

A grayscale photograph of a park. In the foreground, there is a grassy area and a small stream. A black metal fence runs across the middle ground. Behind the fence, there are several large trees, including weeping willows. In the background, a building is visible. The overall scene is peaceful and natural.

Research + Team Project Brief

Graphic Techniques

Joint Studio 2018

Site analysis is a graphic expression of all **conditions** inside – and to some degree outside (context / external influences) – of a piece of land.

A carefull reading of the region.

These conditions are usually seen as either:

- opportunities; or
- constraints / restrictions / problems

One methodology that you can use is the SWOT



S

W

O

T

River (Blue Way)

Poor cross Thames connections

Docks

Flooding

Existing Green Pockets

Contamination

Layered Infrastructure

Pollution

Transport Communications

Traffic noise and pollution

Visually exciting transport

Sewerage

Business to airport route

Airport, plane noise and fuel

Cross Thames Waterlinks

Over population

Landmark Area

Docks are underexploited

Ecology: Nature, Waterways, greening, urban food, wind/solar/ water power using Thames Barrier

Tower blocks

Open and sunny

Poor security: Unsafe pedestrian routes

Recently built infrastructure

Planning Permission

Community

Visible transport links

Cycleways: Waterfront and cross district

Need for Airport

Entertainment and Arts

Crowded housing

New Links and Patterns

Crossrail

Existing adjacent Greenway connections

Linear form

Linear form

Multi-use space

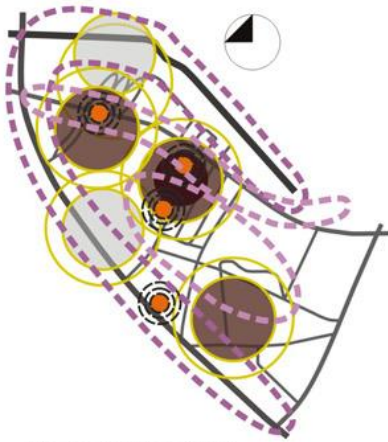
Exposed and windy

Community Nodes

Panorama

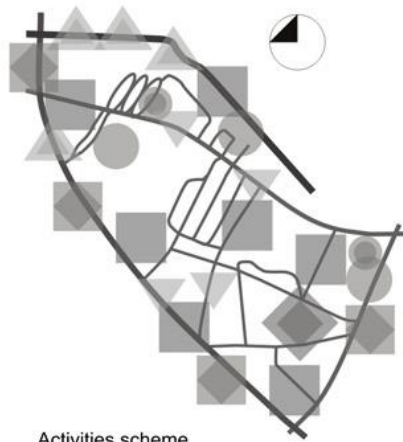
Panorama (River and City)

Transport :Canals, Crossrail, Cable Car



Road condition scheme

- Good
- Average
- Degraded
- ⬮ Intense
- ⬮ Average
- Intersections with problems



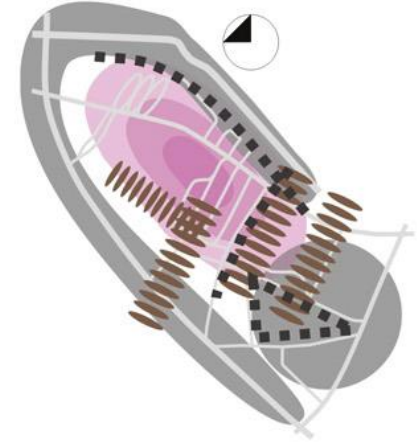
Activities scheme

- ▲ Services
- ▲ Banking services
- Trade and public alimentation
- Health
- Education
- Administration
- ◆ Playgrounds



Planted spaces scheme

- Public space
- Private space
- Private-public space
- ⬮ Alignment plantations
- Sources
- ⬮ Affected areas



Plots scheme

- New tissue: collective housing
- Old tissue: individual housing
- ▨ Functional incompatibilities
- ⬮ High incompatibilities

STRENGTHS	WEAKNESSES
BUILD FUND Monuments Name: House Address: 119 Dude You're A District 3 Category: Case Period: first half. sec. XX Importance: B Former Starch part "Lightning" Braşaduru Address: Str. Brăilaşa 26 District 3 Category: Industrial Arch Dates: sf. sec. XIX - first half. sec. XX Importance: B Diversity of architectural styles in individual housing area adjacent to Dudesti Street	Building in bad condition
Building Condition - Housing stock in good condition for new buildings and recent interventions	- 37% of the individual housing is in medium to bad
Building heights - Height increasing suggested only by Urbanistic Zonal Plan (9 storey and 16 storey buildings) on Unirii, Burebista and Mihai Bravu boulevards that determines vertical development tendency - New collective housing assemblies with 9 storey heights represents the vertical dominant on Dudesti Street.	- Rupture at the configurational level between old and new tissue.
Building Form - The existence of 9 storey lamellar buildings for collective housing creates the compositional homogeneity.	
Plot - The vacant lands at the rate of 8% is a potential for the development of new activities.	

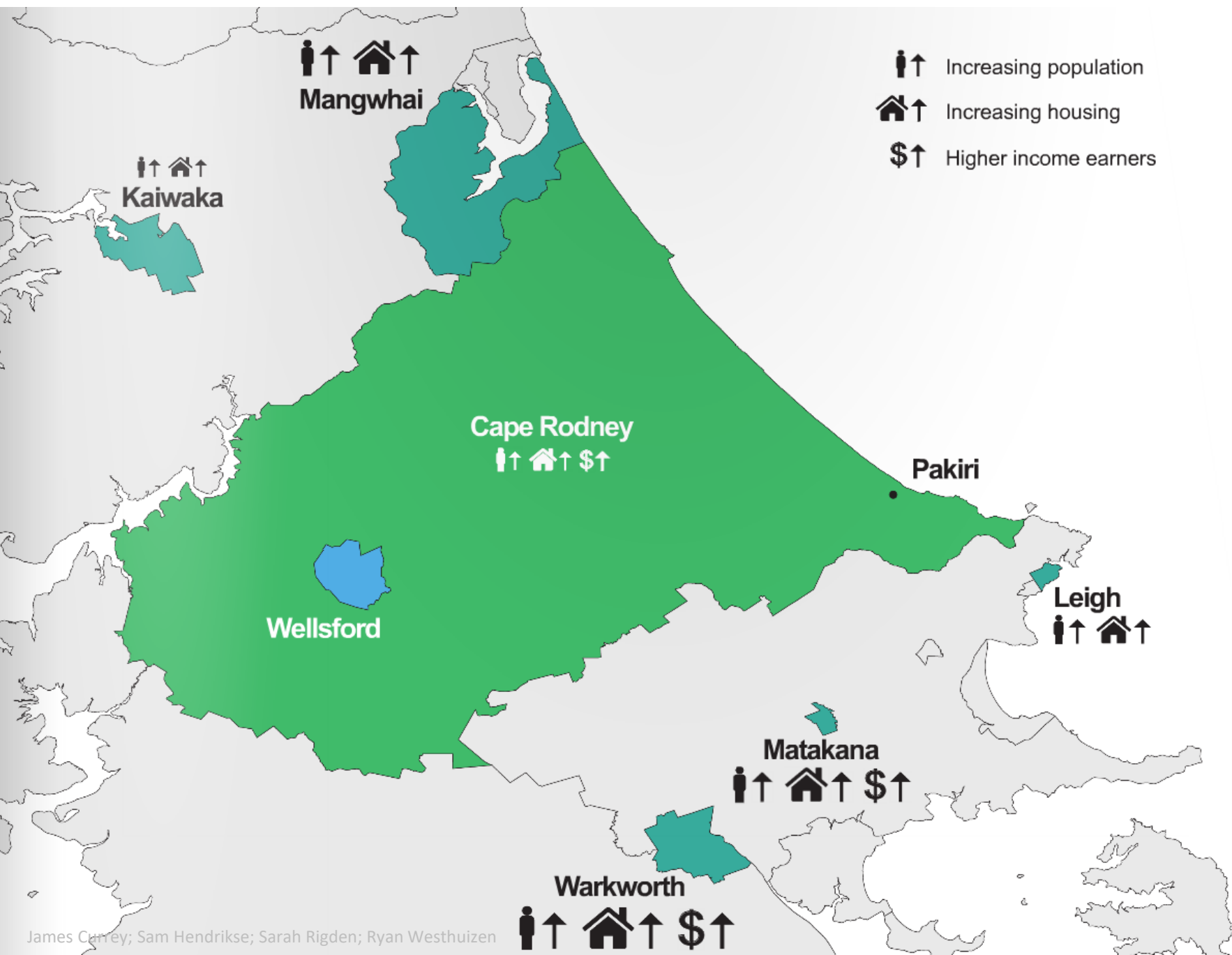
STRENGTHS	WEAKNESSES
CIRCULATIONS Street categories - 39% of the total circulation infrastructure of the total surface of the three main arteries: Unirii, Burebista and Mihai Bravu Boulevards.	- Dysfunction of rank on Mihai Bravu boulevard with the adjacent collector streets. - Dudesti has a street gauge of 10.5 m which does not support the traffic volume taken from Unirii Boulevard (one lane per direction and a tram line)
Circulation conditions - Rank 1 arteries are in good condition.	- Rank 2 and 3 arteries are in poor condition. - Pedestrian circulations have a small width and are in poor condition because they have not been refurbished in time.
Accessibility - There are three types of transportation means: tram, bus and minibus taxi: trams 19, Route Dudesti 54, Bravu Boulevard Bus 104 123 124 Unirii Boulevard 123 124 Vitan Boulevard 135 181 Bravu Boulevard - Short distances between tram stops 500 meters, which provides high accessibility - Major traffic arteries that connects the studied area with the central area, ensuring a high accessibility and transit in the territory. - Alba Iulia Square Mall Vitan are directing landmarks.	- Spontaneous parking on all traffic routes occupies an important part of pedestrian surfaces (sidewalks).
GREEN PLANTED AREAS Public spaces - High concern for the aesthetics of the public space compared to the private space. - Alignment plantation in good condition on Unirii and Burebista boulevards.	- Insufficient planted spaces (there are 5 sqm/inhabitants instead of 20 sqm/ inhabitant). - There are degraded planted spaces and discontinuous alignment plantations. - Degraded public space that is not properly equipped.
Private spaces - The existence of private-public spaces in residential areas where there are no alignment plantations.	- There are undeveloped plots below 150 sqm. - Rupture at the configurational level between old and new tissue: Unirii Boulevard and Dudesti Street.

