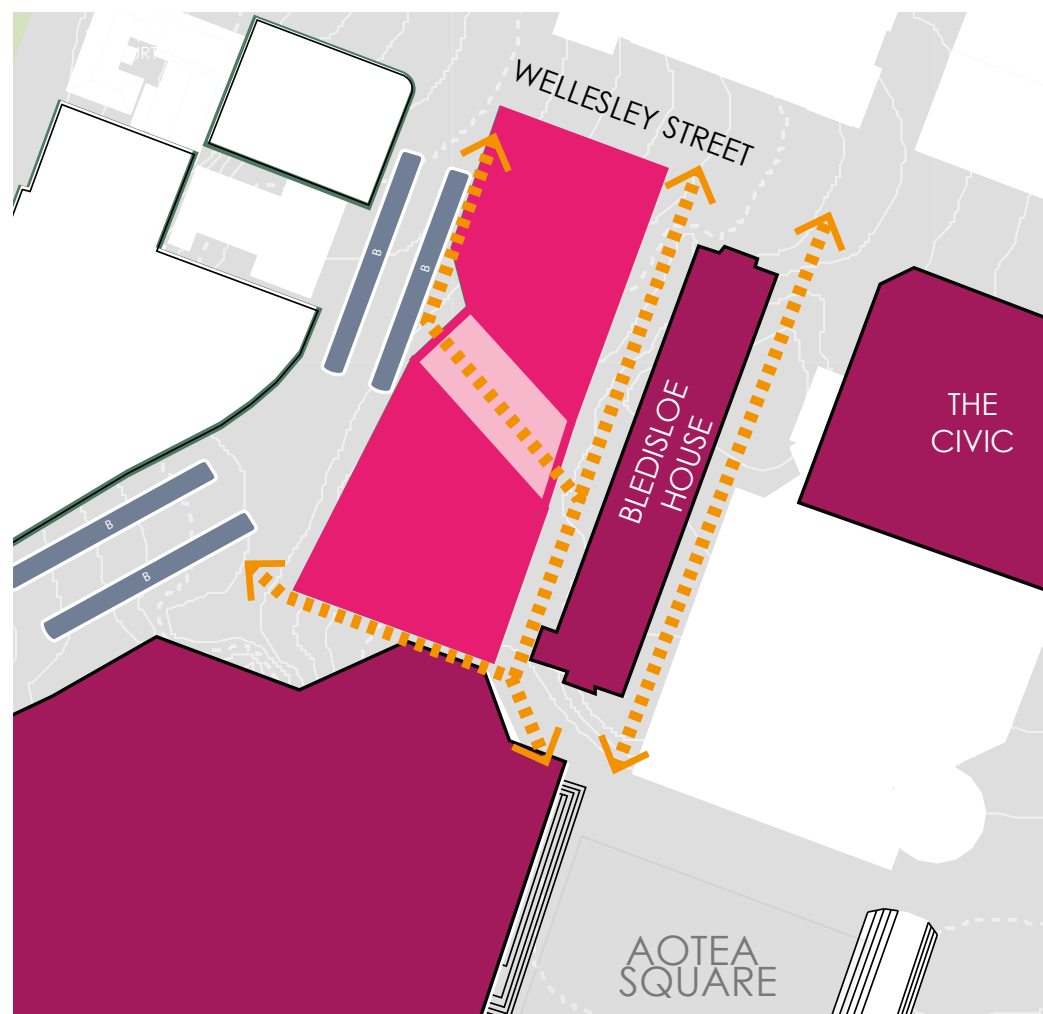


SITE A: AOTEA STATION/ WEST BLEDISLOE

The council-owned and operated car park west of Bledisloe House is a product of the 1950s-1960s Civic Centre redevelopment of the quarter core. The eastern edge of the carpark is defined by Bledisloe House (built 1957) which makes a significant contribution to the urban structure and character of the quarter core.

As a car park this prominent site does not contribute to the public realm or to the aim for a growth node. The carpark also functions as the main walking route into the quarter core from the west, creating a conflict with vehicles entering/exiting off Mayoral Drive.

Given the site's prominence and its proximity to Aotea Station, it is highly suited to development as commercial office space. Preliminary studies reveal the potential for 28,000m² of net lettable area.



Any above-ground development will need a high degree of permeability at ground level that responds to natural pedestrian desire lines around the wider quarter, as well as the anticipated high foot traffic around the station. Given the diverse mobility and ages of people who will be using the station, a 24-hour, universally accessible route through the site will be needed.

