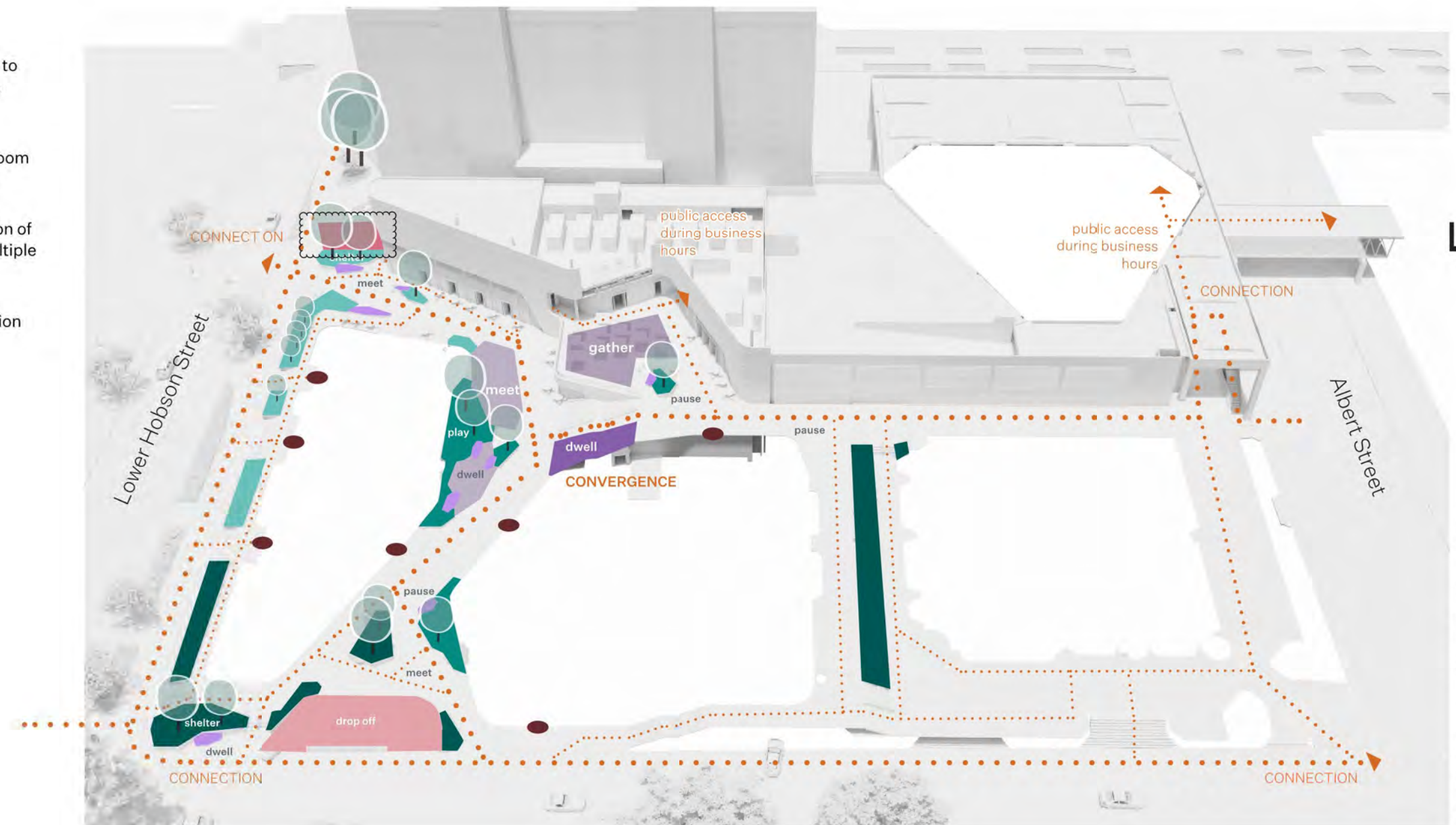
Te Urunga Hau, (the convergence of winds - environments, histories, and people), is the name and concept for the urban room - a place that provides opportunity to connect people with the environment and each other.

Te Urunga Hau is a convergence of movement, an intensification of activity and public life opportunity at the 'meeting place' of multiple physical connections.

Spatially it is well defined by its edges and the thresholds of architectural form, as well as level changes and the intensification of ground plane vegetation at entry points.

KEY

Dwell Spaces - Seating	
Dwell Spaces - Terraces	
Dwell Spaces	
Car Drop Off	
5m High Wind Mitigation Wall If Required	
Podium and Tower Access	
Movement - 24Hr Access	
Vegetation - Rock Shelf/Intertidal	
Vegetation - Foreshore	



2.2 Public Realm

Lower Ground Plane

0m

10m

20m

1:600 @ A3

Commercial Lobby

Residential Lobby

Hotel Lobby

End Of Trip

Retail / F&B

Plant

Accessible Lift

Vehicular Access

Cycle Access

Primary Building Entrance

Secondary Building Entrance

Fire Egress

Hotel PUDO

Wind Mitigation Wall (If required)

2000L + Tree Off Site

This architectural site plan illustrates the 'Lower Ground Plane' of a development. The plan is bounded by Quay Street to the north, Lower Albert Street to the east, Customs Street West to the south, and Lower Hobson Street to the west. Key buildings include MS SOCIAL, HSBC TOWER, HSBC CAR PARK, and AON TOWER. A central area is designated as 'Te Urunga Hau / Urban Room'. Three parking areas are marked: P1, P2, and P3. The plan features various public realm elements such as walkways, green spaces, and a 'Lower Hobson Street Flyover'. A legend on the left defines symbols for different building types (Commercial, Residential, Hotel Lobbies, End of Trip, Retail/F&B, Plant), access points (Accessible Lift, Vehicular Access, Cycle Access, Primary/Secondary Building Entrances, Fire Egress, Hotel PUDO), and other features (Wind Mitigation Wall, 2000L + Tree Off Site). A scale bar (0m to 20m) and a north arrow are also present.

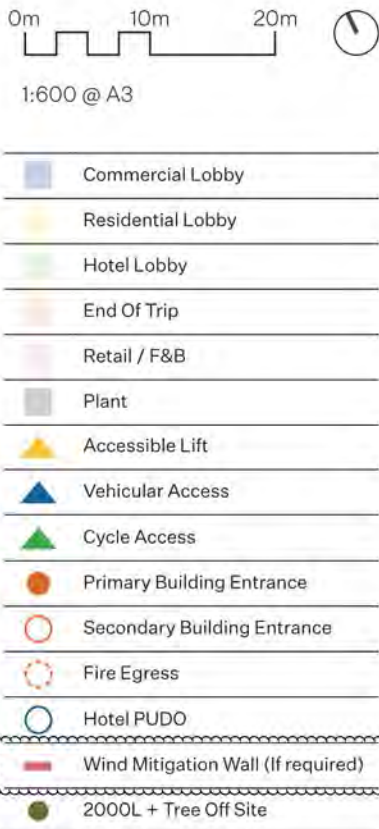
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Downtown Carpark Site Development | Architecture & Landscape Report

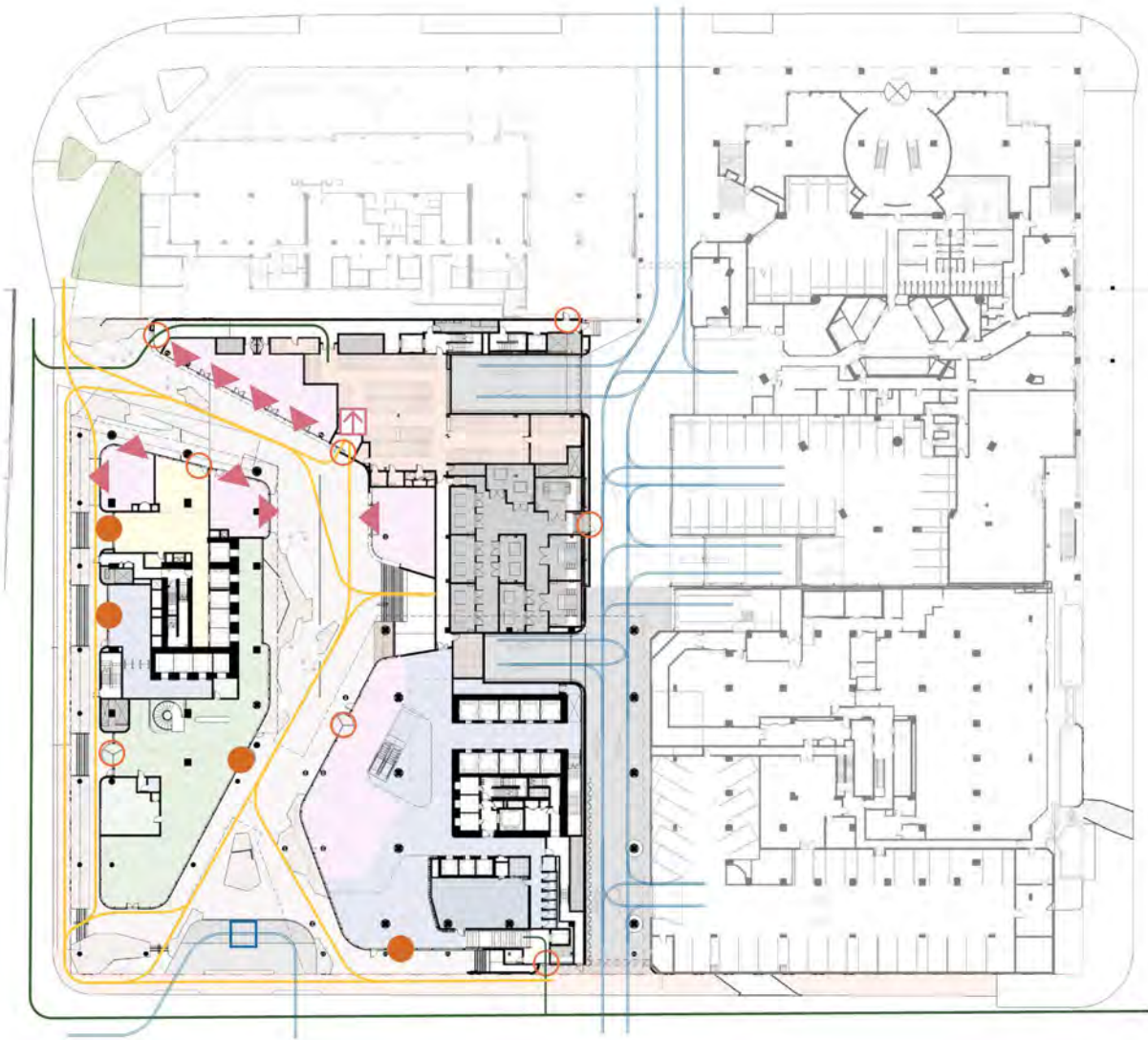
2.2 Public Realm

Upper Ground Plane



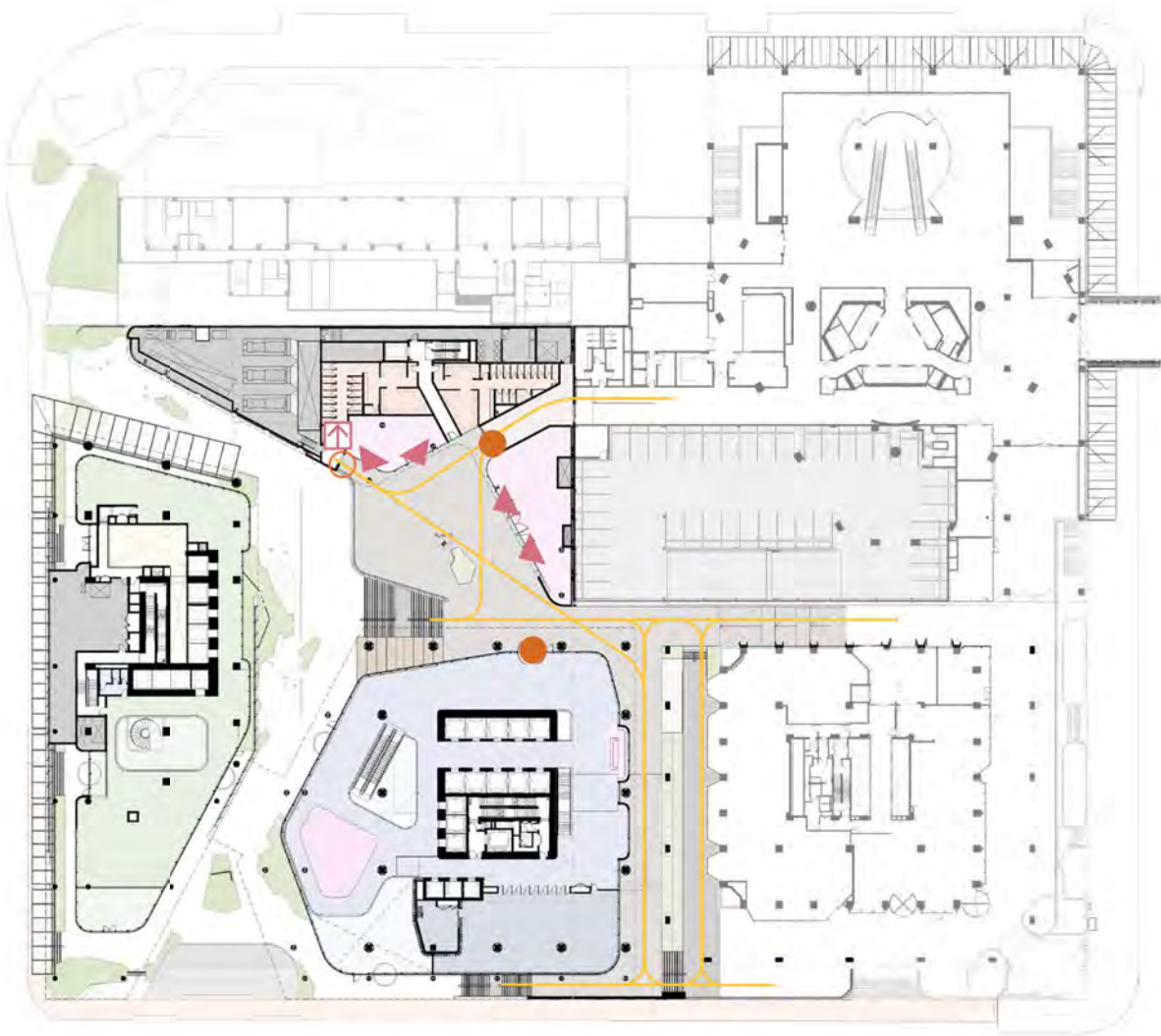
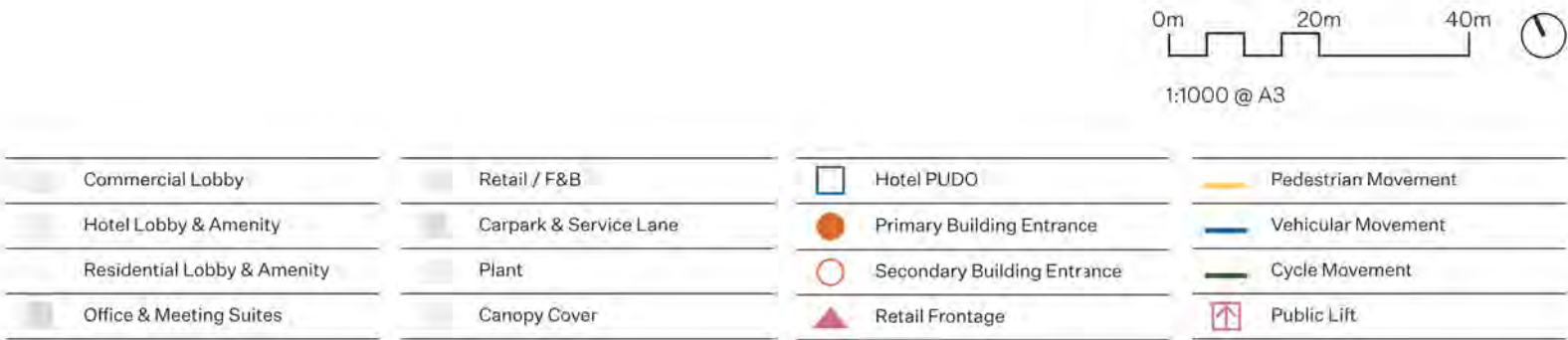
2.3 Podium Planning

The following plan diagrams describe the general programming and functionality of the podium and public realm components.



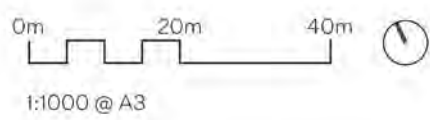
Ground Level (L00)

Further Detail:
Refer to Document A (Architecture and Landscape Drawings) for the complete set of 1:250 detailed plans

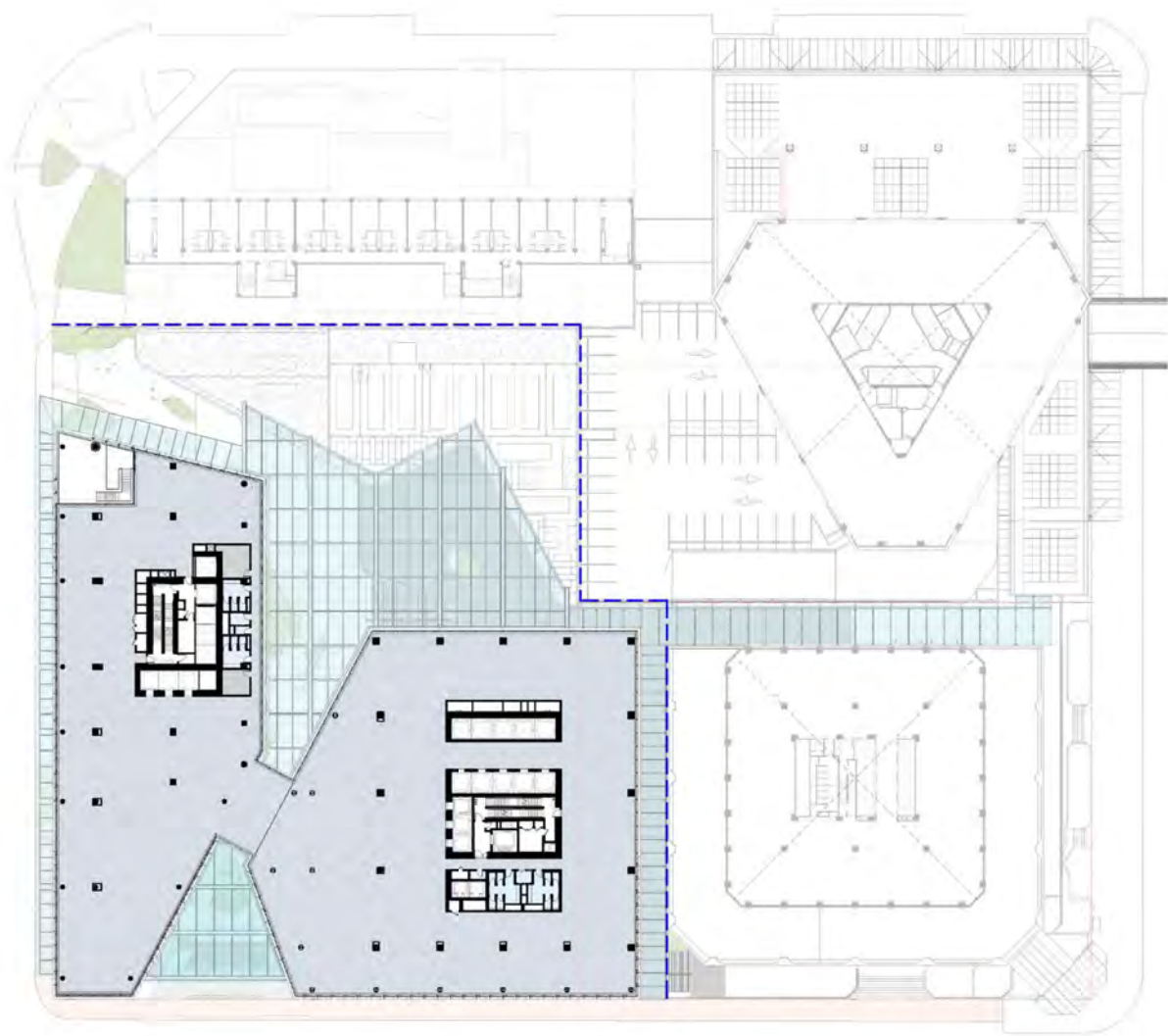


Upper Ground Level (L01)

