



URBAN DESIGN PANEL II / THE NORTH SHORE PROJECT

15
07

2021

THE NORTH SHORE PROJECT

6-10 THE STRAND | 21 HURSTMERE ROAD | 31 HURSTMERE ROAD | 33-45 HURSTMERE ROAD

KEY URBAN DESIGN ISSUES

ISSUE ONE	Creating through-site linkage and developing the easements on site
ISSUE TWO	Ground floor retail activation and street / park scape treatment
ISSUE THREE	Relationship with adjacent buildings and public space



AUCKLAND UNITARY PLAN PROVISIONS

District Plan

Auckland Unitary Plan — Operative in Part
(updated 12 June 2020)

Modification

Plan Changes, Plan Change 29 – Notable Trees, Notable Trees
Overlay, Proposed 15/08/2019

Zoning

Business — Metropolitan Centre Zone

Precinct

Takapuna 1 Sub-precinct A

Overlays

Natural Heritage: Notable Trees Overlay – 1398, Norfolk Island
Pine

Controls

Building Frontage Control — Key Retail Frontage, Building
Frontage Control — General Commercial Frontage,
Macroinvertebrate Community Index — Urban

Designations

Designations: Airspace Restriction Designations — ID 4311,
Defence purposes — protection of approach and departure
paths (Whenuapai Air Base), Minister of Defence



PLANNING MAP / AUCKLAND UNITARY PLAN

DESCRIPTION OF THE PROPOSAL

SITE AND BUILDING

The subject site is proposed to be redeveloped into a cluster of buildings, arranged around a generous public realm upgrade at the podium level. The articulation of the built form responds to Takapuna's character in both its urban and coastal context.

HURSTMERE ROAD BUILDING

Consisting of approximately 100 serviced apartments, 58 apartments, and two penthouse apartments, the Hurstmere Road building is designed with efficiency around two circulation cores placed around a glazed atrium. Along with the north-facing façade, the atrium of the building allows an abundant amount of natural light to infiltrate the accommodation.

The building is sandwiched along the retail promenade of Hurstmere Road and responds to the active frontage with a double-height space within which the atrium activates and connects the urban centre to the beach. A strong podium grounds the building at street level, while a lighter, and sculptural upper level creates activity and interest against the sky. The basement car park is accessed utilising the existing Right of Way Easement from The Strand and will service both resident parking, and public parking for the whole development as well as the building at 33-45 Hurstmere Road.

The building responds to the finer urban grain, materiality and typology of Takapuna's retail precinct and retains a certain grit and character lifted from existing buildings whilst contributing to the transformation of Hurstmere Road and a reinvigorated Takapuna.

CHANNEL VIEW ROAD BUILDING

The Channel View Road building contains approximately 130 premium apartments and seven penthouse apartments in a cluster of four separate buildings, with a mix of courtyards and pedestrian access ways connecting the blocks together. The form and varied roofscape breaks the mass and provides a sense of depth to the façade, while allowing natural light and ventilation to all dwellings. The apartment entry points on Channel View Road provide clear and well-defined entrances to the building. There are separate entry points off the courtyards for the other three buildings. Access to all apartments and associated facilities are from six circulation cores that also provide access to the basement car parks. The private courtyard gardens can be accessed by all residents at ground level.

The building responds to its proximity to the beachfront by using materials appropriate for a coastal location — natural, durable, and efficient.

PUBLIC REALM CONTRIBUTION

The design of the project is designed to respect the underlying principles of the Auckland Unitary Plan and the context of the site as it is today, and potentially in the future. The building respects and develops the existing Light and Air, Vehicle, and Pedestrian Easements. The project includes a series of well-designed public spaces around and throughout the development that carefully consider the impact of wind, sight and shelter and safety. The landscape treatment creates a welcome approach to the residential units and provides a vital north to south and east to west pedestrian connection with careful consideration of vehicle access points.

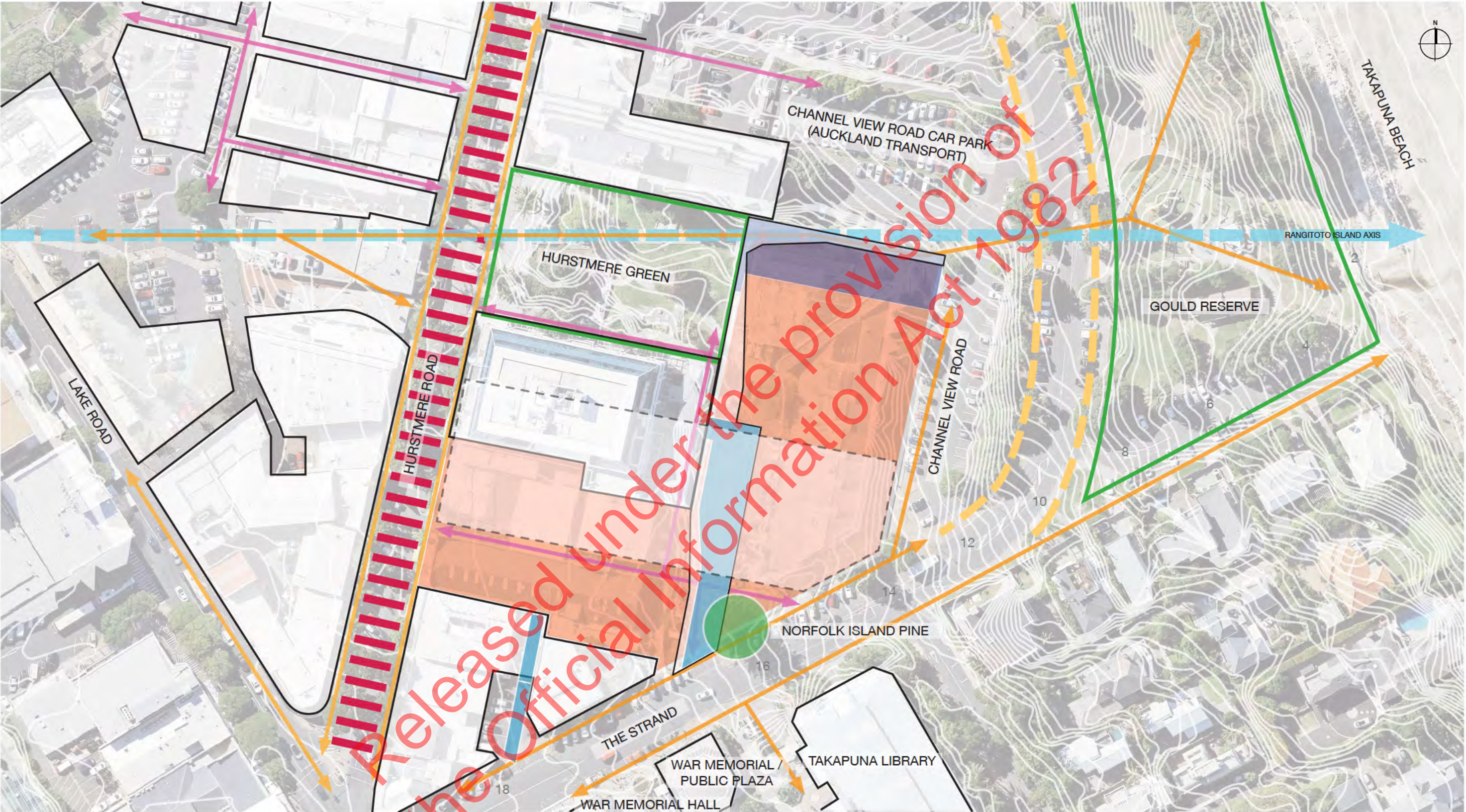
The proposed public realm design provides an extension to Hurstmere Green to the east, and a more pedestrian friendly connection from The Strand via the north south link, both activated by spill out spaces adjacent to food and beverage outlets. The atrium link connecting Hurstmere Road to The Strand and Channel View Road and on to Gould Reserve and Takapuna Beach — shapes a public space that is activated by retail and hospitality at the edges.