STRENGTHS	WEAKNESSES
HOUSING ENDOWMENTS Services / Trade - Mall - Commercial core with leisure and services; attraction pole for new activities. - Areas with business activities, mainly banking, developed at the ground floors of collective housing of Unirii Boulevard and Alba Iulia Square - Balanced allocation in territory of public services: Police station, Fire post, Post Office.	- Negative effect obtained by annexation of commerce functions to housing (mall parking near individual homes). - Inadequate spaces for small production activities; workshops, warehouses, building materials, car washes. - The studied area does not benefit of a balanced character of social-cultural and leisure activities. - Disorderly development of services and commercial units.
Education and Health - There are 3 public schools and a health unit clinic.	
QUALITY OF LIFE - Quality of life is strongly influenced by the share of planted space in relation to built space. Collective housing on Unirii Boulevard and individual Housing near the Mall. - Value of urban fronts in Alba Iulia Square and Blvd Burebista	- Visual pollution on Dudesti street. - Exhaust gas and noise pollution caused by intense traffic on Vitan, Dudesti, Unirii and Mihai Bravu boulevards.

To show the information that you have collected and analysed, you should explore:

- Visual/graphic techniques (infographics, photos, diagrams, sketches, maps with short text);
- How to combine more information/data in one drawing?

Combine the information



Combine the information

Transport Links



Primary Transit Routes



Rail Corridor

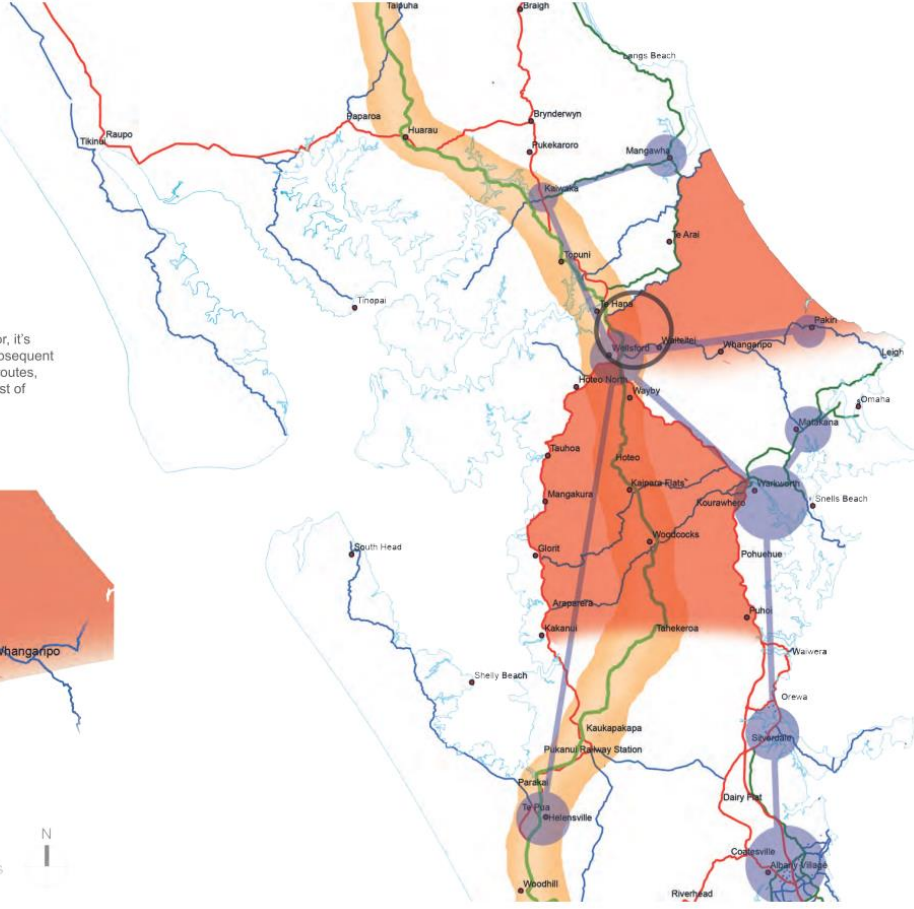


Summary

Given its proximity to what could be a rail corridor, its position relative to main transit routes and its subsequent ability to influence the strength of road and bus routes, the potential site for master planning is to the east of Wellsford town Centre, on the way to Pakiri.



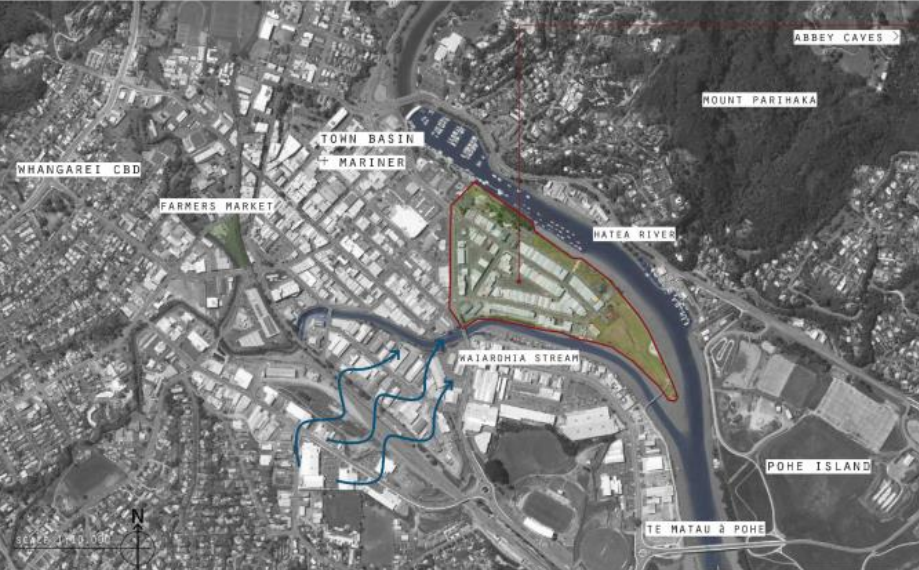
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Site scale and Wider context

HĪHĪAUA | SITE



HĪHĪAUA PENINSULA, WHANGAREI [-35.727, 174.327]

- Approximately 16.5 hectares. Enclosed by Reyburn St (W), Hatea River (NE) and Waiarohia Stream (S)
- Temperate, humid climate with an average annual temperature 15.7°C.
- Average rainfall 1400 (coast)-1700mm (inland). Wettest months are June-August (33% of total rainfall expected), driest months are November to January (17% of total rainfall expected).
- Predominant wind from the SW, but one of the least windy areas of Northland.



