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New Waitākere
District Courthouse

URBAN DESIGN REPORT

Waitākere District Court - New Courthouse project Urban Design Report

1. Introduction

This report has been prepared to support a Substantive Application made by Ministry of Justice (on behalf of the Requiring Authority - Minister for Justice) under the Fast Track Approval Acts 2024 in accordance with the requirements of Section 42. The proposal is a Referred Project and this report has been prepared to support a Notice of Requirement Application to designate the site at 14 Edmonton Road, Henderson for 'Judicial and Court purposes' known as the Waitakere District Courthouse - New Courthouse project.

Under s42(4)(d), this substantive application is giving notice of a requirement to designate the site that would otherwise be applied for under the Resource Management Act 1991. Section 43 of the Fast Track Approval Act sets out the information to be included in a substantive application, which includes an assessment of adverse effects of the project on the environment. This report has been prepared to assess the urban design effects of the Waitakere District Courthouse Project. It includes:

- Summary of the proposal and the Site's key characteristics;
- Preliminary assessment of the proposal against relevant policy documents;
- Summary of key urban design opportunities and design response;
- Potential effects to be considered;
- Design recommendations to mitigate potential urban design effects, including a Design Guideline Framework;
- Preliminary recommendations and conclusion.

This report should be read in conjunction with Appendix 2 – Waitākere District Courthouse - Notice of Requirement Drawings prepared by Architectus and dated May 2025.

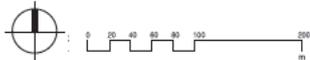
2. Project Description and Summary

The MoJ has purchased a site at 14 Edmonton Road, Henderson in anticipation of building a new courthouse for Waitākere with 10 courtrooms and 4 mediation rooms. It is anticipated that the GFA of the Courthouse building will be circa 13,000 sqm including sallyport and secure parking.

The MoJ engaged Architectus to provide architectural and urban design services for the concept design of the new Waitākere District Courthouse in Henderson.

The new courthouse will provide its region with new support amenities and external spaces that are community oriented and connect with local and cultural heritage. Principles of functionality, efficiency, user experience and connectivity apply equally to the integration of the project into its physical context and internal spatial planning.

Figure 1: Aerial Photo (2017)



3. Site and Context Analysis

The Waitākere site (refer Fig. 1) is in Henderson. Henderson (Māori: Ōpanuku) is a suburb of Auckland. It is 13 kilometres west of the Auckland's City Centre, and two kilometres west of the Whau River, a southwestern arm of the Waitematā Harbour. Henderson covers 4.97 km² and had an estimated population of 13,000 as of June 2024. Henderson is located between the Waitākere Ranges to the west, and the Te Atatū Peninsula in the east. The area is within the catchment of Te Wai-o-Pareira / Henderson Creek, an estuarial arm of the Waitematā Harbour. The Western Line runs through the suburb, with Henderson Railway Station being adjacent to the town centre. Henderson Railway Station is adjacent to the main shopping centre and a bus interchange. Motorway access is provided via the interchange at Lincoln Road, in the adjacent suburb of Lincoln. The point where the Opanuku and Oratia Streams meet (the Tui Glen Reserve / Falls Park area) is the beginning of Te Wai-o-Pareira, also known as the Henderson Creek, and the point where the creek became navigable by waka.

The project site – the Falls car park site - is located on the corner of Edmonton Road and Alderman Drive (refer Fig. 2). Edmonton Road and Alderman Drive are urban arterial roads with a twenty-meter-wide road reserve and footpaths on both sides. Broken yellow lines along the Edmonton Rd and Alderman Drive frontages indicate no stopping or parking. The Site is currently home to placemaking activities in the southern part including the Ecomatters Bike Hub, Te Puna fresh food market and kids modular pump track (in 2023), as well as pay & display car parking managed by Auckland Transport in the northern part.

The approximately 4,435sqm Site is held in one record of title LOT 1 DP 564257. The Site fronts Alderman Drive (53m lengths) to the south-west and Edmonton Road (82m lengths) to the south-east.

The historic Falls Hotel (relocated to Falls Park in 1996, currently The Alderman's Café, refer Fig. 03) and the Falls Park lie immediately north-west of the site. On the northern-eastern end the site borders a driveway which provides access to the Korean Presbyterian Church of Auckland.

Access to the Site is via a two-way vehicle crossing to Edmonton Road (refer Fig. 4, 5) and a two-way vehicle crossing to Alderman Drive (refer Fig. 3). The Alderman Road vehicle access (serving the site and 150 car parks (when the whole site is used as a car park) in ownership of Auckland Council and managed by Auckland Transport) is managed by a right of way easement registered on the Record of Title which extends approximately 20m into the site. An informal one-way vehicle access is formed to/from the north-eastern corner of the Site at 22-24 Edmonton Road, the Korean Presbyterian Church site.

The site is zoned Business Metropolitan Centre under the Auckland Unitary Plan (Operative in Part) (AUP(OP)). A small portion of the site in the south-western corner is zoned Open Space – Informal Recreation (refer Fig. 6, 7).

The Business Metropolitan Centre zoning is the second most intensive zoning, after the Business City Centre Zone. Other Metropolitan Centre Zones in the Auckland isthmus are for example New Lynn, Manukau and Takapuna. In the south-western corner the site borders the Open Space - Informal Recreation Zone of Falls Park. The land across Edmonton Road is zoned Residential - Mixed Housing Urban north of Takapu Street and Residential - Terrace Housing and Apartment Buildings to the south.

4. Statutory Policy Documents

Auckland Unitary Plan

The Unitary Plan guides the use of Auckland's natural and physical resources, including land development, by determining what can be built and where and how to create a higher quality and more compact Auckland.

Land that is zoned as Business - Metropolitan Centre is intended for development of commercial and civic activities in locations that are second only to the Auckland CBD. The zone therefore enables an array of commercial, residential, and civic activities. Development in this zone needs to contribute positively to the public realm and avoid effects on more sensitive activities such as residential.

A District Court activity is defined as a 'Justice Facility' in the Business - Metropolitan Centre zone. As specified in the AUP(OP) definitions, justice facilities include facilities used for judicial, court, or tribunal purposes, and/or activities including collection of fines and reparation, administration and support, together with custodial services as part of the operation of New Zealand's justice system. The activity sits under the Community Nesting Table specified in the AUP(OP) definitions.

Under the AUP(OP), new buildings require careful consideration of urban design outcomes. Some of the relevant key outcomes (objectives and policies) stated in the AUP(OP) are:

- Metropolitan centres are reinforced and developed for commercial, community and civic activities and provide for residential intensification.
- Metropolitan centres are an attractive place to live, work and visit with vibrant and vital commercial, entertainment and retail areas.

Figure 2:
View towards
the Site from
the intersection
Alderman Drive/
Edmonton Road



Figure 3:
View from Alderman
Drive towards East



Figure 4:
View from Takapu
St across Edmonton
Road towards the
Site



Figure 5:
View from
Edmonton Road
South-West towards
the intersection
with Alderman Drive



- Require development to be of a quality and design that positively contributes to: the visual quality and interest of streets and other public open spaces; and pedestrian amenity, movement, safety and convenience for people of all ages and abilities.
- Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse effects on pedestrian amenity and the streetscape.
- Require those parts of buildings with frontages subject to the General Commercial Frontage Control to achieve a reasonable level of street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality.”

Further specific matters of discretion for new buildings specified in the AUP(OP), include the following:

- Design and appearance of buildings so far as it affects the existing and future amenity values of public streets and spaces, this includes:
 - Provision of convenient and direct access between the building and street.
 - Building contribution to the attractiveness and pleasantness of the public space.
 - Measures to limit visual effects of blank walls along the frontage of the public space.
 - Effectiveness of screening carparking and service areas from public spaces.
 - Extent of glazing provided on walls fronting public streets and public spaces, including opportunities for passive surveillance at the ground floor.
 - Provision and quality of landscaping to contribute to amenity values.

As the proposal will be progressed via the Notice of Requirement (NoR) pathway, the rules and standards specified above would not trigger consent, however, the matters of discretion provide guidance on the level of assessment and key matters to consider when assessing potential urban design effects of the proposed NoR.

AUP(OP) Overlays and Controls

- Overlays

A Natural Heritage Overlay applies to the two Kauri trees situated within the north-eastern portion of the site.

A Historic Heritage – Extent of Place Overlay (Falls Hotel – ID 127) applies to a small portion of the north-western corner of the site.

- Controls

The site is within Stormwater Management Control Area – Flow 2 (Oratia 4) and is subject to the General Commercial Frontage control on the Alderman Drive and Edmonton Street boundaries, requiring additional stormwater controls for the redevelopment of the site, including requirements for stormwater detention and reuse.

General Commercial Frontage Controls along Alderman Drive and Edmonton Road mean that applications for redevelopment of the site would be assessed for street activation, building continuity along the frontage, pedestrian amenity and safety, and visual quality. The AUP(OP) seeks to manage vehicle crossings by restricting them to one crossing per 50m of site frontage.

Overall, the intent of the General Commercial Frontage control is to maximise the activation of the outer streets in the Centre zones and providing for pedestrian amenity and safety.

Figure 6: Auckland Unitary Plan (OP) Zones



Project site

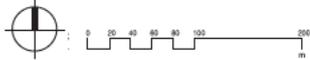
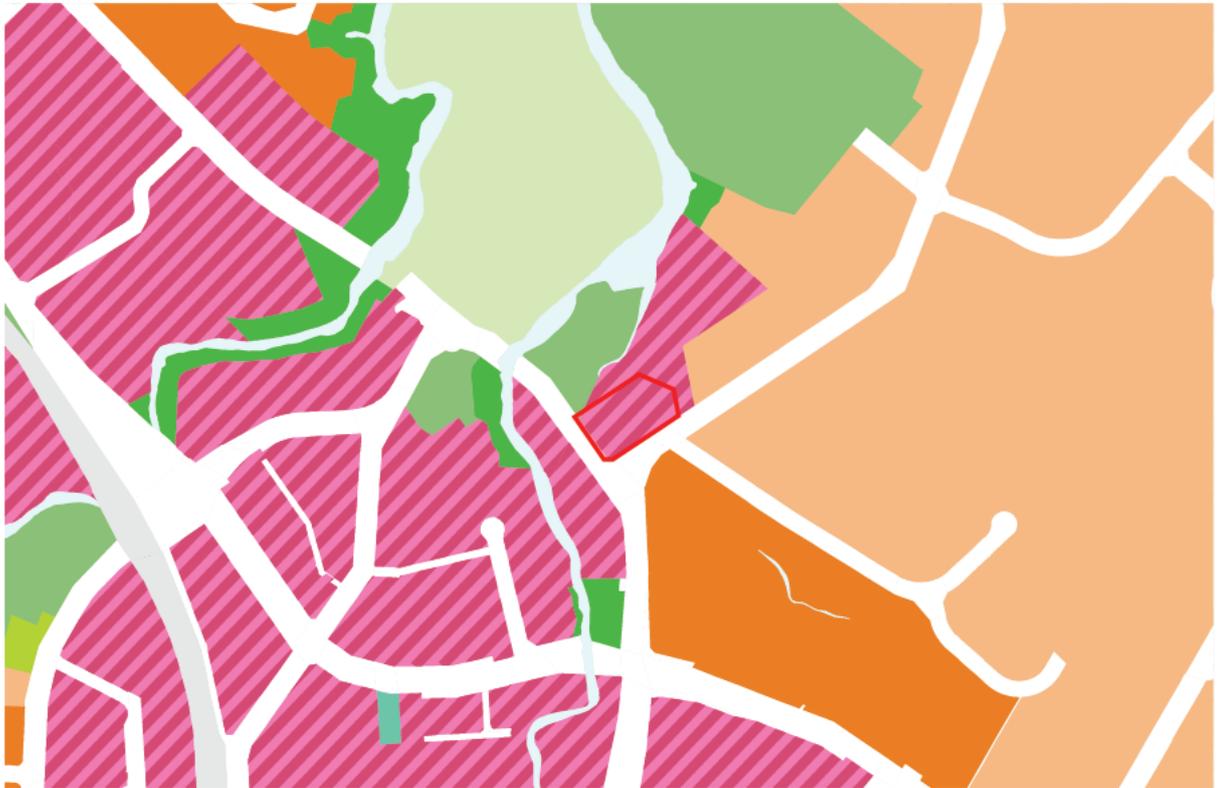


Figure 7: Aerial Photo (2017) with Auckland Unitary Plan (OP) zoning overlay



Project site



5. Additional Considerations

Piped stream and overland flowpath

Auckland GeoMaps records show several existing public stormwater lines traversing through the site. Most notably is the existing 1500mm diameter concrete line, servicing the upstream catchment and network within the Oratia Catchment. This runs from south-east to north-west through the centre of the site and discharges into the Waikumete Stream via a concrete outfall (refer Fig. 8).

Auckland GeoMaps show the presence of a major overland flow path which traverses through the subject site, following a similar path to the existing public 1500mm concrete line, and discharges into the Waikumete Stream at the north-western boundary.

Trees

Two notable Kauri trees stand in the northern part of the Site. A third young Kauri tree stands adjacent to the west on the Site.

Three trees (European Ash, Ti Kouka and English Oak) stand along the Alderman Drive boundary and one tree (European Ash) Along the Edmonton Road boundary.

Engagement with mana whenua

The site is located in a statutory acknowledgement area.