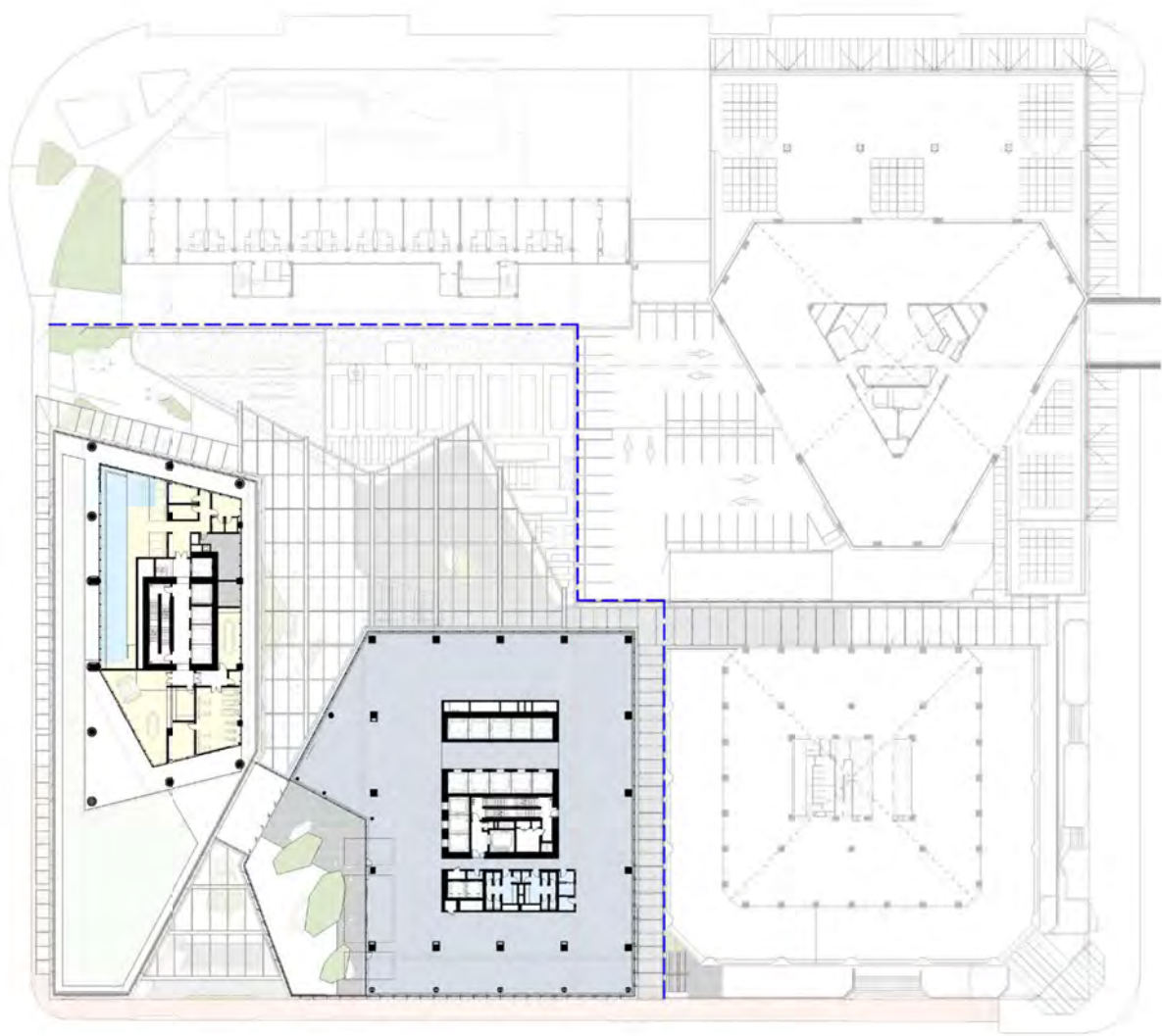
2.3 Podium Planning



Commercial Lobby	Retail / F&B	Hotel PUDO	Pedestrian Movement
Hotel Lobby & Amenity	Carpark & Service Lane	Primary Building Entrance	Vehicular Movement
Residential Lobby & Amenity	Plant	Secondary Building Entrance	Cycle Movement
Office & Meeting Suites	Canopy Cover	Retail Frontage	Public Lift



Typical Office Level (L03-L06)



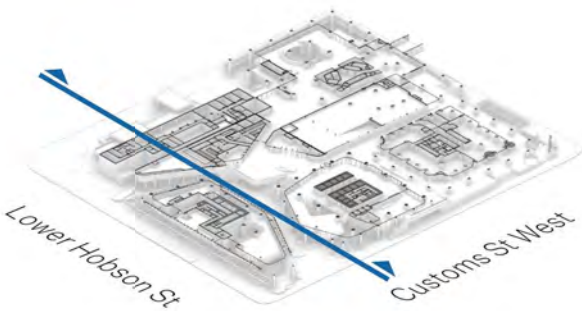
Amenity Level (L07)

Further Detail:

Refer to Document A (Architecture and Landscape Drawings) for the complete set of 1:250 detailed plans

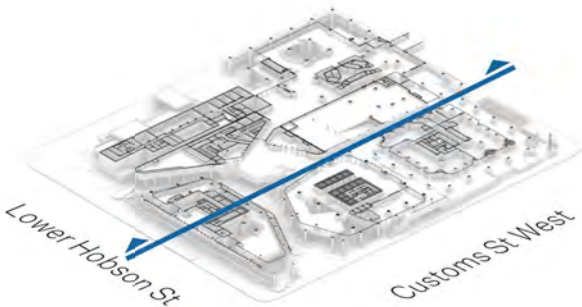
2.4 Site Sections

North-South 3D Section



2.4 Site Sections

East-West 3D Section



2.5 Te Urunga Hau / The Urban Room

Pātukituki ana te manawa o Tāmaki
E pupū ake ana i te ihi o te whenua
Kapakapatau ana te hapori i ōna rau
tuku iho
He pūtahitanga nō Te Urunga Hau

The beating heart of Tāmaki, drawn from the vitality within the land, augmented by the life of its communities, and bound by the encompassing winds.

The name, Te Urunga Hau, builds on the vision for Te Pūmanawa o Tāmaki. Urunga can be literally interpreted as an arrival place, landing or destination, while hau is both the winds, and a metaphor for communities.

Reclaiming and acknowledging the past, the design recalls the natural landscape of Auckland’s historic shoreline to celebrate the vital connection between land and harbour, while creating a diverse and engaging ground scape to host public occupation, social infrastructure, community and commercial activation.

Conceptually, the space draws on the idea of Whakairo—“to eat away.” The lower levels of the podium are conceived as if “carved by water,” eroded from a primary mass to reveal a sequence of fluid, interconnected spaces. Sheltered undercrofts, shifting ground planes, and contoured frontages create dynamic edge conditions that weave pedestrian circulation with spaces for activity and pause.

A defining architectural feature of Te Urunga Hau is its expansive glass canopy, which spans the entire space to provide protection from rain, downdraft, and wind. The canopy enables year-round use, ensuring the public can occupy and enjoy the space in all weather conditions.

Architectural textures within the Te Urunga Hau space, are inspired by the skin of the pūpūtarakihi, the paper nautilus shell whose natural process of being blown ashore catalysed the prophesy that led to the tuku whenua (provision of land) by Ngāti Whātua Ōrākei that enabled the establishment of Auckland City.

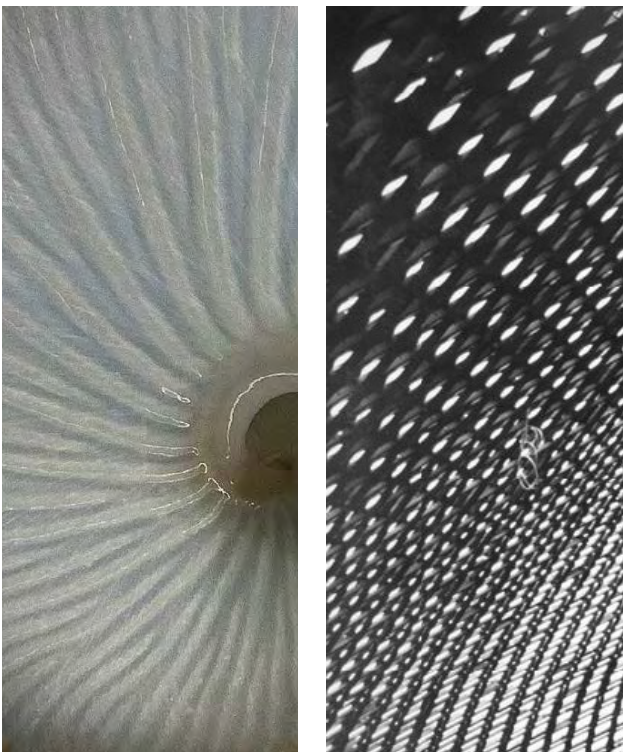
Te Urunga Hau / The Urban Room



Waitematā eroded cliffs, Auckland, NZ



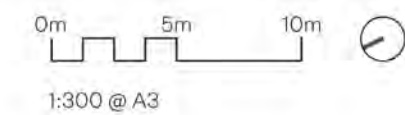
The pūpūtarakihi nautilus shell



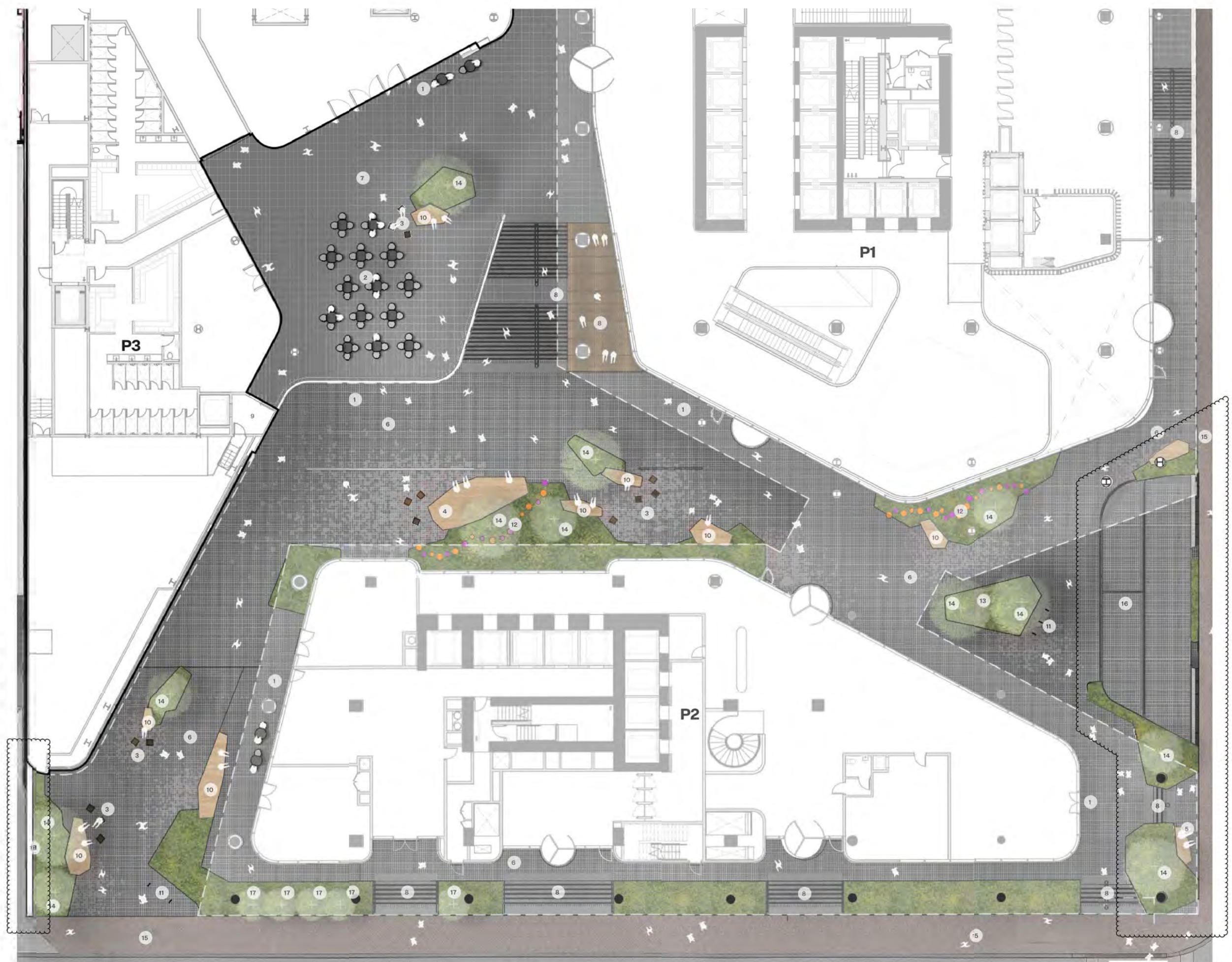


2.5 Te Urunga Hau / The Urban Room

Landscape Plan



- Threshold Space 1
- Programmable Space 2
- Dwell space - Informal Seating 3
- Stage & Gathering Point 4
- Street Threshold Dwell Spaces 5
- SU-106 Paving 6
- SU-107 Paving 7
- ST-003/ST-004 Seating Terraces & Steps 8
- Accessible Lift 9
- FU-001 Seating 10
- FU-004 Cycle Parking - City Centre Narrow Hoop - 6 Hoops/12 spaces 11
- FU-005 Play Trail 12
- SR-001 Windscreen/Artwork 13
- Native Tree - Nom. 400L/1000L specimen 14
- Existing Footpath 15
- Drop Off Zone 16
- Wind Mitigation Planting 17
- 5m High Wind Mitigation Wall (If Required) 18



Lower Hobson Street

2.5 Te Urunga Hau / The Urban Room

Landscape Materiality

SU-106 Paving



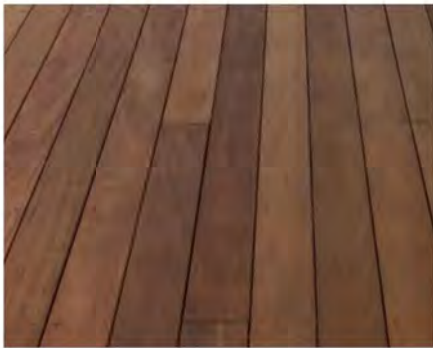
150 x 150 x 75mm Sett paving, stack bond. Various finishes colours to create pattern & texture.

SU-107 Paving
(Pedestals)



300 x 600 x 50mm pavers, stack bond. Pavers laid on pedestals.

SU-201 Hardwood
Timber Deck (L07)



140 x 60mm hardwood boards with nom. 3mm joints. Boards fixed to Outdure Qwickbuild system.

ST-003 Steps



60mm step pavers with non slip nosing inlay, contrasting steel sheet cladding to vertical face of stair structure.

ST-004 Timber
Bleachers



Typ. 100 x 100mm timber battens bleacher to vertical and horizontal faces. Battens to run back to front with lap joint where timber meets. Attached to steel frame bolted to structure beneath.

SR-001 Windscreen /
Artwork



Nom. 2m high with no more than 70% void space/openings within windscreen or artwork. To be confirmed at detailed design.

FU-001 Bespoke
Seating Platform



Nom. 100 x 100mm timber battens, gauged and oiled finished, fixed with stainless steel frame to precast concrete or clad base subject to detailed design.

FU-002 Flexible
Seating Stool



Bespoke stool unit to be fabricated in timber with high density rubber feet. Timber to be stained in a range of colours TBC. Final design subject to detailed design.

FU-004 Cycle Hoops



Auckland city centre standard bead blasted stainless steel cycle hoop with horizontal cross panel featuring 'PAHIKARA' text laser cut from cross panel

FU-005 Play Trail



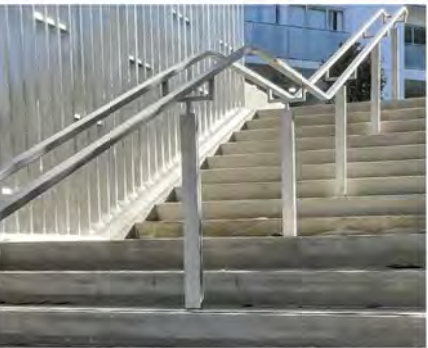
HopOp500 Light, sit - jump - play low moulded bollard/stepper with integral lighting by Outsider.

WT-001 Planters



Galvanised and painted steel sheet cladding fixed to insitu concrete or block work upstands forming planter. All planters to include drainage and irrigation connections.

BS-002 Handrails



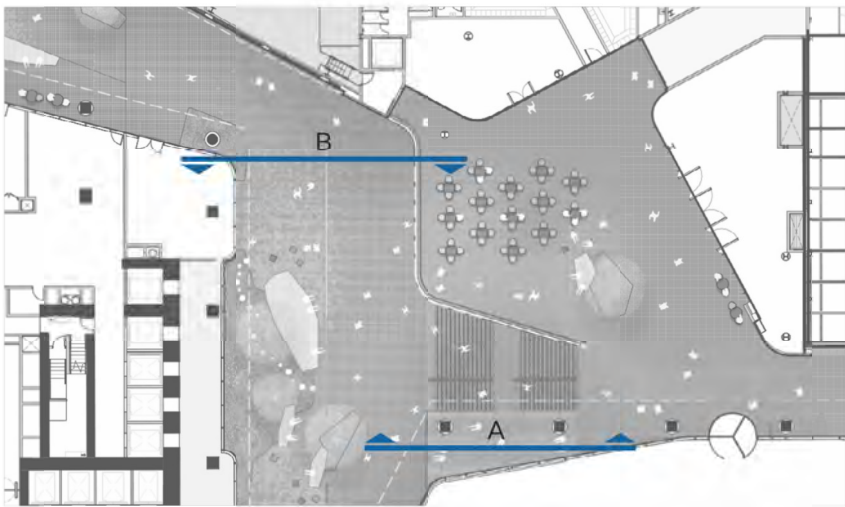
50 x 25 x 3mm stainless steel RHS handrail with 50 x 25 x 3mm posts. Double rail to form loop. Where required intermediate posts to have 100 x 25 x 15mm flat section between post and rail. Bead blasted finish.

2.5 Te Urunga Hau / The Urban Room

Vegetation is a key organising element within Te Urunga Hau, framing and sheltering a variety of edge conditions around a central open space. Informal seating, a flexible stage, and terraced perches create diverse opportunities for dwelling and interaction.

At the intersection of laneway flows, a large planted island with integrated seating forms a deliberate focal point and activity hub. Varied edge and seating conditions enable use by individuals and groups, from exposed ‘on-show’ positions to sheltered retreats.

An upper-level programmable space extends this flexibility, allowing curated events and everyday activities to coexist. The space is dynamic—adapting to times of day and scales of use. It reflects the rhythms of public life and encourages the participation of both residents and visitors.



Further Detail:
Refer to Document A (Architecture and Landscape Drawings) for further detail including annotated sections



Section A



Section B

2.5 Te Urunga Hau / The Urban Room

Planting Strategy

The soft landscape strategy aims to reflect the transition of vegetation associated with the natural coastal condition of the whenua. Moving through a transect from the coastal forest and headland to the south of the site and across the original foreshore, out into the intertidal zone to the north where flats and rock shelves may originally existed.

By varying the species used along a journey across the site, the original landscape and context of the site will become legible, helping to orientate and connect to qualities of place.

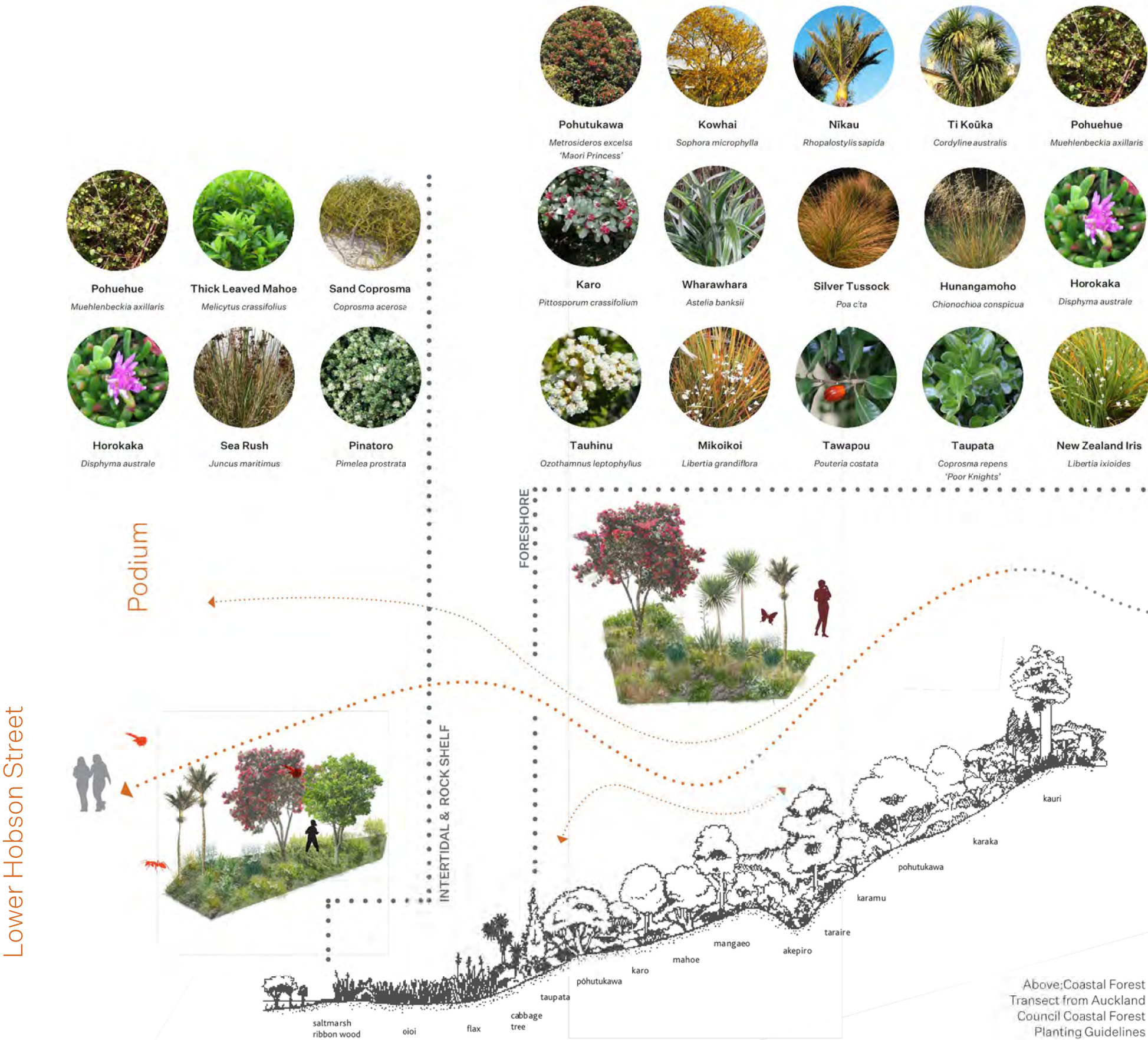
This approach also provides a palette of species well suited to the variety of environmental conditions present and the sometimes exposed nature of the sites waterfront location.