Designed by: Aleesha Kumar, Sharon Eccleshall, Shijing Li, Sianne Smith, Vignesh Krishnamoorthy

HĪHĪAUA | WIDER CONTEXT

PUKEKURA FOREST
 Located W of Hihiaua and visible from many areas on the site.
 'Whangarei's lungs': Source of 30-60% of resident's water.
 High conservation, historic and cultural value.

MOUNT PARHAKA
 Located to the NE of Hihiaua. A scenic reserve and volcanic cone, 241m high.
 War memorial and lookout point at the top that can be reached by car or multiple bush trails. Panoramic views of Whangarei and the site from the summit.
 Key viewshaft from Hihiaua.
 Long history of Maori settlement and war.

WAIAROHIA MARINE RESERVE
 Stretches 23km NW from the end of the Hatea River to Whangarei Heads.
 Houses two marine reserves.
 Heavily tidal, with a range of 2m. At low tide a large portion of the harbour becomes exposed mud flats and sand bars.

MOUNT MANAWA
 Located ~10km N / NE of the site, but not visible from Hihiaua Peninsula.
 Dominant landmark of Northland, 420m tall with panoramic views in all directions from the summit.
 Dept. of Conservation reserve, covered in native bush.
 Area home to a rekindling kiwi population thanks to ongoing efforts by Backyard Kiwi.

MARSDEN POINT
 Home to NZ's only oil refinery located at the entrance to Whangarei Harbour, opened 1964.
 Location of a significant deep-water cargo port, the closest to most of NZ's international markets identified as a 'growth node' with a potential population of 40,000.

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Explore how to turn the data into more simple visual information (easily read for all)

Population

Wellsford population



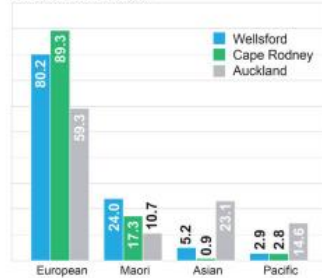
Cape Rodney population



Wellsford population
23% aged 15 or under
19% aged 65+



Cultural Diversity (%)



Cape Rodney population
23% aged 15 or under
14% aged 65+



Housing & Business

Dwelling occupation



Average # people per household

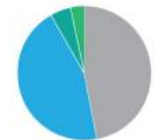


Household composition



Religion in Wellsford

- 47% No religion
- 45% Christian
- 5% Maori Christian
- 3% Other



Education & Work

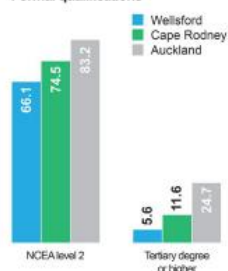
School decile rating and roll count



Most common occupations

- Technicians & Trades 17%
- Labourers 17%
- Managers 16%
- Wellsford: 28% Managers, 16% Labourers, 13% Professionals
- Cape Rodney

Formal qualifications



% of unemployment



% earning over \$50,000 annually



Median annual income \$



Deprivation index

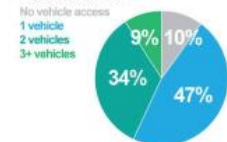


Transportation

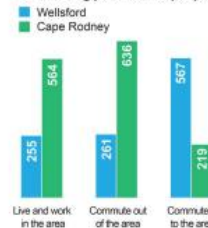
Transportation to work



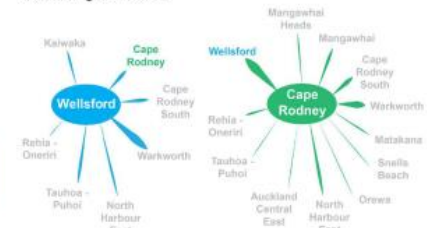
Access to vehicles



Commuting patterns # of people



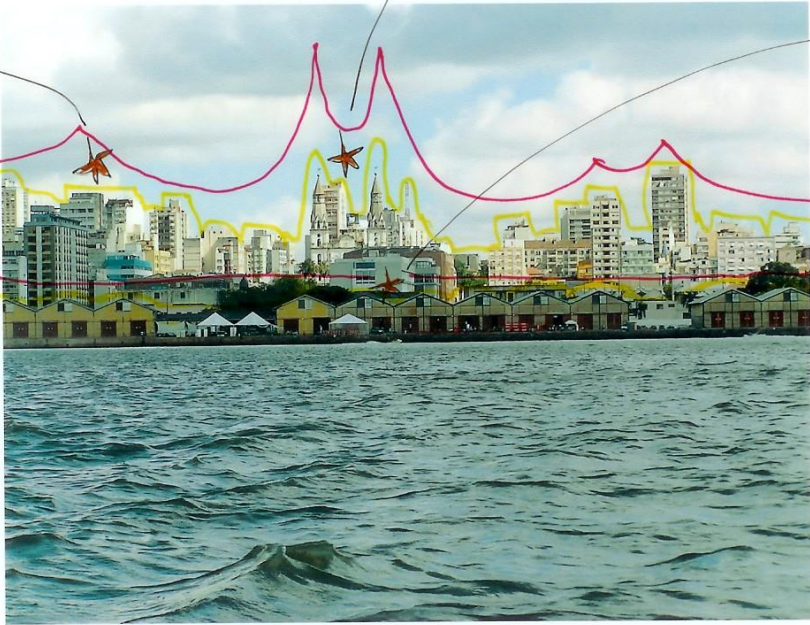
Commuting destinations



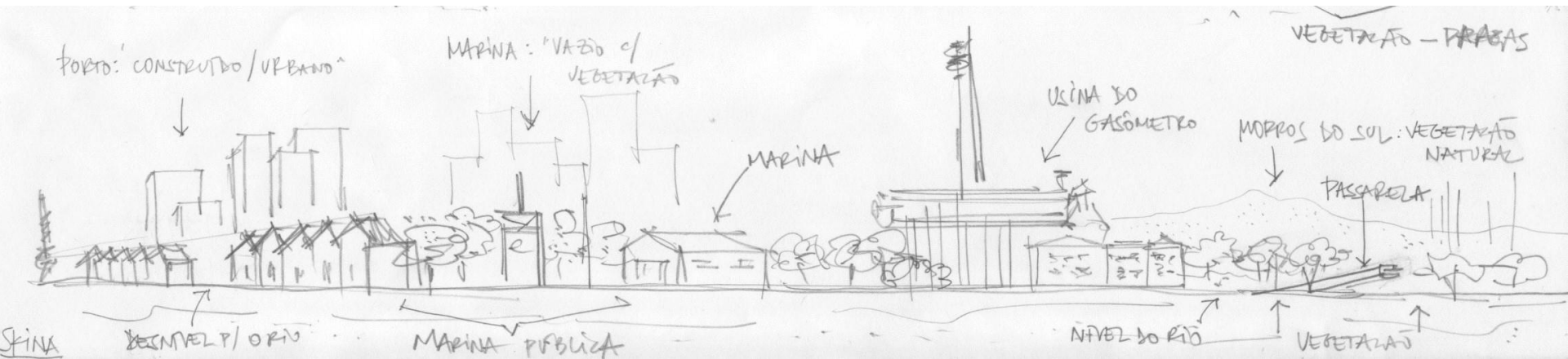
MARCO VISUAL: EDIFÍCIOS
 EFEITO: FUNDO PAISAGEM
 VERTICALIDADE
 TORRES

2ª LINHA COROAMENTO / TORREX -
 MARCO VISUAL: IGREJA N. S. DORES
 EFEITO: PÉRIOS NA PAISAGEM

1ª LINHA COROAMENTO / TORREX -
 MARCO VISUAL: ARMAZÉNS /
 CAIS MARÍ
 EFEITO:
 ACESSIBILIDADE FÁCIL AO PÓLO
 APROXIMAÇÃO FORTES CIDADE - PÓLO
 CONEXÃO
 BELVEDERE