6. Other non-statutory considerations

Eke Panuku Development Auckland, Henderson High-Level Project Plan 'Unlock Henderson' Essential Outcomes and Design Guidance

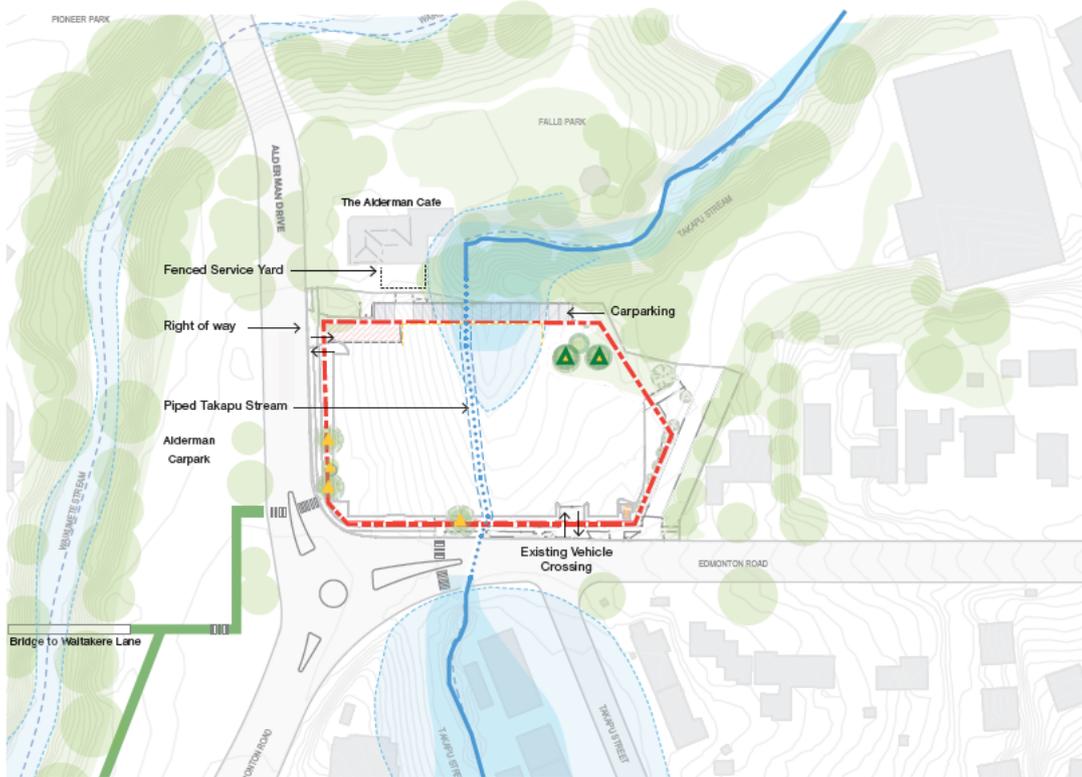
Eke Panuku Development Auckland (EP) is a council-controlled organisation that helps to rejuvenate parts of our city. EP manages about \$1.5 billion in land and buildings the council owns. EP prepared a High Level Project Plan (HLPP, dated May 2017) for Henderson, detailing the short, medium and long term principles and goals for the Unlock Henderson project.

The development principles are:

- Reinforce the west Auckland and eco-centre identity
- Integrate green building features in each development, creating a point of difference
- Include partnership with the community, mana whenua, matawaaka and Council organisations in development planning
- Ensure a place-led approach, embed Te Aranga Maori design principles and reflect the cultural narrative in developments
- Achieve high-quality, medium-density residential and commercial development on Council-controlled land
- Enable new walking and cycling links to better connect development sites to local amenities and service

The Unlock Henderson HLPP 2017 forms the guiding document for the regeneration and growth of Henderson as an urban eco-centre. The HLPP identifies nine potentially developable, council-controlled properties in the Unlock project area, which if developed over time could act as a catalyst for reinvigorating Henderson. The Alderman Carpark is one of the nine sites.

Figure 8:
Site analysis -
stormwater and
trees



Site Details

Area: Approximately 4,435m².

Legend

- - - Site Boundary
- Overland Flowpath
- Piped Takapu Stream (1500 diameter)
- ▲ **Notable Trees:** Significant protected trees. legally protected and require resource consent for removal. Approval from Auckland Transport is also necessary for activities specified in D13
- ▲ **Street Trees:** Street trees are within the road reserve. Approval from Auckland Council and Auckland Transport must be obtained for activities listed in E17
- - - Flood Plain

7. Bulk and Location Considerations

The AUP(OP) provisions for the Business - Metropolitan Centre Zone provide guidance as to an appropriate level of development that adequately manages urban design effects and achieves appropriate urban design outcomes. The massing shown in the bulk & location study is guided by the AUP(OP) rules.

The zone has a height limit of 72.5m. The maximum street wall height along Alderman Drive and Edmonton Road is 32.5m, at which point a six-meter set back is anticipated. Floors above 32.5m are limited to a maximum 55m diagonal.

Height in relation to boundary controls (recession planes), protecting the open space zone to the north-west and the residential zones to the south-east, further guide the potential building envelope.

From an urban design perspective, the Justice Facility enabled by the Designation should be positioned to provide frontages to Alderman Drive and Edmonton Road and define the corner at the intersection. Setbacks from the street boundaries may be considered to retain existing trees along the street boundaries, to provide an appropriately sized entry area and a landscape buffer along frontages, where it is appropriate for privacy reasons (sensitive uses).

The site layout should aim to retain the two notable Kauri trees in the northern part of the Site (refer discussion of design process in section 9.)

The massing for the proposed Justice Facility should have regard to the scale of the historic Falls Hotel immediately adjacent to the north-west.

8. Urban Design Opportunities

The development of the subject site offers several urban design opportunities:

- Transforming a centrally located site within a regenerating town centre with access to a full range of town centre amenities
- Framing of Alderman Drive and Edmonton Road by developing a building that fronts both streets and defines the corner at the intersection
- Extending Henderson's urban fabric with a civic building towards the north, along the Waikumete Stream (refer figure ground and AUP(OP) zoning map)
- Developing a civic building within approximately five minute walking distance from a major public transport interchange
- Utilising the prominent 'gateway site' at the entrance to Henderson with a public building
- Connecting to planned pedestrian and cycleway routes which will run right beside the site and provide access to the town centre
- Positively interfacing with the Twin Streams restoration project

9. Bulk and Location Design Response

The Requiring Authority has specific guidelines to achieve the functional requirements of the Justice Facility. This includes an accommodation schedule which requires a building with ten courtrooms plus ancillary supporting and administration facilities, adding up to approximately 13,000m² gross floor area (GFA). A set of bulk and location plans has been prepared to support the Notice of Requirement application to demonstrate how a Justice Facility, that meets the operational and functional requirements, can be accommodated on the Site. Refer to Attachment 2 for details.

Figure 9:
Figure Ground Plan
- Current Condition



Project site

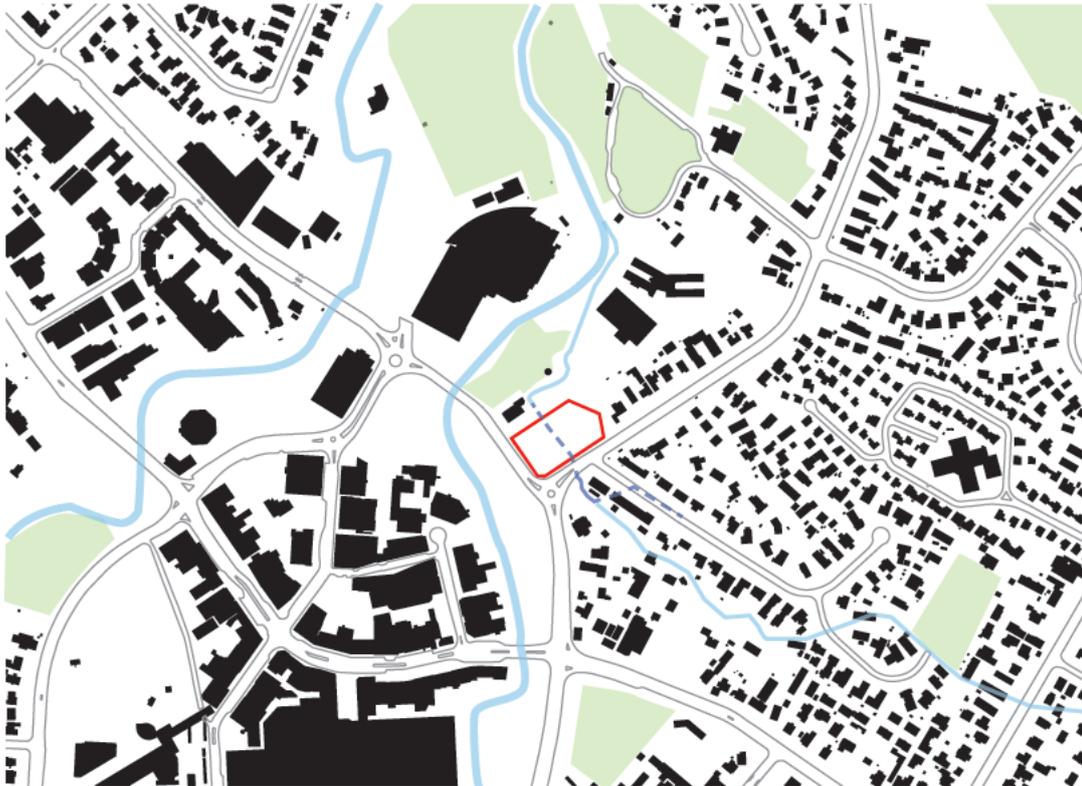


Figure 10:
Figure Ground
Plan – with Justice
Facility proposal



Project site



The indicative bulk and location study organises the schedule requirements over six floors:

- Ground level: Public entry, jury assembly, custodial spaces including sally port, loading bay, car park entry
- Level 1: operational spaces, car parking for staff and judges
- Level 2: operational spaces, courtrooms and associated public spaces
- Level 3: operational spaces, courtrooms and associated public spaces
- Level 4: operational spaces, courtrooms and associated public spaces
- Level 5: judicial spaces

District Courts are the busiest courts in the country, handling a wide range of cases. Courthouses need to be designed to be accessible, secure, sufficiently spacious for all participants, legible, functional, calming environments, sensitive to the needs of different cultural groups and reflect the dignity of the court. Key operational considerations for the Justice Facility include clear wayfinding, delineation of public and private spaces, separate entrance for jury members and vulnerable witnesses, secure access for judges, staff and custodial vans.

Site Layout

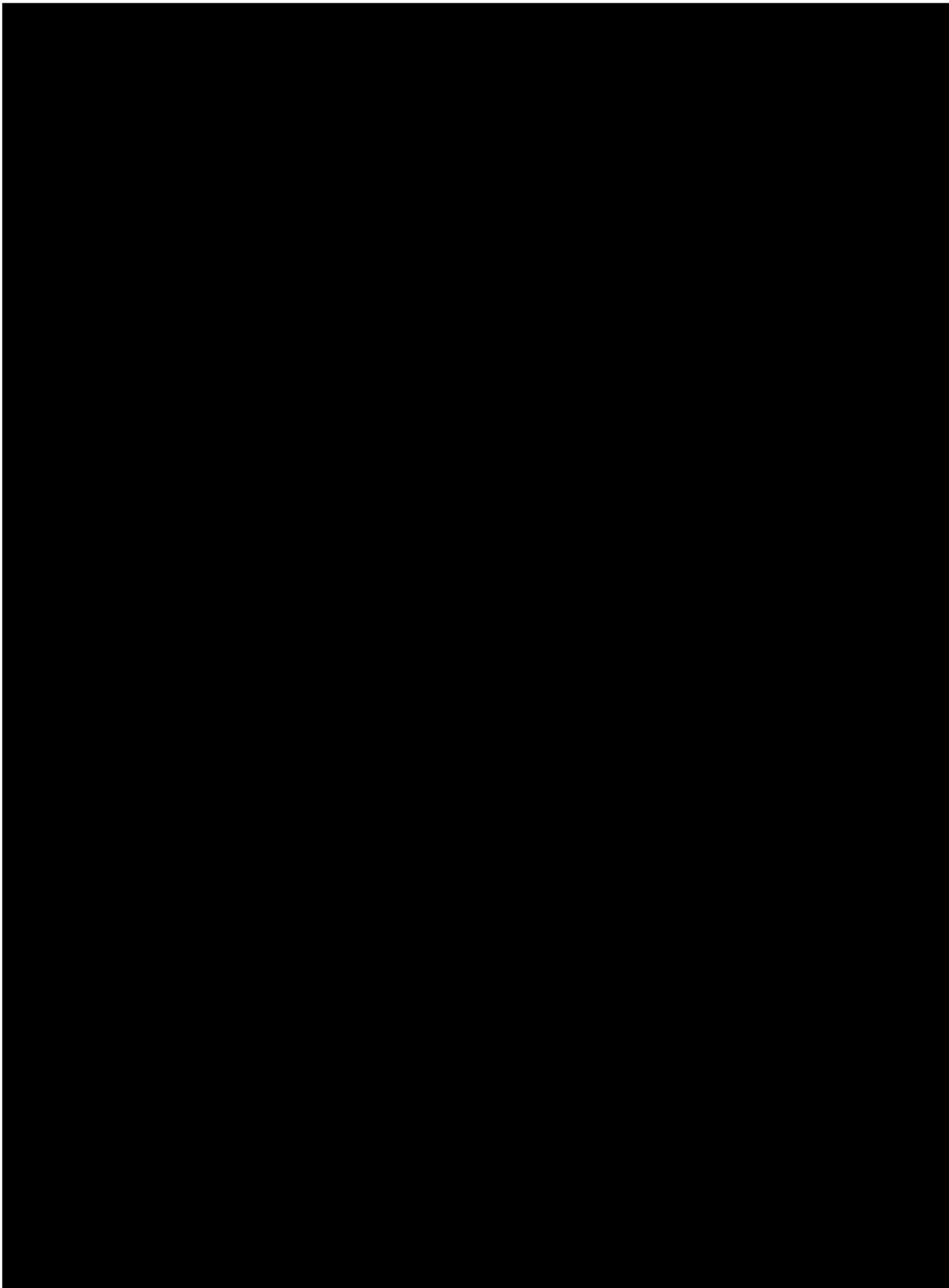
The existing shared vehicle access from Alderman Drive and two notable Kauri trees along the south-western boundary, provision for the public entrance and forecourt on Alderman Drive, with separate public jury entry and landscape strip along Edmonton Road set up a rectangular building footprint, with the north-eastern edge following the angled boundary. The proposed vehicle entry for custodial vans, services vehicles, judicial and staff cars will be off Edmonton Road, in a similar location as the existing vehicle crossing to the car park. Initial site layouts for the bulk & location study (refer Appendix 1) tried to organise the functional and spatial programme requirements in a footprint that respects the above mentioned edge conditions and site constraints. Design development of the sallyport and its associated vehicle circulation was progressed in conjunction with the MoJ and traffic engineers, with the intention to develop a concept design that enabled the two existing notable Kauri trees to be retained on the site (refer Figure 11). Further vehicle tracking analysis revealed an increased spatial demand to accommodate safe manoeuvring of vehicles with appropriate clearances within the Site. The operational requirements for an increased building footprint on the north-eastern part of the site to accommodate this tracking coupled with the minimum freeboard requirements for a future building to mitigate flood hazard risk necessitates the removal of the two notable Kauri trees (refer Figure 12).

