Harrier Point Hub
For Discussion

13 August
2019
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Isthmus.

Land.
People.
Culture.
Isthmus.

Isthmus.

Document record

Issue	Revision	Author	QA	Date
	A	AW	BW	12.08.19
	B	AW	BW	13.08.19

Contents.

Harrier Point - Site Context.

Project 1 - Carparking building.

To address the current and potential carparking needs of the surrounding retail and recreational area. To provide a minimum of 340-390 carparks along with an active frontage that responds to the character of Launch Road.

Project 2 - Residential Development.

To provide an apartment development that offers a veriety of living typologies maximising the premium high amenity site. Connections between the site and landscape amenities are emphasised, whilst developing a strong urban marker to Launch and Bomb Point to address proposed surrounding developments and strengthen pedestrian links to major amenities.

Project 3 - Pedestrian Gateway.

To identify a set of design interventions that help strengthen the pedestrian crossings, slow vehicles and respond to the scale and character of Launch road

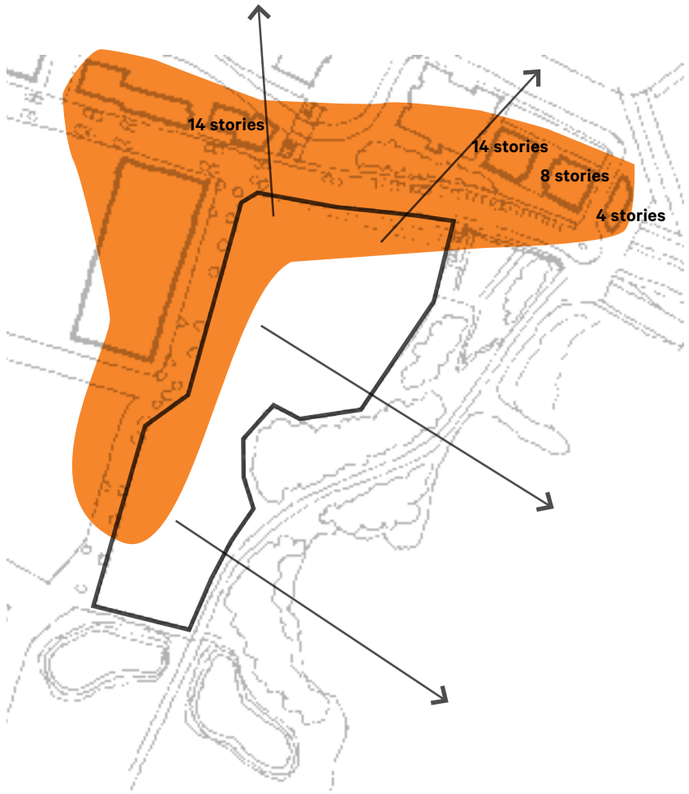
To strengthen the pedestrian priority of the intersections of Launch road and Bomb Point Drive, takes into account the new apartment buildings, retail opportunities and carpark.

To design for change over time by maintaining flexibility of the design solution.

Site Analysis.

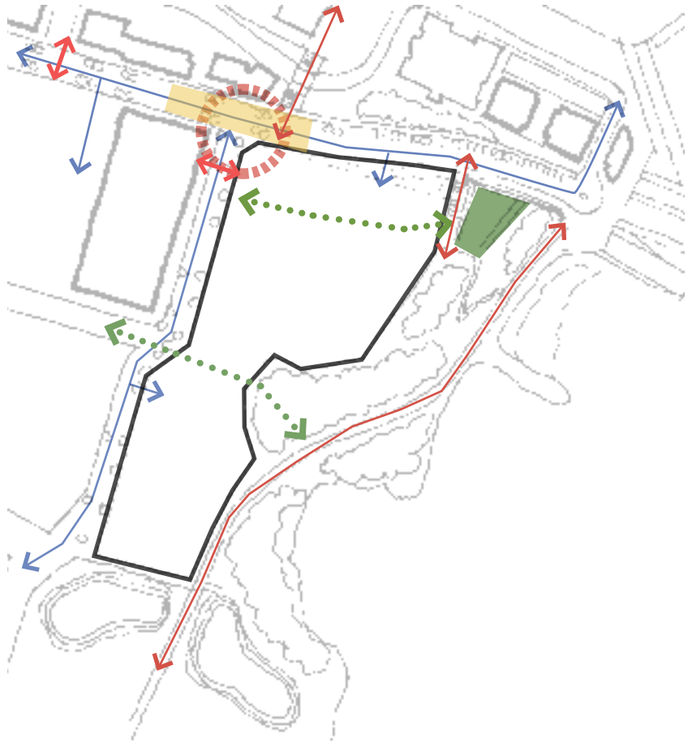
N

Building Height



- Acknowledge height of surrounding buildings.
- Place tallest buildings to capture views over and between Catalina Bay buildings.
- Be aware of shadows cast by tall buildings to the north.
- Place tall buildings an appropriate distance apart.