Outline Specification

All trees to be planted in raised tree pits of min. 6m³ soil volume per tree with 50mm drainage cell and SW connection to base of tree pit. All trees to be anchored with timber straining frames, stainless steel wires and eye bolts. Each tree to include 2No. 60mm aeration / watering tubes per tree. Growing media to be nom. Dalton's Queen Street mix.

Garden beds and planters on podium for shrub and groundcover planting to include min. 450mm deep growing media, nom. Dalton's Garden Mix. Mulch for understory planting to be 75mm Living Earth 'More than Mulch' Allow up to 6no. plants per m² grades vary between 5Litre and 15Litre.

All planting to be drip irrigated.



2.5 Te Urunga Hau / The Urban Room

Planting Strategy



Creeping Fuchsia
Fuchsia procumbens



Rengarenga
Arthropodium cirratum



Turutu
Dianella nigra



Peperomia
Peperomia urvilleana



Creeping Pohuehue
Muehlenbeckia axillaris



Common Maidenhair
Adiantum cunninghamii



Wharawhara
Astelia banksii



Crown Fern
Blechnum discolor



Mountain Kiokio
Blechnum procerum



Mountain Astelia
Astelia nervosa



Taupata
Coprosma repens
'Poor Knights'



Pohutukawa
Metrosideros excelsa
'Maori Princess'



Maire
Syzygium maire



Taraire
Beilschmiedia taraie



Pūriri
Vitex lucens



Nikau
Rhopalostylis sapida



Koromiko
Veronica salicifolia



Rengarenga
Arthropodium cirratum



Piripiri
Acaena anserinifolia



Parataniwha
Elatostema rugosum



Mikoikoi
Libertia grandiflora



New Zealand Iris
Libertia ixioides



Pohuehue
Muehlenbeckia axillaris



Puka
Meryta sinclairii



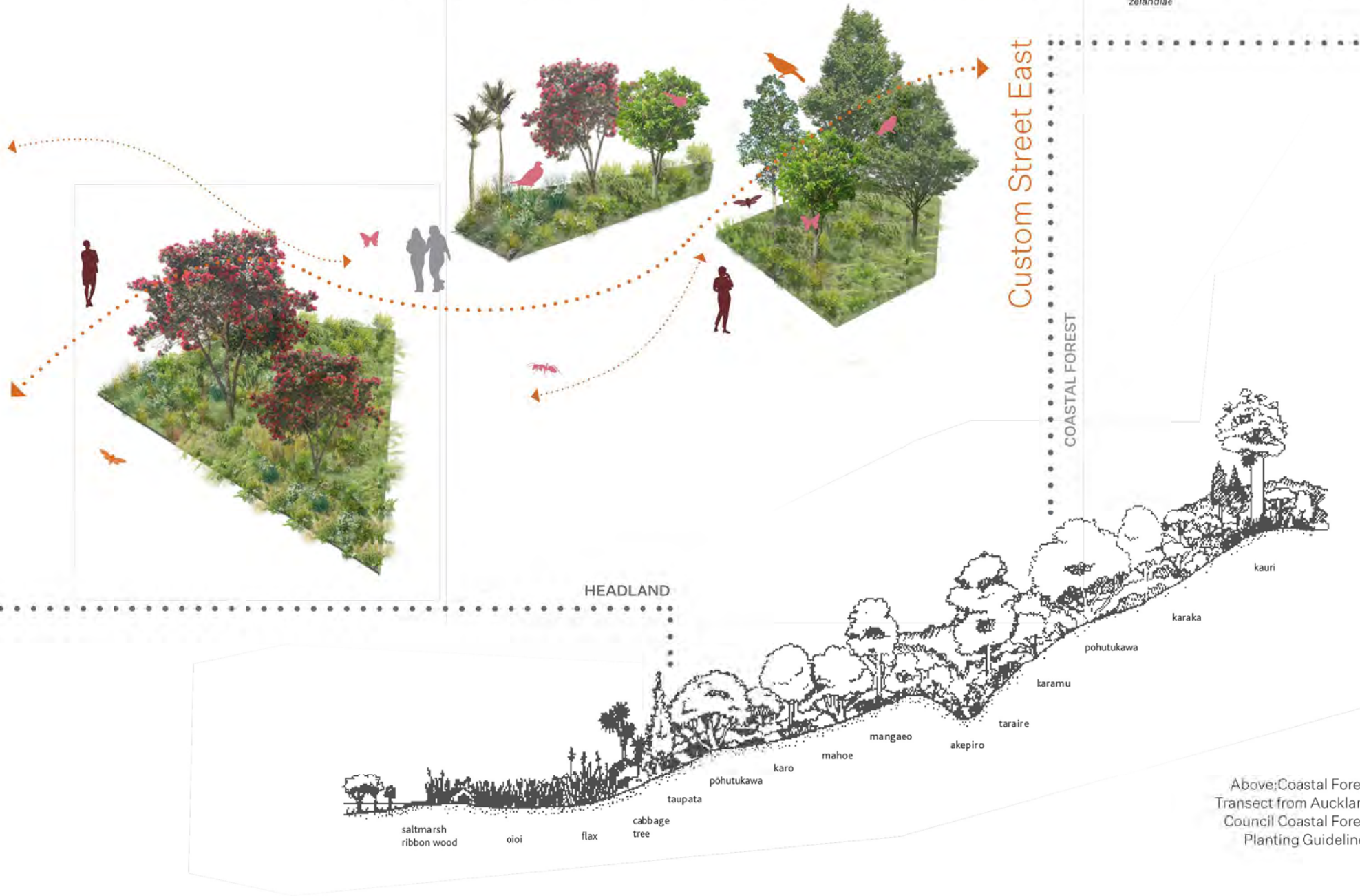
Tangle Fern
Gleichenia dicarpa



Kiokio
Parablechnum novae-zelandiae



Karaka
Corynocarpus laevigatus



Above: Coastal Forest
Transect from Auckland
Council Coastal Forest
Planting Guidelines

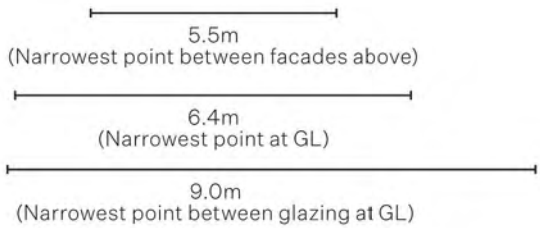
2.6 Pedestrian Laneways

The following 3D sections describe the key pedestrian laneways within the public realm.

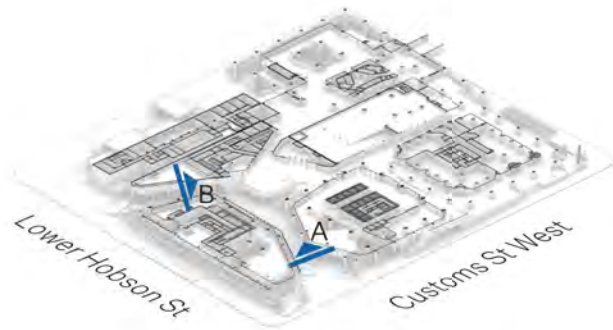
A - South West Laneway (GL)



B - North West Laneway (GL)

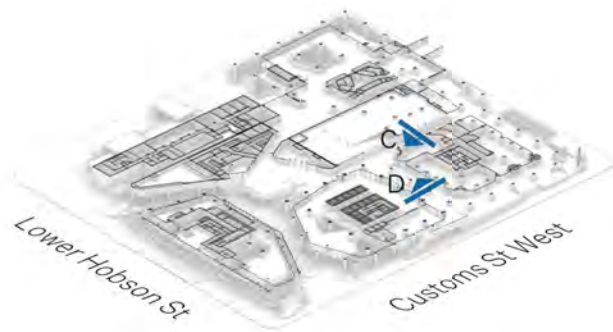


Further Detail:
Refer to Document A (Architecture and Landscape Drawings) for further detail including dimensioned sections



2.6 Pedestrian Laneways

Further Detail:
Refer to Document A (Architecture and Landscape Drawings) for further detail including dimensioned sections



C - East Laneway (L01)



D - South Laneway (L01)

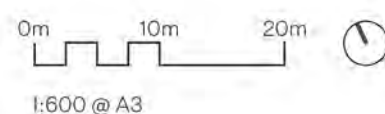


2.7 Universal Design

Access is provided via level or sloping routes, accessible ramps and stairs from the street, as well as direct access from Commercial Bay via the HSBC bridge connection. Through site connections are further supported by an accessible lift prominently located on the edge of the urban room as an alternative connection to navigate the approx. 4.2m level change that occurs across the block.

Building access is provided flush from the public realm or podium with the exception of P2 access from Lower Hobson Street where accessible steps and ramps are provided to meet flood level constraints.

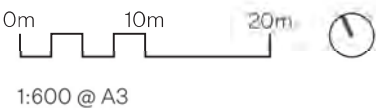
Furniture placement and planting in conjunction with unobstructed building frontages supports legible access and circulation.



	Steps / Escalator
	Ramp / Slope
	Ground Level 3.58
	Ground Level 4.18
	Upper Ground Level 8.38
	Upper Ground Level 9.18
	Accessible Lift

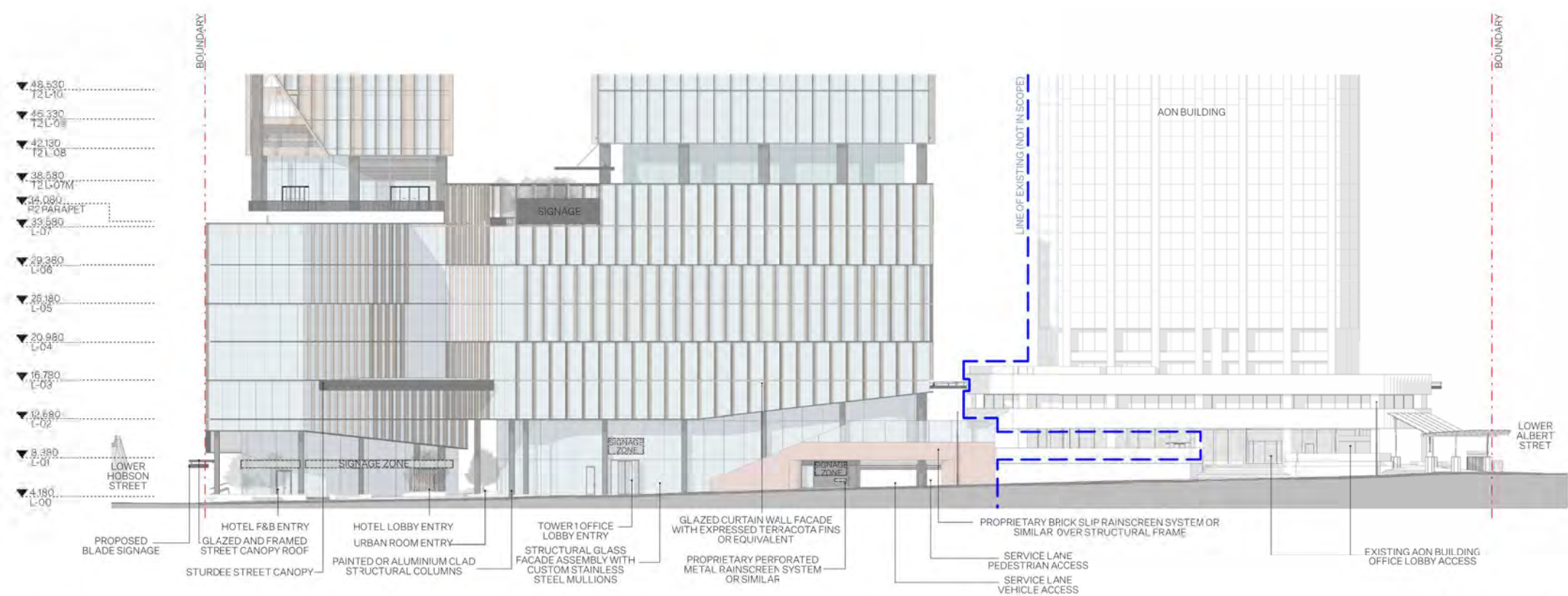


2.8 Streetscapes

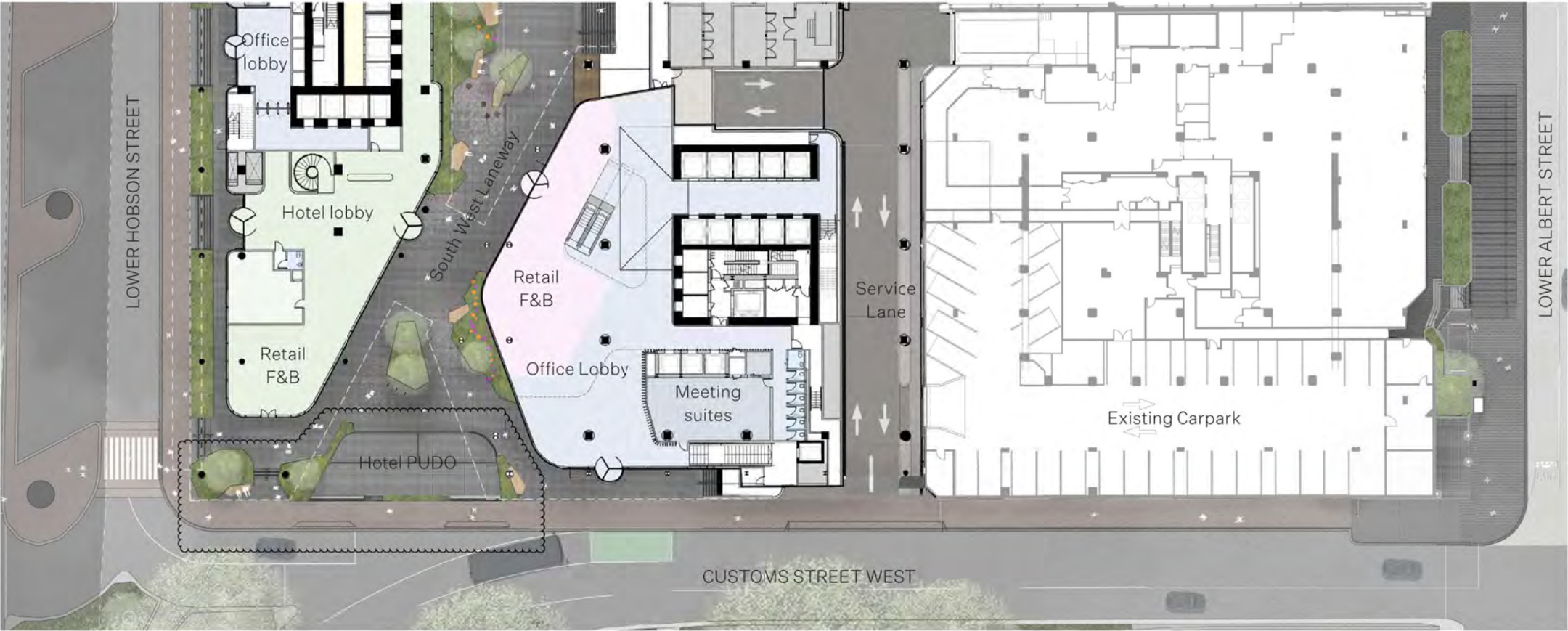


Customs Street West

The following drawings summarise the proposed streetscape outcomes along Customs Street West.

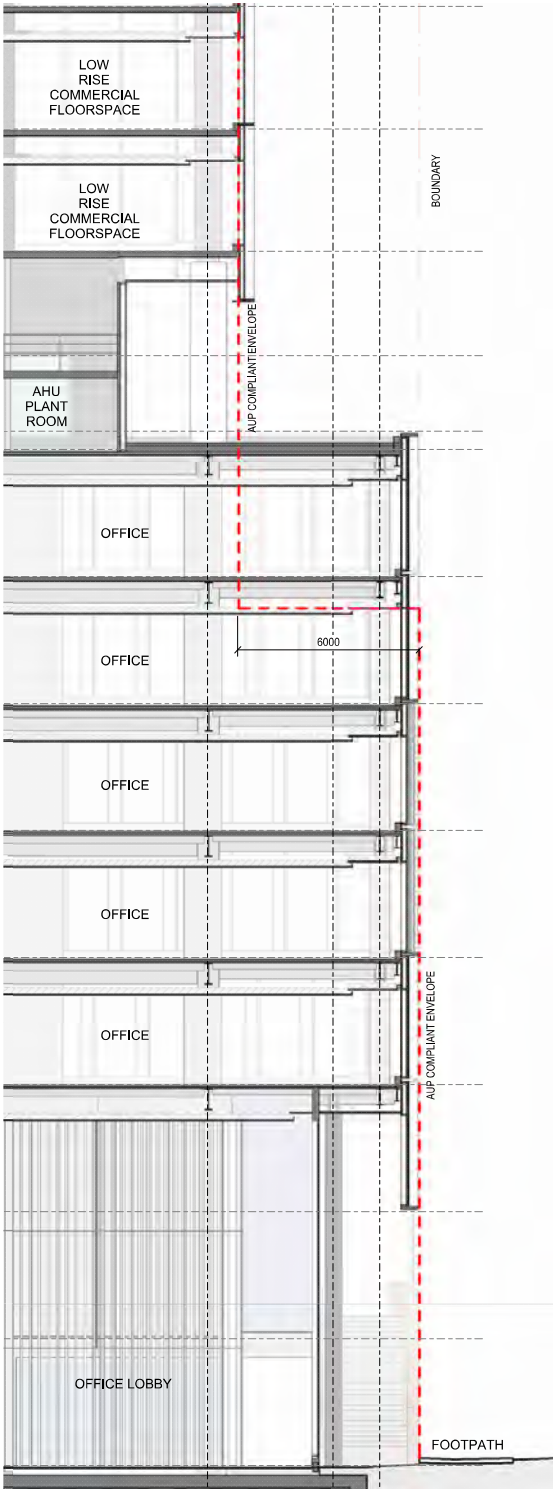


Further Detail:
Refer to Document A (Architecture and Landscape Drawings) for further detail including dimensioned sections



2.8 Streetscapes

Customs Street West



Right:
Model view showing the street facing office lobby and the service lane entrance.

Street Upgrade:
Images indicate the outcomes envisaged upon flyover removal and street upgrade. Please refer to the Introduction for context regarding the flyover and the initial Resource Consent submission.

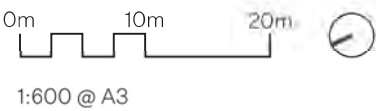
Right:
Model view showing the vehicle drop off, pedestrian laneways, and street facing lobbies and retail.

Signage:
Signage is excluded from renderings. Refer to 2.11 Signage for more detail

Left:
Detail section demonstrating streetscape relationships (1:250 at A3).