Massing

As described above, the proposed Justice Facility has been designed with a rectangular footprint (approximately 67m x 39.5m), with its long side aligned parallel to Edmonton Road (refer Fig. 9, 10). The north-eastern end of the floor follows the angled boundaries to accommodate the sallyport and vehicle circulation ramp. This footprint repeats on the first floor. Floors two, three and four follow the first two floors, but are shorter (approximately 58m x 39.5m), vertically aligned on the south-eastern side and set back on the north-eastern end. The fifth floor (top floor) is set back from all building sides. The volume of the two lower floors relates to the scale of the Falls Hotel and residential development across Edmonton Road. Attached to the horizontal proportion of the main courthouse massing are the two vertical volumes of the circulation cores on the north-western side. A canopy along the Alderman Drive frontage shelters the main entrance and a smaller canopy on Edmonton Road shelters the second entrance point.

Access for pedestrians

The main/public pedestrian entrance is located off Alderman Drive. A secondary pedestrian entrance is located around the corner on Edmonton Road. The building is set back from the Alderman Drive boundary to provide a forecourt/gathering space for visitors before entering the building. A canopy signals the entrance and provides shelter from the elements. Separate, secure witness entrance and bail egress are located on the Edmonton Road side.



Access for vehicles

The proposal retains the existing legal vehicle access from Alderman Drive. A drop-off/pick-up area on Alderman Drive is desirable. Entry/exit points to the car park (on the first floor) for judges and staff and for custodial vehicles to the sallyport (on ground floor) are located on the north-eastern end of the Edmonton Road frontage. Two vehicle crossings on Edmonton Road are required to service the Justice Facility and are approximately in the same location as the current vehicle crossing to the car park.

Landscaping

The proposal seeks to retain existing trees where possible, and where trees require removal, appropriate areas within the site are available for replacement / mitigation planting. As described earlier on, several layout iterations have shown it impossible to accommodate the functional programme requirements on ground floor whilst retaining the two notable Kauri trees.

The 'front yards' along Alderman Drive and Edmonton Road are sufficiently deep to accommodate the existing trees along the boundaries and will be soft landscaped. The accessway and right-of-way area along the north-western boundary will remain sealed.

Piped Stream

The proposed Justice Facility covers a majority of the site. Due to the extent of the building footprint, most of the existing public stormwater lines within the site will be required to be relocated, realigned or removed in their entirety. As the 1500mm diameter line services the Oratia catchment upstream of the subject site, it is proposed that this line should remain. A future building on the site will provide adequate clearance between the structure's foundation piles and the existing 1500mm diameter stormwater line.

Overland Flowpath

To manage the impact of the proposed building (enabled by the Designation) on the existing overland flow path it is been proposed that the entire foundation slab be elevated above the calculated water level of the 100-year overland flow path. This suspended foundation will have minimal obstructions within the flow path extent and will provide a clear path for the water to enter and exit the site.

10. Potential Urban Design Effects

Traffic

The northern part of the site currently operates as a pay and display car park operated by Auckland Transport. At the time of future development on the site, this carpark would be removed.

The MoJ's brief for a Justice Facility on the Site requires secure car parking for the following:

- 18 secure parking spaces for the judiciary staff;
- 6 secure Ministry of Justice staff spaces plus 6 pool cars;
- 3 service vehicles;
- 4 custodial vehicles
- 1 loading dock

The entrance/exit to the internal car parking of the building is proposed on the north-eastern end of the Edmonton Road frontage. The operational and manoeuvring requirements for the different vehicles necessitate parking on ground floor and level 1 and two vehicle crossings side by side on Edmonton Road. No public car parking is proposed within the site.

Building height and bulk

Considering the footprint and height of a future building, the proposed Justice Facility will be one of the larger buildings in the vicinity. The indicative six-storey tall building (approximately 30m high) will sit in the existing context of

- the two-storey Falls Hotel to the north-east
- single-storey house / three-storey terrace houses to the north-west
- single- / double-storey houses on the eastern side of Edmonton Road

The bulk of the indicative building envelope for the future Justice Facility is comparable to the Unitec Waitākere Campus Building and the Henderson Library and car park, both on Waitākere Lane. Pak'nSave and West Wave Pool to the east on Alderman Drive are lower buildings with a larger bulk than the indicative building envelope for the future Justice Facility.

Trees

Although it has been the intention to retain the existing trees on the Site and especially the two notable Kauri trees, the bulk & location study concluded that the two Kauri trees can't be retained due to operational requirements of the Justice Facility. Replacement and enhancement planting of suitable native species, in accordance with the indicative landscaping zones provided on the Landscape Plan, prepared by Architectus, is intended to enhance the amenity value of the site to partially compensate the amenity loss/value of the two Kauri trees. Additional measures to enhance the root protection zone are proposed to improve the health of the small Kauri tree.

Stormwater

The proposed building footprint is located over an existing overland flow path, which requires a raised ground floor level with ramps for accessible access. The servicing strategy for the Justice Facility will likely include above ground detention tanks for stormwater mitigation purposes.

Heritage

The scale of the historic Falls Hotel immediately adjacent to the north-west is small in relation to the overall massing of the proposed Justice Facility (two storeys versus six storeys). To establish a relationship between the two buildings of differing scale and to respond appropriately to the Falls Hotel's heritage values, the bulk and location study proposes a two-storey base/plinth and differentiated upper storeys for the Justice Facility. The plinth establishes a horizontal datum relating in height to the Falls Hotel and provides the opportunity for an architectural expression (window to wall ratio, materiality) that creates a dialogue with the Falls Hotel.

Figure 13:
Axonometric view
of Bulk & Location
Study massing
proposal

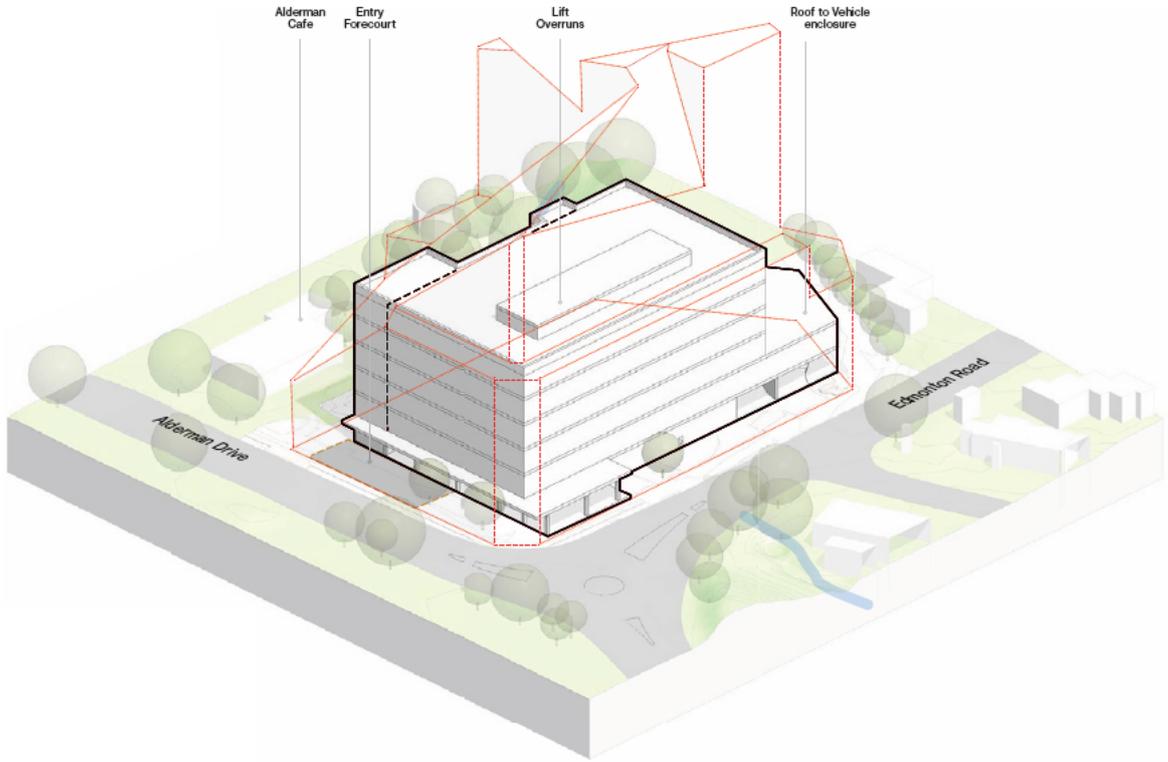


Figure 14:
Street elevations
of Bulk & Location
Study massing
proposal



11. Design Recommendations to mitigate potential Urban Design Effects

Design Guideline Framework

Justice Facilities are civic buildings, that symbolise the fair and impartial administration of justice and as such contribute to Aotearoa's public architecture. A new Justice Facility should make a positive contribution to the local urban setting. It should reference the local character of Hikurangi (West Auckland / Waitākere) and the cultural narrative(s) of local hapū and iwi. It must provide a safe, and welcoming interface within its context and a safe, healthy, comfortable and pleasant internal environment.

A 'Design Guidance Framework' has been prepared to inform the urban design considerations for a future Justice Facility on the Site. This Design Framework will be included as a condition on the Notice of Requirement and will cover site layout, building massing/form, building façades, landscaping and open space, CPTED and wayfinding and signage aspects, as discussed further below:

Site Layout

The site should be designed to provide clear, direct, intuitive and safe circulation routes between the public realm, outdoor spaces associated with the justice facility, building entrances, car parks and vehicle entries. To enhance safety and deter crime, the site layout should focus on natural surveillance and territorial reinforcement (ownership and physical protection) with recognition to Crime Prevention Through Environmental Design Principles (CPTED).

The following principles should be considered:

- The Site should provide clear, intuitive, universal and safe access to the Justice Facility for all users to their respective destinations.
- Building entrances should be clearly visible from the public realm, and well-integrated with the building form (i.e. canopy or entrance structure). The main public pedestrian entrance should be located on Alderman Drive or alternatively on Edmonton Road, close to the intersection in the south-western corner of the site.
- Separate and secure access for vulnerable persons should be provided to ensure their safety and to maintain separation at the entrance.
- Public and private spaces and access for pedestrians and vehicles should be clearly distinguishable.
- The building's interface should be designed with consideration to the surrounding landscaped areas and public realm to eliminate blind spots and prevent opportunities for concealment.
- Pedestrian access should be prioritized within the south-west corner of the site to activate the interface at the corner of the Alderman Drive/Edmonton Road intersection.
- Ensure that vehicle access and manoeuvring (including loading, staff carpark and custodial vehicle entrance) does not dominate the site and is separated from the pedestrian entrances. Any at-grade car parking (excluding accessible car parking spaces) should be where practicable be screened from public view.
- Where accessible car parking is provided within the site boundaries, a safe, accessible and legible pathway shall be provided to the building entrances.
- Safe, secure and attractive public amenity (waiting/gathering spaces and seating) should be located where clearly accessible from the public areas, i.e. by the main public pedestrian entrance.
- Consideration should be given to access for all transport modes to the site, including provision of pick-up and drop-off areas and bicycle storage.
- The site should be designed to achieve a high-quality streetscape interface with a building that defines the corner of the intersection of Alderman Drive and Edmonton Road.
- A building should be designed to enable sufficient space for landscaping and open spaces around the building, where it adjoins Alderman Drive and Edmonton Road.

Building massing / form

The building's design should reflect the significance of a Justice Facility as an important civic building, respond well to the surrounding neighbourhood's scale, mass and character and consider the emerging and potential future context.

The following principles should be considered:

- The building should positively address the surrounding streets and define the Alderman Drive / Edmonton Road intersection corner.
- The main public pedestrian entrance should be located to ensure clear, safe and intuitive access to the building.
- The building should create a sense of civic presence that positively responds to the surrounding public realm.
- The siting and articulation of a building base/plinth should respond to the scale of the historic Falls Hotel and the existing residential context to the north-east and south-east (refer Fig. 14).
- The building is positioned and scaled to respect privacy, visual amenity, aural privacy and outlook of adjacent sites.

Building façades

A Justice Facility provides a physical statement of the presence and importance of justice, which should be reflected in the design of its façades, whilst achieving a positive response to the urban and cultural context.

The following principles should be considered:

- The facade design should relate to the surrounding context.
- The facade design should exhibit the importance of a civic building, appear open and welcoming.
- The function of the building should be expressed/revealed to make it legible, for example by differentiating the public circulation and waiting / gathering areas by increasing their transparency.
- The façades should be designed to be sympathetic to the local context, including the cultural values of local hapū and iwi.
- Daylight penetration and outlook to public circulation and waiting areas should be enabled, to create a calming internal environment.
- Daylight penetration and outlook to staff and judicial areas should be enabled, whilst providing for privacy requirements.
- Outlook over the street and passive surveillance should be provided while considering the need for privacy on the lower floors.
- Shelter at building entrances should be provided and canopies integrated with the overall design.
- Internal car parking, loading dock and sallyport should be concealed from public view and integrated into the building's facade design.
- Any building services equipment (plant) should be appropriately integrated with the building and screened, also considering views from further afield.
- Any flood mitigation structures shall be designed to integrate with the building facade and to avoid concealment of people and objects.
- Large expanses of blank facades with dull, unengaging appearance should be avoided, especially where they can be seen from the public realm.
- Materials used should be durable, low maintenance and appropriate for the civic importance of a Justice Facility. Glazed areas need to provide privacy where required by the internal functions of the spaces.

Landscape and Open Space

Hard and soft landscaping should embed the Justice Facility into the public realm, create a welcoming and calming arrival setting and positively contribute to the street environment on Alderman Drive and Edmonton Road.

The following principles should be considered:

- Planted and paved spaces should be integrated with the site layout and the building's design
- The open space area should be designed to be universally accessible, comfortable and spacious enough to allow different parties to gather separately.
- Plant selection in publicly accessible areas should be generally low level and easily inspectable, to

- allow for unobstructed sightlines and avoid opportunities for concealment.
- Soft landscaping should be provided around the existing young Kauri tree in the north-eastern corner of the site to enhance on-site amenity.
- Open spaces should be designed with consideration of the cultural values of local hapū and iwi, including Tikanga Māori.
- Plant selection should include appropriate native species to contribute to the local bio-diversity.
- All security fencing will have a maximum height of 2m and will be permeable.
- External lighting shall be provided to ensure public spaces are well-lit, particularly at entry and exit points to the building.

Navigation and Wayfinding

Users of the Justice Facility should be able to intuitively navigate the building. The site layout, entrance and public circulation should be legible to allow orientation without heavy reliance on signage. Necessary wayfinding signage should cater universally for all building users.