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KEY

	PROPOSED SITE		NATURAL SITES
	PANUKU DEVELOPMENT SITE		KEY COMMUNITY SITES
	KEY COMMERCIAL STREETS		SHARED PEDESTRIAN ROAD
	SIGHTLINE TO RANGITOTO ISLAND		400 RADIUS FROM THE SITE

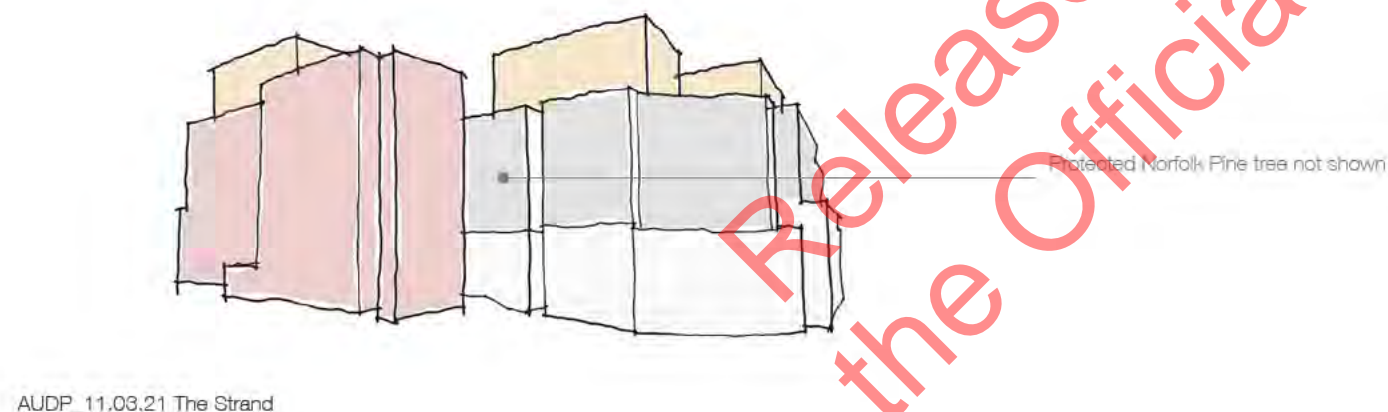
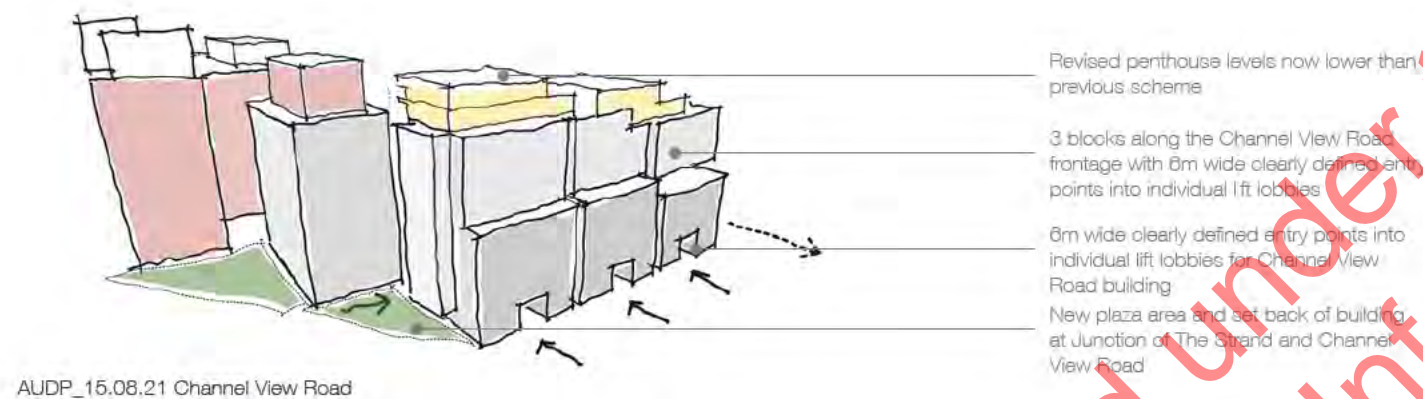
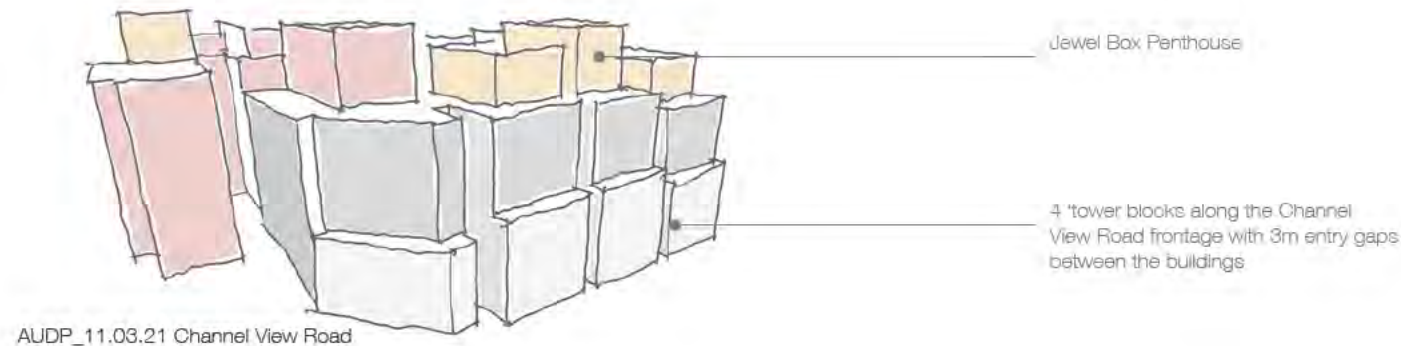


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CONTOURS @ 0.25m INTERVALS, NOTED AT EVERY 2m INTERVAL

KEY

- | | | |
|-------------------------------|----------------------------------|--|
| PROPOSED SITE | NATURAL SITES | NOTABLE TREE |
| SIGHTLINE TO RANGITOTO ISLAND | SHARED PEDESTRIAN ROAD | RIGHT OF WAY EASEMENT |
| STRAND FOOTPATH COLLECTORS | STREET / PUBLIC SPACE CONNECTION | LIGHT AND AIR EASEMENT |
| LANEWAY / COVERED ARCADE | PEDESTRIAN EASEMENT | I540.10.3 INDICATIVE THROUGH-SITE LINK |



URBAN DESIGN PANEL COMMENTARY & RESPONSE

Introduction

The Panel thanks the applicant for their presentation and recognises the significance and scale of this development and its potential impact and contribution to Takapuna. The Panel also acknowledges the tension between retaining Takapuna's sense of place and its future as a high-density metropolitan centre.