Movement



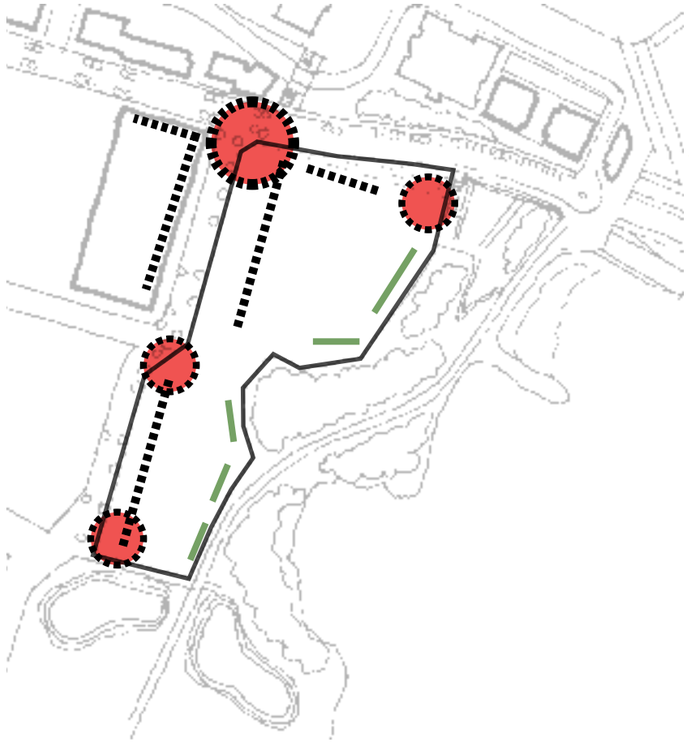
- Concentrate the majority of pedestrian movement along areas with high amenity and good surveillance.
- Ensure that pedestrian movement paths acknowledge desire lines.
- Consider a mid-block pedestrian link aligned east-west to link streets with the coastal walkway, this should form an approach to be used for key crossings of Launch Road.
- Consider placement of car park entry to separate from pedestrian and cycle movement.

Edge Conditions

- Hold the Bomb Point Road edge to clearly define the streets and corners.
- Utilise the elevation and green character of the existing batter above Launch Road rather than attempting a street-based edge. Launch Road is a fairly utilitarian street with a lot of hard surfaces and car parking.
- Respond appropriately to the character of the coastal edge - meandering, vegetated, falling towards the sea.

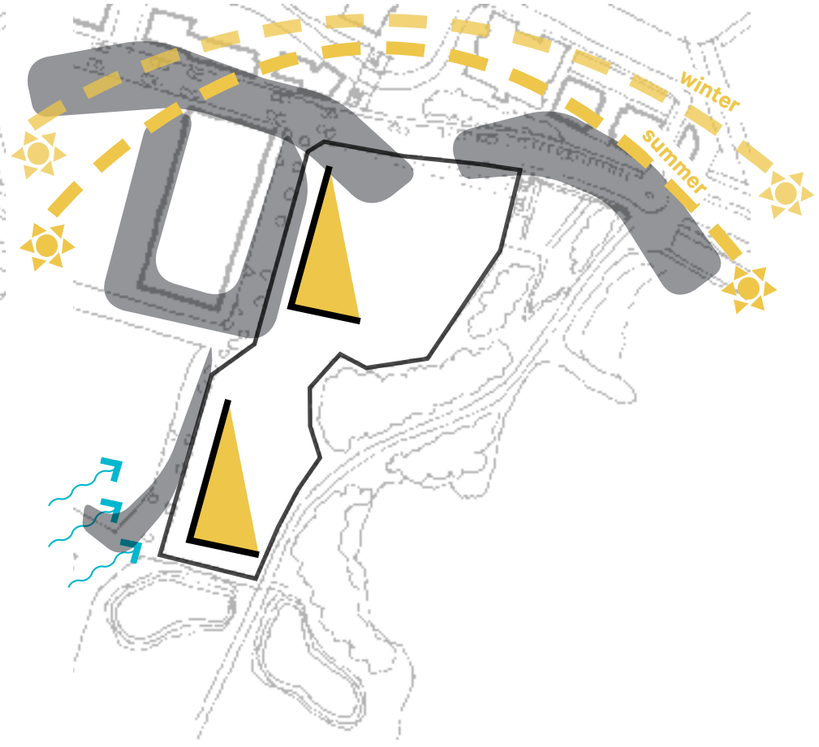
Site Analysis.

Urban Form



- The primary corner is the Launch Road/Bomb Point Drive intersection. Requires a strong formal response.
- Secondary corners also need careful consideration.
- Bomb Point Road will benefit from tall buildings at an appropriate distance apart.
- Urban form should scale down towards the green coastal edge.
- Orientate the buildings adjacent to the carparking building to take in views to the North and West.

Environmental factors



- Use building form to shelter outdoor spaces from prevailing SW and cold southerly winds.
- Set buildings back from northern boundary and/or make use of elevation to reduce shading effect of buildings to the north.
- Set carparking building back from southern edge to reduce shading on adjacent apartments.
- Open up to cooling sea breezes in summer months.