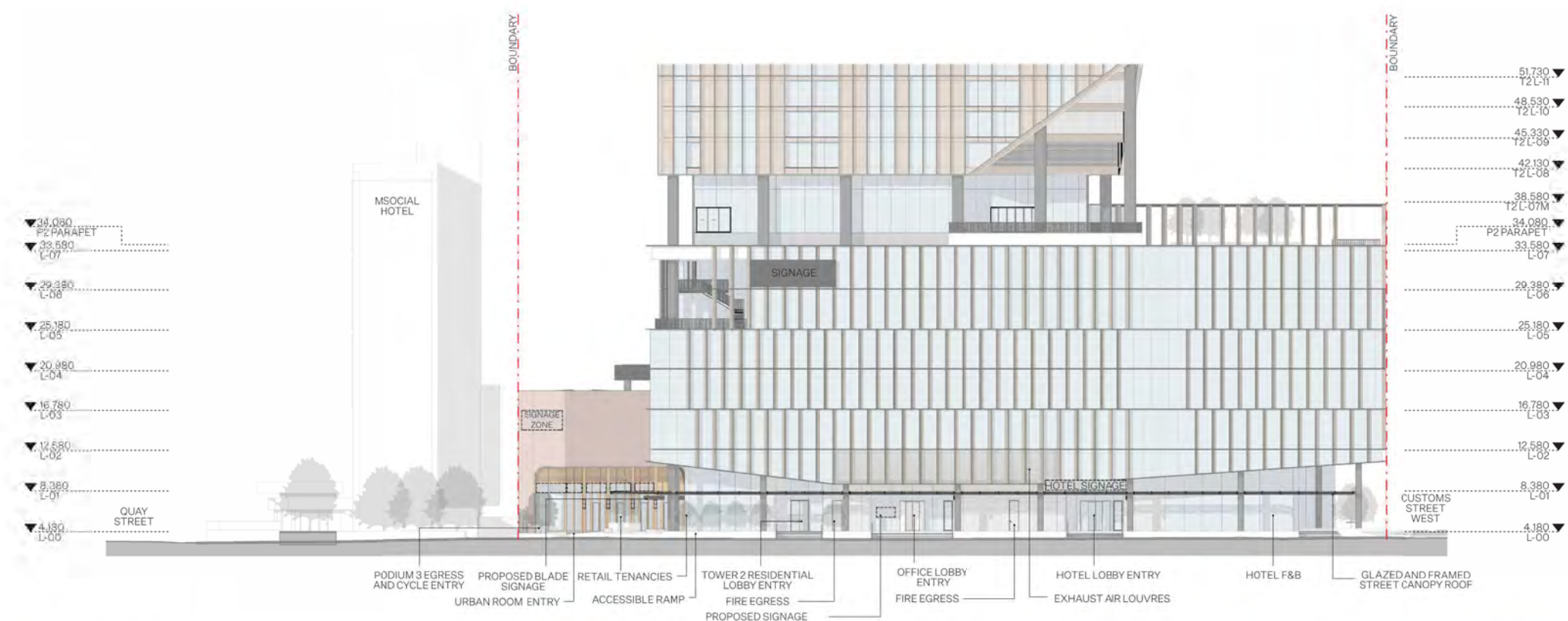


2.8 Streetscapes

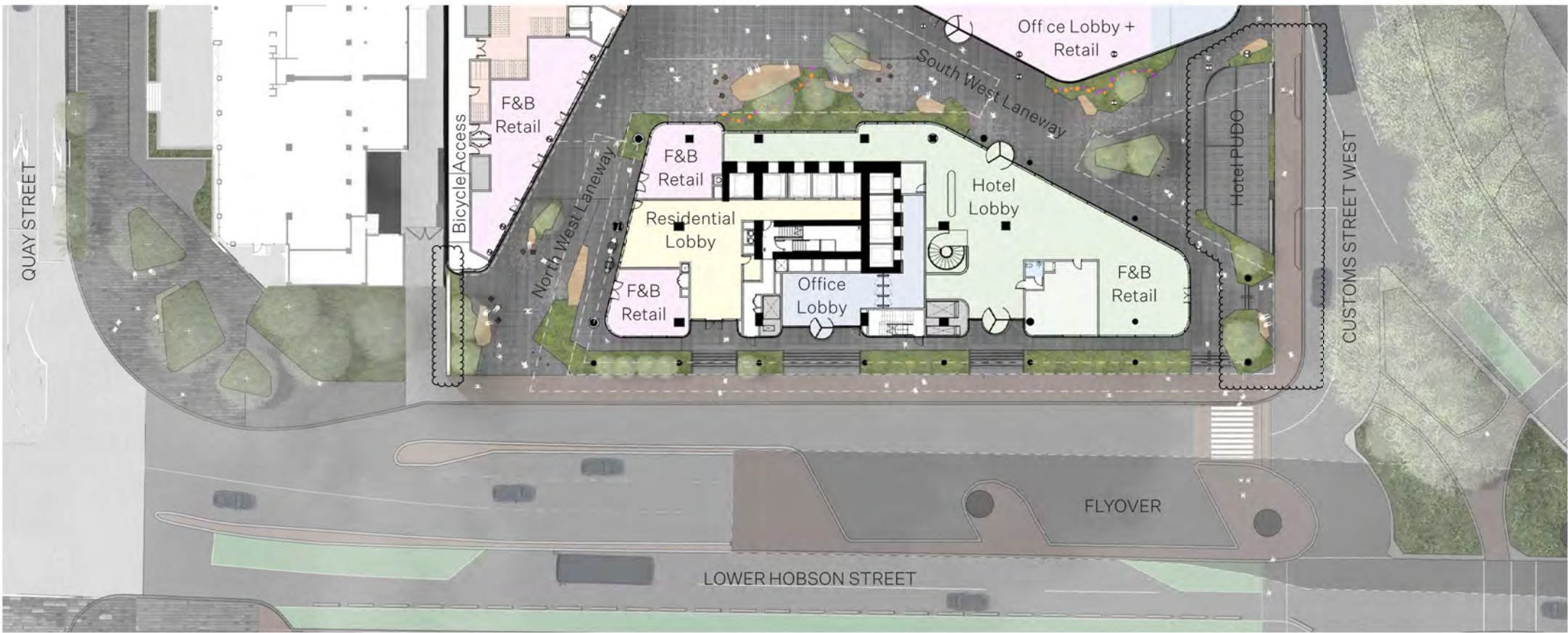
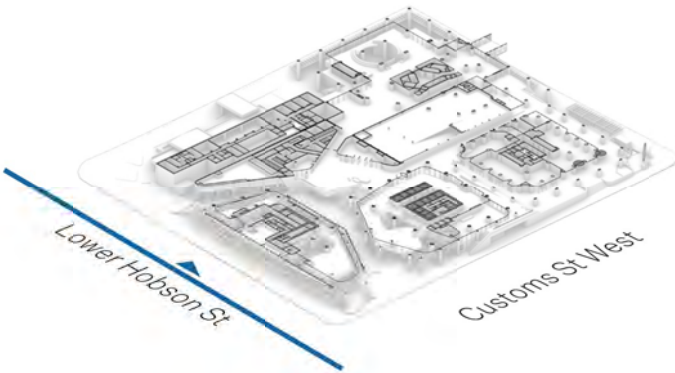


Lower Hobson Street

The following drawings summarise the proposed streetscape outcomes along Lower Hobson Street.

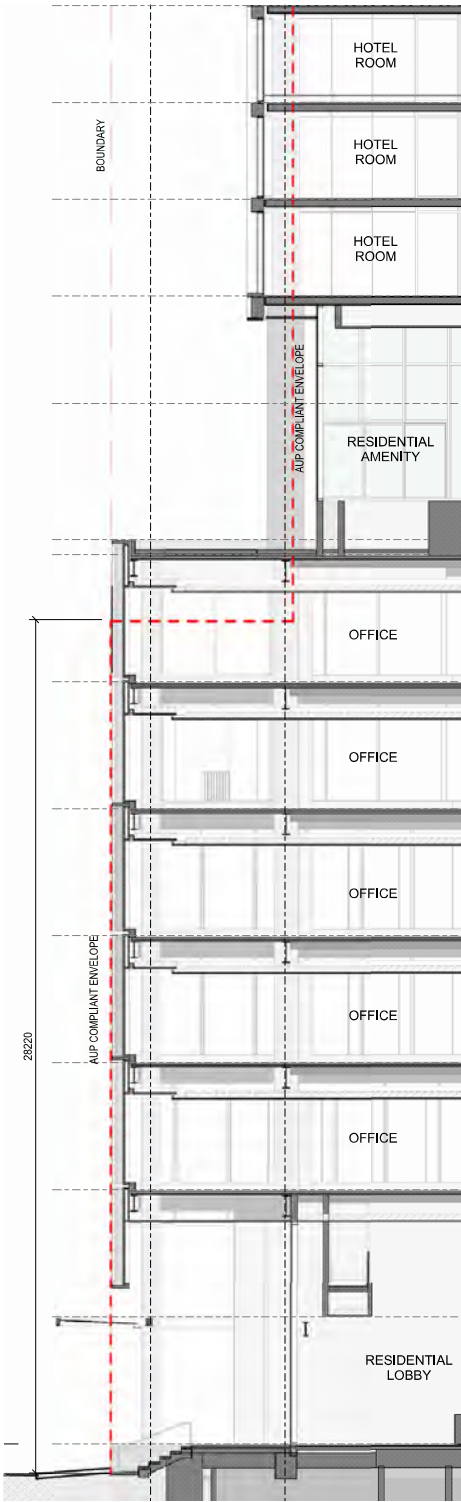


Further Detail:
Refer to Document A (Architecture and Landscape Drawings) for further detail including dimensioned sections



2.8 Streetscapes

Lower Hobson Street



Right:
Model view from the corner of Lower Hobson Street and Customs Street West.

Street Upgrade:
Images indicate the outcomes envisaged upon flyover removal and street upgrade. Please refer to the Introduction for context regarding the flyover and the initial Resource Consent submission.



Right:
Model view from Lower Hobson street looking toward the proposal. The redesigned P3 with its brick materiality offers streetscape diversity and invitation.

Signage:
Signage is excluded from renderings. Refer to 2.11 Signage for more detail

Left:
Detail section demonstrating streetscape relationships (1:250 at A3).



2.8 Streetscapes

The following renderings place the design proposal within the future streetscape context.

Signage:

Signage is excluded from renderings. Refer to 2.11 Signage for more detail

Flyover:

Please note that the images at right indicate the outcomes envisaged upon flyover removal. Please refer to the Introduction for context regarding the flyover and the initial Resource Consent submission.

Further Detail:

Refer to Document A (Architecture and Landscape Drawings) for further detail including dimensioned sections

↓ Rendered view from Sturdee St



2.8 Streetscapes

↓ Rendered view from Corner of Sturdee St & Customs St West



↓ Rendered view from Lower Hobson St



2.9 Podium Facades

Podium buildings are enveloped in three primary facade types.

The upper level facades for P1 and P2 are consistent on all elevations and wrap into the Urban Room and laneways. A unitised facade system is used incorporating glazing, solid panels, and an external vertical fin expression projecting from the glazing line.

A low-rise building (P3) sleeves the north and east internal boundaries framing the public realm with active retail frontages. Conceptualised as a landform, the brick-clad building acts as a ‘plinth’ that stitches the ground and upper ground levels into one cohesive ground plane spanning across the site. Brick was selected as the primary material because it is sourced from the ‘ground,’ supporting the cultural narrative while providing tactile, urban, and human-scale design qualities.

Multi-level office and hotel lobbies with integrated retail are located at the ground (L00) and upper ground (L01) levels of P1 and P2. The facades for this zone comprise mostly glazing with portions of protruding solid to separate programme and entrances while also enclosing plant and egress routes. Facade lines at the ground plane are set back from the upper edges of the podium to provide shelter, expansion of the footpath and visual depth in the massing composition.

KEY

TYPE A - OFFICE FACADE

Vertical fins over unitised glazing and insulated panel system. Shadow box to spandrel zone.



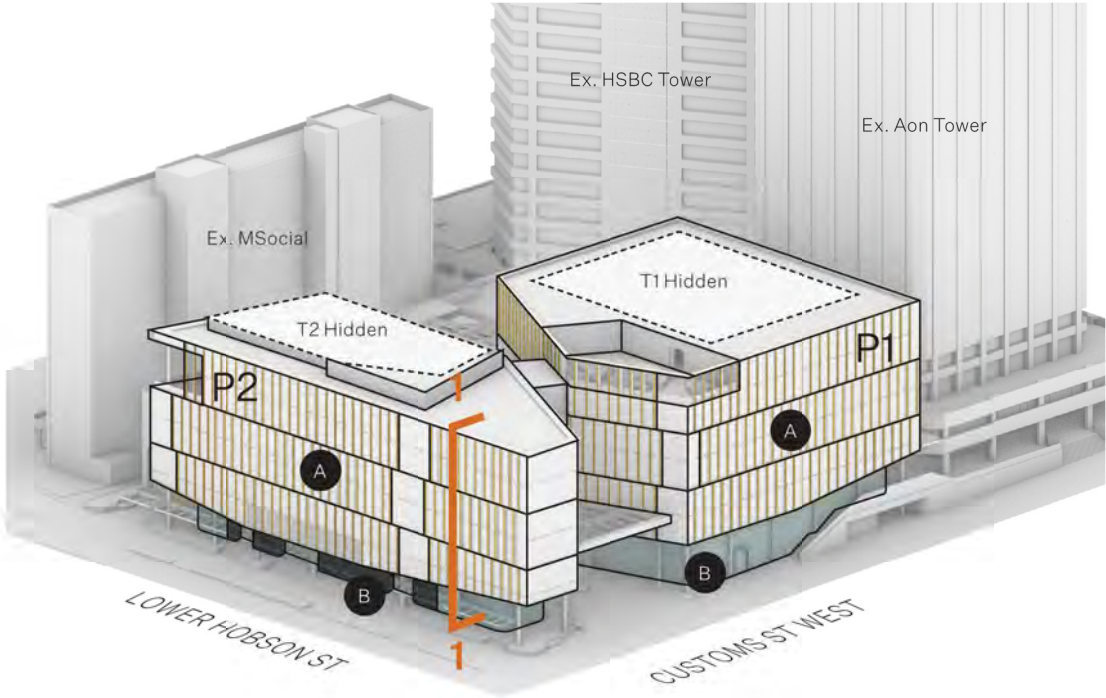
TYPE B - LOBBY / RETAIL FACADE

Structural glass facade assembly - laminated face glass panels point supported from steel mullions. Ceramic rainscreen cladding or similar to solid walls.

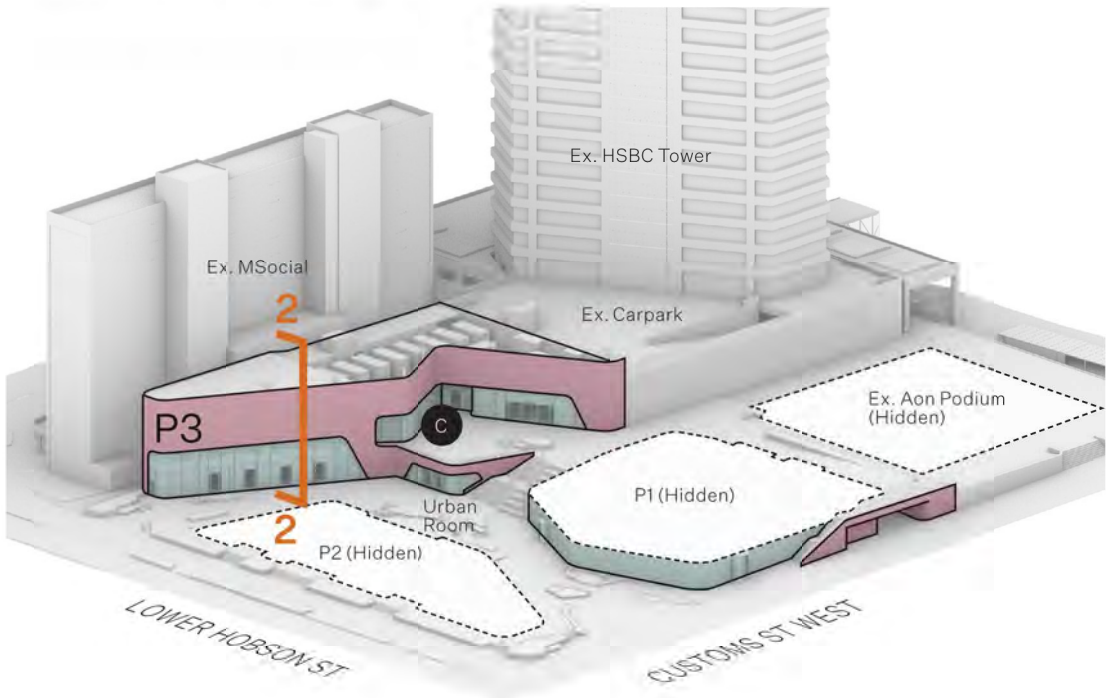


TYPE C - RETAIL FACADE

Proprietary brick slip or similar rainscreen. Shopfront glazing and signage system with low iron glass. Powdercoated aluminium frame with external fin extensions.



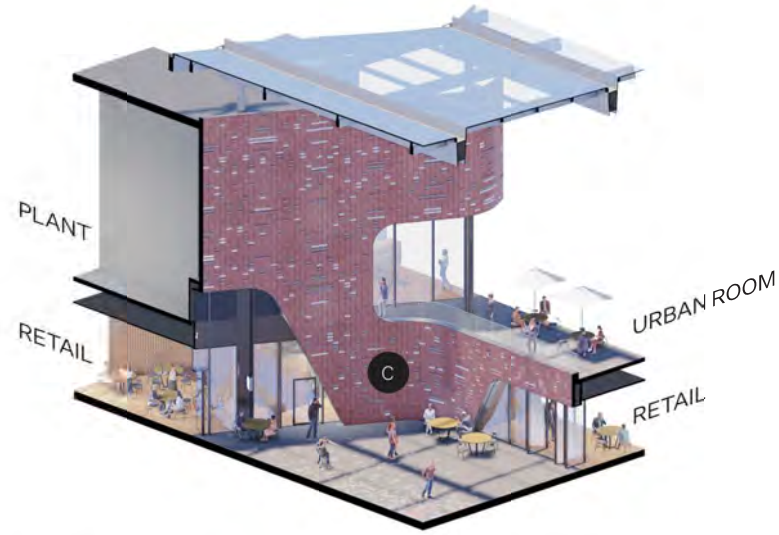
Facade Location Diagram - Streets



Facade Location Diagram - Urban Room



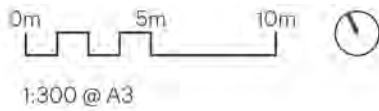
1-1 Podium Street Section



2-2 Podium Urban Room Section

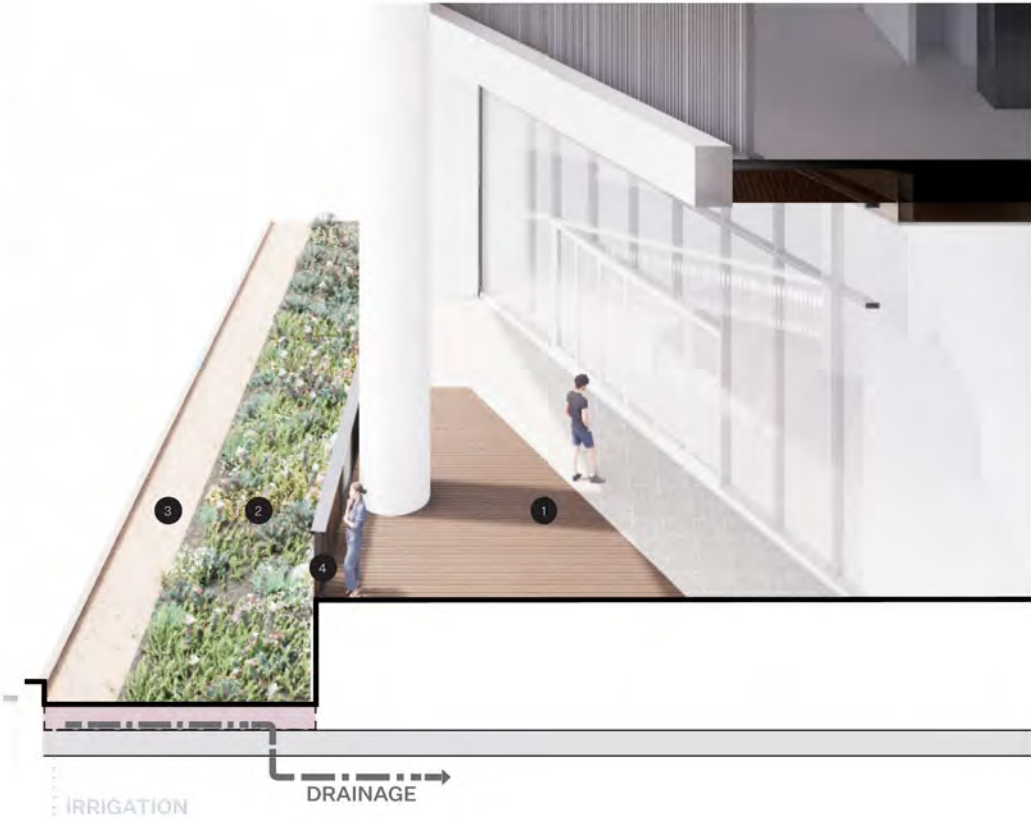
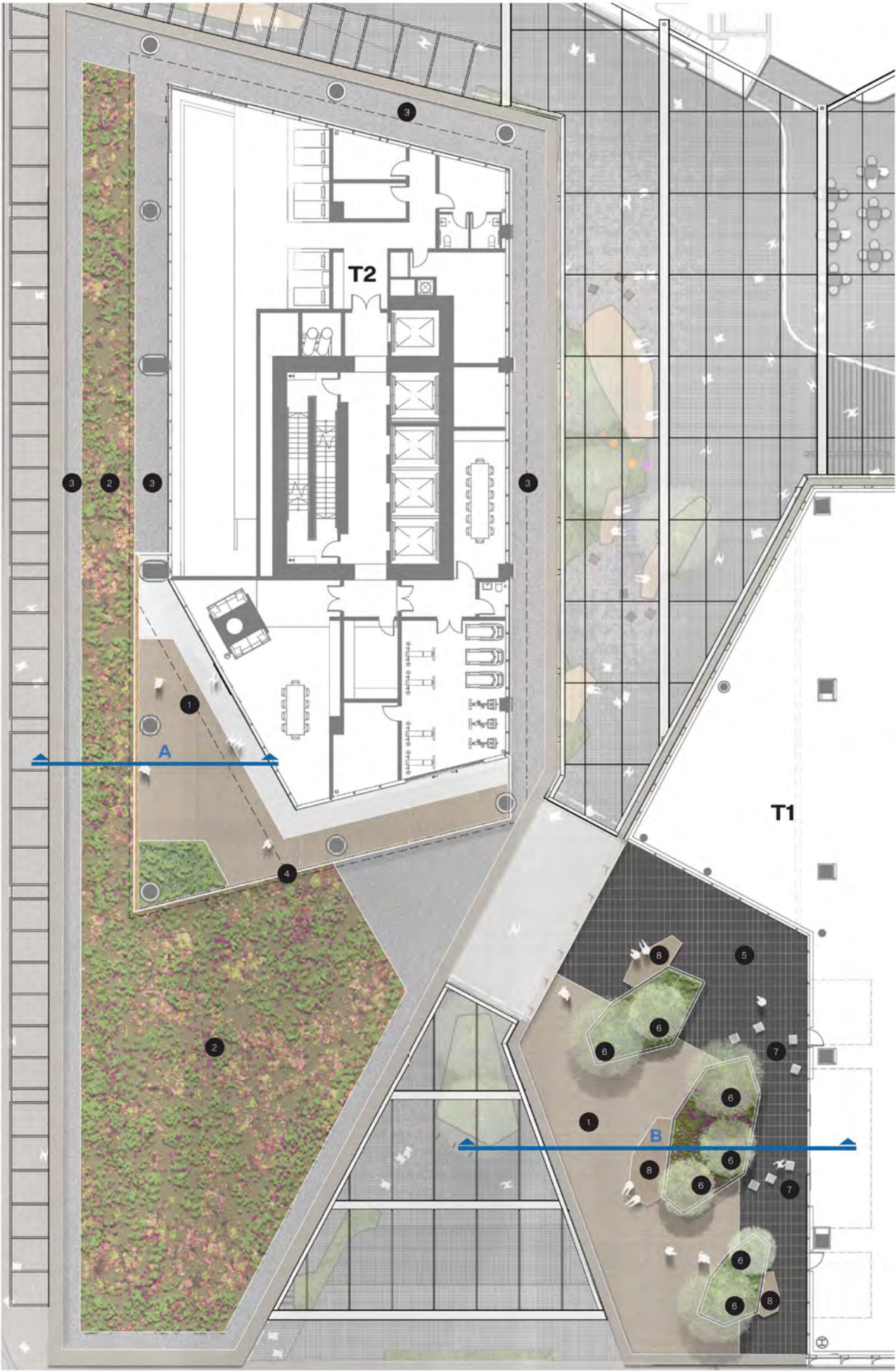
2.10 Podium Roof Terrace