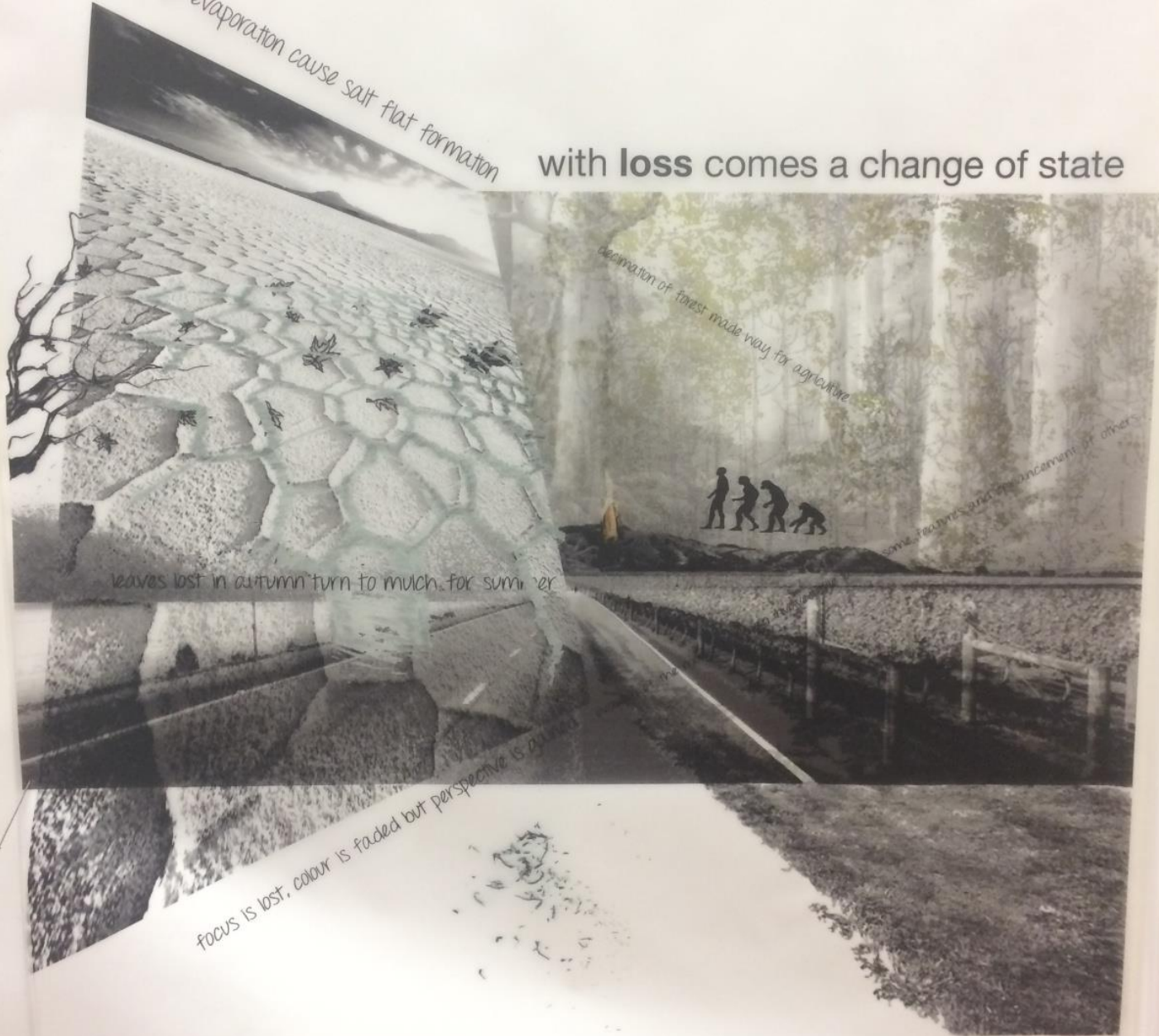


Iara Tomio



loss of water through evaporation cause salt flat formation

with **loss** comes a change of state



decimation of forest made way for agriculture

some patterns and placement of others

leaves lost in autumn turn to mulch for summer

focus is lost, colour is faded but perspective is a guide

Wellsford Town Centre To Pakiri

Landscape Character

Commercial



Industrial



Residential



Rural



Coastal



Rural Town Centre.

SH1 runs along a ridge in Wellsford. Commercial ventures and most of the businesses are located along this road.

Gently sloping rural landscape.

The industrial area lies on the border of the town centre, often on the sloping land of the ridge. Thus most industrial areas are not visible from the main road.

Rural undulating residential landscape.

Rural development lies in flat or gently sloping pockets of land. Rolling farmland and pockets of native vegetation is a common view from houses.

Rolling rural productive landscape.

Land mostly used for cattle and some agriculture. Highly modified landscape with some visible erosion and patches of vegetation.

Modified, rolling coastal rural production landscape.

The rolling rural land meets Pakiri Beach which is a low lying coast and beach bordered by sand dunes.

Mixture of native and exotic vegetation patches, mostly rural landscape with small pockets of development.

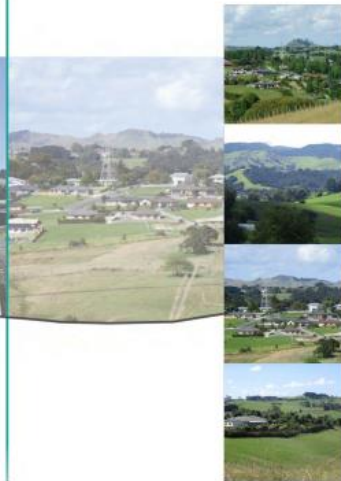
Commercial/Community



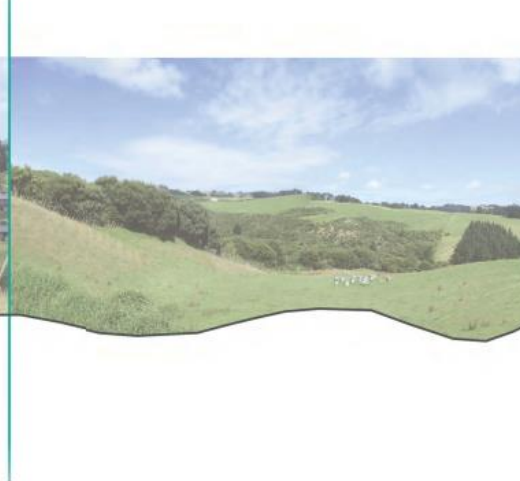
Industrial



Residential



Rural



Coastal



Wellsford Through Time

1906
 Pre 1900 Old Wellsford was a small farming logging community with one general store located near the schools.

1907
 Proposed train line
 Building of the northern train line created a spike in the towns economy and Wellsford began to grow.
 Wellsford began to revolve around the train-line.
 More building started to pop up:
 • First Church
 • Butchery
 • Government building
 • Police station and lock up
 • Boarding house
 • Post office
 • Accommodation

1909 - 1911
 The little village began to decline with the line workers moving to the next town - 500 workers left Wellsford and travelled north.
 The board house shut down.

1911 - 1912
 Wellsford became a ghost town and 'stopover' village.

1913 - 1914
 Arrival of cars
 Returning soldiers took over majority of land.