The following principles should be considered:

- The Site should be accessed in a direct, logical route
- The Site's layout should be legible and easily comprehensible
- The main pedestrian entrance should be appropriately articulated
- Easily understood wayfinding for all modes of transport should be provided

Crime Prevention Through Environmental Design (CPTED)

CPTED is a crime prevention philosophy based on proper design and effective use of the built environment. The use of CPTED is intended to reduce crime and fear of crime by reducing criminal opportunity and fostering positive social interaction among legitimate users of space. The Site and building should be designed to enable users to feel safe at all times while working at or visiting the Justice Facility.

The design of the courthouse and surrounding landscaped areas should consider the National Guidelines for CPTED, available via the MoJ's website.

The following principles should be considered:

- Access Control:
 - All entry points should have clear sightlines to the street.
 - Entry points for vulnerable people should be separated.
 - Multiple routes / alternative paths should be considered to increase accessibility
 - Access to services areas, sallyport and staff and judicial parking should be controlled.
- Surveillance:
 - Clear visibility across spaces should be maintained.
 - Uses that can provide 'activation' should be located on the ground floor to enable passive surveillance of the entrances, open spaces and street frontages. Adequate lighting should be provided across the site.
- Layout and Orientation:
 - The Site's layout should be legible to allow for easy orientation, assisted by clear signage to direct visitors to their destinations.
 - Spaces should be laid out to avoid entrapments (e.g. dead ends, set backs, recesses)
 - Circulation routes and gathering spaces should be adequately sized to avoid overcrowding.
- Territorial Reinforcement / ownership and physical protection
 - Non-mountable kerbs, benches, low planters and bollards should be provided on Site as appropriate.

12. Recommendations

In light of the above, the following conditions are recommended to form part of the Notice of Requirement.

1) The design for the Waitākere District Court - New Courthouse project should demonstrate how it meets the design framework in this assessment as outlined in Section 11. Specifically, an Outline Plan of Works should be accompanied by a design statement that demonstrates:

1. How the site layout and building design meets the principles for safe, easy circulation and access.
2. How the building design meets the principles for building massing/form and building façades.
3. How the design meets the principles of Crime Prevention Through Environmental Design (CPTED).
4. How the design meets the principles for wayfinding and navigation.
5. How the design meets the principles for building entrances.
6. How the design meets the principles of landscape and open space.

2) The building form of the Waitākere District Court - New Courthouse project should be in general accordance with the Notice of Requirement drawings prepared by Architectus, dated 29 May 2025, Issue 1, and where not in accordance, the building shall be designed in accordance with the Auckland Unitary Plan (Operative in Part) standards relating to building height and height in relation to boundary in the Business - Metropolitan Centre Zone.

For the avoidance of doubt, it is noted that where an alternative scheme is proposed at the time of OPW, the proposed urban design guideline framework is considered sufficient to manage building design outcomes, along with the requirement to comply with the building height and height in relation to boundary standards.

13. Conclusions

Having undertaken a high-level urban design assessment, I support the development enabled by the proposed Designation for a new Justice Facility from an urban design perspective, subject to the recommendations outlined above.

Adherence to the proposed recommendations will facilitate an appropriate design response.

In conclusion, I consider that the bulk & location proposal for the Justice Facility represents an appropriate urban design response to the opportunities and constraints of the Site and its context. The proposed Justice Facility includes a civic building which the Business – Metropolitan Centre Zone provides for and is consistent with the zone's objectives.

Although this Application is not before the Environment Court, I have approached this Urban Design Assessment on the basis that it is prepared in the same way as it would be for expert evidence in Environment Court proceedings. I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and confirm that I have complied with it in preparing this assessment.

Severin Soder

Principal, Architect & Urban Designer
Dipl.-Ing., MArch (Dist.), MURBDes (Dist.), ANZIA, RUDIA

Qualifications and Experience

I am an Architect and Urban Designer and a Principal at Architectus, which I have been part of for twenty years. I lead the Urban Futures Sector at Architectus, where I provide advice and solutions which are holistic, achievable, community-focused and based on good strategy and quality design.

Architectus is an architecture and urbanism practice and was founded in Aotearoa New Zealand in 1986. Architectus is one of Australasia's largest and most diverse architecture practices with more than 770 talented designers and specialists working across twelve studios.

Please refer to the appendix for further details of my qualification and urban design experience.

Addendum

Since the original Notice of Requirement application, discussions with Healthy Waters have led to the development of an alternative Bulk & Location proposal. This alternative scheme improves the management of the overland flowpath across the site through a modified main entrance area. The ground floor footprint has been reduced by re-configuring the south-western corner, creating more space for stormwater to flow around the building in the event of extreme rainfall. This reduction in footprint has been enabled by a re-configured public circulation area on the north-western side of the building, which changes the elevation from Level 3 upwards.

The revised Bulk & Location study is included in Appendix 4 – Waitākere District Courthouse - Notice of Requirement Drawings, Alternative Scheme, prepared by Architectus and dated December 2025.

I consider that the alternative bulk & location proposal for the Justice Facility represents an appropriate urban design response to the opportunities and constraints of the Site and its context.

Appendices

- 1 - Summary of design development
- 2 - NoR Drawings - Bulk and Location Study
- 3 - Credentials for Severin Soder
- 4 - NoR Drawings - Bulk and Location Study, Alternative Scheme

Appendix 1: Summary of Design Development

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Appendix 2: Notice of Requirement Drawings

WAITĀKERE

14 Edmonton Road, Henderson
NOTICE OF REQUIREMENT DRAWINGS

DISTRICT COURTHOUSE

General Disclaimer

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2440.01 - Waitakere District Courthouse - NOR Drawings