Timber Decking	1
Sedum roof	2
Ballast roof	3
Balustrade	4
SU-107 Paving	5
Native Tree - Nom. 400L/1000L Specimen	6
Dwell Space - Informal Seating	7
FU-001 Seating	8

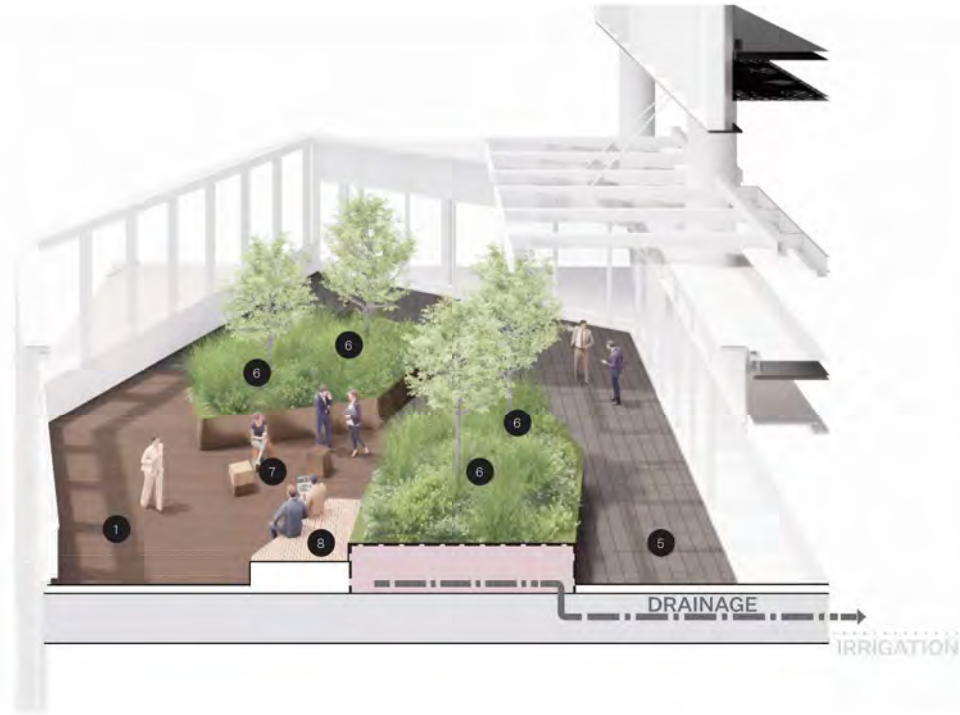


Further Detail:

Refer to Document A
(Architecture and Landscape
Drawings) for further detail
including annotated sections



Section A



Section B

2.10 Podium Roof Terrace

Planting Strategy



Pohutukawa
Metrosideros excelsa
"Maori Princess"



Taraire
Beilschmiedia taraire



Pūriri
Vitex lucens



Taupata
Coprosma repens
"Poor Knights"



Pratia
Lobelia angulata



Wharawhara
Astelja banksii



Common Maidenhair
Adiantum cunninghamii



Mouku
Asplenium bulbiferum



Whau
Entelea arborescens



Tūtae kōau
Apium prostratum



Matangoa
Rorippa divaricata



Kāramuramu
Coprosma robusta



Kōwhangatarā
Spinifex sericeus



Turutu
Dianella nigra



Forest Sedge
Ca. ex dissita



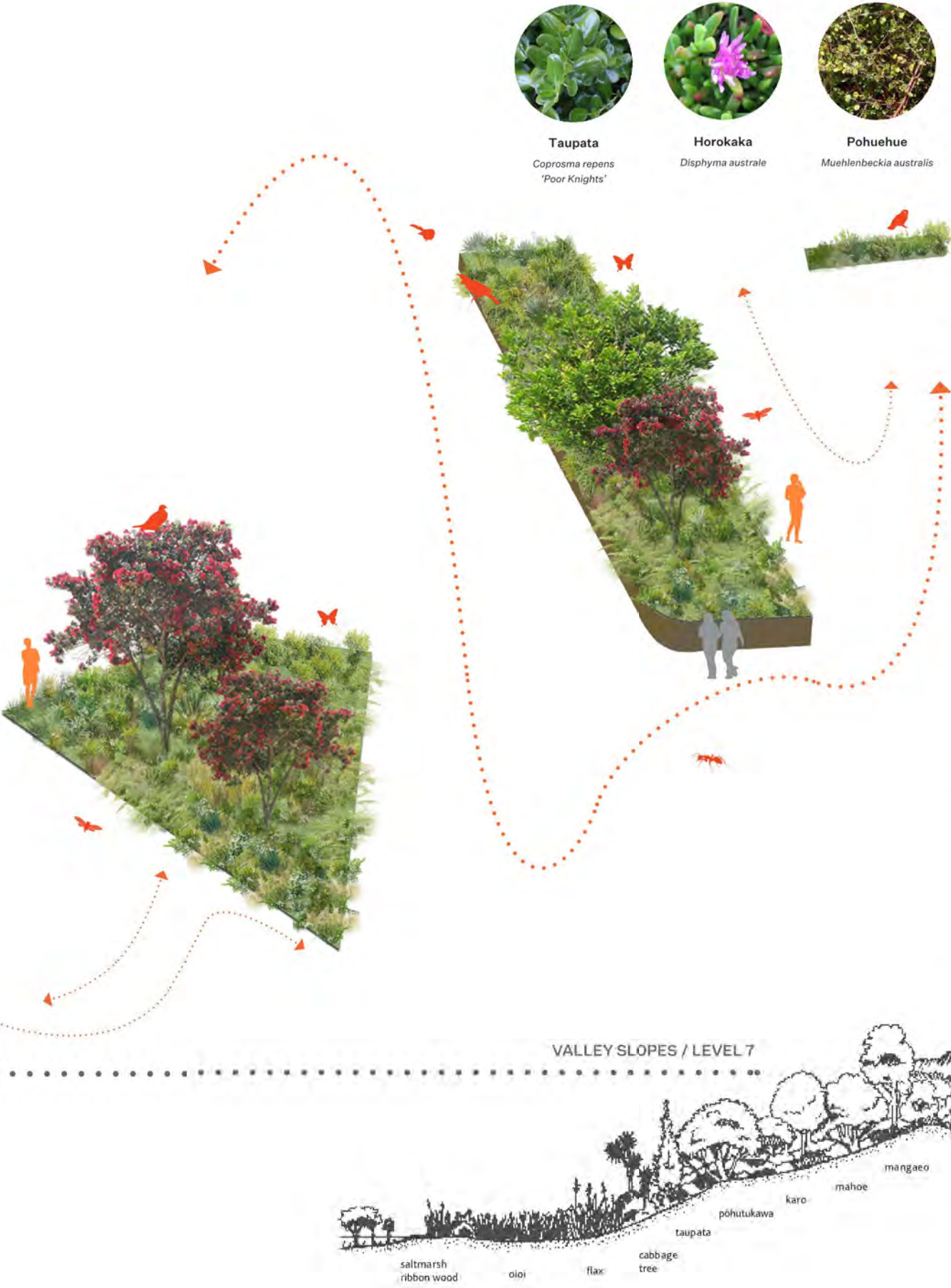
Koheriki, NZ Angelica
Scandia rosifolia



Kōkihi, NZ Spinach
Tetragonia tetragonioides



Horokaka
Disphyma australe



Outline Specification

All trees to be planted in structural tree pits of min. 4m³ soil volume per tree within combined planters with arbor green stratcells/stratavault and 50mm drainage cell and SW connection to base of tree pit. All trees to be anchored with timber straining frames, stainless steel wires and eye bolts. Each tree to include 2No. 60mm aeration / watering tubes per tree with SS grate over. Growing media to be nom. Living Earth Podium mix.

Planters on podium and balconies for shrub and groundcover planting to include min 450mm deep growing media, nom. Living Earth Podium mix, 50mm drainage cell and SW connection to base of planter. Mulch for understory planting to be 75mm Living Earth 'More than Mulch' Allow up to 6no. plants per m² grades vary between 1Litre and 5Litre.

All planting to be drip irrigated.

2.10 Podium Roof Terrace

Planting Strategy

The level 7 terrace planting aims to create a vibrant and resilient roofscape, using hardy sedums and coastal species selected for their colour, texture, and seasonal variation. Species such as *Coprosma acerosa* and *Pimelea prostrata* provide fine foliage contrast, while succulents including *Crassula sieberiana* and *Disphyma australe* bring structure and year round greenery.

A diverse sedum mix, including *Sedum acre*, *Sedum mexicanum*, and *Sedum spurium* 'Dragons Blood', together with *Lampranthus* sp. ensures bursts of yellow, red, and pink tones across the seasons, enhancing visual interest throughout the year. This variety of colour and form will animate the terrace, softening the built environment and enriching the experience for building users.

The selected palette is low-maintenance, drought-tolerant, and well suited to the exposed rooftop conditions, ensuring a sustainable and attractive green roof that brings ongoing colour and character to the space.

Outline Specification

Allow for biodegradable coir matting mulch layer (to protect growing media from wind erosion and maintain moisture) over 150mm deep lightweight green roof growing media (Typically 20% Organic matter, 70% Pumice, 10% Zeolite subject to detail design) over geotextile and drainage layers, 150 - 200mm 'T' profiled aluminium edging system.

Allow for drainage outlet to SW from green roof drainage layer.
Ballast roof to be 60–80mm, locally sourced washed rounded river pebbles 150mm deep.

Waterproofing and protection layers over roof to be confirmed during detailed design phase.



2.11 Signage

Signage will be integrated into the building envelope design to support the commercial and retail uses within the precinct.

Signage zones are indicated on the architectural drawings and adjacent renders to provide an impression of the location and scale of intended signage.

Signage at the ground plane is intended to be complimentary to the building facade expressions and an enhancement of the retail laneway experience. Undesirable visual outcomes will be avoided through consistent signage constraints defining location, form, and materials options. Building naming-rights signage is intended for T1, T2, P1, and P2 which will include logos of anchor tenants who occupy the buildings.

Reference images of the neighbouring Commercial Bay development by Precinct Properties are provided below as an example of the type of ‘curated’ signage intended for the proposed Downtown West project.

Further Detail:
Refer to Document A (Proposed Architectural Drawings) for further detail including dimensioned signage zones.



Retail Shopfront Signage Example



Retail Suspended Signage Example



Canopy Suspended Signage Example



Precinct Branding Signage Example



Podium Naming Rights Example



Tower Naming Rights Example



↑ Urban Room / Laneway & Retail Signage



↑ Podium Naming-Rights Signage (Lower Hobson & Customs St W)



↑ Tower Naming-Rights Signage

Indicative Signage Location

Towers & Skyline

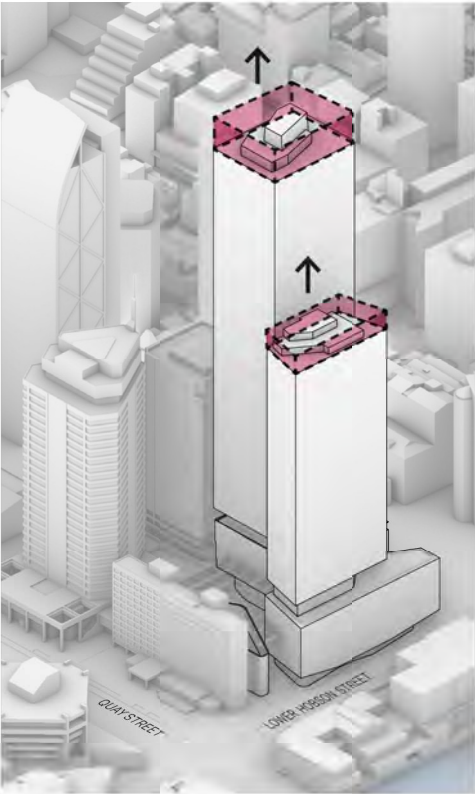


3.1 City Skyline

Designed in collaboration with Haumi & Ngāti Whātua Ōrākei, the tower forms combine to create a meaningful skyline symbol that connects the built form of the city with the surrounding whenua. Three distinct ‘chiseled’ corners, are designed to re-orientate the crowning faces of the building toward each of the three harbours that define Auckland / Tāmaki Makaurau.

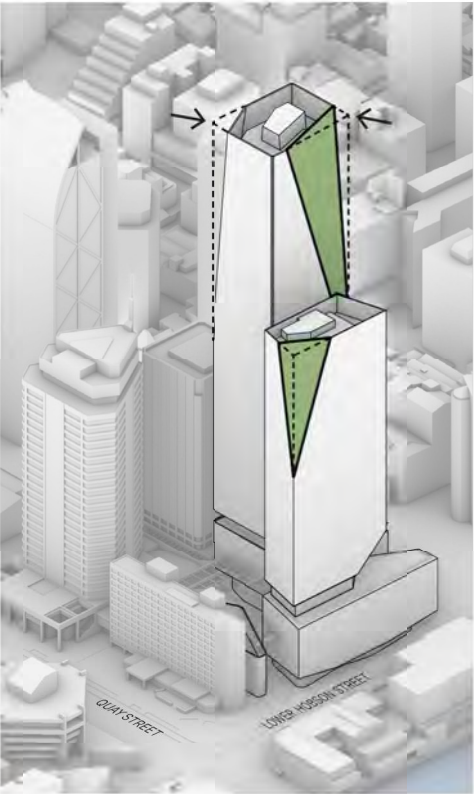
Informed by the metaphor, ‘carved by light,’ the chamfered geometry also enables sunlight access to the surrounding ground plane and important public spaces by tapering skyward. The adjacent diagrams illustrate the tower crown strategies in more detail.

Facade Extension



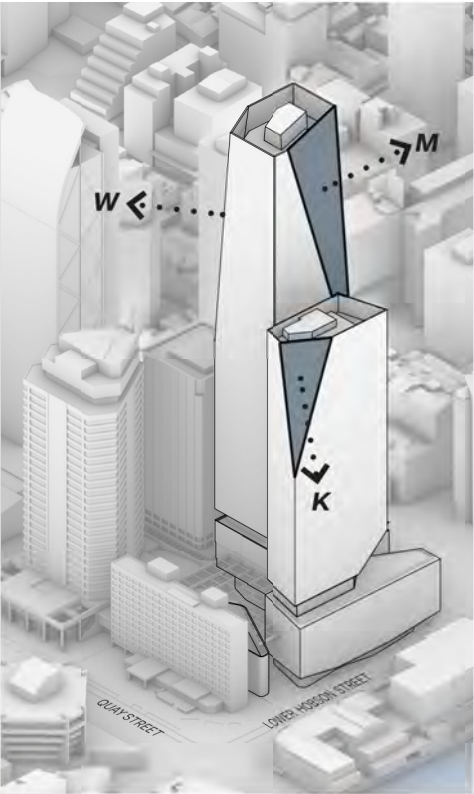
Rooftop plant elements (cooling towers, lift overruns etc.) are screened by the extension of building facades beyond the roof plane.

Tapered Form



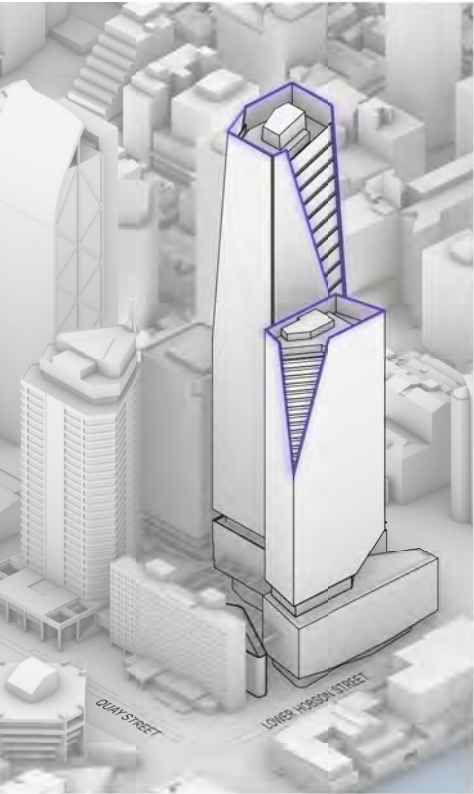
The sculpting of the upper floors are informed by the ‘carved by light’ narrative resulting in a stepping back of upper levels while providing sunlight to St Patrick’s Square.

Three Harbours, Three Carvings



Three chamfered corners taper the tower forms skyward while gesturing horizontally toward the three harbours that define Auckland’s geographical area.

Lighting



Lighting will be a key element of the skyline contribution of the project - focused on the triangular carved elements at the top of each tower.

3.1 City Skyline

The following renderings place the design proposal within the city context.

Signage:
Signage is excluded from renderings. Refer to 2.10 Signage for more detail

Further Detail:
Refer to Document A (Architectural Drawings) for wider and additional renders.



↑ Rendered elevation (North)



↑ Rendered view from harbour (North West)



↑ Rendered view from harbour (North)



↑ Rendered view from harbour (North East)

3.1 City Skyline

Signage:
Signage is excluded from renderings. Refer to 2.10 Signage for more detail

Further Detail:
Refer to Document A (Architectural Drawings) for wider and additional renders.