Building Height

The Panel is supportive of development as permitted by the Unitary Plan and, while cautiously supportive of the proposal, considers that height infringement of this scale requires a more robust design rationale. A clear approach to the proposed overall massing and elevations of the development with a view to expressing greater differentiation of height and proportion across the site is recommended. In order to fully understand the impact of additional building mass on both the immediate and wider context, it is recommended that the applicant provides the following additional information:

RESPONSE

Additional information provided to respond to the comments from the first UDP

Section views at the wider contextual scale illustrating the building's scale and form relative to existing topography and built form, e.g., a cross-section from the Sentinel to Takapuna Beach. Before and after visualisations illustrating the building's relationship with the existing and future context's scale and form.

Refer to pages 37 and 38

Clear indication in the above images of the massing that is permitted and that which is above permitted height.

Refer to pages 33, 34, 35, 36

Visualisations illustrating the proposed building's relationship to existing context both in plan form (e.g., aerial photograph underneath shadow diagrams) and elevation (e.g., Hurstmere Road elevation with adjacent development included)

Refer to Appendix 3 for shadow plans and elevations pages 39, 40, 41, 42, 43, 44

Visualisations indicating a more accurate/realistic outcome with respect to building materials/colour/texture.

Refer to pages 46, 48, 50, 52, 54

Results of wind testing and the design response with regard to public spaces.

Refer to Appendix 4

Laneways

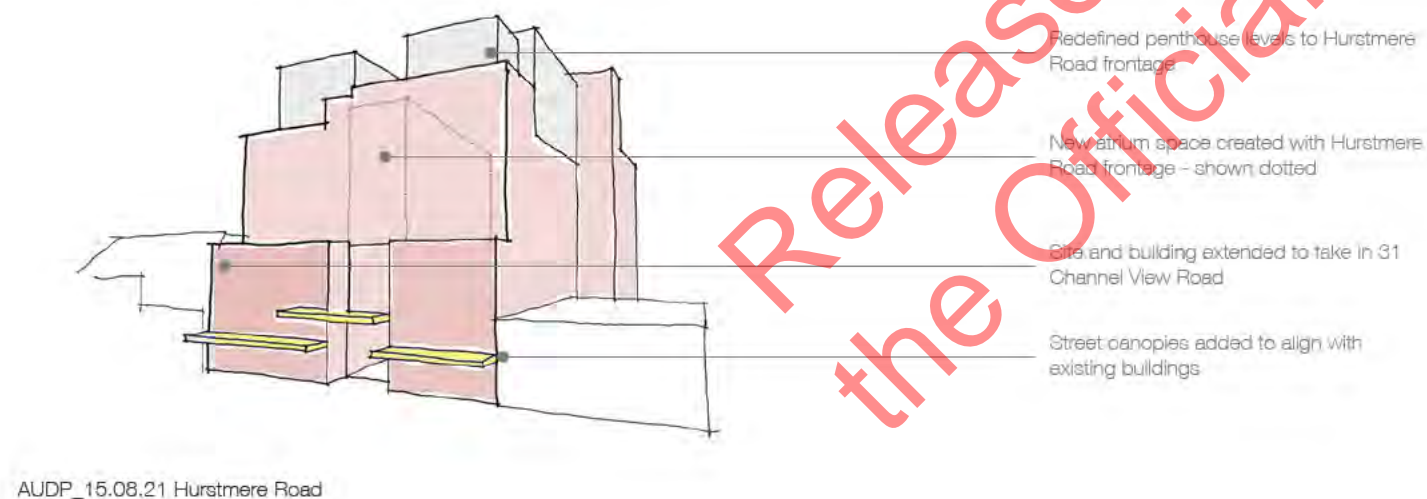
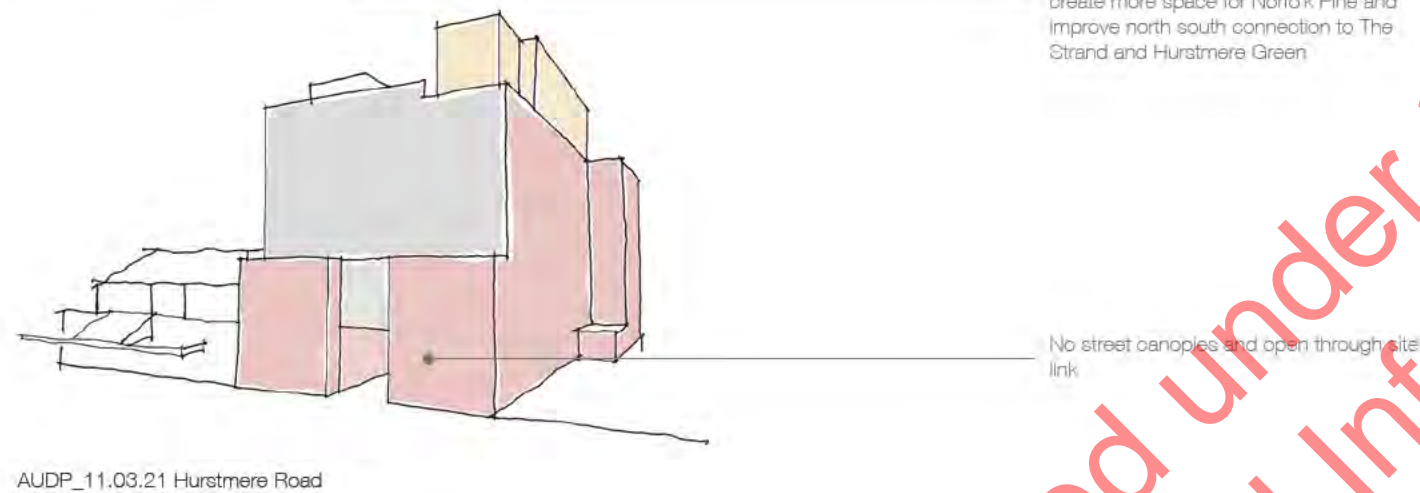
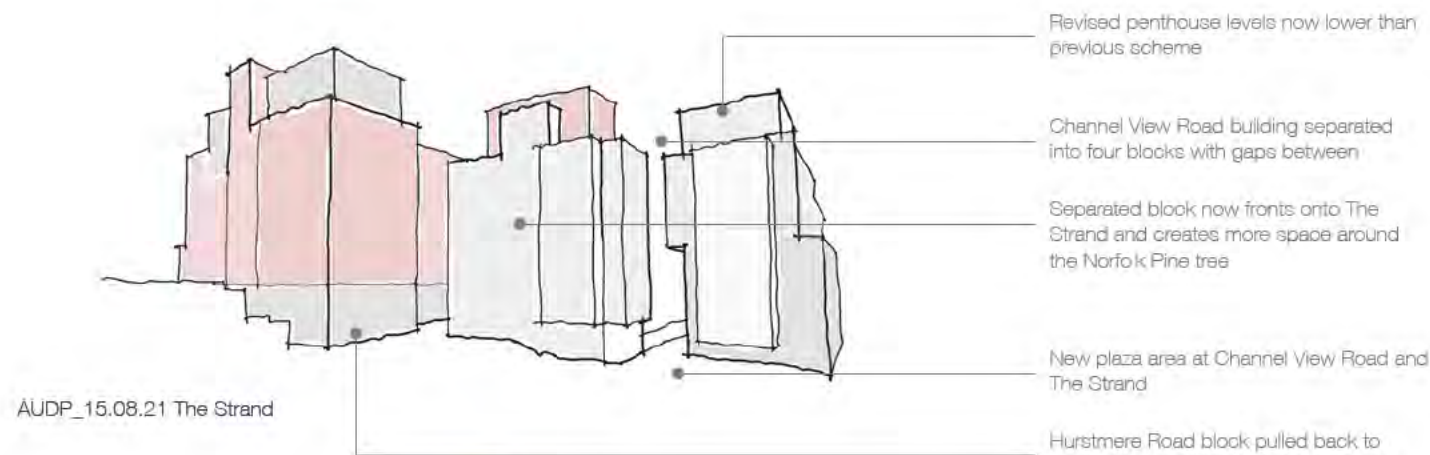
Northern east-west link

The Panel considers that the general alignment and activation of this pedestrian link to be successful.