Date 16 January 2026

Client Ministry of Justice

Version and date issued Rev 3 - 16/01/2026 Approved by: SS/ML

Report contact Melanie Lochore
Principal

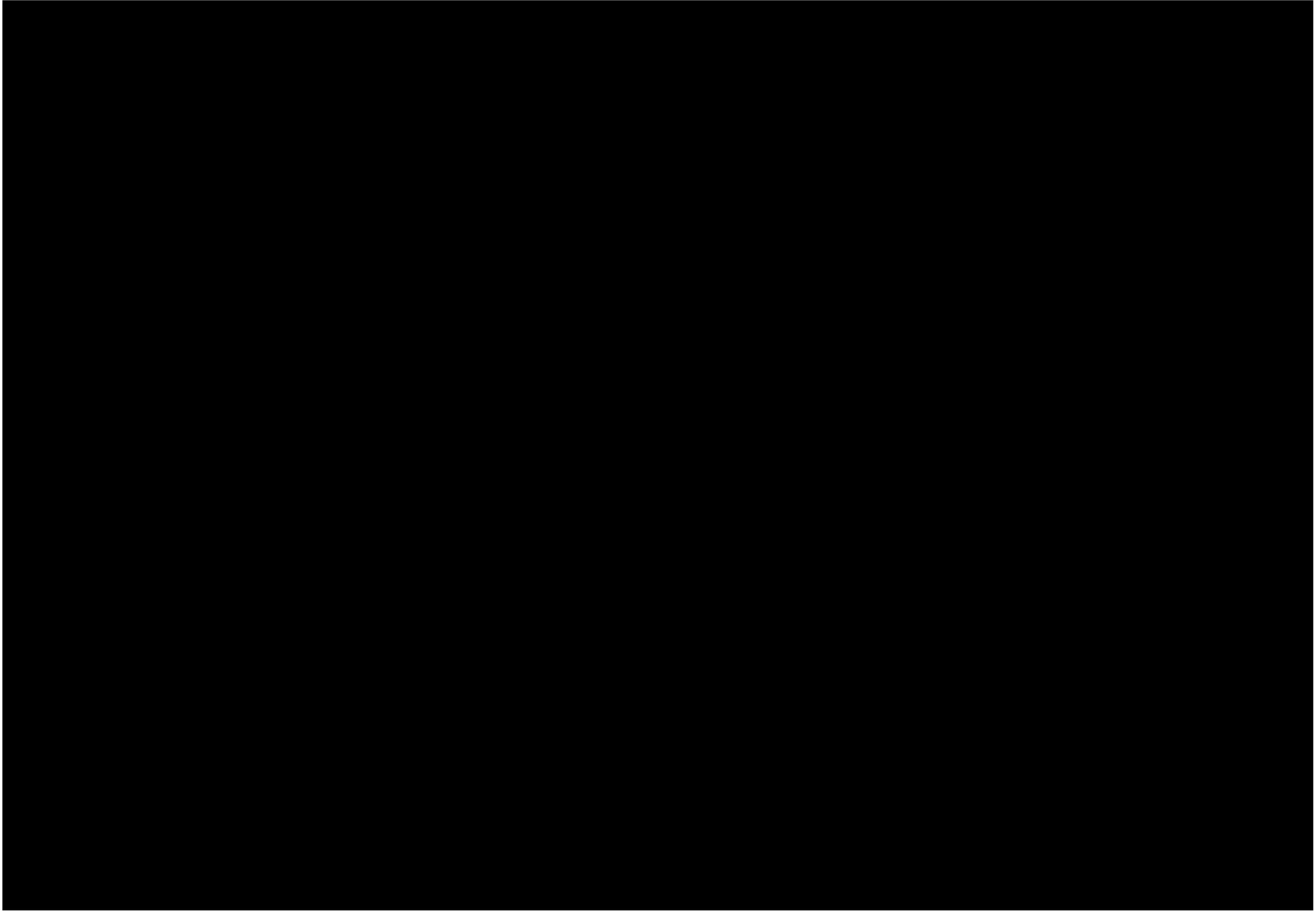
Author TJ/ML

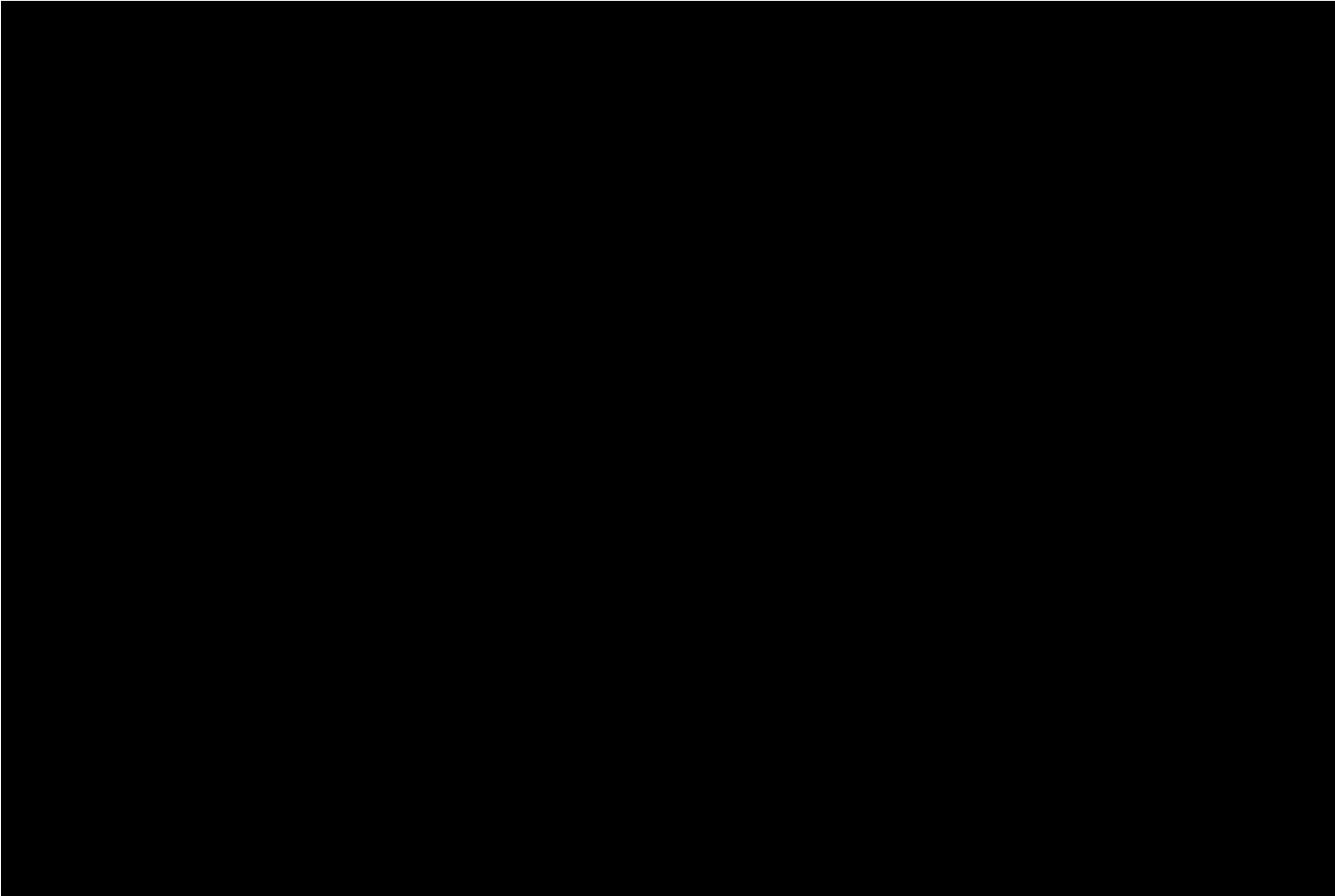
Reviewed SS/ML

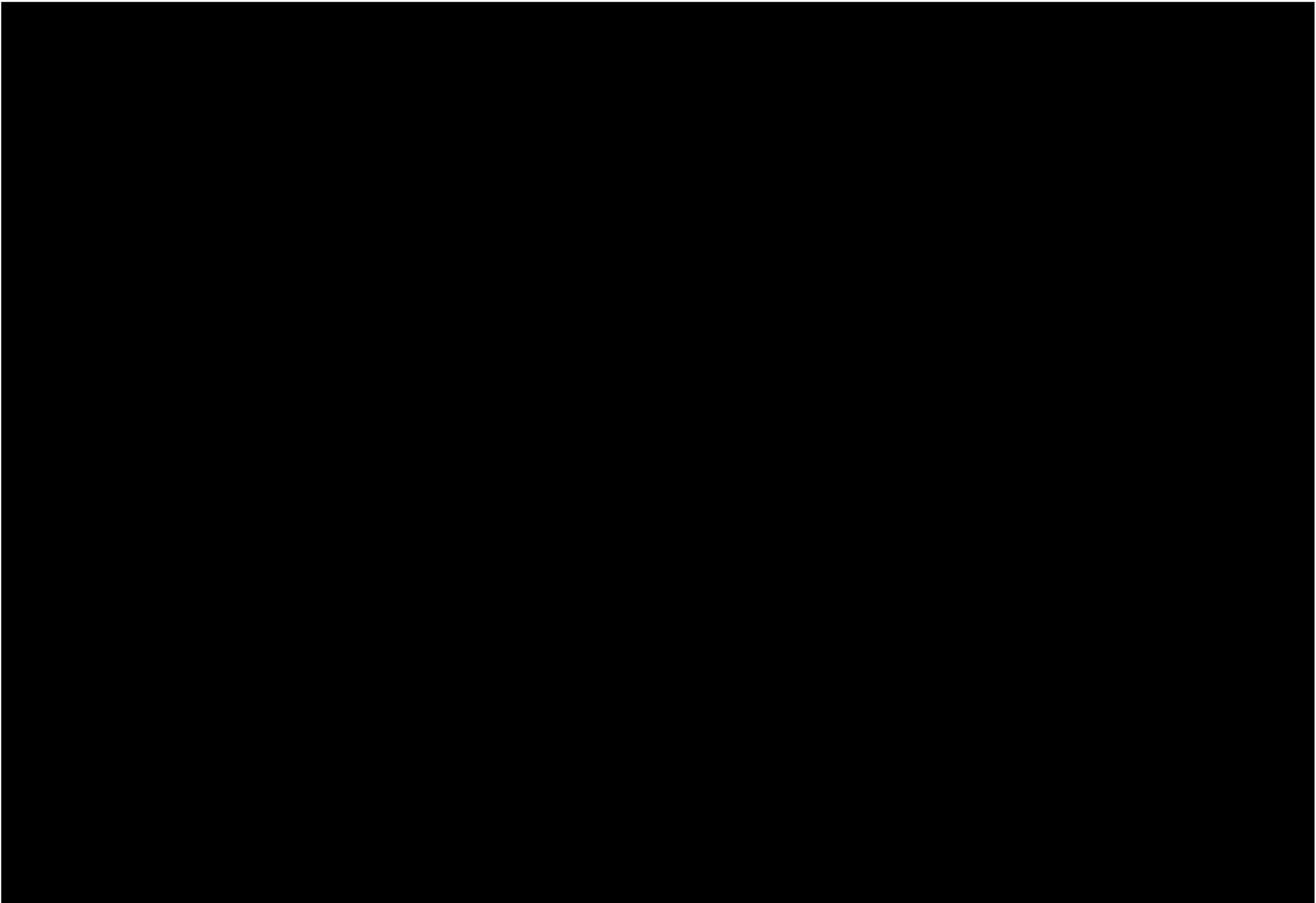
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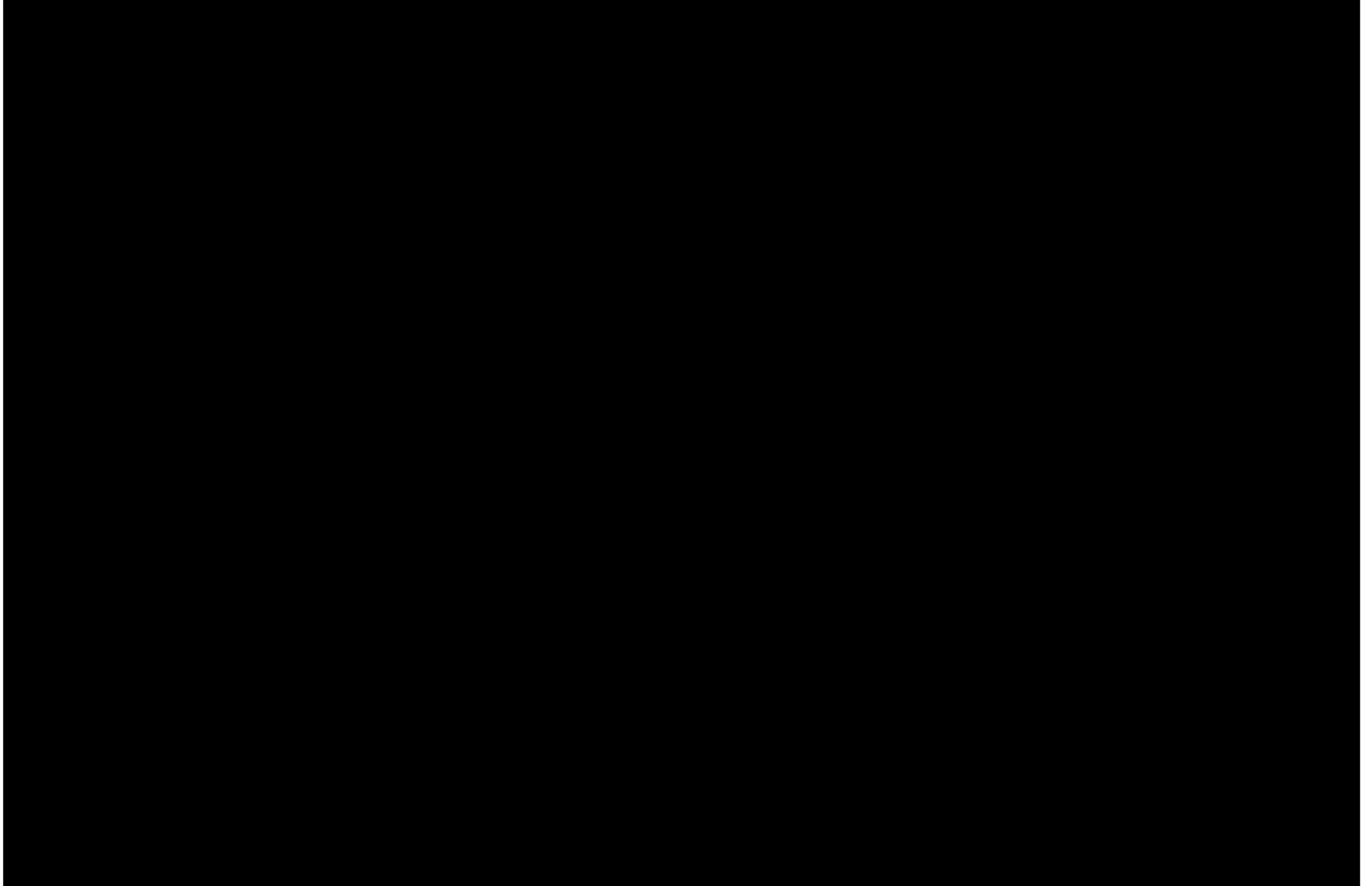






Waitākere District Court

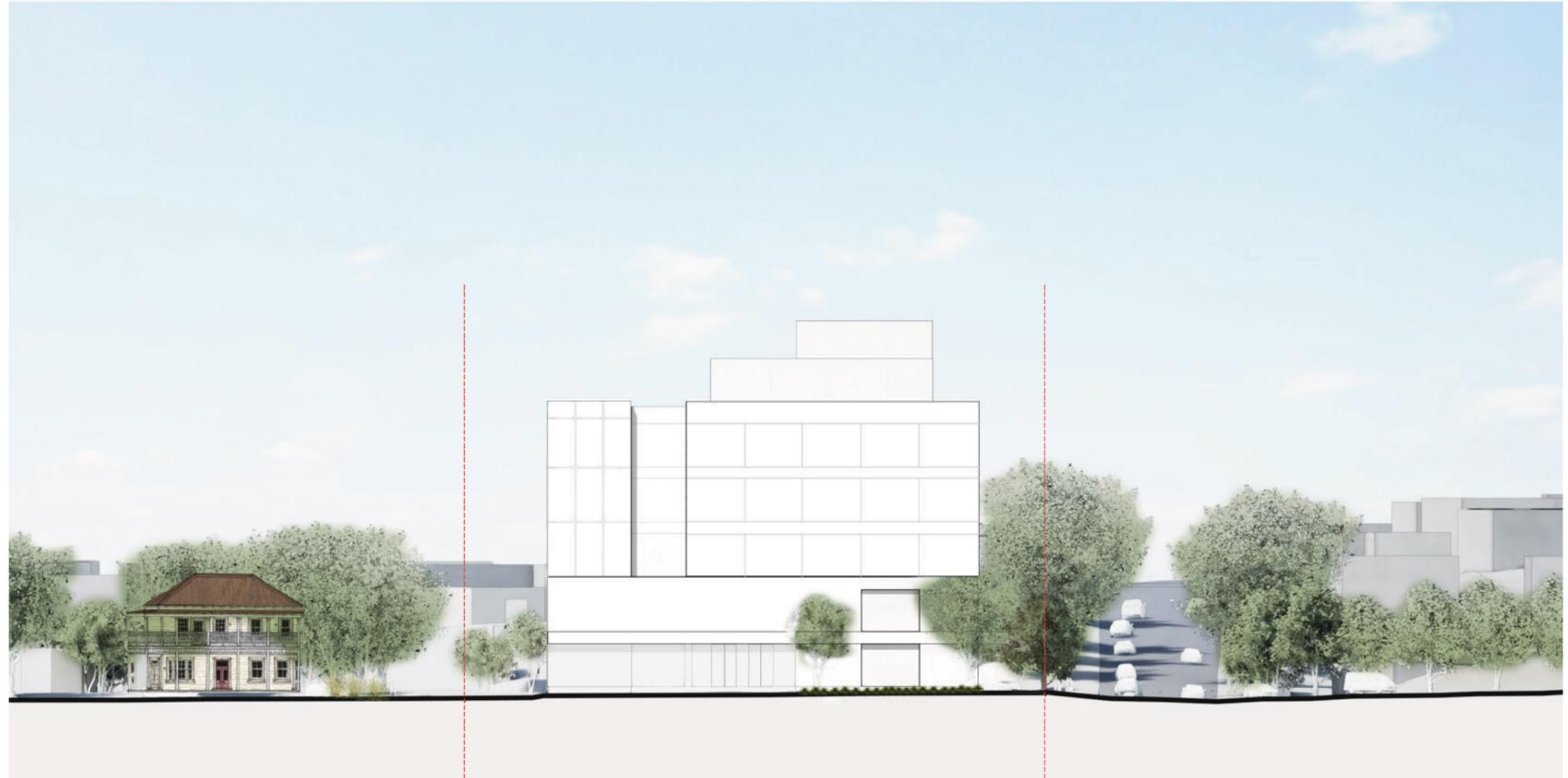
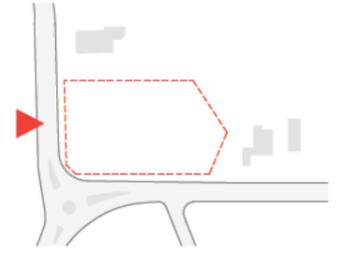
Level 03 Plan



Waitākere District Court Sectional Organisation



Waitākere District Court West Elevation



Falls Park / The Alderman
Formerly the historic Falls Hotel

ROW

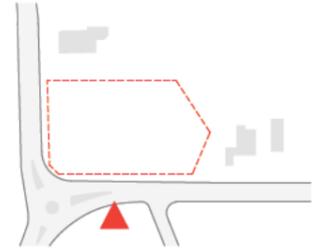
The Site
14 - 16 Edmonton Road

Edmonton Road

Scale @ A3:
1:500

A scale bar for the drawing, showing increments of 2 meters up to 30 meters. The numbers 0, 2, 4, 8, 10, 20, and 30 are marked along the bar.

Waitākere District Court South Elevation



Alderman
Carpark

Alderman Drive

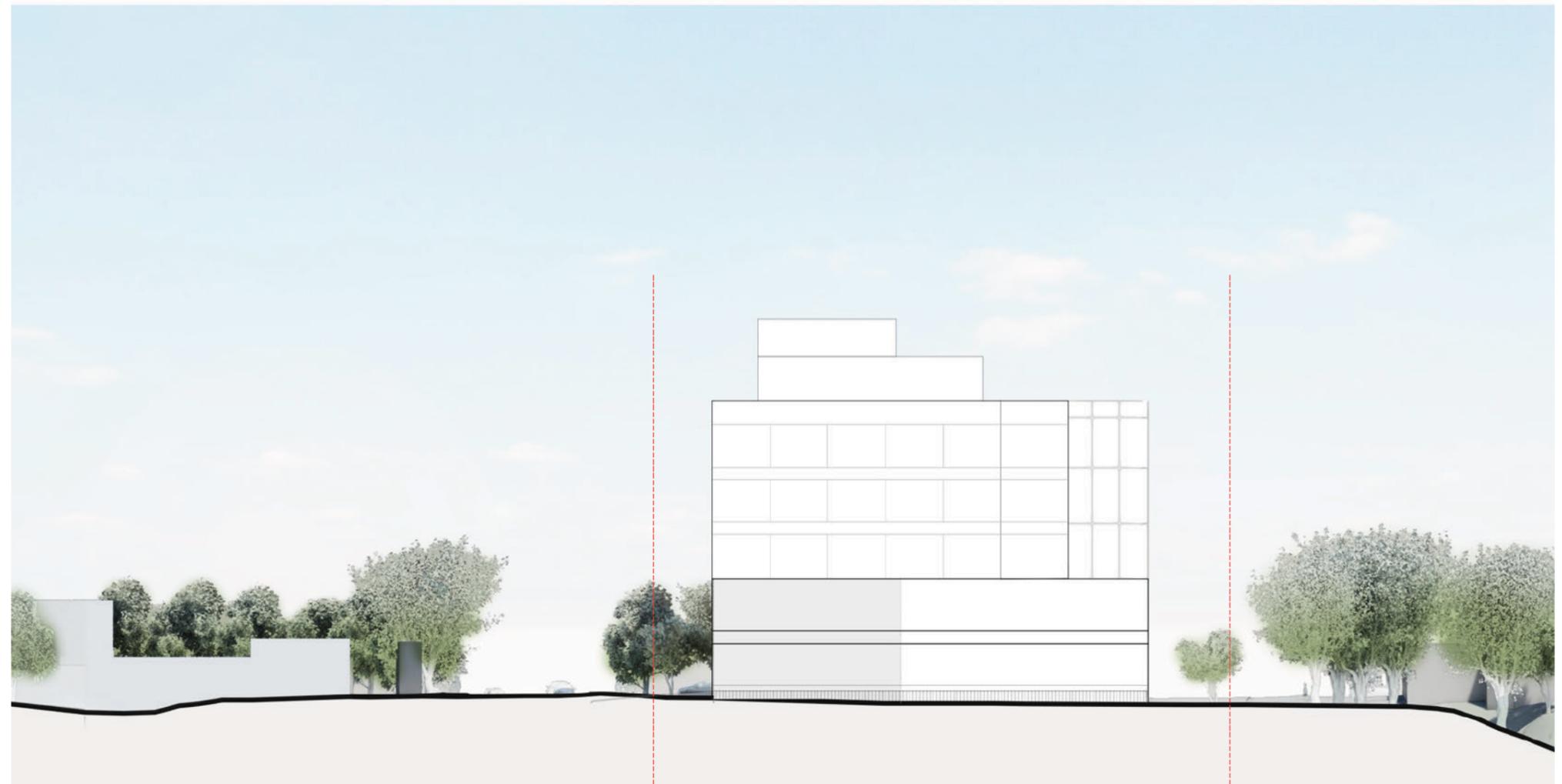
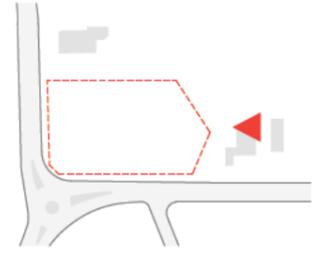
The Site
14 - 16 Edmonton Road

Driveway

Scale @ A3:
1:500

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Waitākere District Court East Elevation



Takapu Street

Edmonton Road

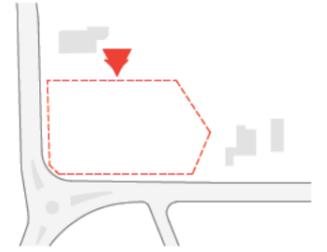
The Site
14 - 16 Edmonton Road

Falls Park

Scale @ A3:
1:500

A scale bar with markings at 0, 2, 4, 8, 10, 20, and 30 meters. The bar is a simple line with vertical tick marks at each interval.