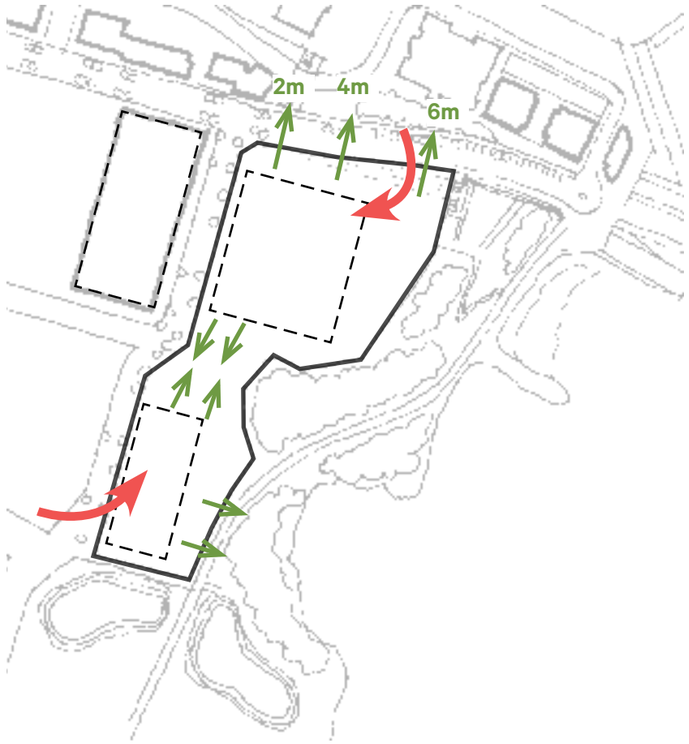
Value Proposition

- People pay a lot for views
- Buildings located at the northern edge of the site, elevated to capture sun and views will attract a premium price point.
- Proximity to the amenities of Catalina Bay.
- Detached or semi-detached dwellings with larger lots will be attractive to families along the coastal edge.
- Increased stud height on lower floors increase levels of light and sense of spaciousness
- Concentrate lower price points to centre of site.
- Reduction of 1 Bed typologies.

Site Analysis.

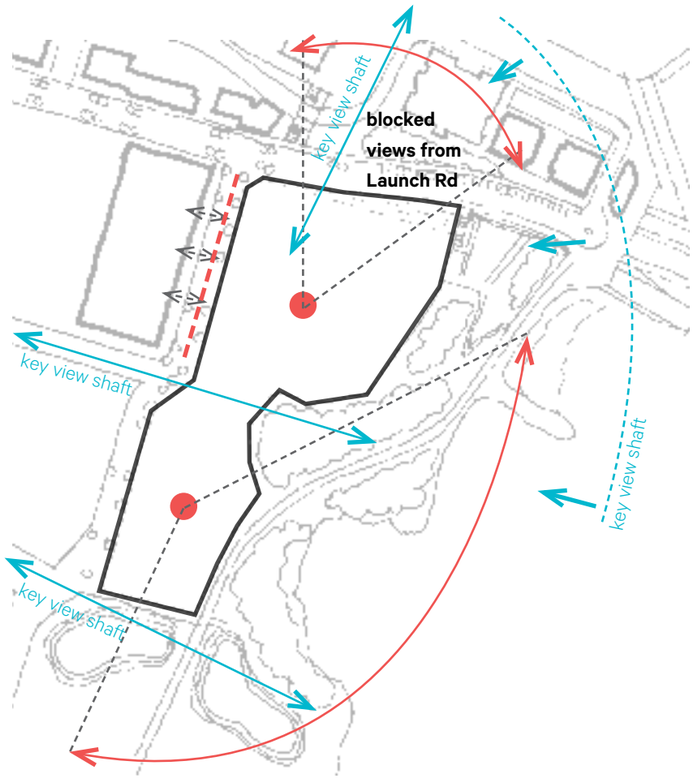
N

Contour



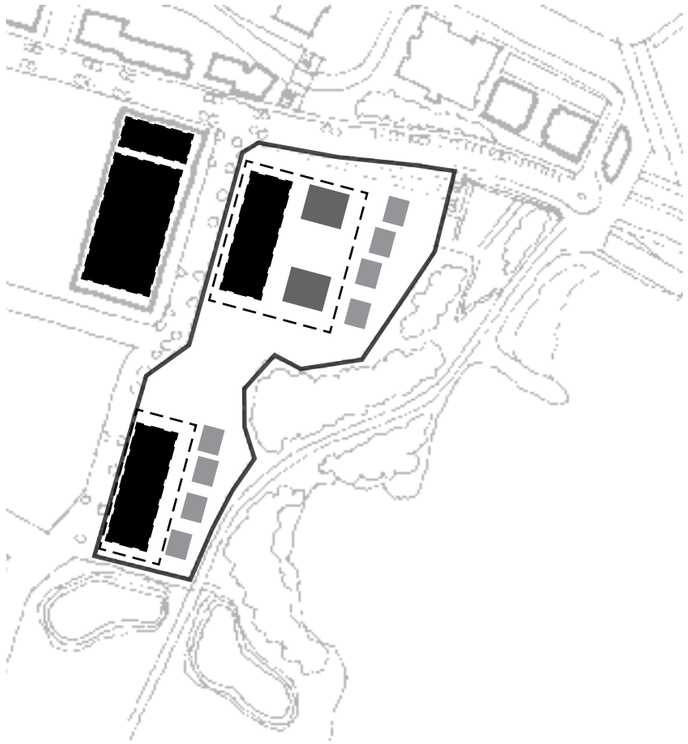
- Concentrate height along high points of site to maximise views.
- Locate access to basement car park at low points to minimise extent of ramping.
- Locate basement in flat parts of site with minimal slope.
- Where basements extent into steeper grades, sleeve edges with apartments.

Views / Sight lines



- Building to west will block views in this direction.
- Maximise views to north and east.
- Use of facade depth / overhangs / shading on northern elevations will help to enliven facades facing.
- Key sight line from public steps to main corner.
- Sight lines from adjacent streets require high quality built form response.