The site is expected to be developed in tandem with or after construction of Aotea Station, scheduled for completion in 2023.

The following design requirements also apply:

- Station design to reinforce the quarter's arts, creative and entertainment identity.
- Intuitive, transparent wayfinding and natural orientation through and around future buildings between Aotea Square, Aotea Station, Wellesley Street and Mayoral Drive.
- Incorporate the diagonal pedestrian desire line from the Wellesley/Albert street intersection.
- 24-hour universally accessible public access between Aotea Square and Mayoral Drive.
- Co-locate or minimise car access points off Mayoral Drive with the Civic Car Park.
- Occupied frontage on all edges abutting public streets and spaces. Active (retail or food) ground-floor frontage on Mayoral Drive.
- Consider the need for on-site parking provision in the context of the future high levels of direct access by public transport as well as active modes.
- Externally accessible public toilets to support the many events in Aotea Square.
- Significant pedestrian improvements to the intersection of Wellesley/Albert and Mayoral Drive.
- Easy access to sheltered, secure bike lockers for multi-modal journeys.
- Use highest-quality building materials and techniques that are durable, sustainable and meet the highest standards for noise reduction.

SITE B: AOTEA CENTRE

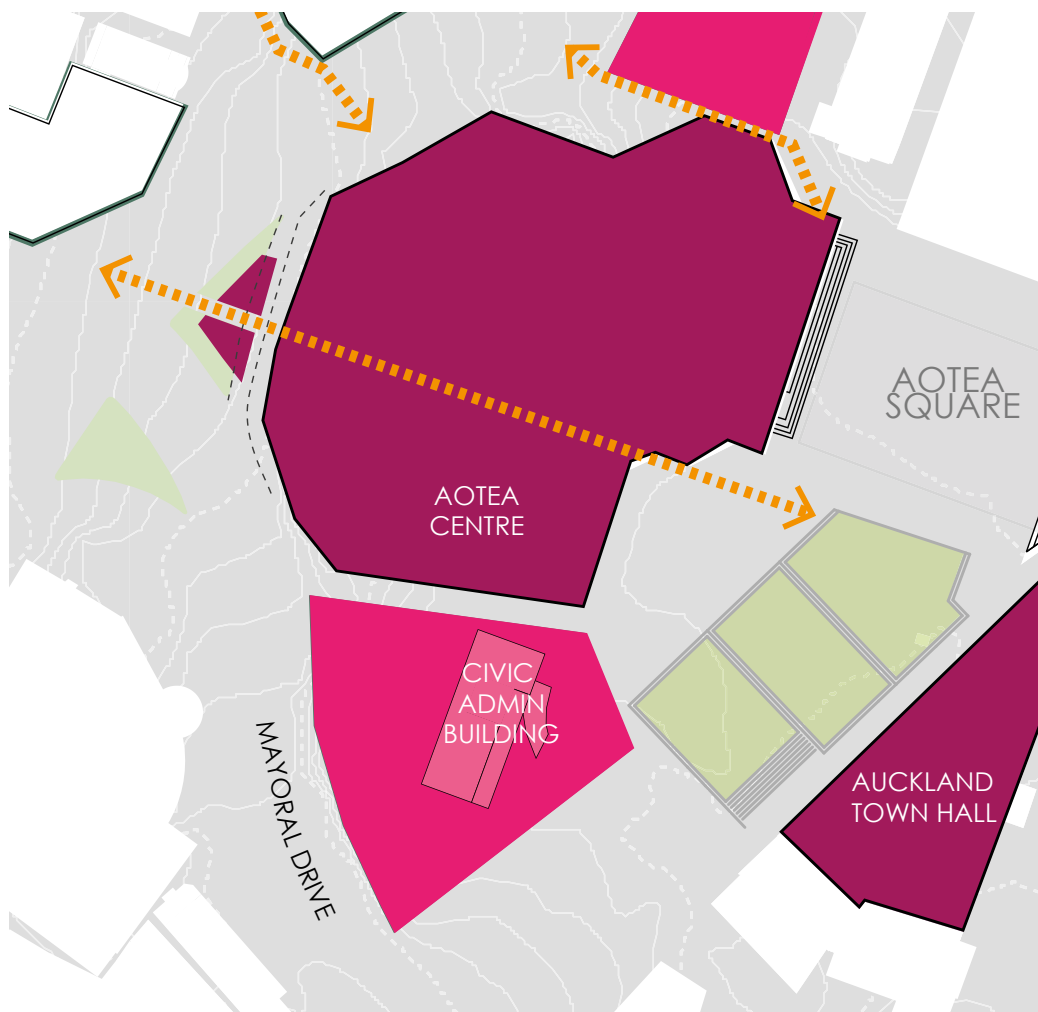
The Aotea Centre is 25 years old and needs exterior refurbishment. The public foyers are in need of an upgrade which RFA are in the process of undertaking. A full exterior upgrade is proposed, which will seek to respect the original design integrity of the building. The proposal includes exploiting its form and opportunities for accessible green/ living roofs on the various terraced levels. RFA is in the early stages of planning a significant redevelopment of the area behind the Aotea Centre. Funding has been allocated in the council's Long Term Plan.