Waitākere District Court North Elevation



Driveway

The Site
14 - 16 Edmonton Road

Alderman Drive

Alderman
Carpark

Scale @ A3:
1:500

A graphic scale bar for the drawing. It is labeled 'Scale @ A3: 1:500'. The bar has markings at 0, 2, 4, 8, 10, 20, and 30 meters.

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Appendix 3: Credentials - Severin Soder

Introduction

My full name is Severin Soder. I am employed as a Principal by Architectus Aotearoa Limited (Architectus) where I lead the Living & Working and Urban Futures sectors.

Qualifications

I hold the qualifications of a Master of Science in Architecture & Town Planning (Dipl.-Ing.) from the University of Innsbruck, Austria (1996), a Master of Architecture (MArch) from the Bartlett School of Architecture, University College London, United Kingdom (1998) and a Master of Urban Design (MUrbDes) from the University of Auckland, Waipapa Taumata Rau (2024).

I am a registered Architect in New Zealand (#3721) and a member of Te Kāhui Whaihanga New Zealand Institute of Architects. I am also a registered Urban Designer in New Zealand (#14) and a member of the Urban Designers Institute Aotearoa (UDIA).

I have practiced architecture for over 20 years in practices in Austria, France, the United Kingdom and New Zealand.

I am a member of the Council of Tall Buildings and Urban Habitat's (CTBUH) Urban Habitat / Urban Design Committee and of the Auckland Urban Design Panel.

Urban Design Experience

Year	Client	Project
At RFR Rice Francis Ritchie, Paris, F		
1998	EXPO 2000 Hanover	People mover, EXPO 2000, Hanover, DE With Schulitz Architects
At SOM Skidmore, Owings & Merrill, London, UK		
1999	British Land	Broadgate public space enhancements, City of London, UK
1999	St. Mary's Hospital	Masterplan St. Mary's Hospital, Paddington Basin, London Borough of Westminster
1999	Ballymore Properties	Masterplan New Providence Wharf, London Borough of Tower Hamlets
1999	Ballymore Properties	Arrowhead Quay Development, London Borough of Tower Hamlets
At Future Systems, London, UK		
2000	Selfridges	Bullring Redevelopment, Selfridges, Birmingham, UK

Appendix 3: Credentials - Severin Soder

2002	Merseytram	Urban Design for proposed Merseytram Light Rail System, Liverpool, UK
2003	Bank Austria	Masterplan Hotel and Spa Schloss Velden (competition), AT
At Baumschlager-Eberle, Lochau, AT		
2004	AZ Groeninge	Hospital campus AZ Groeninge, Kortrijk, BE
2004	Virga Jesse	Hospital campus Virga Jessa, Hasselt, BE
At Architectus		
2005-2007	POAL, Sea+City	Wynyard Quarter Urban Design Framework, Auckland <u>Awards:</u> NZIA NZ Architecture Award - Planning & Urban Design, 2012. NZIA Local Architecture Award - Planning & Urban Design, 2012.
2010	Ministry of Justice	Manukau Precinct Project, Auckland
2011	Victoria University of Wellington	Master Plan for the Kelburn Campus – Architectus + Athfield Architects
2012	Auckland Transport	Lot 59 Public Transport Interchange, Manukau City/Auckland Masterplan for a 16-bay bus Interchange integrated with residential and commercial development (45,000m ²) on a 1.7ha site adjacent to the Railway Station in Manukau City. For Auckland Transport.
2012	The University of Auckland	Newmarket Campus Masterplan Campus development framework for the former Lion Brewery site. In association with Jasmx.
2012	Eke Panuku	Wynyard Central – Reference design for residential development sites
2013	various	Wynyard Quarter Integrated Development Plans (IDPs) For Eke Panuku, Willis Bond, Precinct Property and Goodman Property.
2013	Willis Bond	Wynyard Central – Master Plan and Concept Design for approximately 200 units. Part of the successful bid with Willis Bond, Athfield Architects and Studio Pacific Architecture. <u>Awards:</u> NZIA Auckland Architecture Award - Planning and Urban Design, 2019.

Appendix 3: Credentials - Severin Soder

2013	Willis Bond	Wynyard Central, East 2 Auckland 11 storeys, 18 000 m ² , 113 Apartments. \$60m. Homestar 7/8, for Willis Bond Awards: NZIA Sir Ian Athfield Award for Housing 2019, NZIA New Zealand Architecture Award – Multi-Unit Housing 2019, PCNZ Property Industry Excellence Award – Multi-Unit Residential 2019, NZIA Auckland Architecture Award – Housing Multi-Unit 2019, Home of the Year – Multi-Unit Category 2019.
2013	CERA	Hine-Pāka Christchurch Bus Interchange, Christchurch 4500m ² , 1 storey, \$38m Awards: NZIA New Zealand Architecture Award – Public, 2016. NZIA Local Architecture Award – Public, 2016. Interior Awards – Civic, 2016.
2014	Fletcher Living	East Frame Development Plan, Christchurch 7.7ha, 1000 units, in association with DKO.
2014	Kiwi Property	Location studies for commercial office building at Sylvia Park, Auckland
2015	Kāinga Ora	Waterbank Crescent, Waterview, Auckland SHARP3 development of 32 homes.
2015	Fletcher Living	East Frame Super Lot 7 Master Plan, Christchurch 6,000m ² GFA, 82 units.
2016	Fletcher Living	Tūhono Tāmaki Large Scale Development, Auckland Design Competition, in association with Boffa Miskell and Isthmus. 1st stage development, 2,500 dwellings.
2017	Todd Property	Long Bay Residential Strategy Studies for residential intensification for several superlots in the Terrace Housing and Apartment Building (THAB) zone.
2018	various	Henderson Trading Place, Auckland Concept design for residential development for Eke Panuku and Housing New Zealand.
2018	Kāinga Ora	Avondale Racecourse Spatial Framework Plan, Auckland
2018	Auckland Transport	Wellesley Street Bus Improvement Project and Grafton Terminal Integrated Development
2019	various	The University of Auckland Sector 800 Master Plan, Auckland Joint development framework for the Melanesian Mission Trust Board and the University of Auckland
2019	Kāinga Ora	Manukau-Wiri, Auckland Site investigations and density modelling for Trevor Hosken, Inverell and Rata Vine

Appendix 3: Credentials - Severin Soder

2020	Kāinga Ora	Hauora, Manukau-Wiri, Auckland Masterplan options for medium density housing
2021	Kāinga Ora	Ōrākei Neighbourhood Plan, Auckland Analysis of neighbourhood wide Kāinga Ora properties and investigation of alternatives for future development, management and potential devolution.
2021	Eke Panuku	Downtown Car Park Redevelopment Study, Auckland
2022	Eke Panuku	Te Pūmanawa o Onehunga Municipal Precinct Plan.
2022	Kāinga Ora	Ladies Mile Masterplan, Queenstown Medium density housing and commercial centre.
2022	Eke Panuku	Onehunga Municipal Precinct Plan, Auckland 43,700m ² , mixed-use civic precinct plan.
2023	Kāinga Ora	Kāinga Ora Manukau-Wiri, Auckland Rata Vine Neighbourhood Plan.
2024	Auckland Transport	Downtown Ferry Terminal, Queens Wharf Landside E-Ferry Charging Infrastructure
2024	Ministry of Justice	Papakura Courthouse, Auckland 1,960m ² , 2 storeys.
2024	Sanderson Group	Ladies Mile Masterplan, Queenstown Medium density housing and commercial centre.
2024	Eke Panuku	Te Pūmanawa o Onehunga Masterplan and concept design for the Municipal Precinct
2025	Te Whatu Ora: Health New Zealand	Regional Health Delivery Programme Hospital Masterplan, Whangarei
2025	Auckland International Airport	Internal Terminal Road Pedestrian Facilities, Auckland
2025	Christchurch City Council	Christchurch City Centre Zone Urban Design Guidance

Appendix 4: Notice of Requirement Drawings Alternative Scheme

WAITĀKERE

14 Edmonton Road, Henderson
NOTICE OF REQUIREMENT DRAWINGS
Alternative Scheme

DISTRICT COURTHOUSE

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2440.01 - Waitakere District Courthouse - NOR Drawings

Date	16 January 2026	
Client	Ministry of Justice	
Version and date issued	Rev 2 - 16/01/2026	Approved by: SS/ML
Report contact	Melanie Lochore Principal	
Author	TJ/ML	
Reviewed	SS/ML	

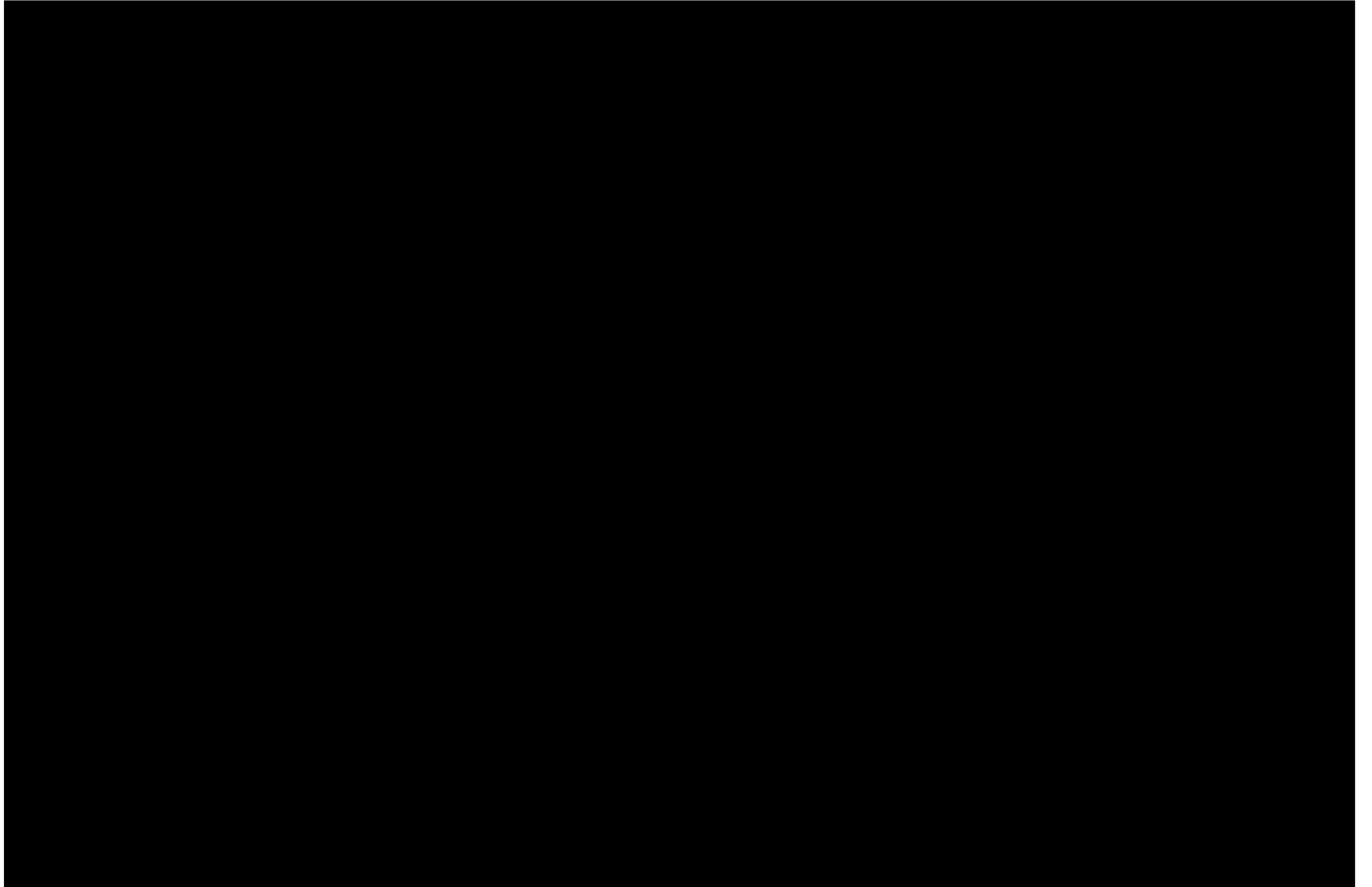
This report is considered a draft unless Approved by: SS/ML
signed by a Principal