Development Economics



- Buildings above basement carpark should be a least five stories tall to amortise cost of basement among as many units as possible.
- Place largest buildings over basement carpark to minimise cost of podium waterproofing.
- Place streets outside of carpark footprint where possible.
- Try to maximise the numbers of apartments that benefit from views over harbour by stepping down towards coastal edge.
- Strike a balance between apartments and terraces at various price points to offer the market a spread.
- Front carpark with retail/commercial mix to Launch Road & Bomb Point Drive.

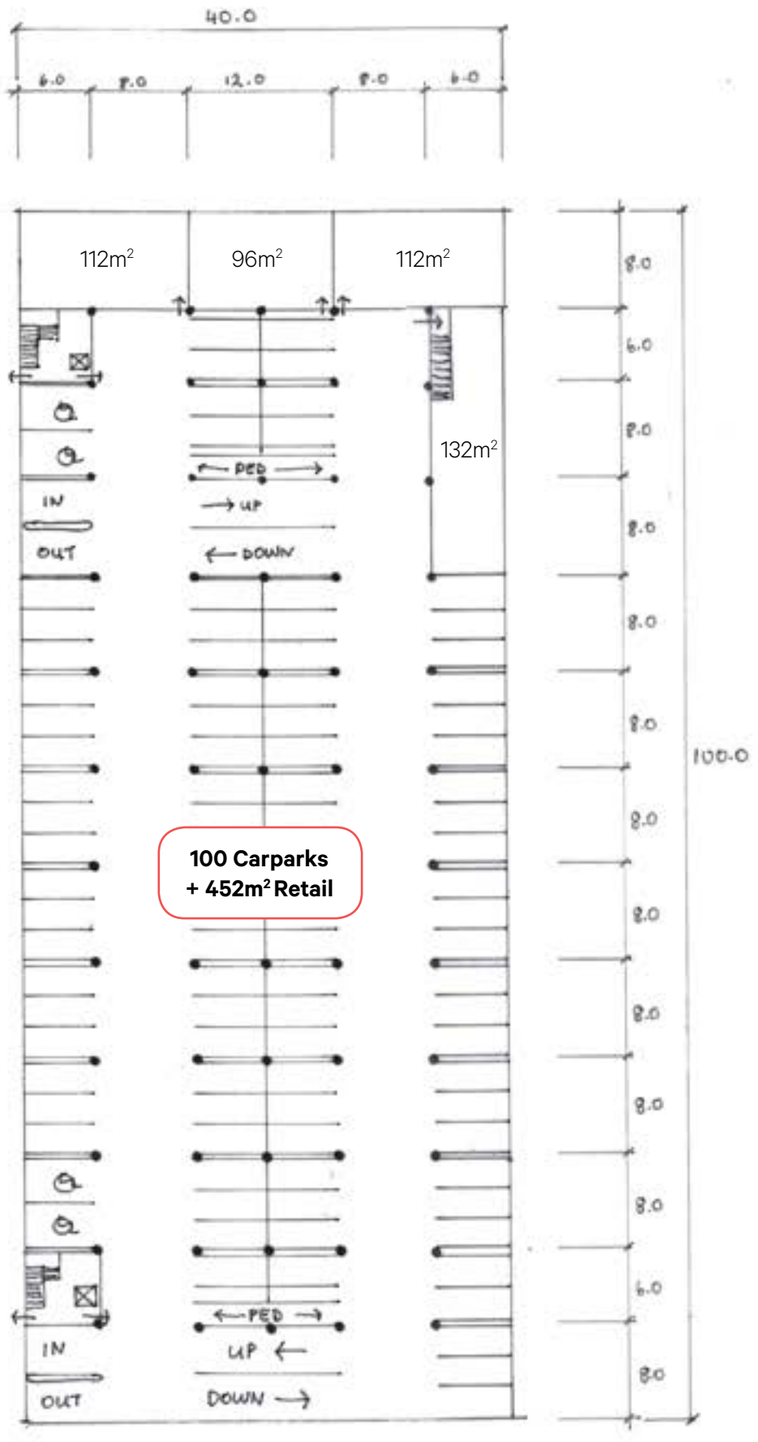