RESPONSE

This pedestrian link has not changed since the last UDP but further developed with the Boffa Miskell landscape design.

Refer to Appendix 1 the document



Southern east-west link

While the Panel supports this link from a pedestrian permeability/convenience perspective, it has concerns about the feasibility of the retail activity and the resultant vitality of this space. Together with the north-south link and the proposed central square, this laneway may present challenges with respect to public safety due to the proposed configuration and sightlines. The Panel recommends further consideration be given to public access, opening hours and level change in order to ensure an active and safe environment is created.

RESPONSE

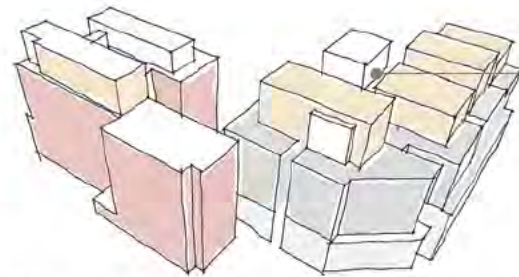
The southern East West link has further developed since the first UDP with the link now contained within and passing through an atrium like space within the services apartment building with wind locks provided at either end to assist in controlling the environment. Public access is available with to be agreed opening hours to ensure a safe environment. The eastern end of the link has been further developed with pedestrian accessible access via a ramp off The Strand in a similar location to the existing pedestrian ramp to connect to this east west connection as well as the north south link.

North-south link

The Panel considers the current resolution of this link to be problematic. The lack of direct sightline from The Strand to Hurstmere Green (and vice versa) and the proposed level change challenge the success and safety of this route. In addition, further consideration should be given to the southern entry/exit space to maximise pedestrian amenity and convenience.

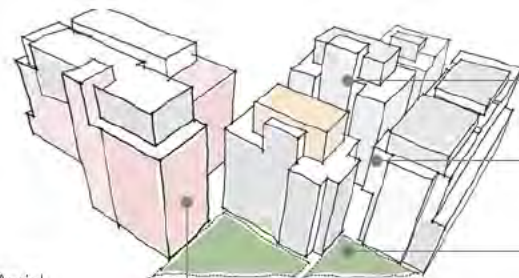
RESPONSE

The North South link has been developed with the reduction of width of the square to provide a more direct connection north south as well as the southern part of the building being reduced in length to open up the connection to the Strand and plaza area around the existing Norfolk Pine tree. This is to provide visual sight lines when moving from north to south. And improve the connection when approaching from The Strand. As noted this approach is similar to that of the existing ramp and access from The Strand.



Channel View Road building on one block with four 'towers' onto road frontage and jewel box rooftop penthouses

AUDP_11.03.21 The Strand Aerial



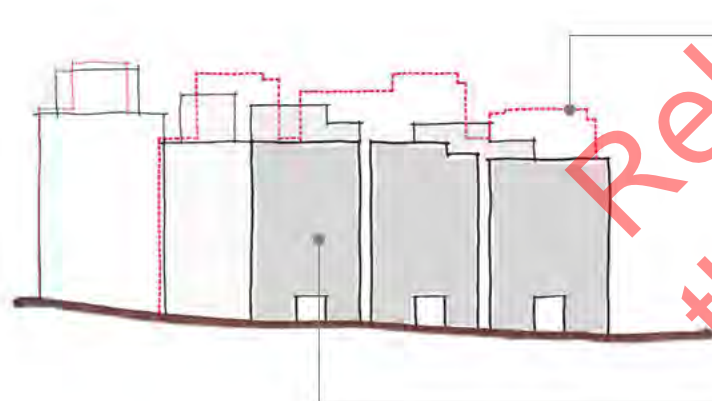
Penthouse level masses redefined to step up around the site

Channel View Road building separated into four blocks with gaps between

New plaza at junction of The Strand and Channel View Road

AUDP_15.08.21 The Strand Aerial

Hurstmere Road block pulled back to create more space for Norfolk Pine and improve north-south connection to The Strand and Hurstmere Green



Previous scheme outline shown in RED

Current elevation to Channel View Road

Interfaces

Hurstmere Road

An improved sense of address and entry to the Hurstmere Road building is required, in conjunction with the design of pedestrian canopies along this frontage.

RESPONSE

Street canopies have been added to the Hurstmere Road frontage with a double height canopy acknowledging the entry point into the through site link from Hurstmere Road. There has been further development of the frontage onto Hurstmere Road with the selection and articulation of the materiality of the building to clearly recognise the lower four storey portion of the building before the upper level setback with a selection of brick and terracotta on this part of the building

Channel View Road

The Panel encourages improvements to the public space on Channel View Road to provide better pedestrian access. A greater sense of address for residents and visitors on this frontage is also recommended.

RESPONSE

The pedestrian access off Channel View Road has been developed with the relocation of the entry points to directly connect with the cores of the building and enhanced with 6m wide double height entry points into the lift lobbies of the building. Street canopies are added to further articulate and provide shelter to these entry points. Materiality differentiation further articulates the entry points

The Strand

The Panel recommends further consideration be given to the elevation, street interface and pedestrian experience on this road frontage to illustrate ultimate safety and amenity. An image illustrating the view from the war memorial towards the threshold to the laneways is recommended in order to better understand the relationship between these spaces and the nature of the public realm.

RESPONSE

An image of the development from across the road on The Strand is provided with both an image of the scheme at the first UDP and an updated and current viewpoint. This assists in the comparison of the design development

Conclusion

Given the proposed scale of building height, the Panel recommends that the proposal demonstrate a stronger design rationale with respect to building mass and elevation and a response which better enhances Takapuna's coastal environment and public realm. The Panel looks forward to a further review as the design develops.



KEY CHANGES TO THE DESIGN PROPOSAL

HURSTMERE ROAD

- Reconfigured design and elevational treatment of the Hurstmere Road elevation.
- North-facing apartments face over 31 Hurstmere Road with articulated facade.
- Hurstmere Road building now a doughnut configuration with atrium.
- Added street canopy to align with 33-45 Hurstmere Road canopy and the atrium link.
- Eastern end of the Hurstmere Road building shifted back to allow a better visual connection to Norfolk Pine plaza area.

CHANNEL VIEW ROAD

- Reconfigured single block into four separate blocks with reconfigured courtyard spaces between allowing multiple pedestrian entry points for the residents and creating a more permeated built form.
- The four buildings to have similar materials and elevations but with differences.
- Larger pedestrian entry points along Channel View Road frontage.
- Redesigned and reduced penthouse level(s) with fewer blocks and reduced height.
- Penthouses differentiated from apartments below with different materiality.
- Reduction in overall height of the block from previous scheme.
- Reconsidered elevation treatment to Channel View Road frontages to better respond to AUDP commentary.
- Better overall apartment layout and amenity for residents with dual frontage apartments.
- Reconsidered materials and colours, particularly to the Channel View Road elevation.