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Waitākere District Court

Landscape Plan - Alternative Scheme Option

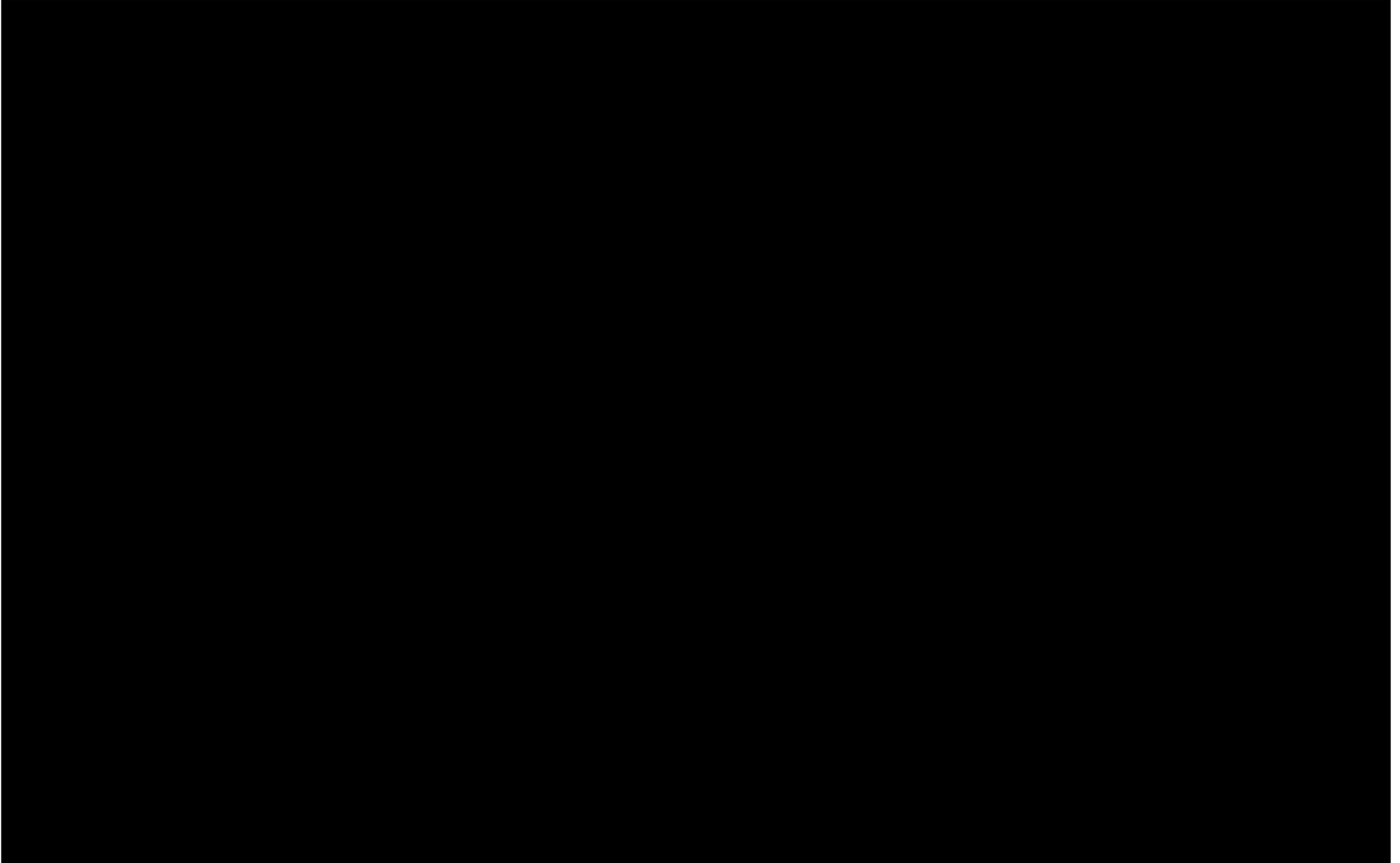


Design Response - Alternative Scheme Option



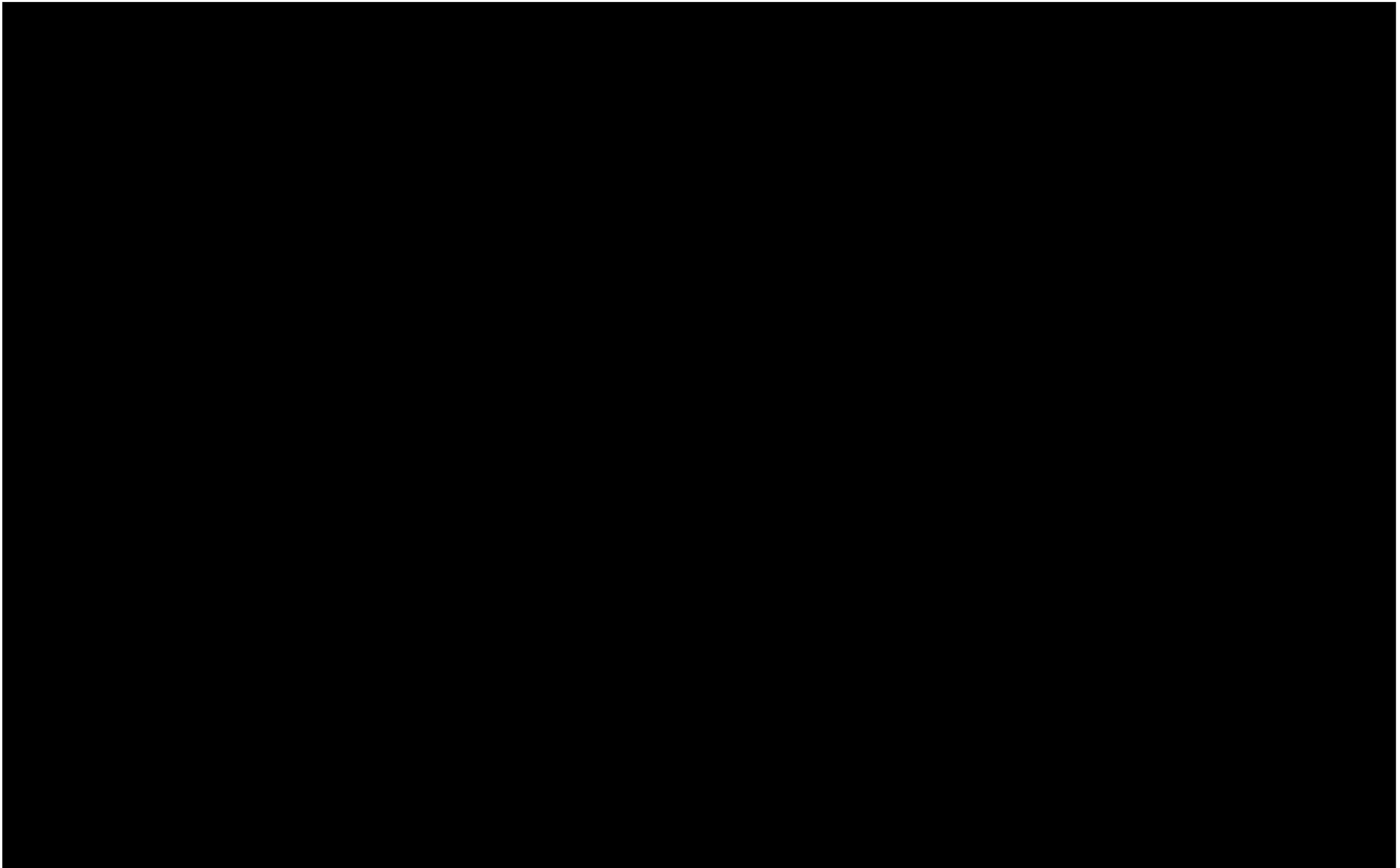
Design Response - Alternative Scheme Option