1. Project ONE - Carparking Building

1.1 Carparking Building - Location Plan.

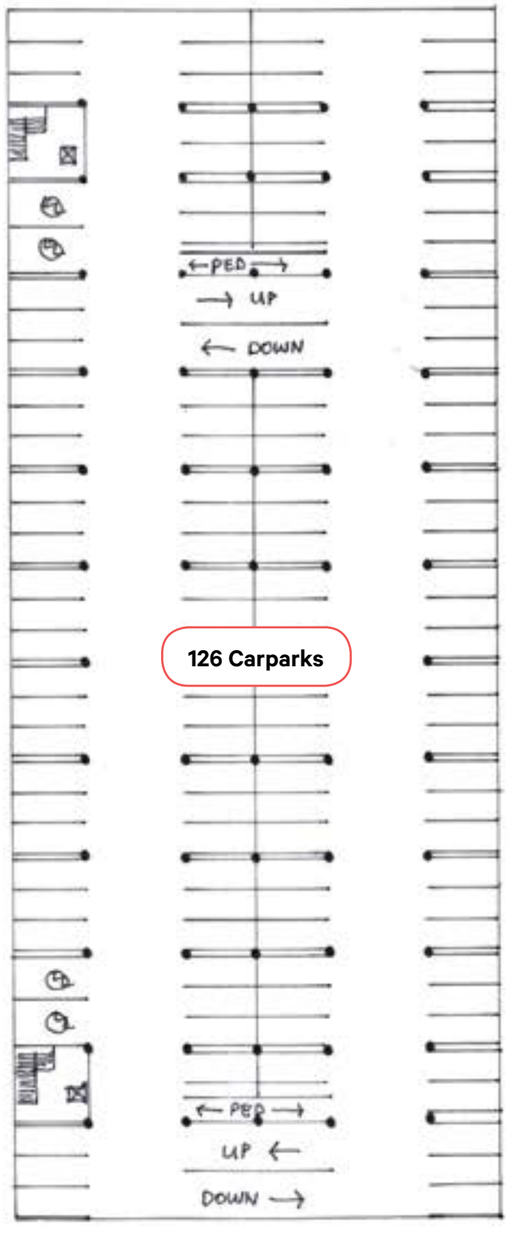
Site Plan - 1:2500

1.2 Carparking Building - Proposed Concept Design.

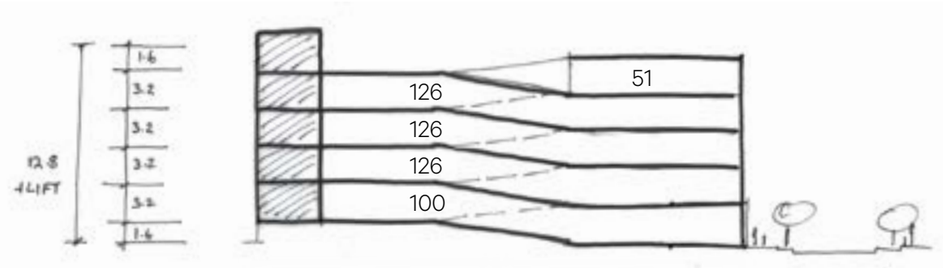
Total Carparks		
4.5	Levels	529
4	Levels	478
3	Levels	352
2	Levels	226
1	Level	100



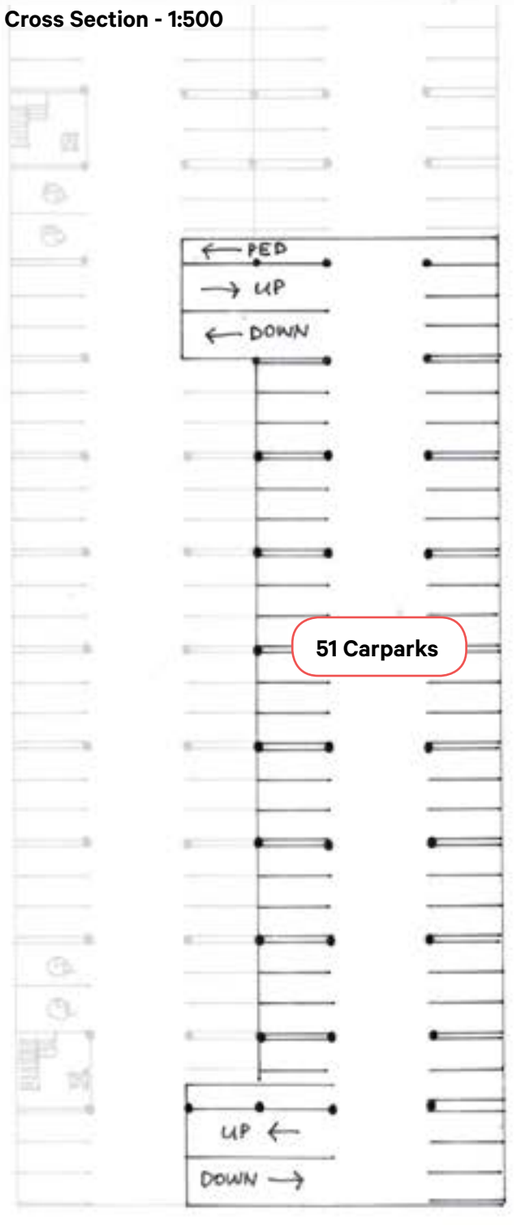
Ground Floor - 1:500



Levels 1-3 - 1:500

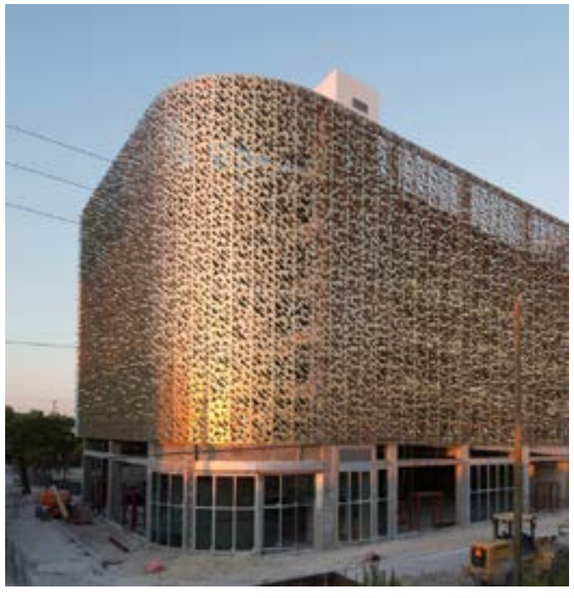


Cross Section - 1:500



Level 4 - 1:500

1.3 Car Parking Building - Precedents



2. Project TWO - Residential Development.

2.1 Residential - Location Plan.

Site Plan - 1:2500

2.2 Concept 1 - Apartments and Terraces Option.

Key:

Apartments

Terraces

Yield Table

North Block	
Apartments	152
Terraces	8
TOTAL	160
Carparks	
Basement	158
Visitor	11
TOTAL	169

South Block	
Apartments	83
Terraces	8
TOTAL	91
Carparks	
Basement	90
Visitor	7
TOTAL	97

OVERALL TOTALS	
Apartments	235
Terraces	16
TOTAL	**251**

Basement Carparks	248
Visitor Carparks	17

2.3 Concept 2 - Terraces and Walk-ups Option.

Key:

Typology	Storey	Bedrooms	Carparks
Type 1 Walk-up	4	3b + 3b	1
Type 1a Walk-up	4	2b + 3b	1
Type 2 Walk-up	4	2/3b + 2/3b	1
Type 3 Walk-up	3	1b + 2b	1
Type 4 Terrace	3	4b	2
Type 5 Duplex	2	3b	2

Yield Table

North Block	
Type 1	18
Type 2	18
Type 3	12
Type 4	7
Type 5	6
TOTAL	61

South Block	
Type 1a	12
Type 2	0
Type 3	6
Type 4	8
Type 5	6
TOTAL	32

OVERALL TOTALS	
Walkups	66
Terraces	15
Duplex	12
TOTAL	93

2.4 Residential Development Precedents

3. Project THREE - Pedestrian Gateway.

3.1 Pedestrian Gateway Location Plan.

Lack of legible or safe crossing points to Cataline Bay steps. Current crossing point crowded out with parking. Any trees which reduce visibility of cars for pedestrains.