↑ Rendered elevation (West)



↑ Rendered view from harbour (North West)



↑ Rendered view from harbour (West)



↑ Rendered view from harbour (South West)

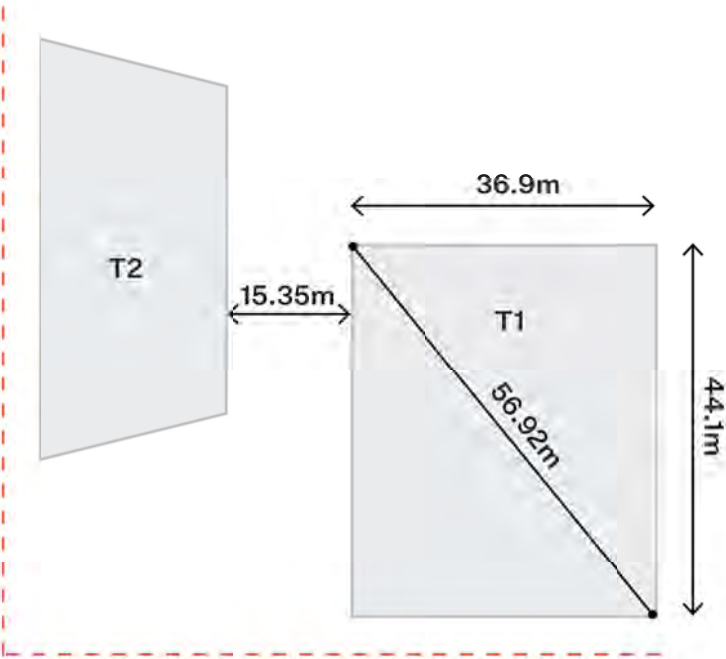


3.2 Tower 1 Planning

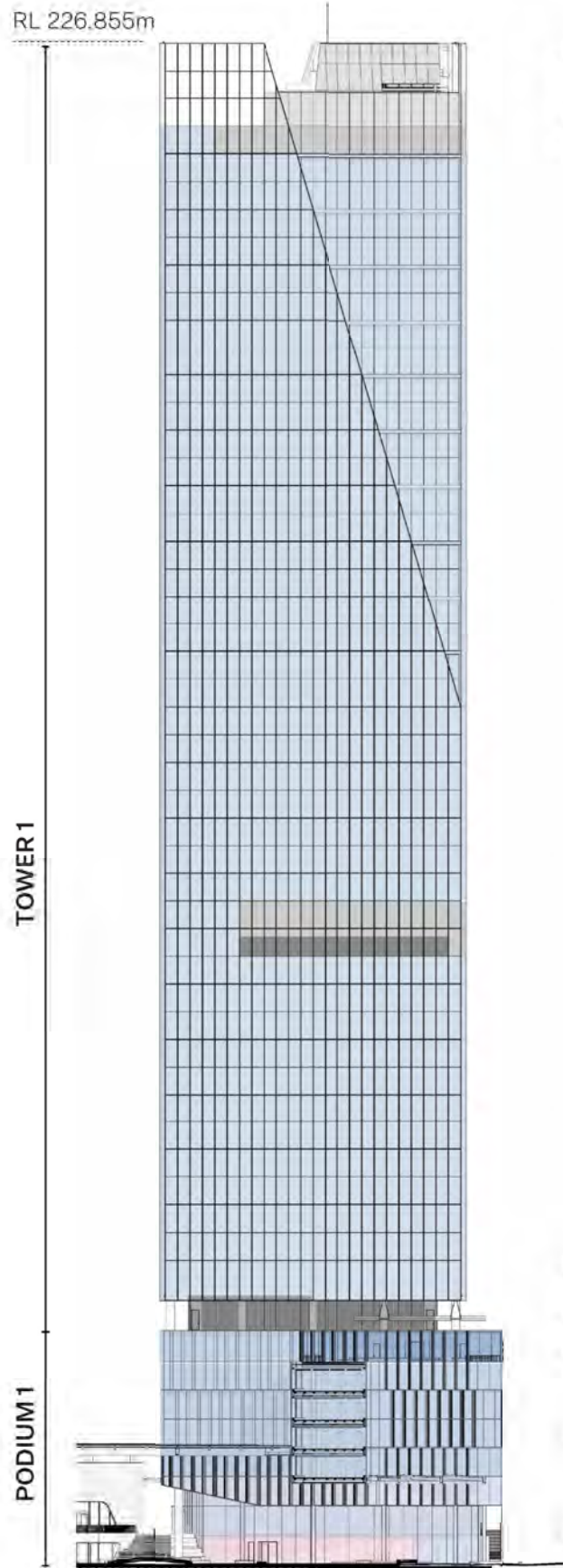
Tower 1 (T1) is an office tower providing 42 levels of office space above the podium level.

The tower is anchored by an 8 level podium building (P1) which houses 5 additional levels of office (47 total incl. tower), and 2 levels of lobby, F&B retail, and meeting suites. The top podium office level (L07) includes a roof terrace amenity space.

Office
Office Amenity
Lobby
Retail
Plant



Key Plan Dimensions*
*Dimensions are to the external face of glazing



Elevation Diagram

- Level 53, Lift Motor Room
- Level 52, Lift Overrun and Roof Plant Deck
- Level 51, Plant, Lift Motor Room, Roof and Rooftop Crane
- Level 50, High Rise Office, AHU Plant

Levels 32-49, High Rise Office

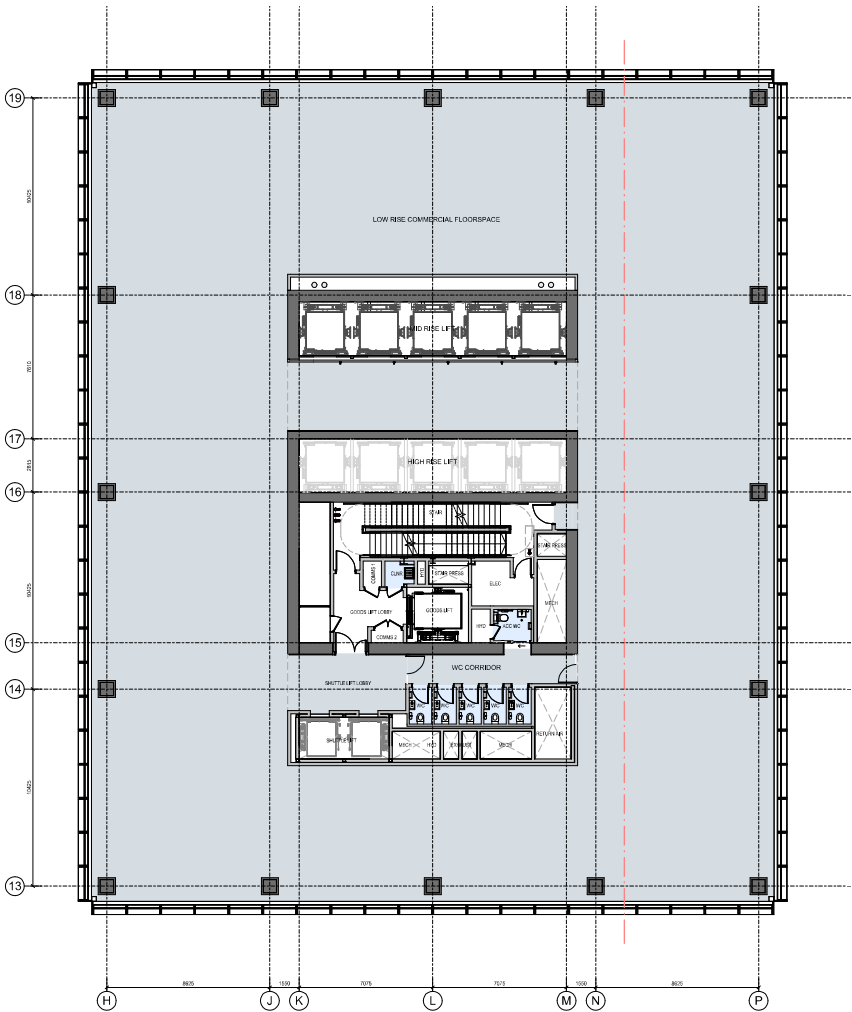
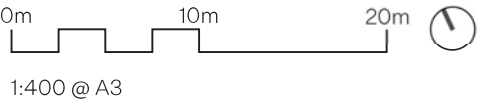
Level 22, Mid Rise Office, AHU Plant
Level 21, Mid Rise Office, AHU Plant

Levels 11 - 31, Mid Rise Office

Levels 9 - 10, Low Rise Office (T1)
Levels 08 - 08M, AHU Plant
Level 7, Low Rise Office, Terrace Amenity (P1)

Levels 03 -06, Low Rise Office (P1)

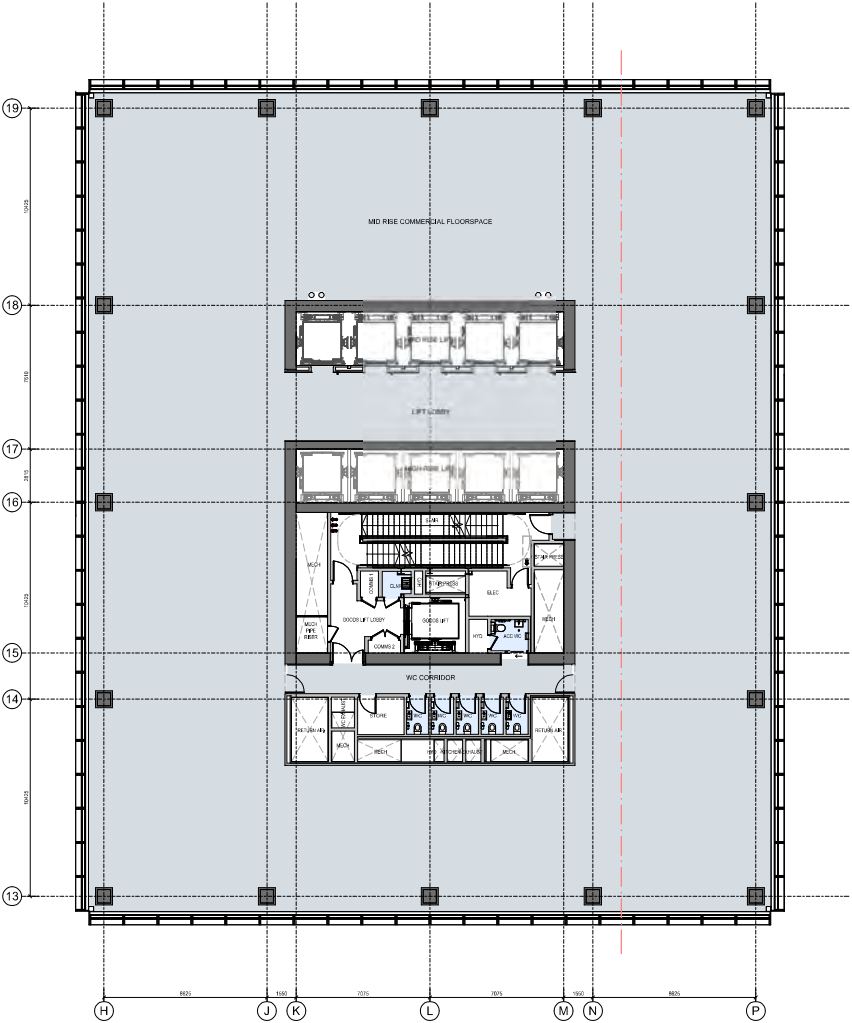
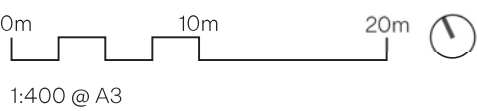
Levels 00 - 01, Lobby / Retail / Meeting Suite



Low-Rise Office Plan (L09)

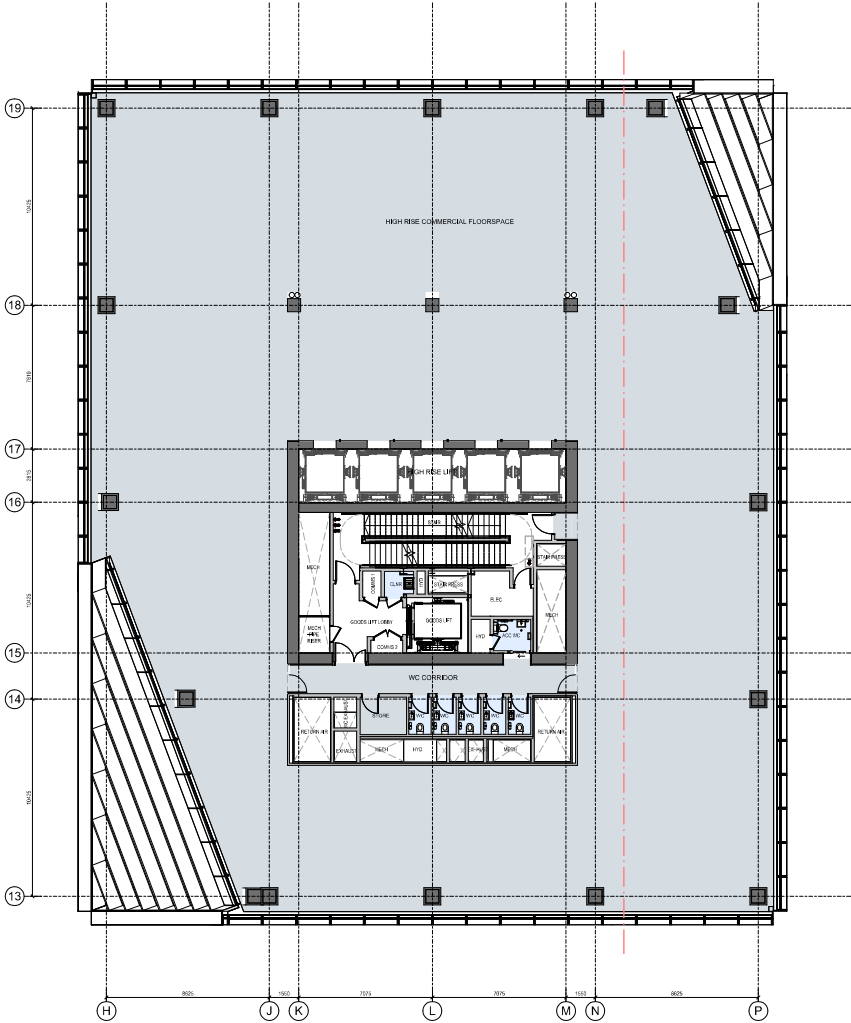
T1 is a centre core building providing office space with outlook to all aspects. Office floors are split into three mechanical and lifting sections - low-rise, mid-rise and high-rise. Low-rise floors in T1 are Level 09 and Level 10 with flexibility to also lease Level 11 part of the low-rise stack. Level 09 is shown above.

3.2 Tower 1 Planning



Mid-Rise Office Plan (L19)

Mid-rise floors run from Level 11 to Level 31, with a lift overrun on Level 32 and lift motor room is on Level 33. Level 19 is shown above.



High-Rise Office Plan (L45)

The high-rise portion of the tower starts at Level 33 and provides a larger contiguous floorplate north of the core once above the mid rise lift motor room. Additional space is located at Level 50, connected to Level 49's floorplate. Level 45 is shown above.

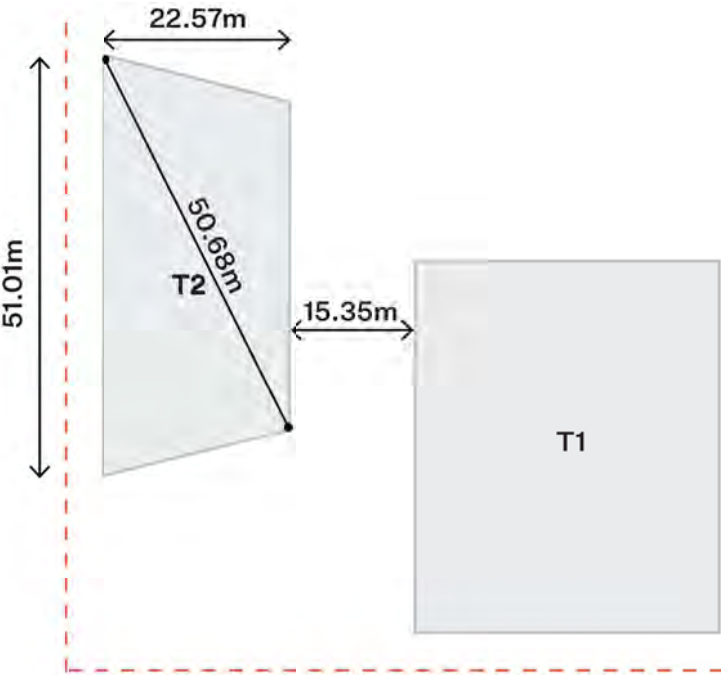
3.3 Tower 2 Planning

Tower 2 (T2) is configured as a mixed-use building with 12 levels of hotel and 22 levels of apartments and integrated amenity above the podium.

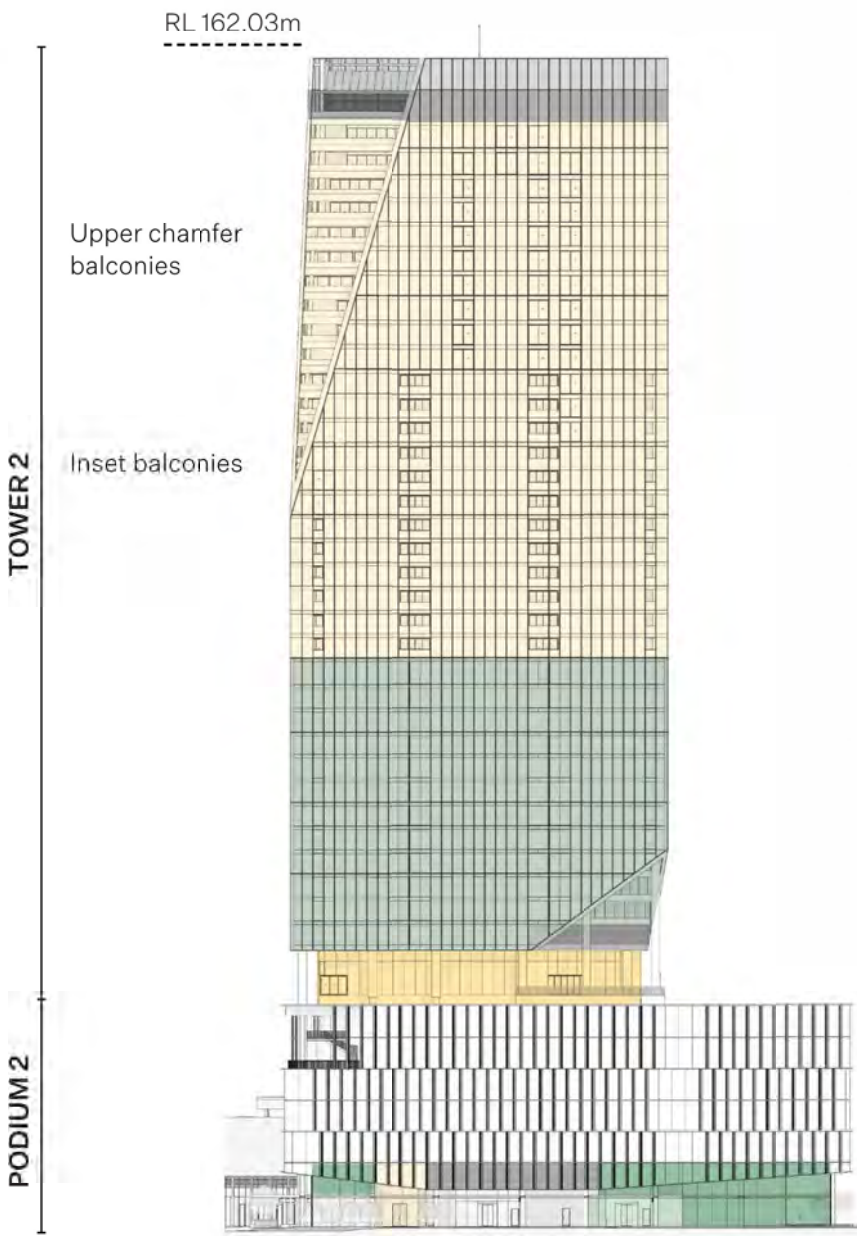
T2 provides 200 hotel keys and 160 residential homes with private lobbies and amenity spaces.

The tower is anchored by podium building 2 (P2) which is primarily office space with retail and lobbies at the ground floor. Residential amenity is located on the rooftop of P2 (Level 07) and hotel amenity is located on Level 01 and Level 08.