Level 01 Access & Circulation

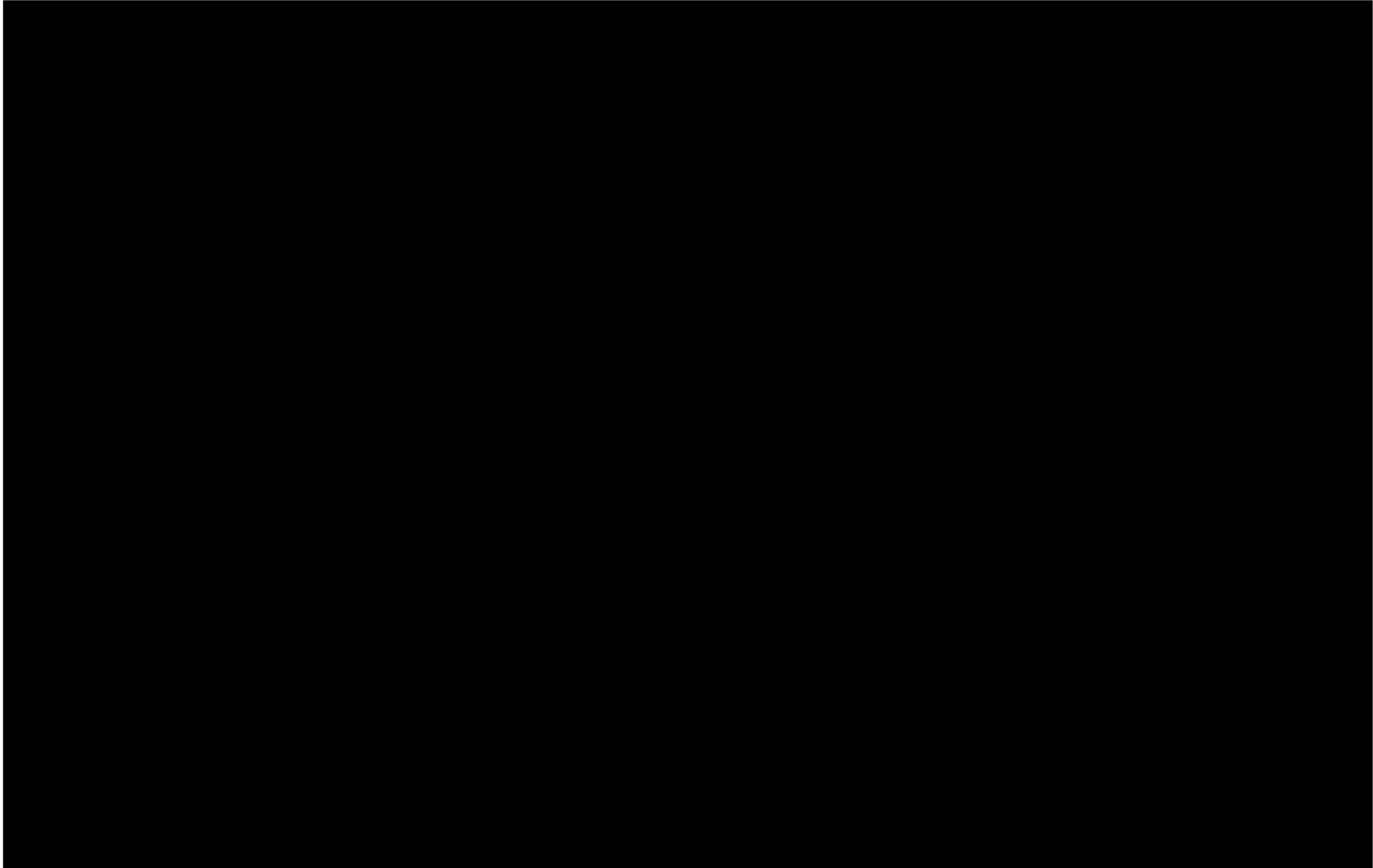


Design Response - Alternative Scheme Option

Level 02 Access & Circulation

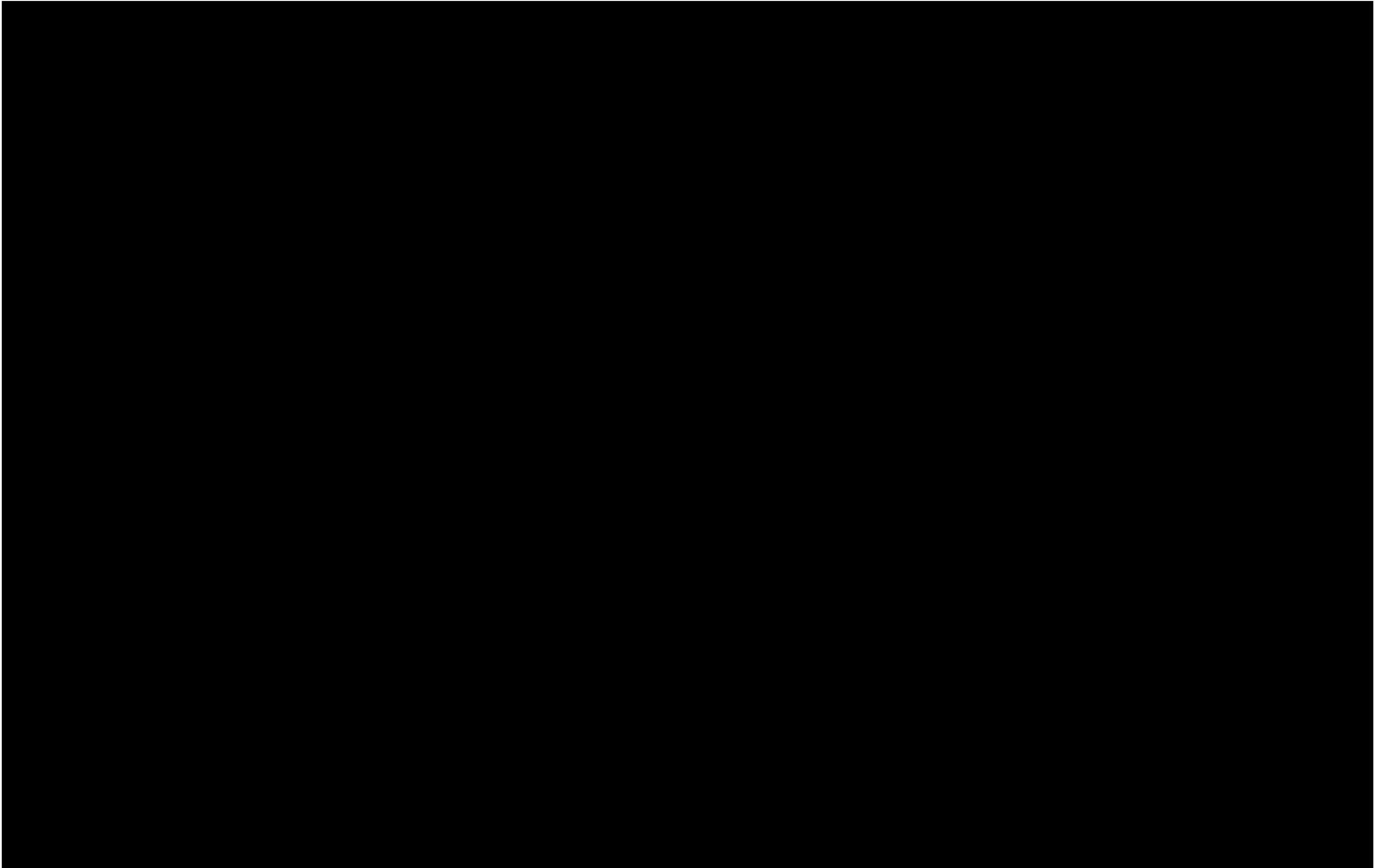


Design Response - Alternative Scheme Option
Level 03 Access & Circulation



Design Response - Alternative Scheme Option

Level 04 Access & Circulation

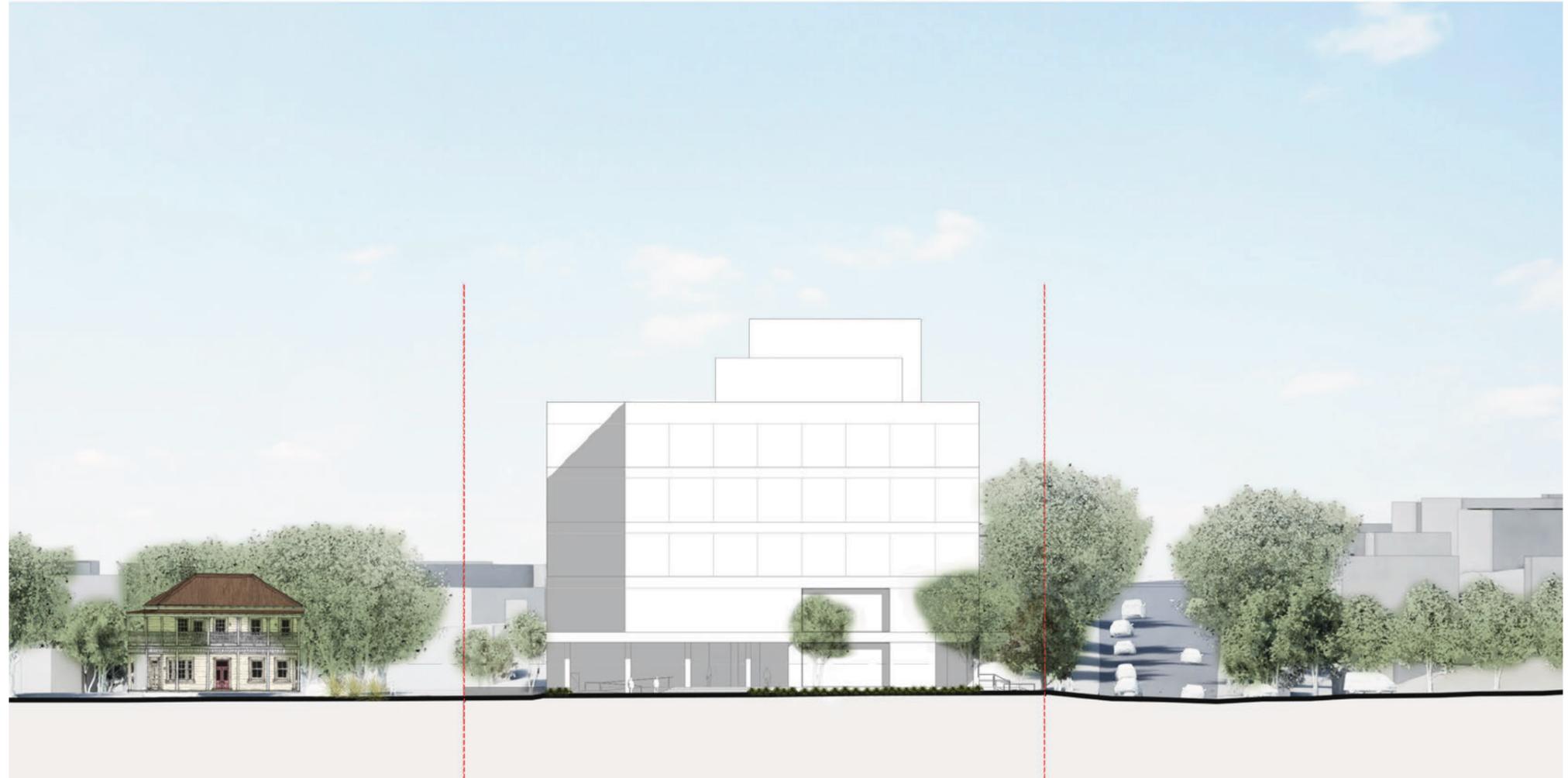
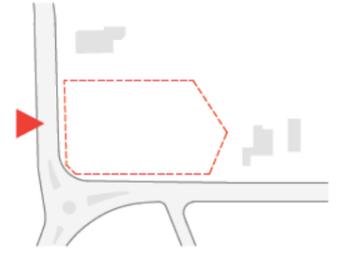


Waitākere District Court - Alternative Scheme Option

Sectional Organisation



Waitākere District Court West Elevation



Falls Park / The Alderman
Formerly the historic Falls Hotel

ROW

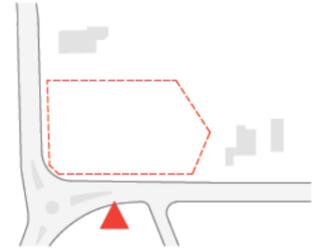
The Site
14 - 16 Edmonton Road

Edmonton Road

Scale @ A3:
1:500

A scale bar with markings at 0, 2, 4, 8, 10, 20, and 30 meters. The bar is a simple line with vertical tick marks at each interval.

Waitākere District Court South Elevation



Alderman
Carpark

Alderman Drive

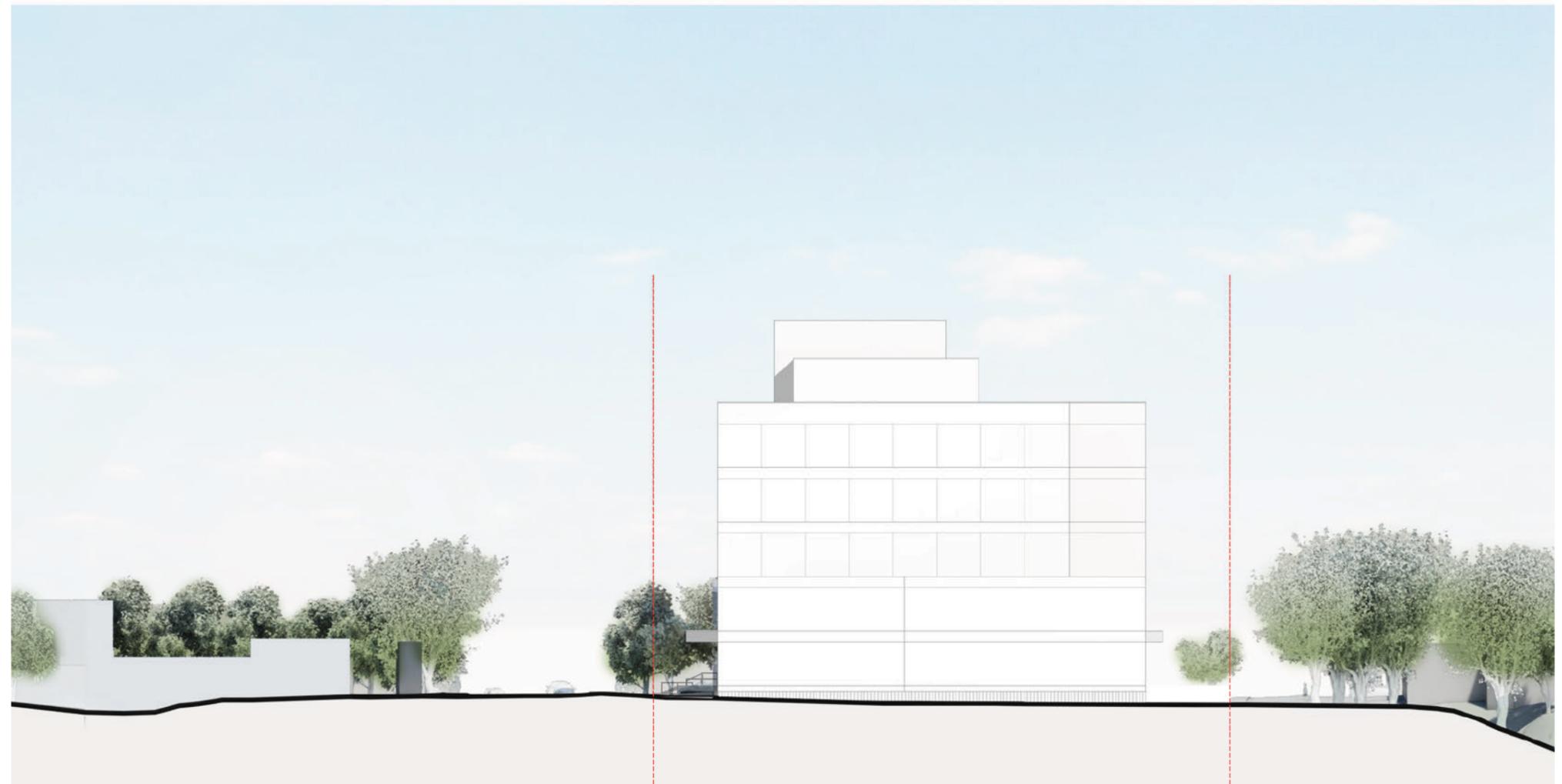
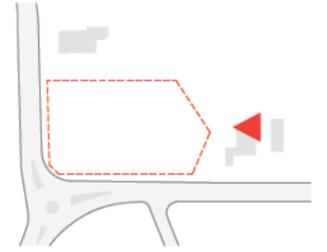
The Site
14 - 16 Edmonton Road

Driveway

Scale @ A3:
1:500

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Waitākere District Court East Elevation



Takapu Street

Edmonton Road

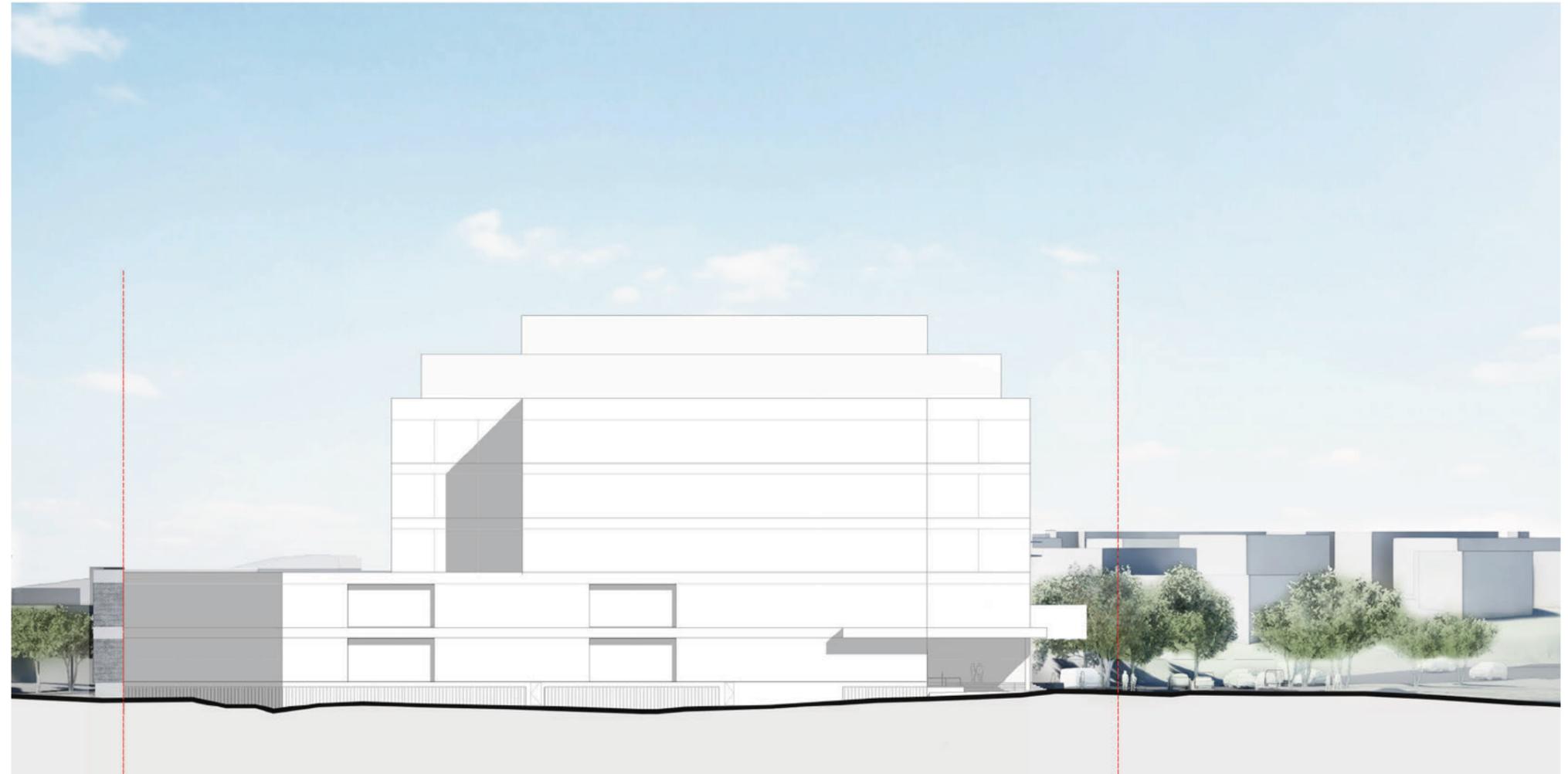
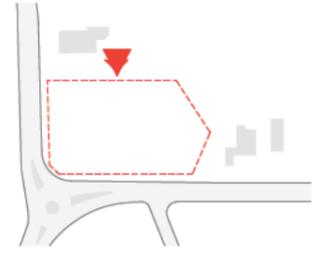
The Site
14 - 16 Edmonton Road

Falls Park

Scale @ A3:
1:500

A scale bar with markings at 0, 2, 4, 8, 10, 20, and 30 meters.

Waitākere District Court North Elevation



Driveway

The Site
14 - 16 Edmonton Road

Alderman Drive

Alderman
Carpark

Scale @ A3:
1:500

A graphic scale bar with markings at 0, 2, 4, 8, 10, 20, and 30 meters. The bar is a simple line with vertical tick marks at each interval.

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