

North Kumutoto
Sites 8, 9 & 10
Design Competition

Design Brief

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1. INTRODUCTION

Development here will complete a cluster of buildings and spaces activities which together provide a 'critical mass' of activities. The ensemble will present an attractive destination that connects with the Central Business District while maintaining a distinct waterfront identity. Kumutoto's proximity to the CBD means that buildings and open space exhibit a stronger relationship to established city form. One outcome of this is that buildings occupy a higher proportion of the site. The resulting network of tighter open spaces contrasts with the large expanses of public space which occur elsewhere on the waterfront.

New buildings in this area will have a range of uses and could include recreational, retail, commercial, residential and institutional use. Generally, the uses need to support a safe waterfront and 24-hour use.

The character of North Kumutoto will be of squares and lanes. Any new buildings will be in scale with the heritage buildings, such as Shed 21 at the northern end and the Queens Wharf Apartments and Sheds 11 and 13 at the southern end.

1.1 Assessment criteria and information

This brief, and in particular the 'overarching' and 'primary assessment criteria' are the key statements against which proposals will be assessed. The 'supporting assessment criteria' are other considerations and relevant information, generally of a more detailed nature, that must also be taken into account.

Competition designs will provide for the activities and accommodation as described. Site information has been prepared to, as far as possible, inform designers about the context, opportunities and constraints of this site.

1.2 Competition judging

The competition will be judged by a nominated panel supported with design assessment from the Technical Advisory Group.

1.3 Scope of design

The competition focuses on buildings for Sites 8, 9 and 10. However design proposals are required to demonstrate a considered relationship with adjacent public areas as well as the wider waterfront and urban context. In the immediate vicinity, public spaces fall into three areas:

- (i) Kumutoto Public Space – a masterplan (see section 1.4) for this area is currently being implemented. Competition entries for Sites 8 and 9 are expected to agree broadly with the master plan's contents.
- (ii) Shed 21, Site 10 and environs – although this area falls within the Wellington Waterfront Project its final character depends on CentrePort plans for the adjacent finger wharves, as yet undecided. However, applicants should be cognisant of CentrePort's Harbour Quays development intentions for this area.
- (iii) Whitmore Gate – the area opposite Whitmore Street will be strongly influenced by the character of building development on Sites 8, 9 and 10.

Potential exists for a revision to open space proposals here if the buildings warrant this.

1.4 Relevant documents

This brief draws on three main documents. These are the *Wellington Waterfront Framework* (April 2001), the *North Queens Wharf Brief* (August 2002) and the *North Queens Wharf Concept Plan* (date). While ideas and content from these have been integrated into this brief, these documents should be viewed and considered in their entirety. They can be viewed at:

www.wellingtonwaterfront.co.nz/development/kumutoto

The **Wellington Waterfront Framework** is the primary reference for all design work on the waterfront. While the entire Framework, and all its values, objectives and principles are to be considered, three principles are particularly relevant to this redevelopment:

- *Any new buildings will be complementary to, and in a scale appropriate to, the existing buildings around them. (p18)*
- *Ground floors of buildings will be predominantly accessible to the public. (p19)*
- *Buildings will support the open spaces, both in their design and in their associated uses and activities. (p20)*

The Area Summary table within the Framework (p40) also sets out the anticipated outcomes for North Queens Wharf (the area now known as Kumutoto):

Predominant use/physical character

Connection to CBD, small buildings, squares and lanes, mixed use, paved surfaces.

Water's edge characteristic

Two-tier promenade, Tug Wharf, covered walkway – building colonnade, rocky coastal garden edge.

City/quays edge characteristic

Buildings define edge of quays, pedestrian access via building colonnade.

Heritage buildings

Shed 21, Eastbourne Ferry Terminal, Shed 13, Shed 11.

The **North Queens Wharf Brief** was produced after the Framework and provides more specific guidance for this area. This document shows anticipated public space outcomes and building footprints for the competition area. These are likely but indicative and are not meant to impose precise constraints on the size, shape or organisation of new structures.

The **North Queens Wharf Master Plan** defines the sites, footprints and general nature of circulation and public open spaces in this area. This plan is currently being implemented, and competition entries are expected to agree broadly with its contents.

The North Kumutoto (Sites 8, 9 and 10) Brief selectively quotes, expands and interprets key parts of these documents.

2. COMPETITION ASSESSMENT CRITERIA

2.1 Overarching criterion

Design excellence

The competition winning proposal will demonstrate outstanding design merit and will be distinguished by an exemplary response to all primary assessment criteria.

2.2 Primary assessment criteria

1 **Creativity and imagination**

As a result of virtuoso design and exquisite resolution, the buildings are signature projects for the Waterfront and elevate the Wellington's reputation as a centre of creativity.

2 **Responsiveness to context**

Because they make a considered response to their context, the buildings enhance public space and complement heritage structures and other neighbouring buildings.