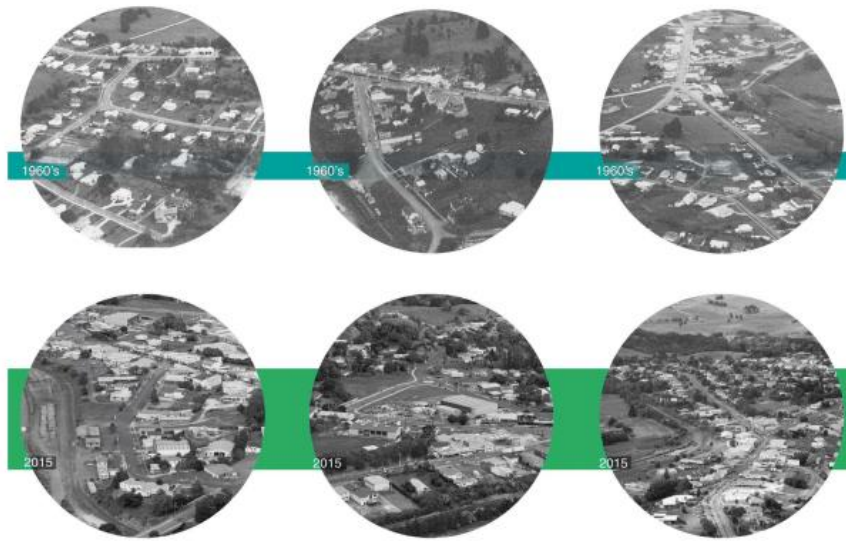
1920's
 Cars began to give people access to rural lands.

1930's
 A little town began to emerge, Wellsford town grew in population. Bakery's, hardware stores, salons and hotels were getting built majority being strategically placed on State Highway One.

1960's
 Wellsford began to grow once again.
 Wellsford developed along the ridge of the gum ridge.
 State Highway One roughly cuts the ridge into sections Kauri Forests and native bushes.
 The past 30 years farmers slowly began to see the potential in Wellsford and began forming a community of progressive farmers.

1970's - 1980's
 As transport and roads began to get better Wellsford began to feel the hit and a decline of population and economic growth occurred.

1980's - 2015
 Wellsford is still heavy orientated around farming and is still used as a large stop over town for travellers heading north or south.



*How far can a small child walk to go to a primary school?
Adult - public transport? Supermarket? Church?*

Walking Distances

How accessible is the town centre on foot?

The following maps show the walking distances from key locations at a leisurely walking rate of 3km/h.

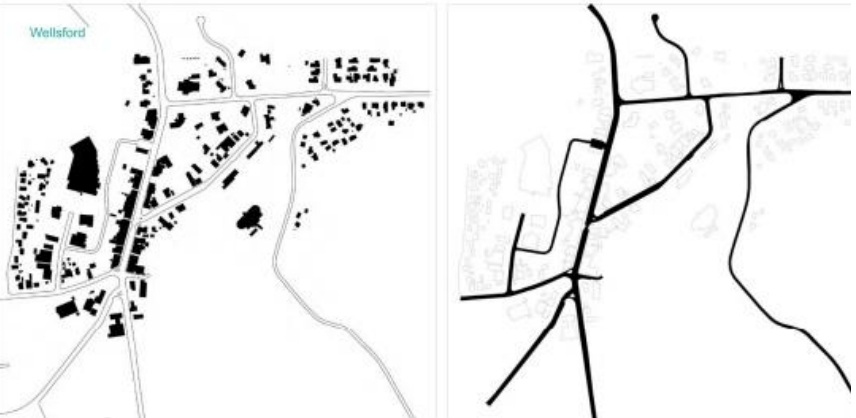


Figure –ground maps: useful to understand the relation between mass (buildings) x void, connectivity

Figure Ground Diagrams

We are aiming to design buildings that are not just objects, but aim to become a fabric of the city, integrating them with public spaces.

Wellsford takes the form of a quite concentrated linear township. The structure of the town can perhaps be easier understood from the road layout. Wellsford is highly based around the relatively straight vertical road going straight through the city (SH1). This is where the 'urban' area of the town is located which is then quickly stratagized in all directions into the suburban, peri-urban and rural areas. With the structure of the town being linear made up of many smaller buildings on the main road this can give the potential for denser on either side of the existing strong linear form. The roads are not in any structured order, they seem off at any angle in any direction of the main road. The current structure of Wellsford is heavy in large spaces where the current aim is to expand Wellsford therefore the building density would have to increase.



Warkworth in comparison with Wellsford is a more structured and developed township. The building density in Warkworth is much heavier than in Wellsford. The 'urban' sector is on the northern side of town where the single buildings are shown in this figure ground diagram. The development of this city centre could have been developed much more effectively to maximize the amount of buildings in the area in an orderly form. A more careful understanding of the structuring of space around buildings to open up a new element of public spaces would have ideal in Warkworth. The suburban areas of the town are semi structured in a less style arrangement. This grid structure creates good linkage from street to street. The town gives a good base to potentially develop this town enclosure in any direction, especially to the east. This township is developing in a radial manner around the town centre.



Effects Of Urban Growth

- Long term consequences:
- Fragmentation of productive land
 - Domesticate and commercialize rural landscape
 - Sensitive land uses introduced into working environment
 - Insufficient use of developable land
 - Lifestyle blocks grew by more than 25000 ha between 1996 and 2010
 - Potential loss of indigenous vegetation and significant alteration to landscape character
 - Increase of traffic- automobile dependency and increase in air pollution and business
 - Displacement of habitat and ecological communities
 - Impact on social lives; less social due to moving outside the social city centre, although a strong community hub can increase social interaction
 - Public expenditure; change and upgrade of infrastructure
 - Water overconsumption; typical in low density or suburban areas due to land ownership
 - Increase racial and economic disparity
 - Disinvestment in existing suburbs
 - Loss of rural heritage and open space in town centre
 - Need to improve walkability, bike accessibility, public transport due to an increase in traffic

Wellsford Urban Form

From public and private spaces, to the natural landscape, local amenities and the proposed future development.

This map shows the distinction between public and private space. Wellsford is a residential town, and therefore majority of the town is private property. Central town shops, schools, sport reserves and the library quarter are the predominant public zones.

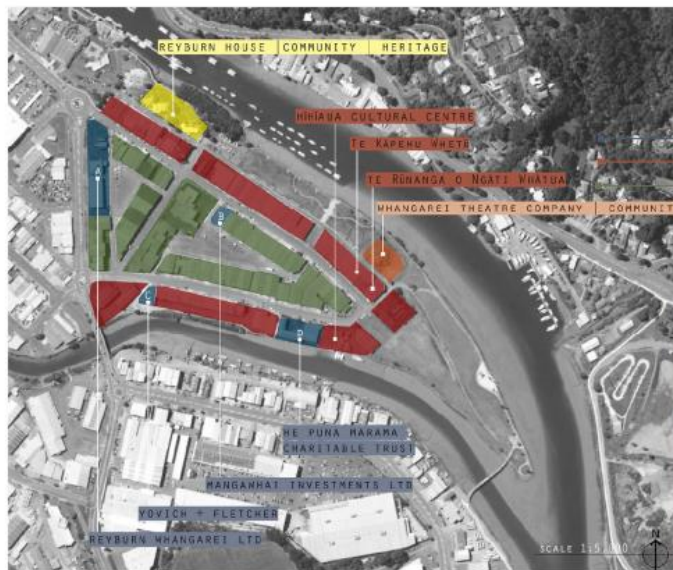
As seen in the map the public space is dispersed tightly north and south of the spine road (SH1). However due to two main roads that dissect the town, these amenities are disconnected and access is often poor.

The map on the opposing page shows the current vegetated landscape. The relationship between the roads and the predominant vegetation is insignificant. However multiple patches of indigenous vegetation exist that are in close relation to the town, creating unique natural landscapes within the urban fabric.

Wellsfords vegetation is limited, with most of the area being zoned as (low to high) productive grassland farmland. This is typical of small towns, where farming, labour and production are the main sources of income.