3.2 Proposed Site Plans - Tactical Urbanism

Graphic focal point, moveable furniture, flexible spaces

Adding more pedestrian focus and greater amenity

1:1250 @ A3

1:500 @ A3

REMEDITATE (INSULATE) AND REARRANGE PLANTERS

TIMBER PODIUM - SEATING EDGE & OUTDOOR DINING OPPORTUNITY

APPLIED SURFACE TREATMENT

Proposed Site Plan - Tactical Urbanism

Graphic focal point, seats/performance, dining and trees

Adding more pedestrian focus and greater amenity

REMEDITATE (INSULATE & REPLANT) AND REARRANGE PLANTERS

MOVEABLE TIMBER PODIUM - SPATIAL FLEXIBILITY

WARNING TACTILE PAVERS

HOT&DRY PLANTING SPECIES

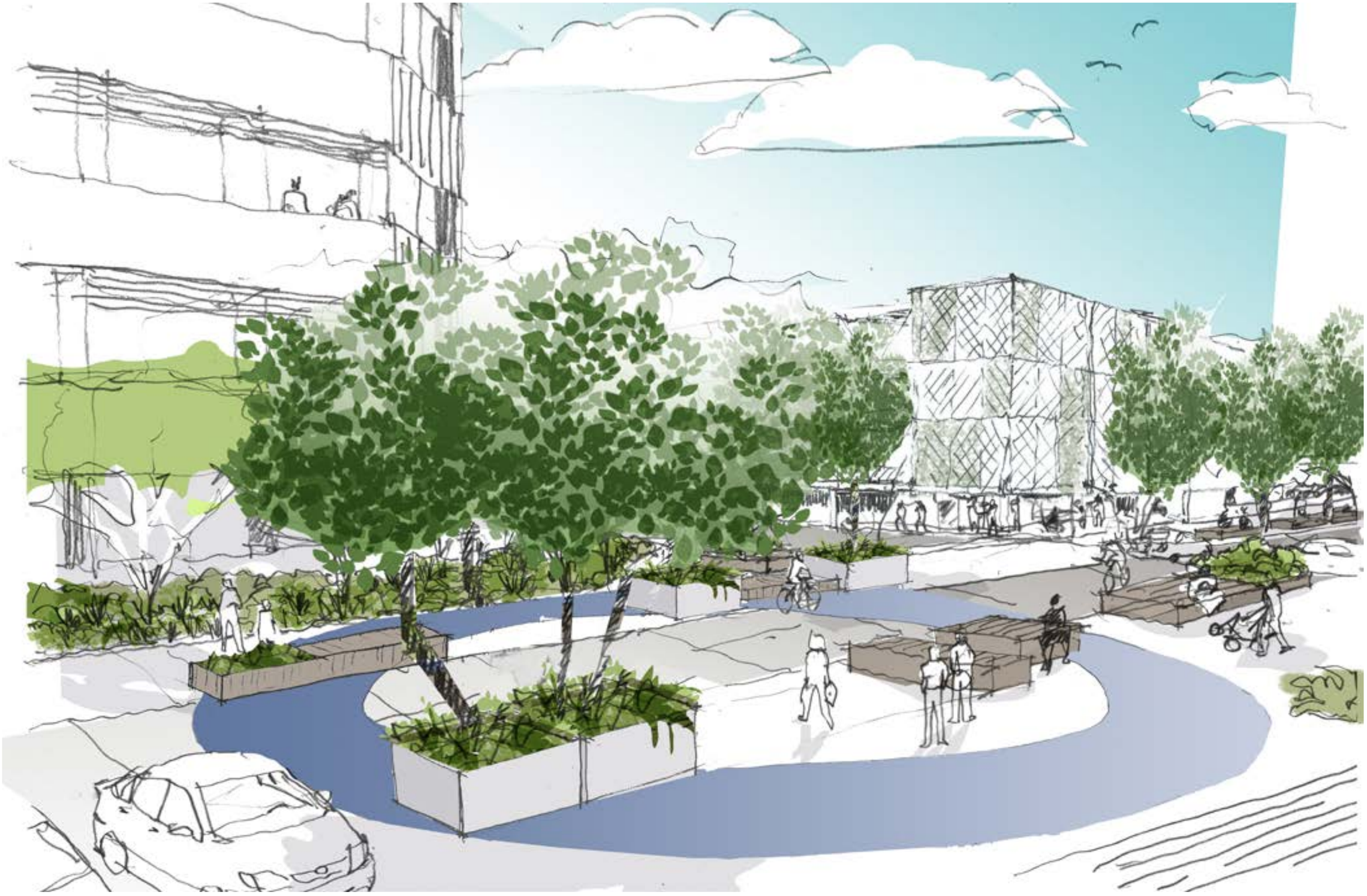
1:250 @ A3

3.3 Pedestrian Gateway Precedent Images

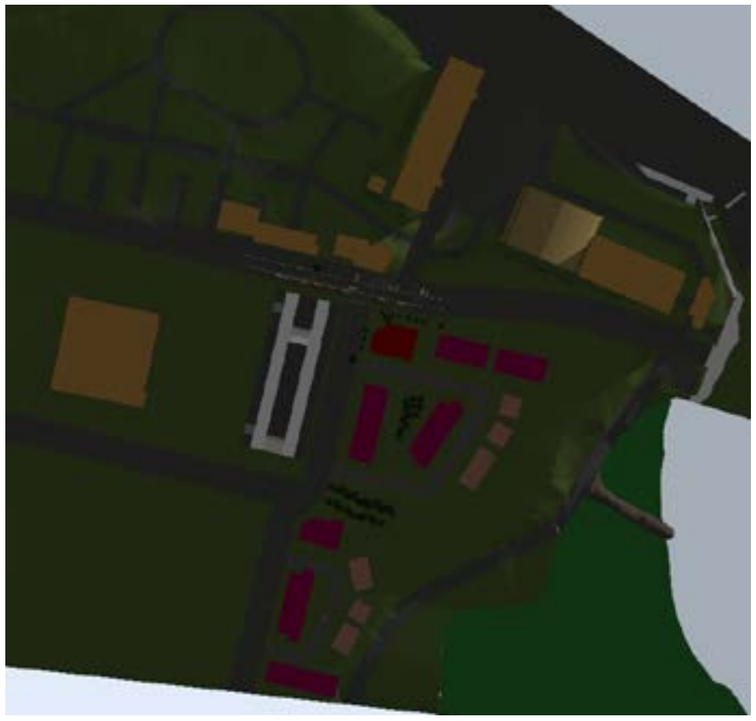
4. Appendices

4.1 Illustrative Concept Plan

4.2 3D Visualisation



4.3 Sun Studies - Winter Solstice