3 **Design sophistication**

The buildings help to establish a higher standard for commercial construction by incorporating state-of-the art sustainable design; exhibiting high-quality materials and details; and offering exemplary internal accommodation.

4 **Contemporary culture**

By acknowledging international trends as well as local culture, the designs are 'of their time and place' but are also part of a broader architectural discourse.

5 **Function**

The designs manage space, structure, access and services to create high quality internal space and to ensure long-term flexibility and adaptability.

6 **Feasibility**

Designs will be feasible:

- i. *Technically – within capabilities of NZ building industry*
- ii. *Financially –with a value that exceeds cost and is consistent with market expectations. As a guide, target construction cost budgets are:*
 - *Buildings on sites 8 & 9: \$2,700 to+ \$2,800/m²*
 - *Building on site 10: \$2,450 – 2,600/m²*
- iii. *Politically – consistent with relevant requirements of the Waterfront Framework and District Plan*

3. SUPPORTING ASSESSMENT CRITERIA

3.1 Use of buildings

- The uses of the buildings are not fixed.
- Buildings should support a mixture of people and uses on the waterfront either directly (by incorporating a range of accommodation) or indirectly (by adding to the mix of accommodation with the waterfront as a whole).
- Floor plates and accommodation should be capable of being readily adapted for a range of uses. Future uses cannot be predicted, so the building should be flexible enough to accommodate changes in function without any reduction in quality. Adaptable plans are particularly important at ground level because the character and use of public space may change.
- The ground floors of buildings should be predominantly accessible to the public. Commercial space may be considered 'publicly accessible' provided it houses uses which attract the general public.
- All necessary parking should be provided on-site in an unobtrusive location.

3.2 Internal space quality

- Provide comfortable conditions for building occupants despite the likely continuation of 24-hour port operations on the adjacent wharf.
- Ensure any office accommodation provided is of A grade quality.

3.3 Height, bulk and form of buildings

- Follow these guidelines as established by the *North Queens Wharf Brief* (p7):

Site	Site area	Site coverage	Indicative height	Issues
8	630m ²	100%	4 storeys	Defines landside promenade edge
9	830m ²	100%	5 storeys step down to 3 to south	Northern end could form part of a 'gateway' down Whitmore Street.
10	3007m ²	100%	6 storeys	Strong relationship with Shed 21. Southern end could form part of a 'gateway' at end of Whitmore Street.

*The North Queens Wharf Brief also notes (p7) that:
Buildings may exceed (in part or in whole) the indicative heights given above if the design and/or impact on public space are such that they warrant consideration.*

- Relate the forms of the new buildings to the scale of adjacent open spaces. Ensure the designs support useful, comfortable, well-defined spaces inside and outside the buildings. At the same time, maintain a coherent design concept so that no one aspect of the building appears detached from the overall composition and vocabulary.

These buildings should be of a size and shape that relate to the spaces around them, the neighbouring buildings and the water.

- Produce a better defined space at the Whitmore Street Gateway.
- Use the location and massing of buildings to enhance the Whitmore Street view shaft.

3.4 Relationship to waterfront promenade and other open spaces

- Open the ground floors of buildings out onto the promenade. Provide predominantly public or semi-public uses around the base of the buildings. Ensure that these contribute visual interest and activity to adjacent public spaces.

Public access in this sense includes activities which may be privately owned and managed but which are intended for and attract public use. Relevant activity in the ground floors of buildings and associated public spaces that are responsive to changes in use are desirable to ensure continued activity and vitality on the waterfront. Diversity of use will support diversity of opportunity, of occupation, and extended use of the waterfront.

- Create sunny sheltered spaces which are appropriate for a range of weather conditions. Use these to encourage people to stop and spend more time in adjacent public areas.
- Provide a protected sheltered route along the quays and along the promenade.

This should include active edges.

- Orient all buildings outwards so that they present active frontages to adjacent public spaces. Ensure the upper levels of buildings contain openings and other signs of inhabitation.

This is to ensure buildings contribute to the safety of public spaces through passive surveillance.

- Provide multiple pedestrian entrance points to buildings. As far as possible, locate these along the edge of the quay and the waterfront promenade.

This contributes to edge activity and the quality of experience in public spaces, and also provides flexibility to accommodate multiple tenants and uses.

3.5 Appearance of buildings

Visual interest

- Provide building exteriors with sufficient complexity and interest to attract and hold attention in near views as well as distant ones, while ensuring this complexity is part of a unified overall composition for each building.

Consider the appearance of buildings in long range views across the harbour and along the quays as well as at close range from the waterfront promenade and lanes. The design concept and the coherence of the composition shall be evident from both near and distant viewpoints.

Human scale

- Use construction modules, architectural details and other elements of composition to give the buildings a human scale. This quality should be especially evident in close-range views from within waterfront public spaces.