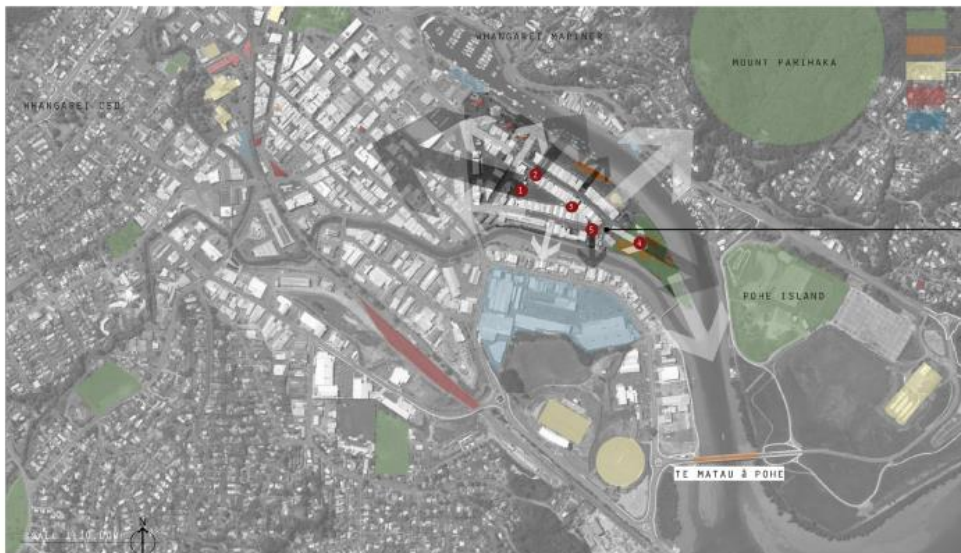


HĪHĪAUA | CADASTRAL MAP + EXISTING BUILDINGS



Designed by: Aleesha Kumar, Sharon Eccleshall, Shijing Li, Sianne Smith, Vignesh Krishnamoorthy

HĪHĪAUA | CULTURAL FEATURES + VIEWSHAFTS



Designed by: Aleesha Kumar, Sharon Eccleshall, Shijing Li, Sianne Smith, Vignesh Krishnamoorthy

HĪHĪAUA | MOMENTUM NORTH BRIEF

INTERESTED PARTIES IN HĪHĪAUA PRECINCT DEVELOPMENT

- Stakeholders | Momentum North group | Current residents | Local businesses | Surrounding district | Council | Maori reps

AIMS:

- Turn Hihiaua Precinct into a nucleus of Māori culture by using its significant cultural history as the driver of our proposal
- Create a rhythmic inter-relationship of "Work, Play, Live, Learn and Visit" in the masterplan for Hihiaua
- Emphasis on wā kāinga (home base + true home) "arising from a village"
- Integrate the essence of Papatūānuku (Earth mother - of which all living things originate from) into the design
- Incorporate traditional Māori motifs of a conceptual nature in design and intent
- Use a "no fences" approach to unite community
- Create developments which are beneficial to the current residents and complementary to their vision
- Merge charter schools, local businesses and residents to generate a community-orientated precinct
- Establish a district that complements Whangarei CBD and thus contributes to the region's economic growth
- Initiate engagement strategies to link Hihiaua Peninsula to Whangarei's points of interest
- Enhance teachings of Tikanga Māori traditional arts and sharing of cultural traditions

OPPORTUNITIES:

- As Hihiaua cultural centre will feature traditional Maori art + methods, Hihiaua Precinct could also enhance the teaching of Tikanga Māori traditional arts and sharing of cultural traditions
- Using the history of Hihiaua Peninsula to establish the area as the "gateway to Whangarei"
- Initiate engagement strategies to provide Hihiaua Precinct links to Whangarei points of interest
- Establish a district that complements Whangarei CBD; thus, contribute to the region's economic growth
- Continue and expand foremost artificial wetlands and introduce reef filtration systems

PROBLEMS:

- Lack of cultural identity and social diversity in Hihiaua Precinct
- Absence of wakas and historic Maori river racing on Hetae River
- Misconceptions of Whangarei being disreputable hindering economic growth
- Access and connectivity to Hihiaua Precinct under developed
- Council intervention into the site might provide hedonistic solutions that do not benefit the interested parties
- Undeveloped sprawl of foremost artificial wetlands/ filtration systems
- Quality of water still substandard, but progressively improving to its previous state
- Ecological corridors and biodiversity not up to full potential
- Provide ecological corridors to expand the biodiversity of the area and increase interspecies inhabitants in the region.



Research by: Aleesha Kumar, Sharon Eccleshall, Shihing Li, Sianne Smith, Vignesh Krishnamoorthy

STRENGTHS

- Area to be developed with the future in mind
- Resilient
- Proximity to water/CBD/beaches
- Willing landowner (WDC & NRC council's own best land)
- Hetae Loop (commitment from council to grow the loop)
- Cheaper land cost
- Multi-use development
- Growth in tourism
- Strong cultural element
- Fast broadband/fibre
- Sports Fields
- Community spirit
- Hunderwasser/ He Puna Marama/ Te Kōpu/ Town Basin and many others
- Momentum en masse
- Increasing strong Maori presence in business and learning

WEAKNESS

- Existing tenants/lease
- Building act
- Negative perception of Whangarei (need to change people's mindset)
- Suitable location required to relocate existing businesses
- Current appearance is poor
- Dirty water
- Silted river
- Difficult access to water due to above
- Poor geotechnical conditions
- Dilapidating/inadequate infrastructure.

- Enrich
- Experience
- History
- Hihiaua will be a contemporary location allowing for the sharing of knowledge and experiences. It will exhibit chiefiness and will be a place for all people.

- Big meeting place
- Shelter
- Gentry
- Theatre
- Carving
- Activities

- Ancestors
- Vision from 1980
- Inspiration from the stories
- Gathering place for the chiefs
- History of the area
- Understanding the customs
- Bringing back the old

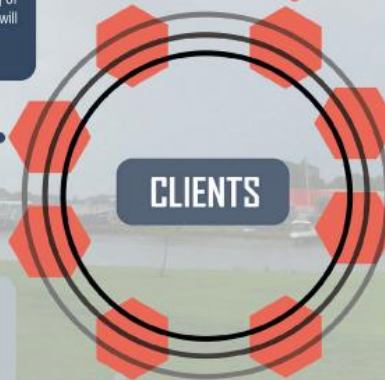
- Looking after the land
- Sustainability
- Not being constricted by the roads

OPPORTUNITIES

- Create better looking appearance
- Government focus for Northland development
- More immigrants, more Aucklanders relocating to the region
- Hunderwasser
- Te Kōpu- Pacific Indigenous & Local Knowledge Centre of Distinction
- Hihiaua Cultural Centre
- Other attractions of varying scale existing/planned in the near vicinity
- Riverside Drive - land available
- Attractive region to live
- redevelopment whilst preserving/enhancing our ecosystems and environment

THREATS

- Leases/Lessors
- Lack of buy-in from all sectors
- Climate change
- Negative publicity
- Rising Sea Level
- Potential push back from current residents
- Competing interests



CLIENTS

VISION

WORK

PLAY

LEARN

VISIT

LIVE

●● The community wants to have more employment in the area.

●● The group wants Hihiaua to be a recreational destination not just for the citizens of Whangarei but for those who visit the area.

●● With the proposed Hihiaua Cultural centre , the peninsula will become a cultural and educational hub for Whangarei.

●● Hihiaua has the potential as a tourist attraction.

●● Development in Hihiaua is a great opportunity for people to live in the centre of Whangarei



PUBLIC FOCUS

Whakamāhorahora

- Range of spaces, civic, sports & informal
- Range of seasonal activities, events & facilities
- Opportunities to connect with the water
- Attractive streets

LIVEABLE COMMUNITY

Ngā Whare Noho o Whangarei

- Residential intensification
- Community facilities
- High quality urban design and architecture
- Safe and inviting spaces
- Recreation & wellbeing



ENVIRONMENT

Toitū te whenua, toitū te taiao

- Provide flood protection
- Improve water quality
- Restore ecological edges
- Protect surrounding green network & landscape features

“WOVEN TOGETHER TO BECOME STRONG”

“WHITI WHIRI NGIA MAI A TATAU KIA KAHA RAWA”

CULTURE & HERITAGE

Taonga tuku iho

- Protect heritage buildings
- Work with Mana Whenua
- Protect historic uses
- Provide interpretation of heritage & culture
- Celebrate local identity and unique history



ECONOMIC PERFORMANCE

Te whakatupu oranga whānau

- Educational facilities
- Economic development and tourism
- Regional facilities
- Marine and fishing

WELL CONNECTED

Honohono

- Connecting to surrounding green space
- Integrated public transport
- Second harbour crossing
- Pedestrian and cycle network



FUTURE HOUSING TYPES

MEDIUM DENSITY TERRACED & MIXED

Terraced Housing according to the Auckland Design Manual, is housing which shares walls with their neighbours, or is separated by a garage or with integrated garages accessed from the front or the back of the building. Terraced houses are typically one to four storeys, and have the capability to be converted into individual flats. They also feature a garden courtyard in the back and/or a green patio in the front near the entrance.