The land behind the Aotea Centre has, since the original design, been considered for development/ expansion. In support of the Aotea Quarter vision, RFA are creating additional studio spaces, practice rooms and office accommodation aimed primarily at arts organisations and RFA themselves.

The redeveloped Aotea Centre will build on its current successes to become a high-performance training facility for the performing arts, further energising the quarter with public workshops, performances and activity in Aotea Square. It is also likely to promote the growth in nearby businesses including bars and restaurants, and strengthen the quarter's appeal to creative industries.

The following design opportunities apply to the site:

- The built form of the Aotea Centre to serve as an extension of the public spaces of Aotea Square.
- Renew the Aotea Centre as a 'building as landscape', e.g. create habitable terraces or a green podium.
- Integrate food and beverage tenancies into outward-facing terraces, so the building itself activates the square.
- Create a welcoming, arts-led marker from the west that forms new, enhanced pedestrian links down into the square.
- Seek to achieve a new public walkway between Cook Street and Aotea Square as part of the redevelopment, ideally on axis with the viewshaft to the Town Hall clock tower.



Key design principles



Aotea Centre Today



Illustration of Aotea Centre "reskinned"

SITE C: CIVIC ADMINISTRATION BUILDING AND SURROUNDS

The CAB is a strong example of the modernist architectural era in Auckland. Designed by Tibor Donner, chief architect for Auckland City Council between 1947 and 1967, the CAB formed part of the original Civic Centre masterplan, along with its sibling Bledisloe House. With its progressive seismic construction (no sheer walls, the welded floors being the structural element) and innovative steel structural columns, this 22-level tower spearheaded Auckland's move into tall building construction. On its completion in 1966 it was New Zealand's tallest building.

The CAB's innovative design features and heritage value, coupled with its role as the city's administrative centre, have led many to call for

its protection. The building has been plagued by asbestos issues over a number of decades and is now showing its age.

Since late 2014 the CAB has not been used by council staff on a permanent basis. Following Panuku Development Auckland's detailed exploration of options, the Auckland Development Committee, at its February 2015 meeting, approved an expression of interest process for refurbishing the building and developing the land.

The building forms part of a view shaft in the Auckland City District Plan, designed to protect the visual value of the quarter and its civic buildings. The view begins at Rutland Street, aligns with the turret of the Town Hall and culminates with the CAB.

The Auckland Unitary Plan Independent Hearings Panel is considering submissions on listing the CAB as a heritage building. The need to retain heritage features will be captured in a heritage plan for the buildings reuse.

If the CAB is scheduled as a heritage building this will ensure that the adjoining development sites support its special qualities including its relationship with Aotea Square. More general design requirements are:

- Create a new building frontage to Mayoral Drive and Greys Avenue with occupied ground floor (street level) frontage (e.g. retail, food and beverage, office) including principal points of building entry.
- Create a corner marker building at the Greys Avenue/Mayoral Drive intersection, differentiated through scale and architectural expression.



Key design principles

- Retain clear views of the north and east façades of the CAB by limiting development to four storeys (in accordance with the original undelivered design), with active (retail, foyer, food and beverage) ground-floor frontage onto Greys Avenue/Aotea Square.
- Seek to achieve a new public walkway between Greys Avenue and Aotea Square through the CAB site as part of the redevelopment.
- Development designed and built to best-practice environmental design, and to include a minimum New Zealand Green Building Council rating of 5 Stars (commercial) and/or 6 Home Star or better (or a recognised equivalent).
- Use high quality building materials and techniques that are durable, sustainable and meet the highest standards for noise reduction.

Civic Administration Building