THE STRAND

- Now a separate standalone building from the Channel View Road building.
- Creates more space around existing Norfolk Pine.
- Differentiated with colour and materiality from other buildings.
- Fronts onto the view from Memorial Plaza and opens up the view from The Strand.
- Additional open plaza space adjacent to The Strand.

NORTH SOUTH LINK

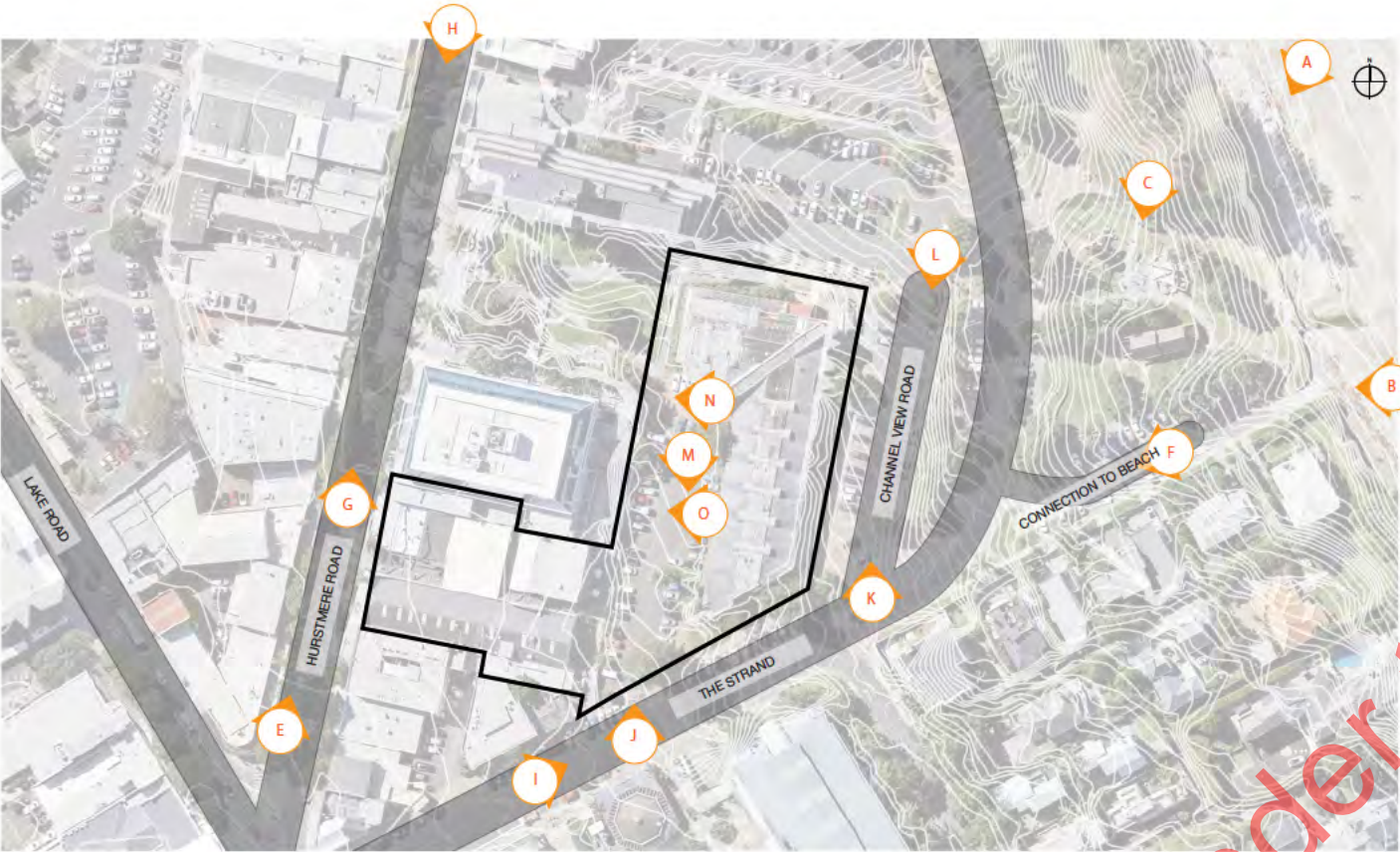
- Removal of the square to create better laneways, more focussed direct movement.
- Added accessible ramp to allow for change in level of the link around the Norfolk Pine, aligned to position of existing ramp.
- Suggested ground floor activity of Building Manager along north south link.

EAST WEST LINK — NORTH

- No change with a retail frontage at grade.
- Elevational changes to buildings above with larger gaps between buildings.

EAST WEST LINK — SOUTH

- Atrium link with security control at east and west ends, glass roof over the space.



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A / VIEW FROM TAKAPUNA BEACH



B / VIEW FROM TAKAPUNA BEACH (LOW TIDE)



C / VIEW FROM TAKAPUNA BEACH RESERVE



D / VIEW FROM THE INTERSECTION OF LAKE ROAD AND NORTHCROFT STREET



E / VIEW FROM 38 HURSTMERE ROAD



F / VIEW FROM THE STRAND



G / VIEW FROM HURSTMERE ROAD / TOWARDS THE NORTH



H / VIEW FROM HURSTMERE ROAD / TOWARDS THE SOUTH



I / VIEW FROM THE STRAND / TOWARDS THE EAST



J / VIEW FROM THE STRAND / TOWARDS THE CARPARK



K / VIEW FROM CHANNEL VIEW ROAD / TOWARDS THE NORTH



L / VIEW FROM CHANNEL VIEW ROAD / TOWARDS THE SOUTH



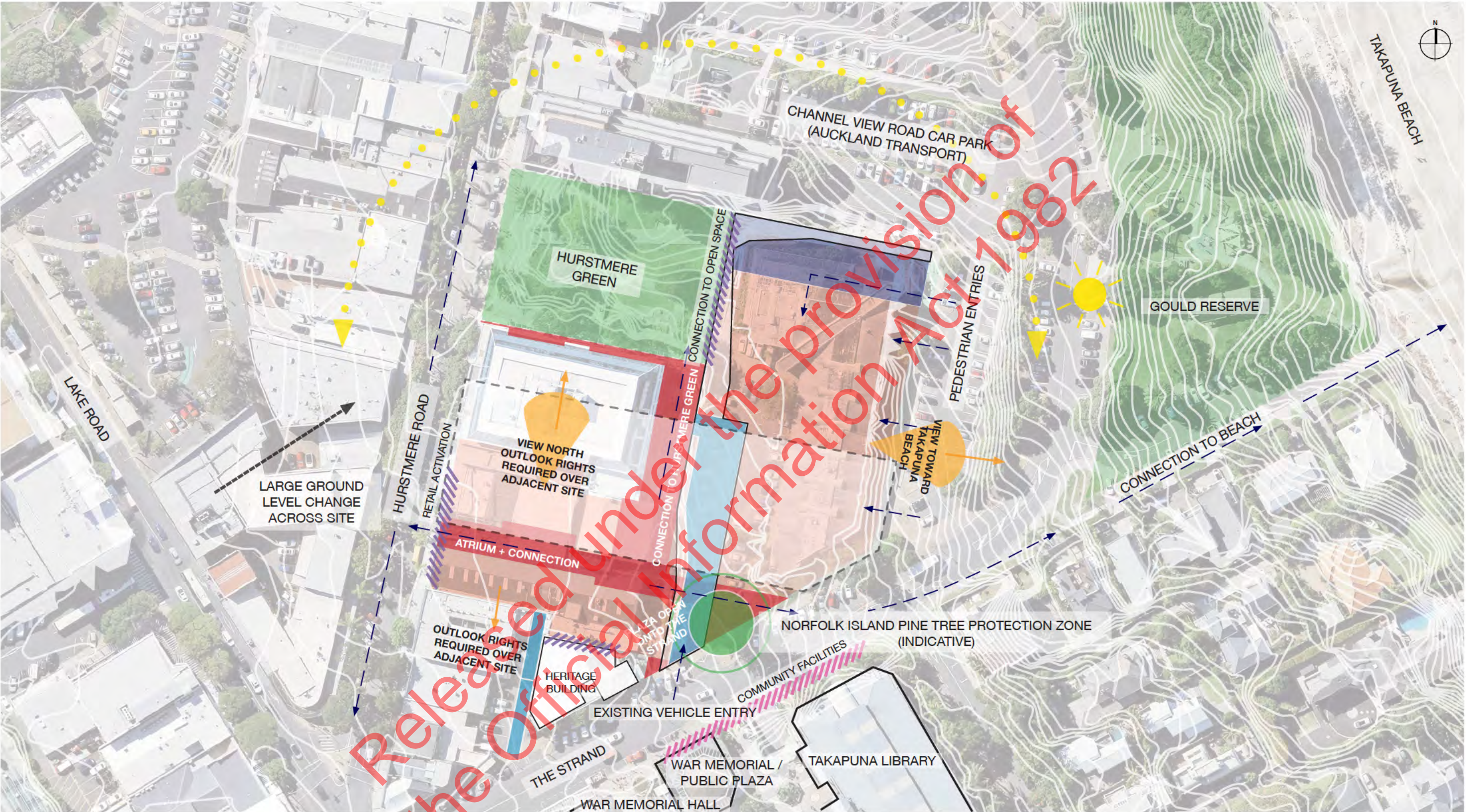
M / VIEW FROM CARPARK / TOWARDS NORFOLK ISLAND PINE