General imagery

- All waterfront buildings are required to respect their neighbours. For this reason, developments on Sites 8, 9 and 10 should acknowledge each other's presence.
- To date, the waterfront redevelopment has sought to avoid a strong stylistic relationship between neighbouring buildings. However, the proximity of the three sites creates an opportunity for all buildings to be designed as an ensemble. This strategy is acceptable. However, if it is pursued, care must be taken to avoid a reduction in visual interest; a sense of contrivance; or the impression that intervening open space has been appropriated.
- The external treatment of the buildings should contribute to the perception that the waterfront is inhabited and active.
- Materials, components, details and finishes should all contribute to a coherent design concept.

3.6 Open space design

- Refer to section 1.3 for general scope of design work.
- In principle maintain pedestrian priority over vehicles on the waterfront.

Pedestrians, cyclists, service and emergency vehicles may all share the same space, while still giving pedestrians priority. At grade pedestrian crossing points will be enhanced at the Whitmore and Brandon Street intersections.

Vehicles may be restricted to certain sections of the wharf. However, no part of the wharf shall be dedicated exclusively to vehicle access.

- Minimise the impact of car parking, servicing and vehicle access on the promenade to avoid undue compromise to the public experience and enjoyment of the waterfront.
- Maintain the general consistency of aesthetic treatment along the length of the waterfront promenade while recognising special characteristics at North Kumutoto
- Provide shelter, seating and activities along the promenade, in particular along the landside edge of the Tug Wharf where it could be integrated with any buildings such as through a colonnade.
- Provide high quality pedestrian access past the harbour facing side of Site 10, and along the edge of Waterloo Quay.

The waterfront is to contribute to the wider city flow of pedestrians.

- Maintain the wharf as a single uninterrupted flat surface.

This simple horizontal plane is part of the wharf's character.

3.7 Vehicle access and parking

- Provide a main vehicle entrance at Whitmore Street, and resolve the existing conflict between vehicles and pedestrians here.

The end of Whitmore Street is defined in the North Queens Wharf Brief as a 'city connector space' and a major entry point to the waterfront. Access is also via the entrance at Bunny Street and an alternative is being explored at the north end of the Queens Wharf Apartments.)

- Provide vehicle access to assist the less able, and to service the buildings, wharves and any parking areas.
- Provide parking as required to access and service only the anticipated uses of the new buildings, that is, only to support people who visit, live and work on the waterfront.
- Locate any parking below grade or concealed from view above grade within the building. In the latter case, car parks should maintain active ground-level edges, the uninterrupted surface of the Waterfront Promenade or an attractive external appearance for the building.

The Waterfront Framework (p27) notes: *Underground parking preferred – an alternative could be above-ground parking in a building on Site 102 (now known as Site 10).*

- Ensure service areas are unobtrusive

Delivery bays, refuse bins and other such elements should be located discretely and concealed from public view.

3.8 Heritage and contemporary culture

- Acknowledge aspects of history where opportunities exist.

This could be in the form of highlighting traces which include not only the remaining waterfront buildings, but artefacts such as the wharf gates and wharf structures, and the evidence of usage and industrial/maritime wear and tear.

- Complement and maintain consistency with the maritime character.

Fishing and recreational boats will continue to be able to moor alongside the Tug Wharf.

- Recognise development of contemporary culture with a change in emphasis from a working port to a recreational and cultural area.

Public art should be promoted on the waterfront and be an integral part of the design of any space or a distinct element, picking up on the waterfront context.

3.9 Lighting

- Consider environmentally responsible lighting effects which enhance the buildings and contribute to the character of associated public spaces.

Night time illumination should be an integral part of the architectural design concept, and shall conform to the waterfront Lighting Strategy. External lighting should contribute to the after-dark appearance of this significant part of the waterfront.

4. DEPARTURES FROM ASPECTS OF THIS BRIEF

This brief recognises that there may be many and varied design solutions for the three sites and associated public spaces. Innovative and imaginative site planning and design might create inspired solutions that are not predictable, possibly moving beyond some of the detailed requirements of the brief. In this event, the designer must demonstrate convincingly that the proposal achieves the primary design objectives in an exemplary way.

This should be taken not as an opportunity to ignore constraints and requirements, but as notice that departures from the brief will be considered on their merits, subject to compliance with the primary assessment criteria.

5. SUBMISSION REQUIREMENTS

Development proposals shall be described with enough detail to convey a clear response to this design brief. The proposals will be reviewed by both the judging panel and expert advisors.

The following material is required:

Presentation Drawings

Equivalent of two A1 panels which may include any combination of text and illustration.

Development proposals shall be described with enough detail to convey a clear response to the design brief. At this concept design stage, drawings should include (but are not limited to):

- 1:200 building plans, sections and elevations
- Site plan showing building in context
- Perspective views of the building proposals in context

Design statement or report

This should be not more than 15 A4 pages outlining design rationale and including an outline specification for materials and finishes (if this is not noted on the drawings). It may also include any combination of text and drawings.

The outline specification should be sufficient to allow an independent cost consultant to assess project construction cost.

NOTE:

Digital Animation

Competitors may choose to, but are not required to submit a 3D digital model.

Physical Model

A physical model is not required.