	Residential
	Residential Amenity
	Residential Lobby
	Hotel
	Hotel Amenity
	Hotel Lobby
	Plant

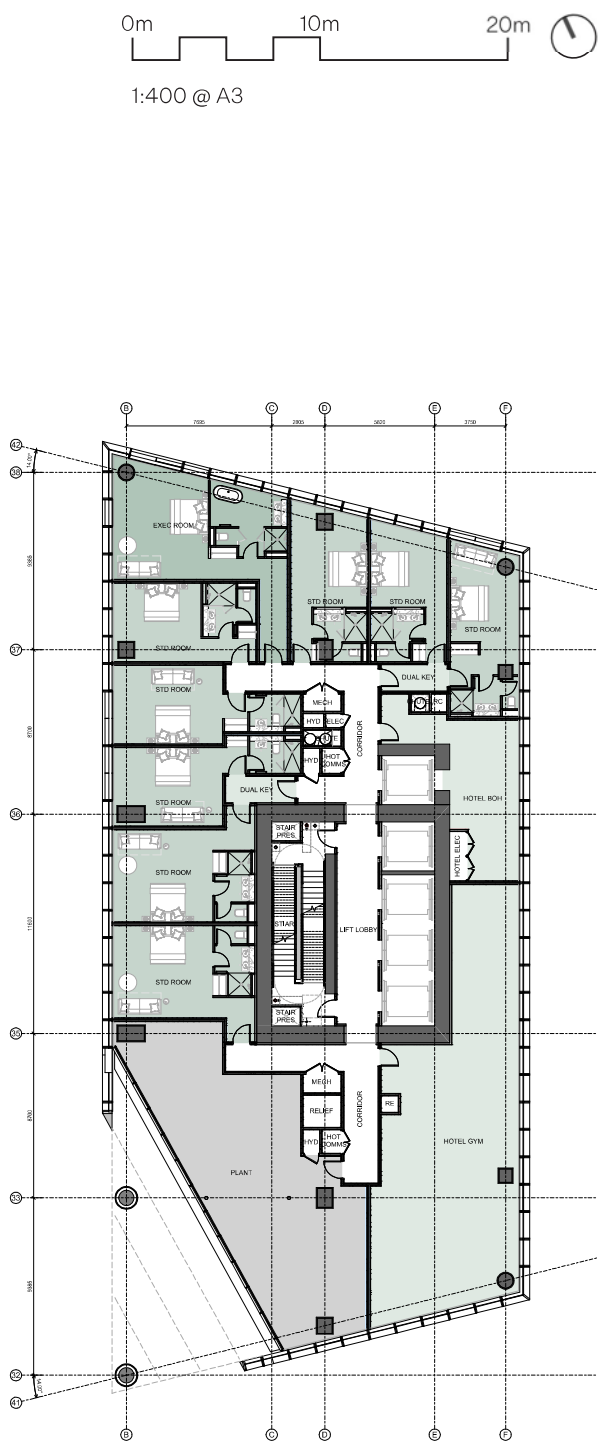


Key Plan Dimensions*
*Dimensions are to the external face of glazing



Elevation Diagram

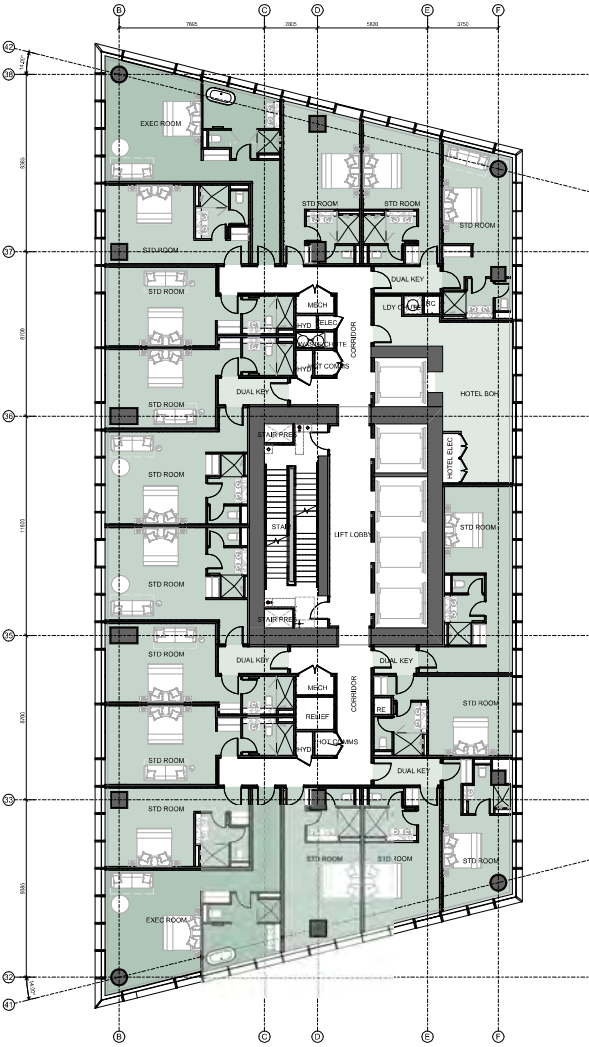
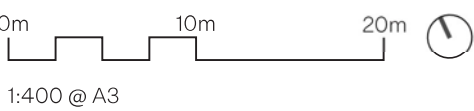
- Level 42 - 43, Plant, BMU, Lift Motor Room
- Level 20-41, Residential Apartments
- Level 09-19, Hotel
- Levels 08, Hotel, Plant
- Levels 07-07M, Low Rise Amenity and Plant
- Levels 02 - 06, Low Rise Office (P2)
- Level 01, Hotel Amenity, Plant (P2)
- Level 00, Retail and Lobbies (P2)



Hotel Plan (L08)

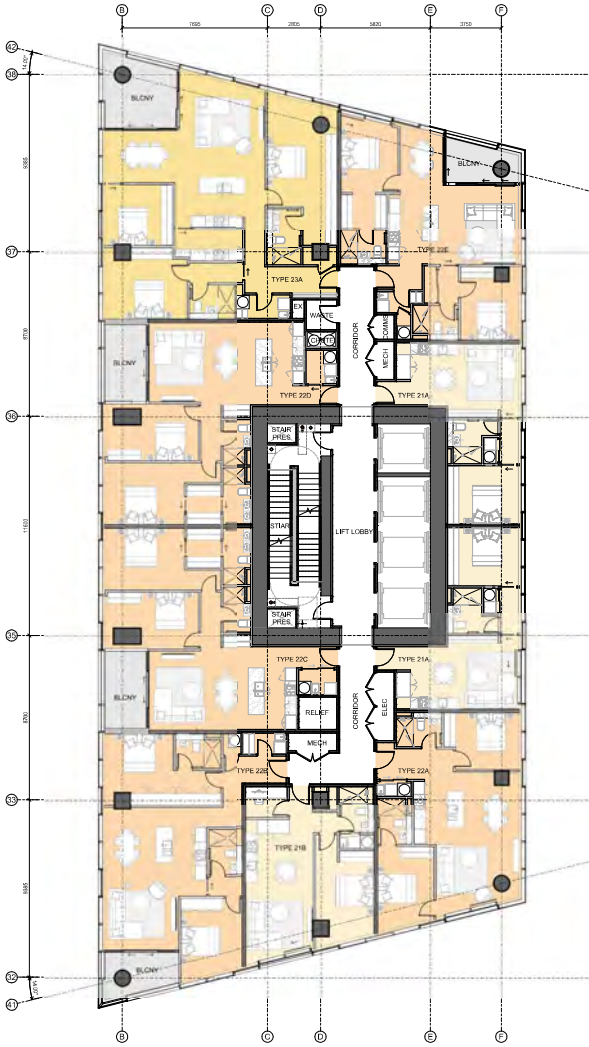
Level 08 is the first hotel floor, but also comprises some plant and the hotel gym. Hotel rooms on the north are the same as the upper levels.

3.3 Tower 2 Planning



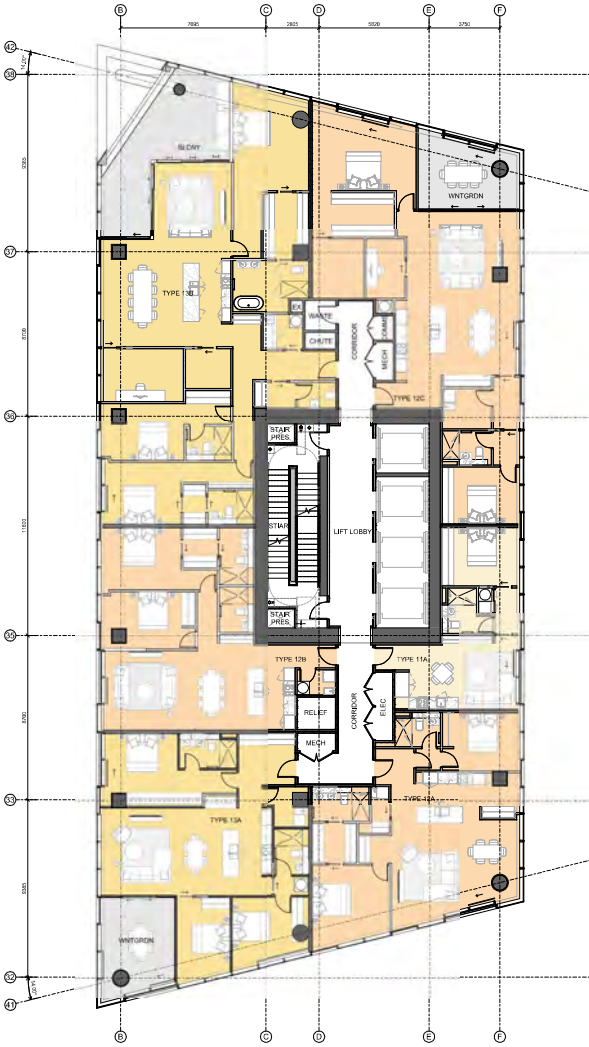
Typical Hotel Plan (L13-18)

Level 13 is the first typical floorplate on T2 and is typical of the general planning arrangement for the hotel floors. The floorplate comprises 18 hotel rooms as well as a hotel back of house space.



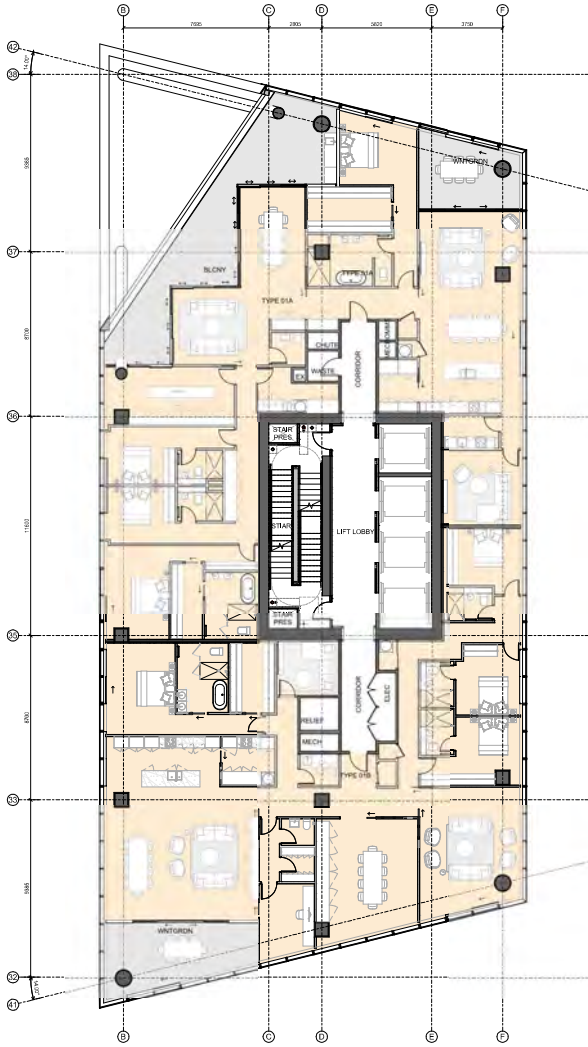
Typical Residential Plan (L22-26)

The residential apartments start on Level 20, but due to the hotel goods lift lift overrun and machine room, the first typical residential floorplate is Level 22. The floorplate comprises 9 homes per floor with a mix of 1 bed, 2 bed and 3 beds.



High-Rise Plan (L32)

The chamfer on the North West corner starts at Level 29, and at Level 32 some of the apartments are amalgamated to create larger homes. Wintergardens and juliet balconies are provided to corner apartments while the north west apartment has a large balcony in the chamfer space.

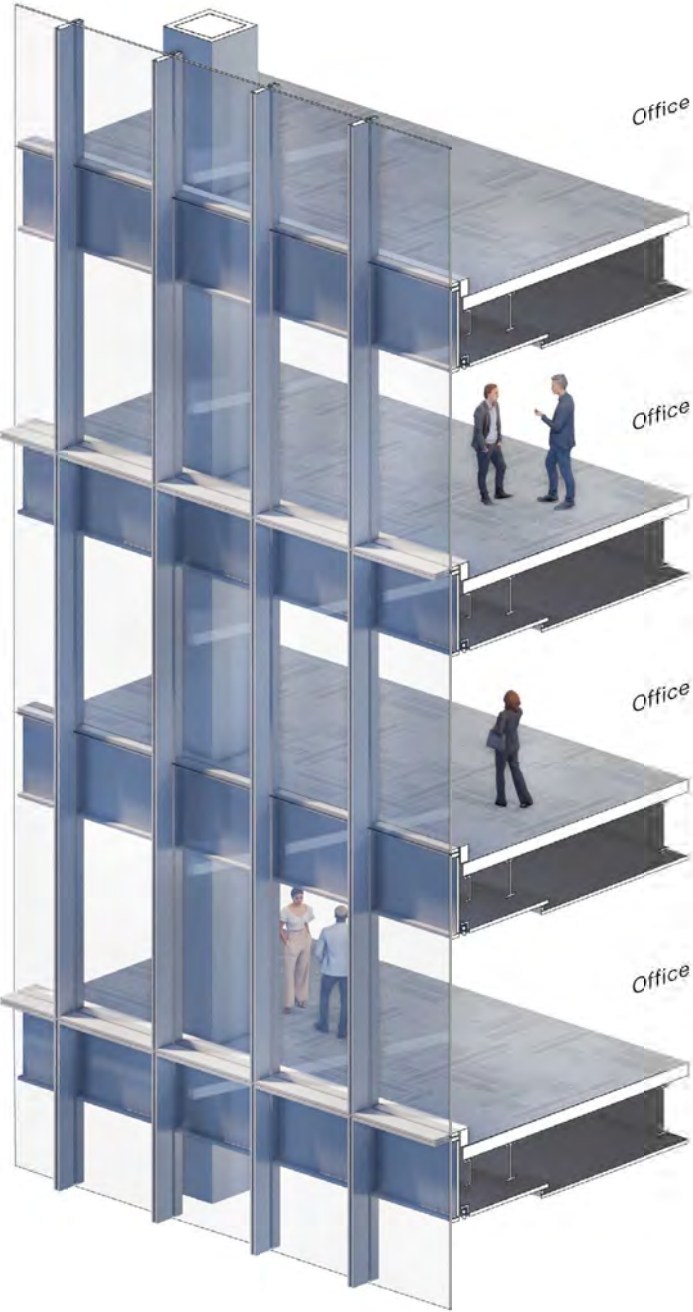
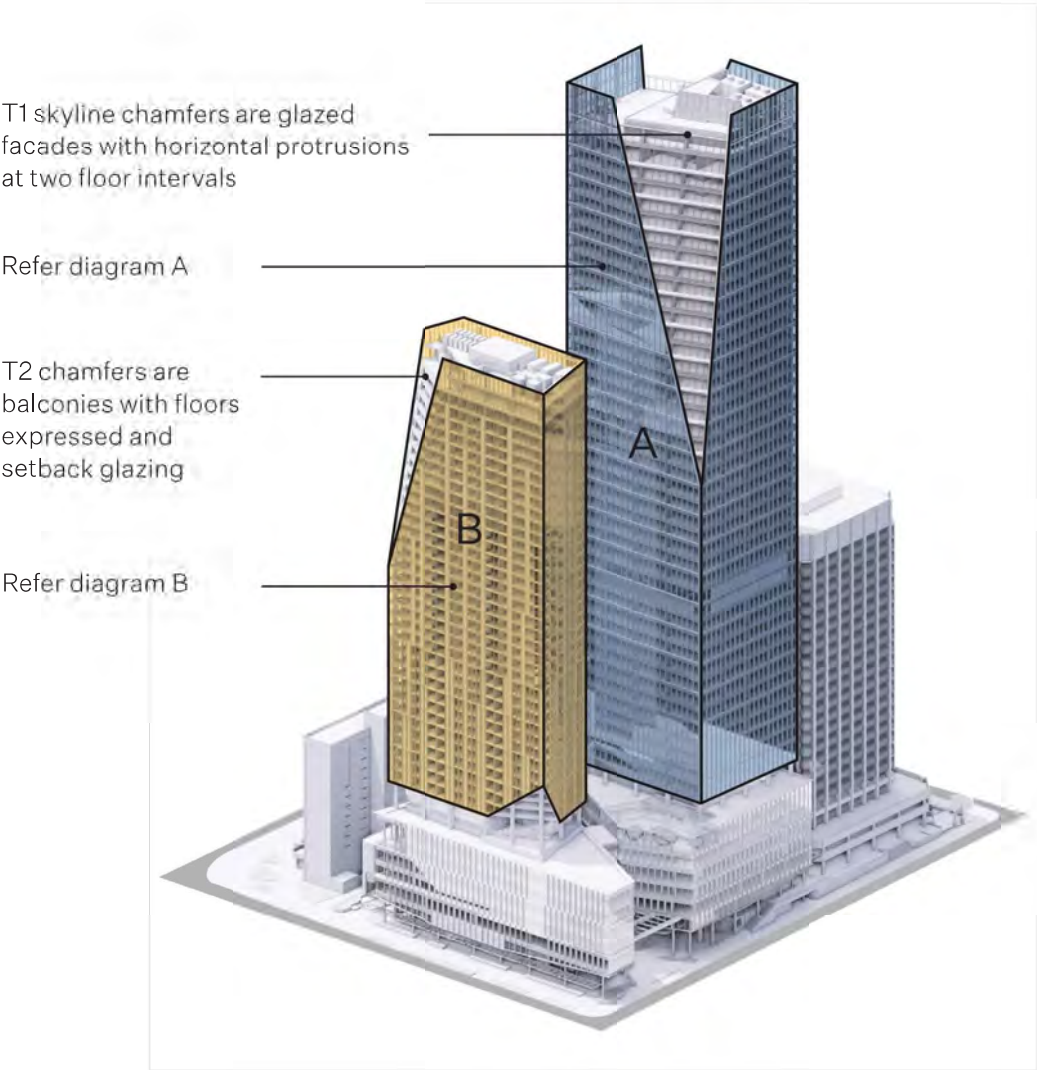


High-Rise Plan (L41)

Level 41 is the highest residential floor and illustrates a two apartment penthouse arrangement. The large north west chamfer balcony is provided for one apartment along with wintergardens and juliet balconies.

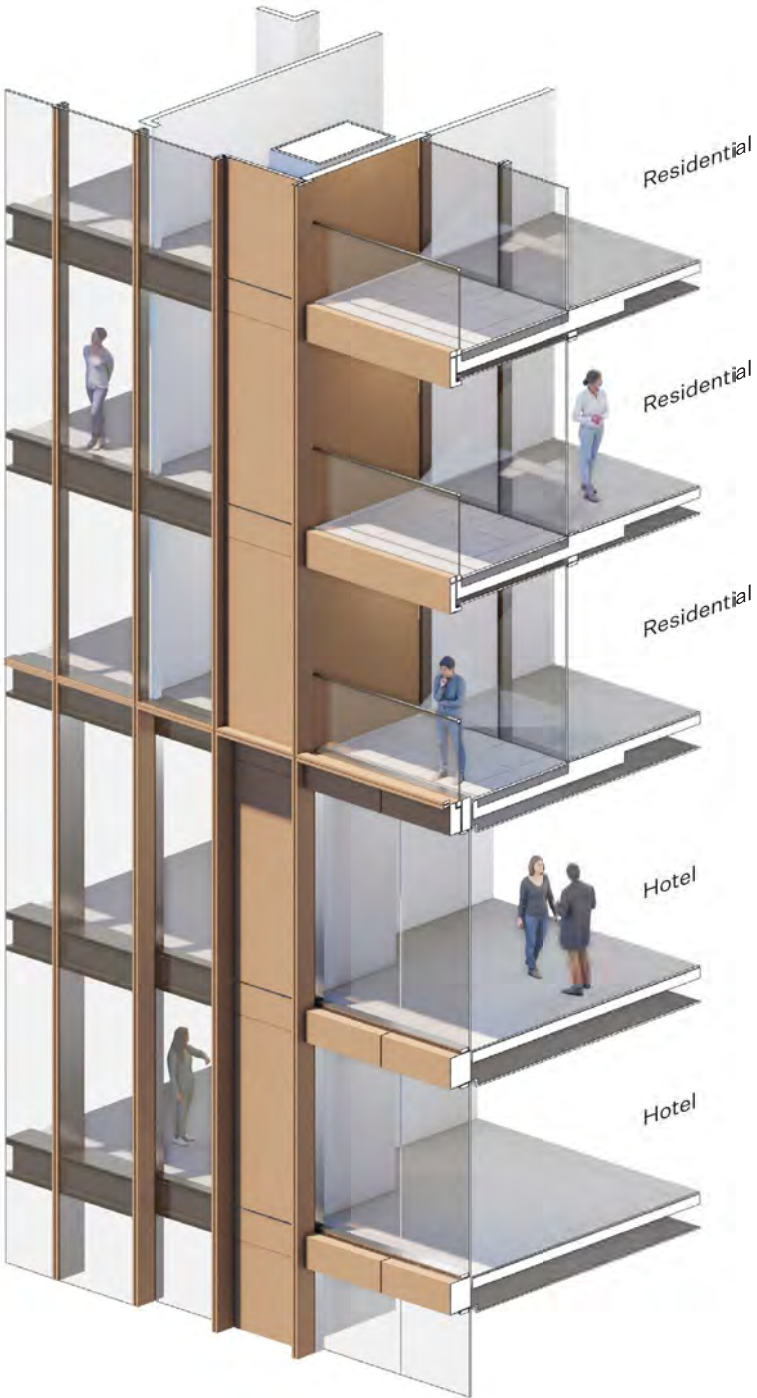
3.4 Tower Facades

The two towers are designed as a pair of buildings that are similar but not identical. The design language and conceptual narrative is consistent for both, with variance created through tonality and facade treatments that support the differences in programme. The adjacent diagrams explain the facade composition and materiality for each tower.



A - Tower 1 Typical Facade

The typical facade for Tower 1 is a unitised glazed curtain wall system with an external aluminium frame expression that spans vertically across two levels. The facade expression opens diagonally at opposing top corners to reveal different facade expression within the chamfer zones as illustrated in the adjacent diagram.