N / VIEW FROM CARPARK / FOOTPATH



O / VIEW FROM CARPARK / TOWARDS THE WEST



1:1000 @A3

CONTOURS @ 0.25m INTERVALS

KEY

- | | | | | | |
|--|----------------------------|--|-----------------|--|--|
| | PROPOSED SITE | | VIEW DIRECTIONS | | LIGHT AND AIR EASEMENT |
| | PROPOSED THROUGH-SITE LINK | | KEY INTERFACES | | RIGHT OF WAY EASEMENT |
| | NOTABLE TREE | | KEY ADJACENCIES | | PEDESTRIAN EASEMENT |
| | EXISTING PUBLIC OPEN SPACE | | SUN PATH | | 1540.10.3 INDICATIVE THROUGH-SITE LINK |

PROJECT PRECEDENTS



79&PARK, STOCKHOLM



BASILICA APARTMENTS (MOLLER ARCHITECTS), AUCKLAND



SURREY HILLS VILLAGE, SYDNEY



JESOLO LIDO CONDOMINIUMS, JESOLO



PACE OF COLLINGWOOD, MELBOURNE



CASBA, SYDNEY



109 HOUSING UNITS, PARIS



LEIGHTON APARTMENTS, PERTH



THE POINT (MOLLER ARCHITECTS) AUCKLAND



LANEWAYS, MELBOURNE



HELSINKI DREISPITZ, BASEL



BARCELONA APARTMENTS, BARCELONA



STEAM MILL LANE, SYDNEY