Mixed Medium Density housing provides a mixture of terraced housing with standalone houses in close proximity. Close proximity housing as seen in Hobsonville can provide the effect of terraced housing, with the notion of knowing that its an individual building. The close proximity between housing types allows for a varied community atmosphere.

Why is this good for Wellsford/Pakiri?
This housing typology is beneficial for Wellsford in particular; as the combination of quick construction methods and cheap land accounts for more affordable housing. This may also be a good alternative to the proposed low density large houses proposed in the Pakiri Development, as it gives affordability options making the development more desirable for a wider audience.



Hobsonville

Breathe Village
Christchurch



South Chase Housing - Essex -
Alison Brooks Architects

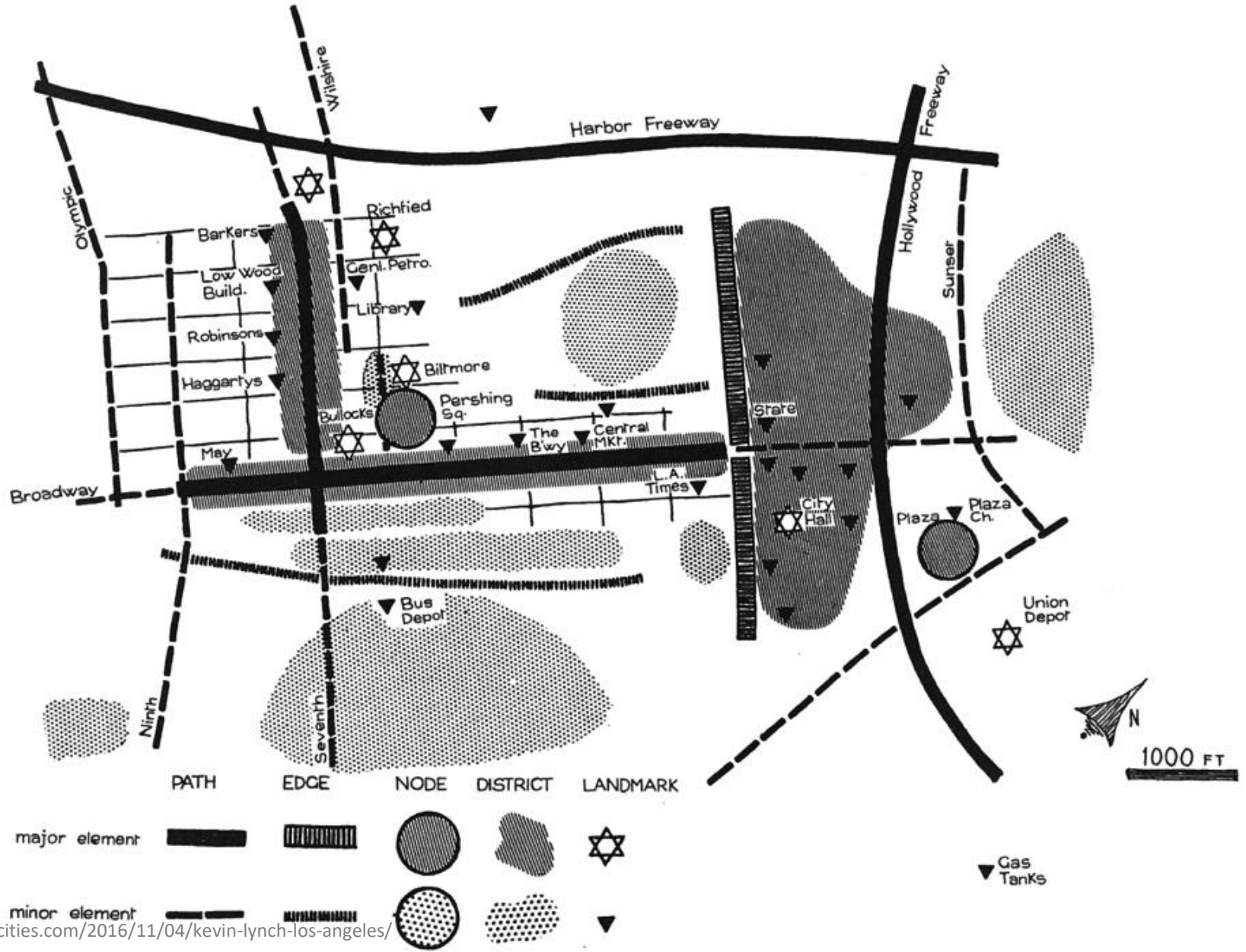


Provides variation to meet the needs of a broader audience



Kevin Lynch – perceptive analysis

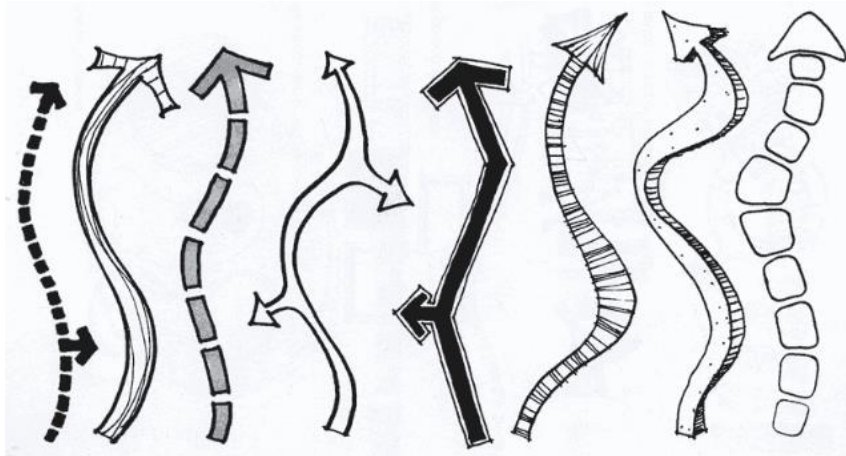
FIG. 14. *The visual form of Los Angeles as seen in the field*



Symbology

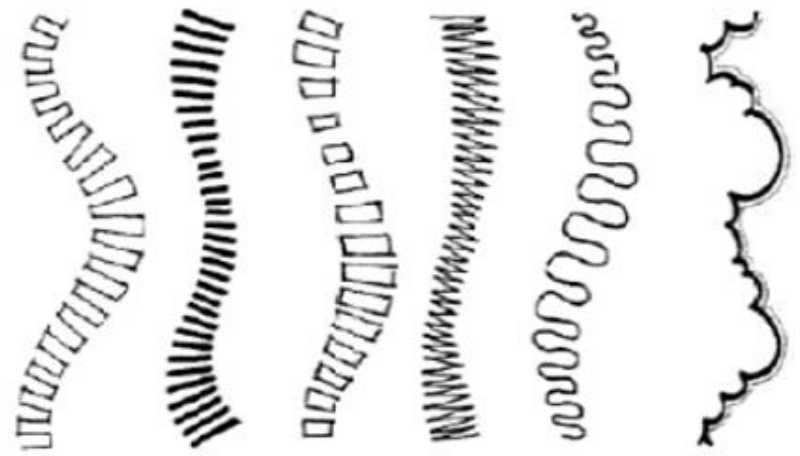
Active lines – for movement/ circulation:

Circulation of vehicles, public transport networks, pedestrian paths, wind, water flow



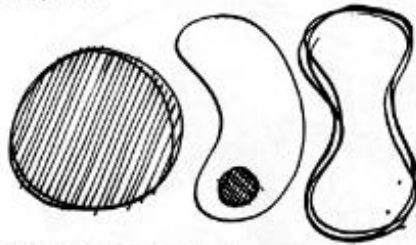
Passive lines – for barriers:

Walls, slopes/ declivity, spaces with noise, highways



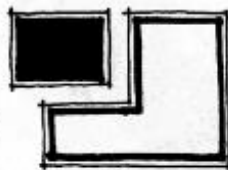
Non-linear Symbols

Spaces with similar activities, similar uses/ functions



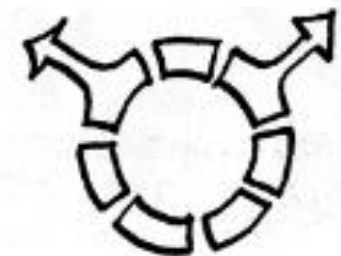
Activity areas, use zones, functional spaces

Buildings and structures

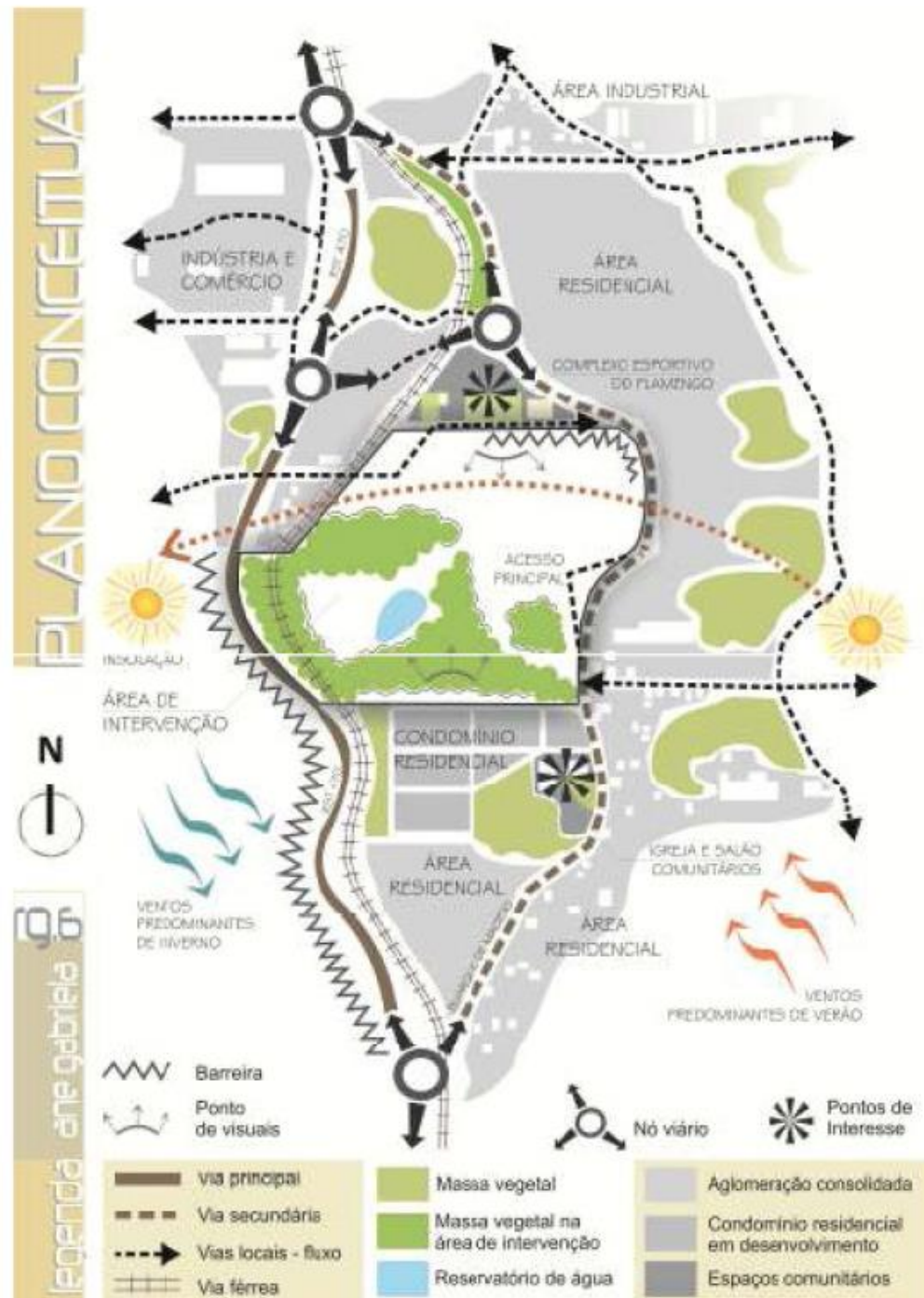


Focal points, points of interest, Circulation nodes

Activity or circulation nodes



perceptive analysis
 + conventional analysis
 (land use, land cover,
 wind, sun)



'Team Project Brief'



Initial thoughts...

Guidelines/Directions to be explored in the next stage (urban design/masterplan)

Three red arrows originate from a single point below the text 'Guidelines/Directions'. One arrow points down and to the left towards 'Keywords', one points down and to the right towards 'Diagrams', and one points further to the right towards 'Sketches'.

Keywords

Diagrams

Sketches



1

FLOODING

This considered the highest risk potential in Whangarei. The precinct was originally part of the flood plain for both of the catchment area. It is low lying and highly impervious and also because there is poor drainage in the area.

2

LAND INSTABILITY

The area is a moderate land instability risk and areas along the catchment areas. It is not a absolute constraint but it is a concern for existing and future development in the the Hihiaua precinct

3

GEOTECHNICAL INSTABILITY

The Hihiaua precinct has its Geotechnical challenges under both static and seismic conditions . The site has soft compressible soils , groundwater issues liquifaction and lateral spread which is a major issue.

4

POTENTIAL CONTAMINATED LAND

There ar inherent constraints when redeveloping land that is contaminated. New Zealand has a history of land contamination arising from the past use.

5

REVERSE SENSITIVITY ISSUES

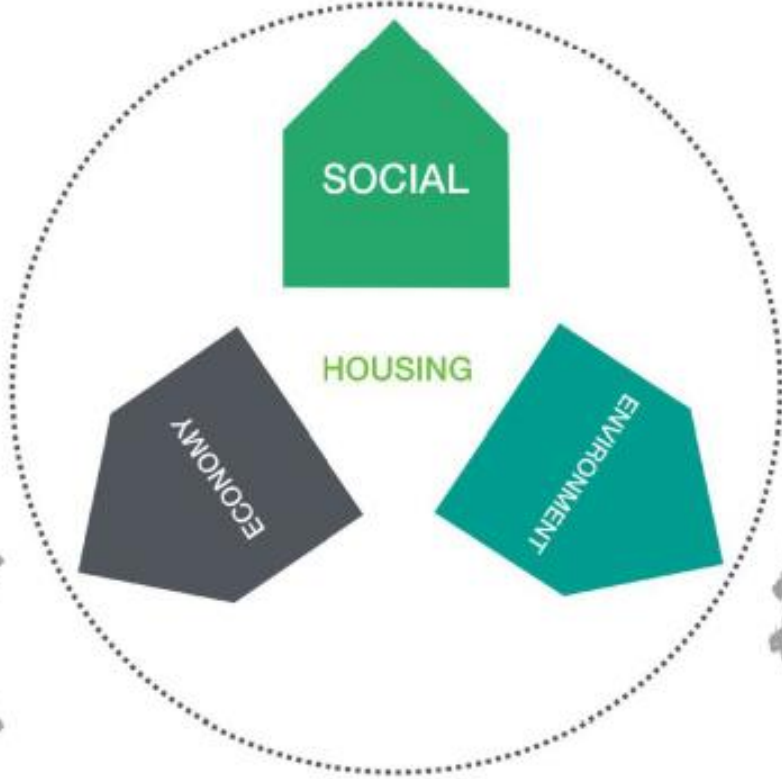
This will occur when sensitive activities such as residential uses are introduced to an environment where there are existing effects - intensive activities. it will needed to be managed carefully . Stringent controls for noise , odour , parking , traffic movements and hours of operation.

6

LOST OF IDENTITY

Major issue , is the loss of the Maori and Pacific traditions , culture , traditions and the language . Desire for restoration , maintenance , development and advancement of the culture.

Housing Affordability
Community Oriented Design
Creating Diversity
Breaking down income barriers



Prefab Factory
Local Govt Investment
Economic Diversification
Attracting competition
Creating Jobs Opportunities



Prefabrication
Local Materials
Rating Tools
Energy Efficiency
Sustainable
Passive Design