B - Tower 2 Typical Facade

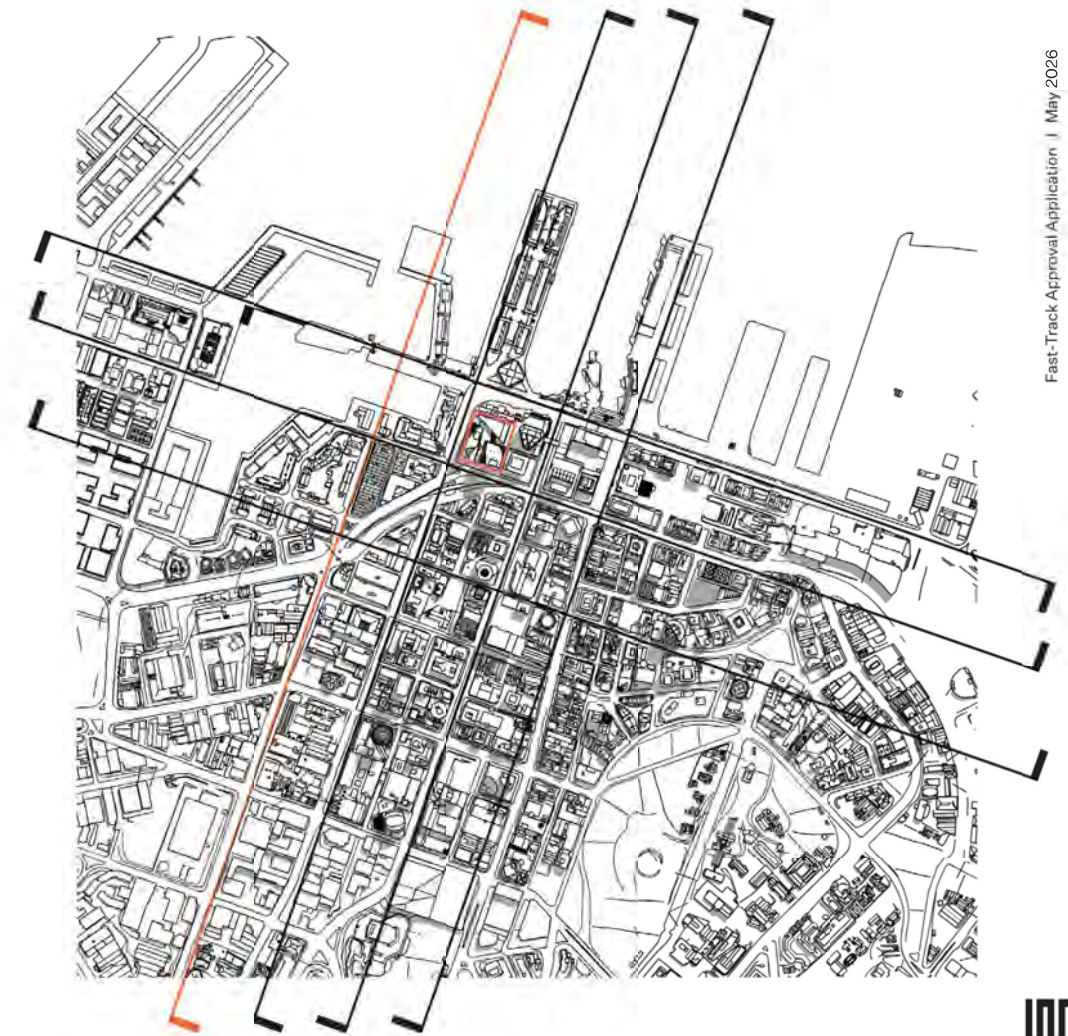
T2 is designed as a kit-of-parts arranged to of recessed glazing, flush glazing, aluminium-clad solid panels, and balconies at the lower levels. Similar to T1, the visual expression is vertically-oriented with depth and shadow provided by external frames. Solid elements are coloured with a warmer matte bronze-like tone to provide differentiation from the neutral palette of Tower 1.



Appendices

4.1 City Form Sections

North-South Nelson Street (East)



NELSON ST CROSS-SECTION | LOOKING EAST
PROPOSED SCHEME + CITY CENTRE APPROVED / CONSENTED

NTS

NOTE: Cross-sections are generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

4.1 City Form Sections

North-South
Hobson Street (East)



HOBSON ST CROSS-SECTION | LOOKING EAST
PROPOSED SCHEME + CITY CENTRE APPROVED / CONSENTED

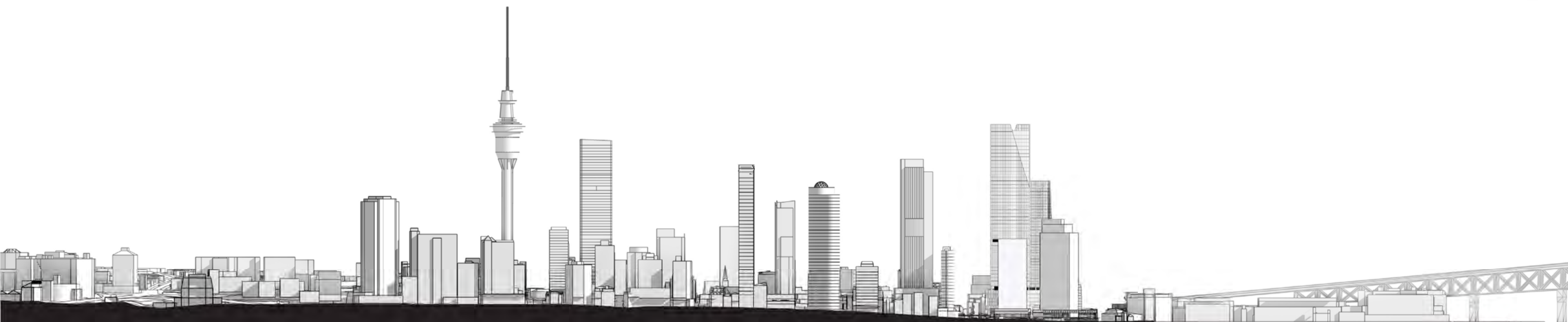
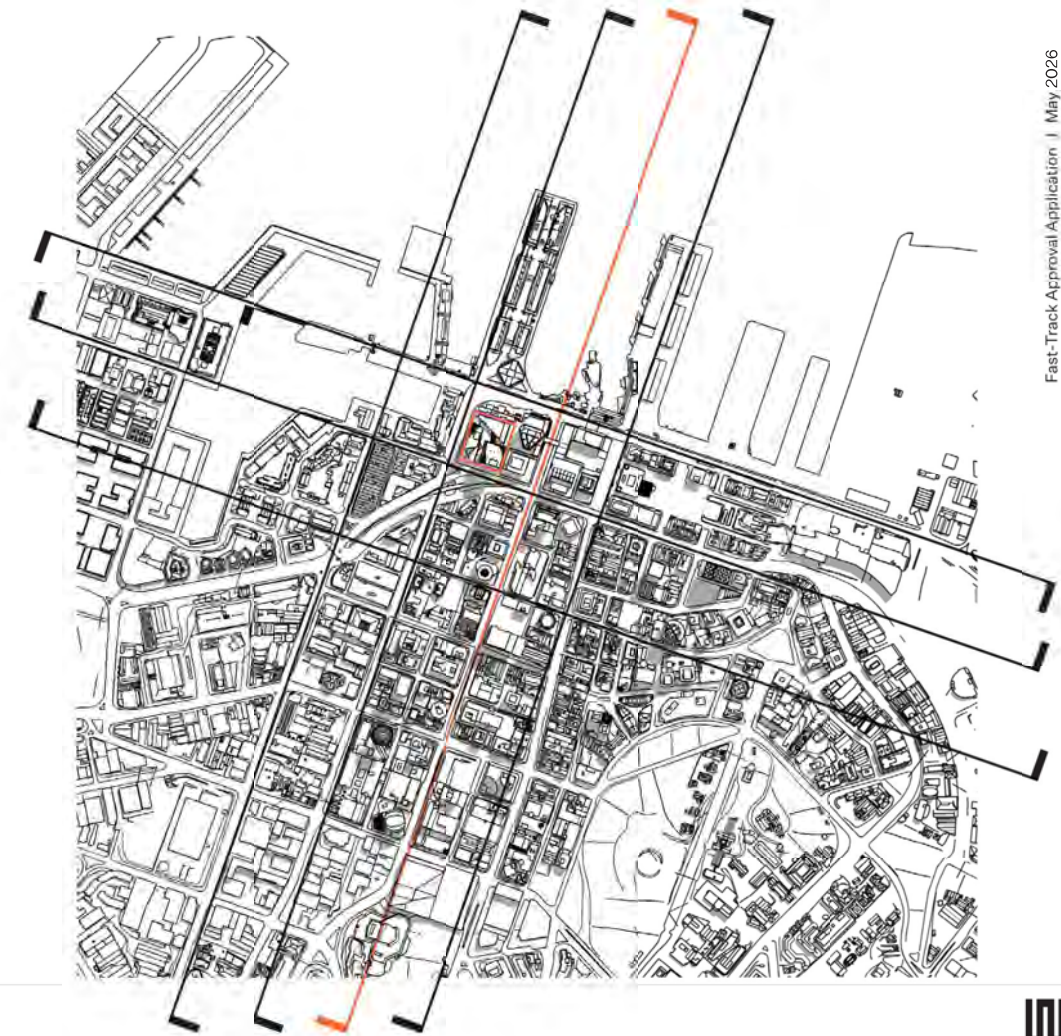
— NTS

NOTE: Cross-sections are generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

4.1 City Form Sections

North-South

Albert Street (West)



ALBERT ST CROSS-SECTION LOOKING WEST
PROPOSED SCHEME + CITY CENTRE APPROVED / CONSENTED

—
NTS

—
NOTE: Cross-sections are generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

4.1 City Form Sections

North-South
Queen Street (West)

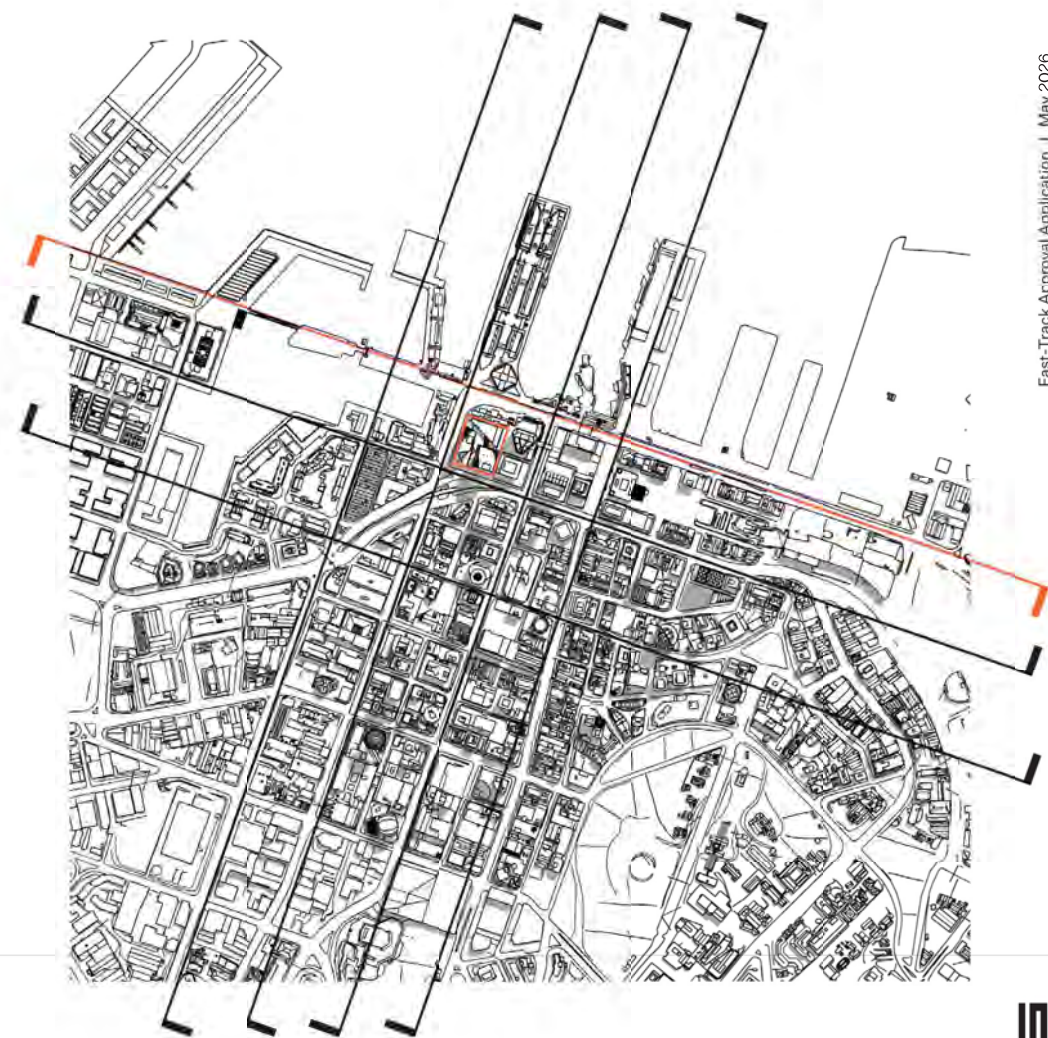


QUEEN ST CROSS-SECTION | LOOKING WEST
PROPOSED SCHEME + CITY CENTRE APPROVED / CONSENTED
—
NTS

NOTE: Cross-sections are generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

4.1 City Form Sections

East-West
Quay Street (South)



QUAY ST CROSS-SECTION | LOOKING SOUTH
PROPOSED SCHEME + CITY CENTRE APPROVED / CONSENTED

NTS

NOTE: Cross-sections are generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

4.1 City Form Sections

East-West
Customs Street (North)



CUSTOMS ST CROSS-SECTION | LOOKING NORTH
PROPOSED SCHEME + CITY CENTRE APPROVED / CONSENTED

NTS

NOTE: Cross-sections are generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

4.1 City Form Sections

East-West
Shortland Street (North)



SHORTLAND STREET CROSS-SECTION | LOOKING NORTH
PROPOSED SCHEME + CITY CENTRE APPROVED / CONSENTED

NTS

NOTE: Cross-sections are generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



4.2 Additional 3D Model Views

View A
Sturdee Street

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



4.2 Additional 3D Model Views

View B Historic Ramp

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



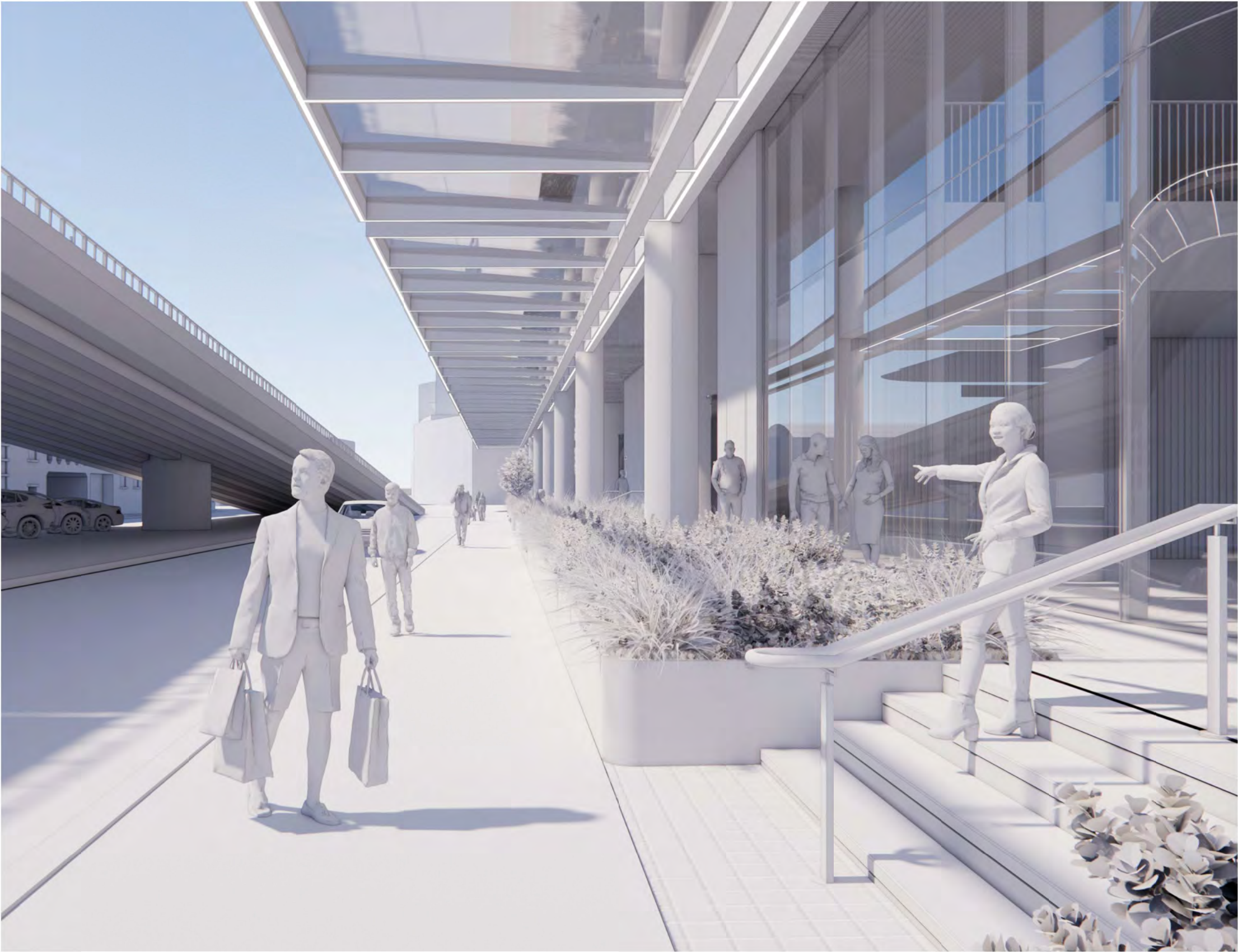
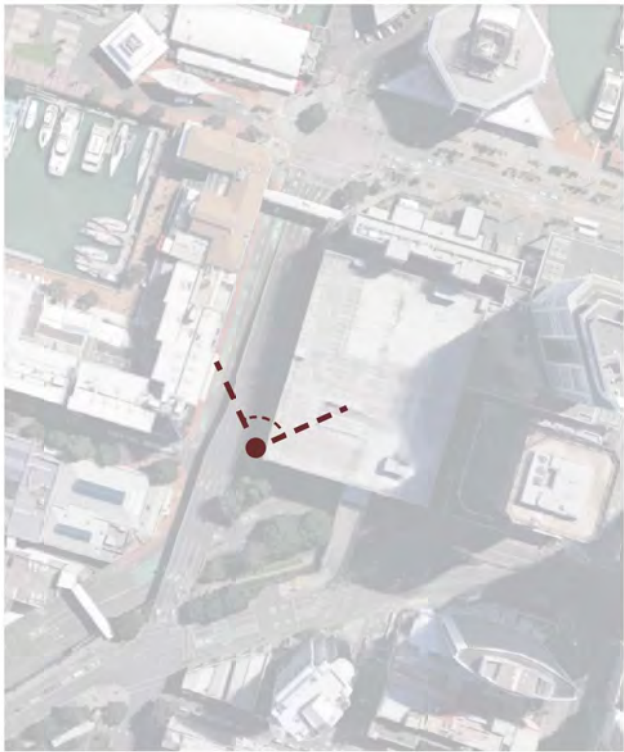
Note: existing trees ghosted in this view to reveal proposal



4.2 Additional 3D Model Views

View C
Lower Hobson Street East

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



4.2 Additional 3D Model Views

View D
Lower Hobson Street West

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



4.2 Additional 3D Model Views

View E
Quay St Corner

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

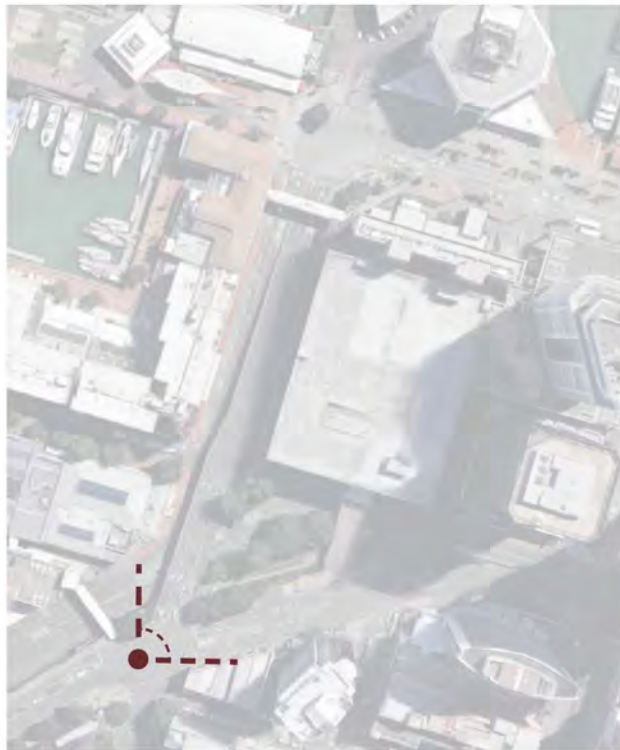


4.2 Additional 3D Model Views

View F

Corner of Lower Hobson St
& Fanshawe St looking NE

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



Note: existing trees ghosted in this view to reveal proposal



4.2 Additional 3D Model Views

View G.1
Viaduct Esplanade
Sequence

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



4.2 Additional 3D Model Views

View G.2
Viaduct Esplanade
Sequence

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



4.2 Additional 3D Model Views

View G.3
Viaduct Esplanade
Sequence

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.



4.2 Additional 3D Model Views

View G.4
Viaduct Esplanade
Sequence

NOTE: 3D renders aim to represent eye level view (1.68m above ground). Context shown is generated from the Warren and Mahoney in-house digital model and assembled from various sources. Building forms are approximate representations rather than surveyed data. Topography is approximate and derived from GIS / Lidar data. Models of consented future development proposals are included and modelled based on public information sources.