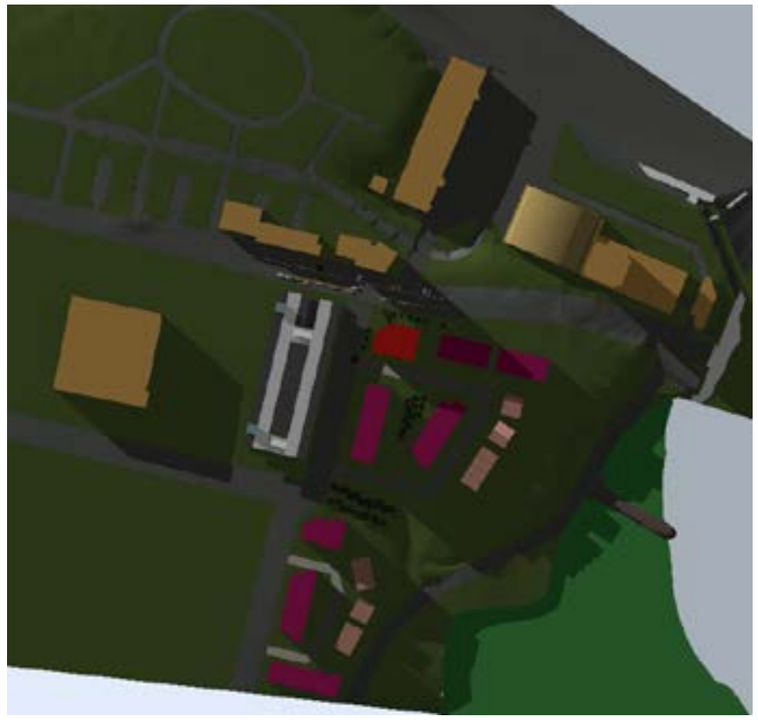


22 June 2019 07h 39min

22 June 2019 09h 39min

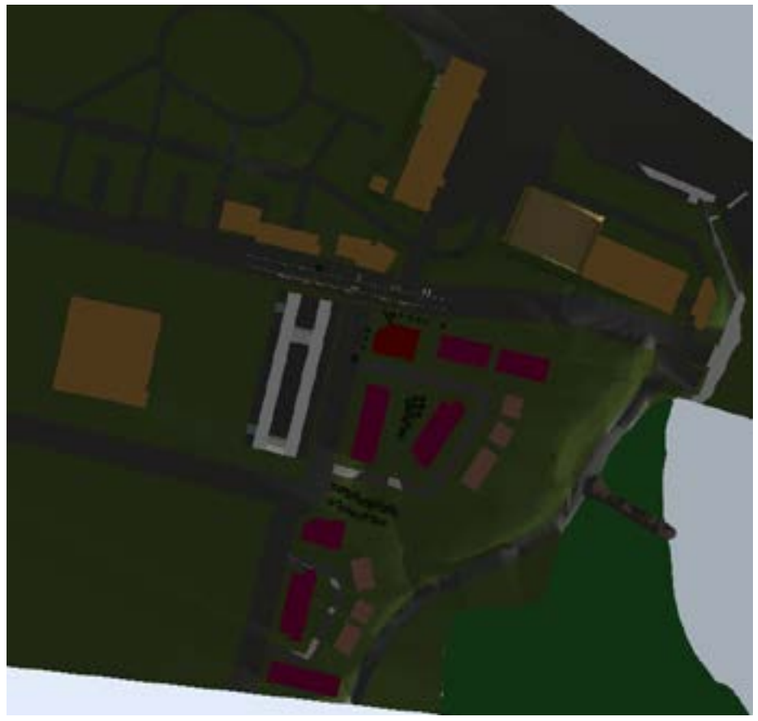
22 June 2019 11h 39min

22 June 2019 13h 39min



22 June 2019 15h 39min

4.4 Sun Studies - Summer Solstice



21 Dec 2019 05h 04min

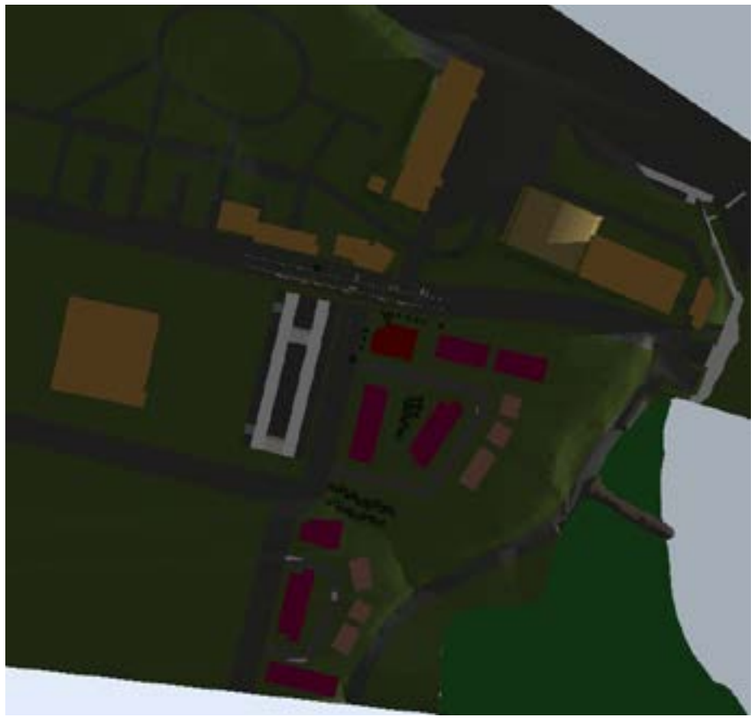
21 Dec 2019 08h 04min

21 Dec 2019 11h 04min

21 Dec 2019 14h 04min

21 Dec 2019 17h 04min

4.5 Sun Studies - Autumn Equinox



21 March 2019 06h 29min

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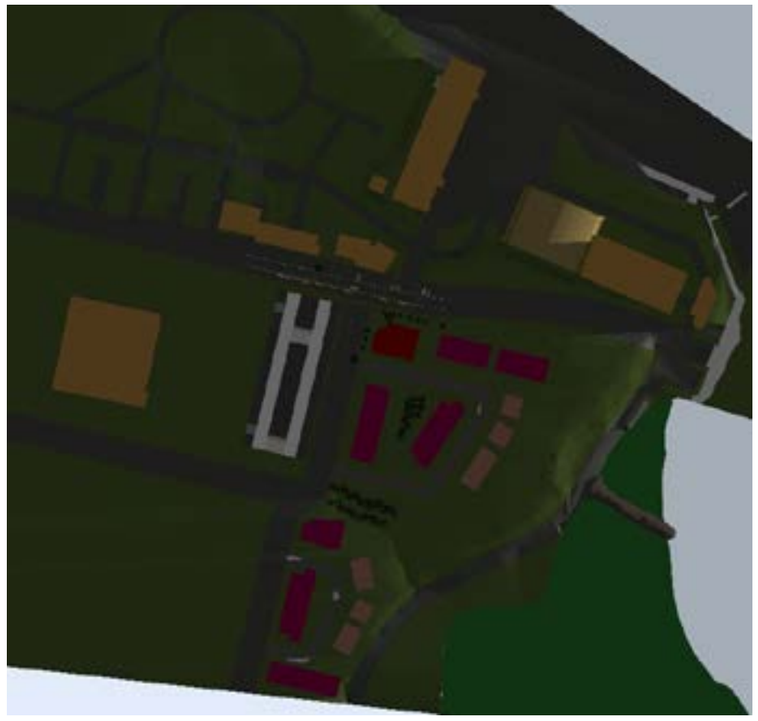
21 March 2019 10h 29min

21 March 2019 12h 29min

21 March 2019 14h 29min

21 March 2019 16h 29min

4.6 Sun Studies - Summer Solstice



23 Sept 2019 06h 17min

23 Sept 2019 08h 17min

23 Sept 2019 10h 17min

23 Sept 2019 12h 17min

23 Sept 2019 14h 17min

23 Sept 2019 16h 17min