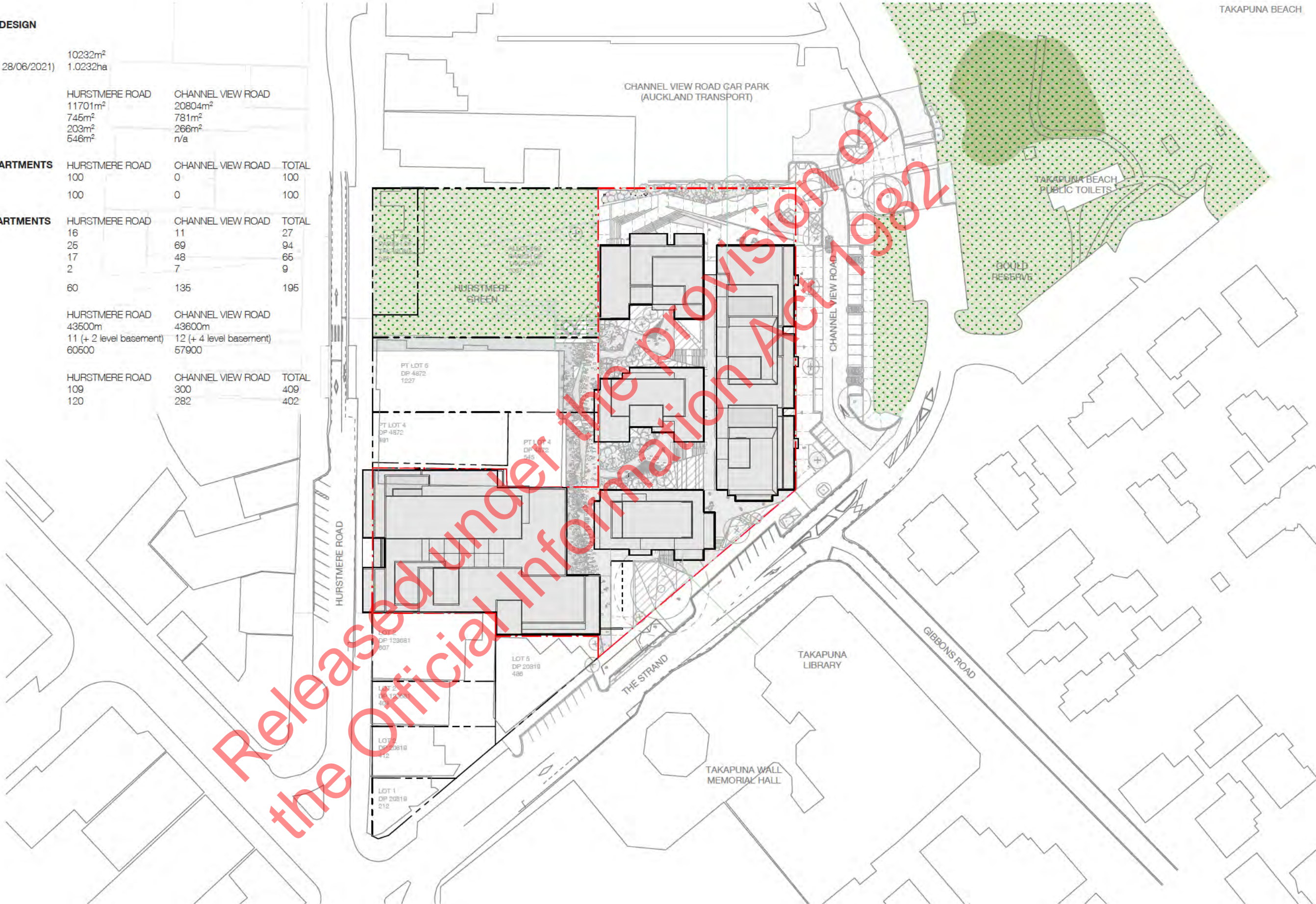


TULOU HOUSING, GUANGZHOU

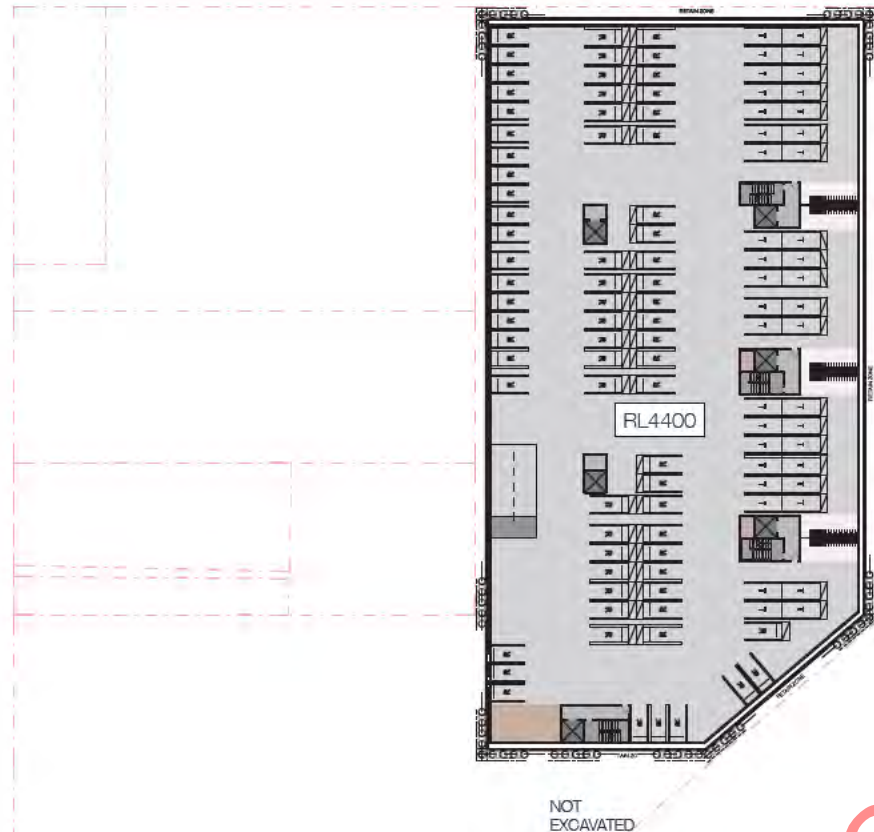
SITE PLAN + SUMMARY OF PROPOSAL

SUMMARY OF PROPOSED DESIGN

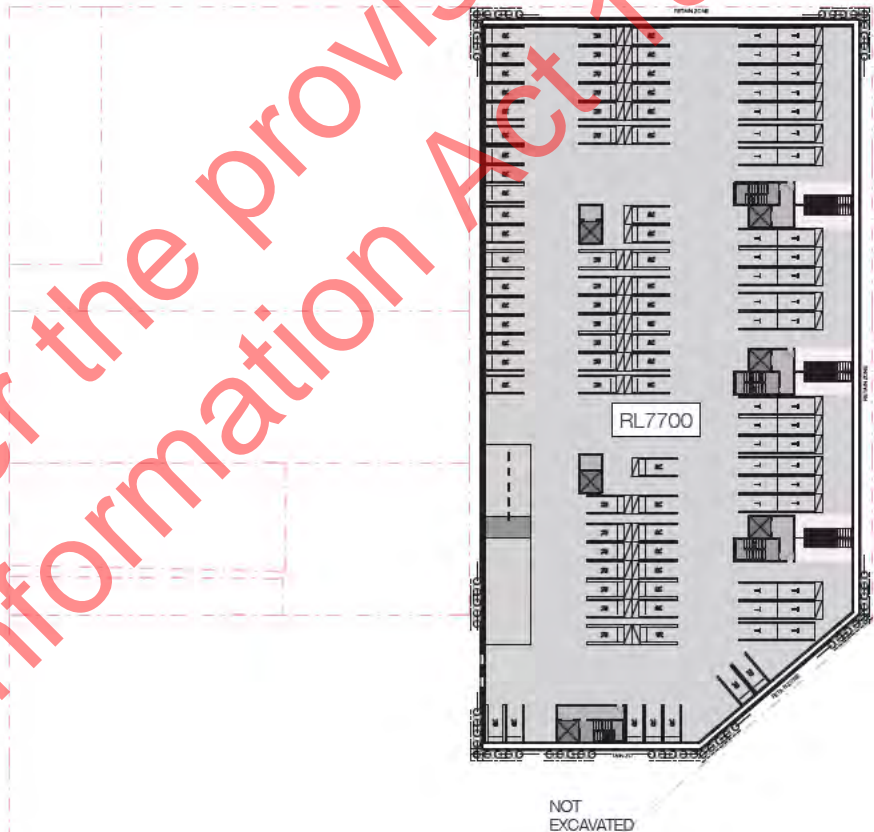
SITE AREA	10232m ²		
(Source: Auckland Council GIS, 28/06/2021)	1.0232ha		
ACTIVITIES	HURSTMERE ROAD	CHANNEL VIEW ROAD	
Residential (GFA)	11701m ²	20804m ²	
Retail (GFA)	745m ²	781m ²	
Office (GFA)	203m ²	266m ²	
Restaurant (GFA)	546m ²	n/a	
NUMBER OF SERVICED APARTMENTS	HURSTMERE ROAD	CHANNEL VIEW ROAD	TOTAL
Studio	100	0	100
TOTAL	100	0	100
NUMBER OF PREMIUM APARTMENTS	HURSTMERE ROAD	CHANNEL VIEW ROAD	TOTAL
One bedroom	16	11	27
Two bedroom	25	69	94
Three bedroom	17	48	65
Penthouse	2	7	9
TOTAL	60	135	195
BUILDING HEIGHT	HURSTMERE ROAD	CHANNEL VIEW ROAD	
Metres	43500m	43600m	
Storeys	11 (+ 2 level basement)	12 (+ 4 level basement)	
RL	60500	57900	
VEHICLE SPACES	HURSTMERE ROAD	CHANNEL VIEW ROAD	TOTAL
Cars	109	300	409
Bicycles	120	282	402



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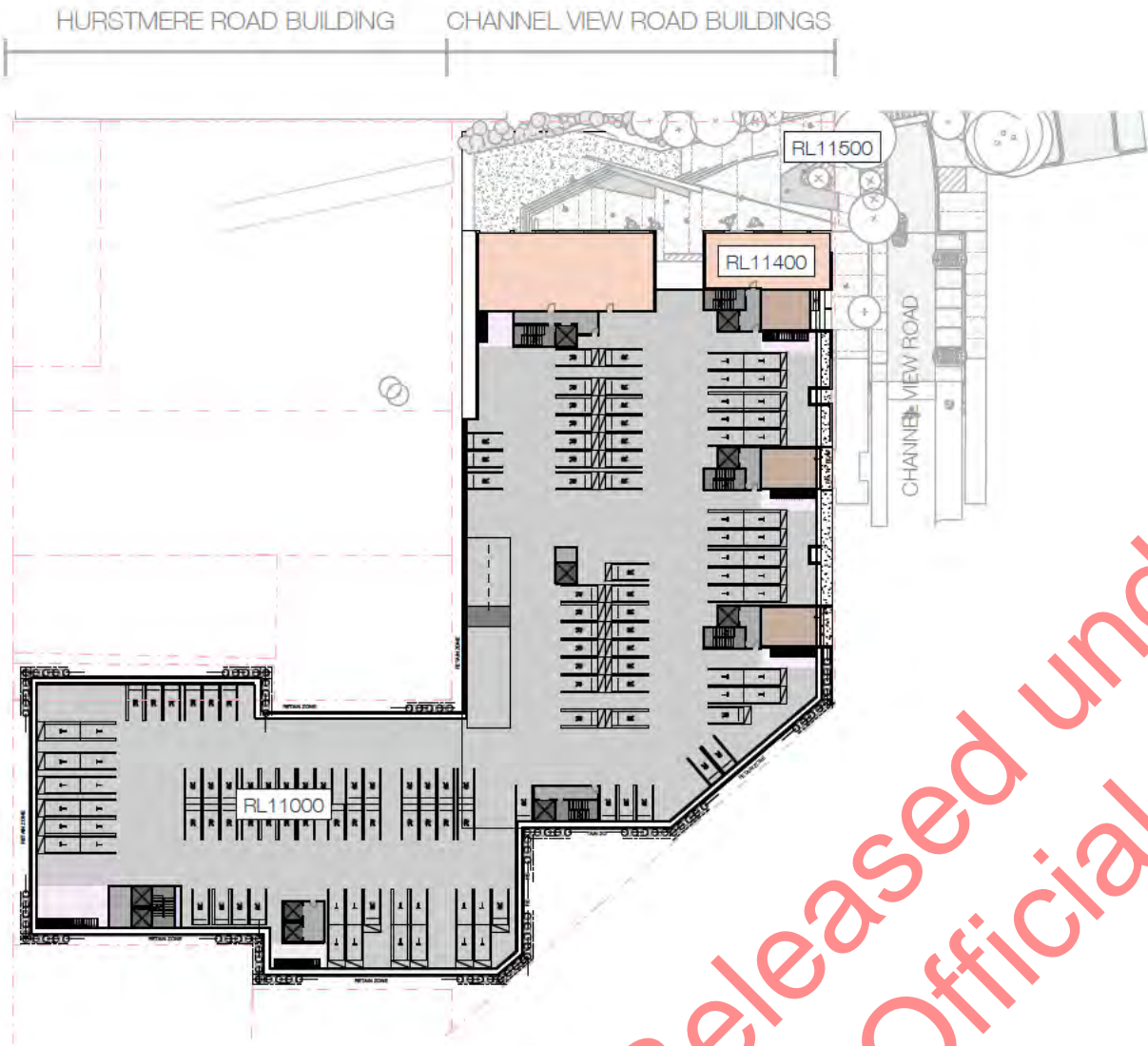
BASEMENT 4 CHANNEL VIEW ROAD
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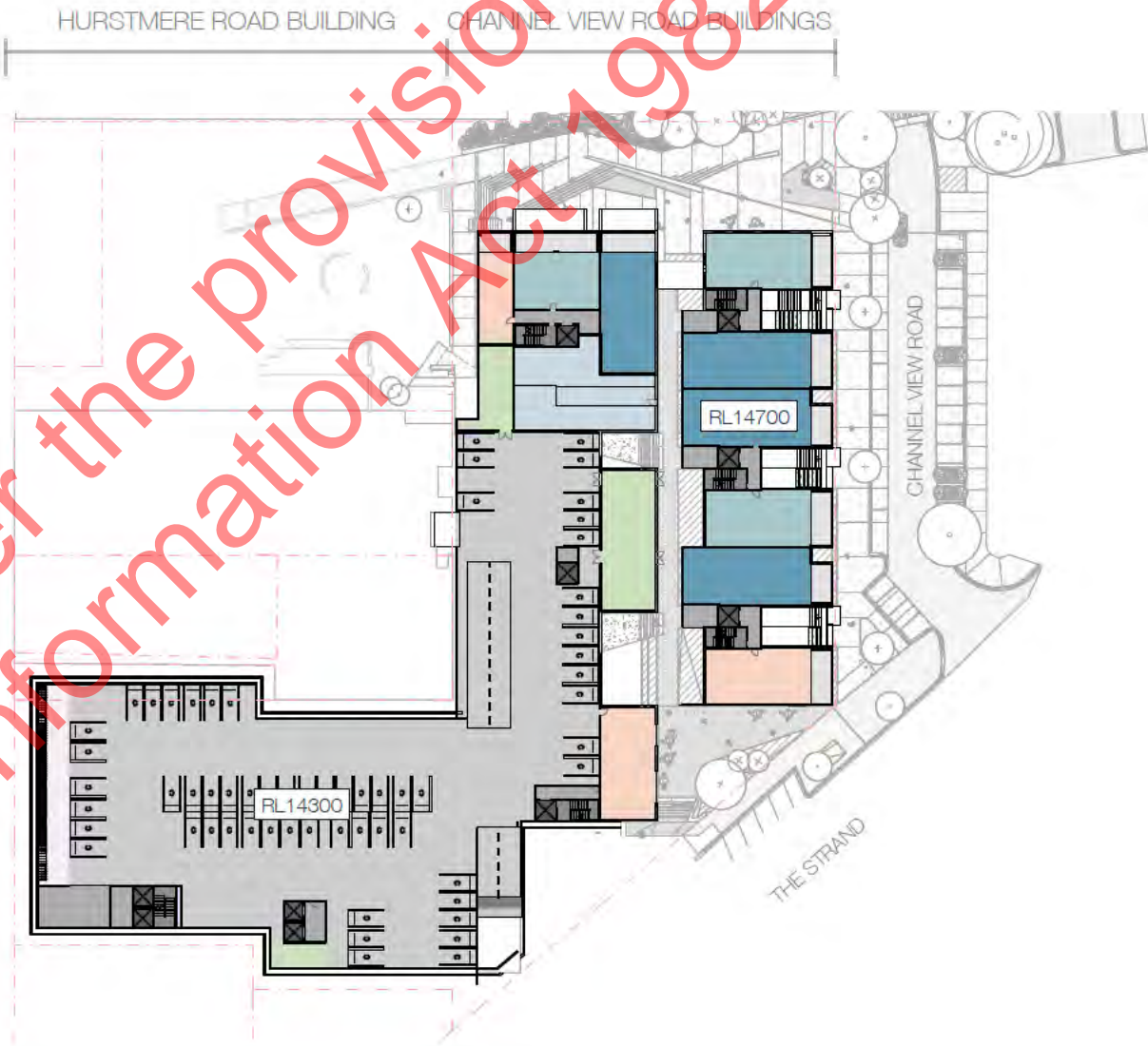
BASEMENT 3 CHANNEL VIEW ROAD
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Released under the provision of
the Official Information Act 1982

- KEY**
- 1 BED APT.
 - 2 BED APT.
 - 3 BED APT.
 - 3 BED PH.
 - Serviced Apartment
 - Office
 - BOH
 - Retail
 - Restaurant
 - Pool / Gym
 - Basement Carpark
 - Bike Storage
 - Waste Room
 - Plant / Storage
 - Lobby
 - Stair
 - Lift



BASEMENT 2 HURSTMERE ROAD / GROUND CHANNEL VIEW ROAD
1:1000 @A3



BASEMENT 1 HURSTMERE ROAD / LEVEL 1 CHANNEL VIEW ROAD
1:1000 @A3

- KEY
- 1 BED APT.
 - 2 BED APT.
 - 3 BED APT.
 - 3 BED PH.
 - Serviced Apartment
 - Office
 - BOH
 - Retail
 - Restaurant
 - Pool / Gym
 - Basement Carpark
 - Bike Storage
 - Waste Room
 - Plant / Storage
 - Lobby
 - Stair
 - Lift

HURSTMERE ROAD BUILDING CHANNEL VIEW ROAD BUILDINGS



LEVEL 1 HURSTMERE ROAD / LEVEL 2 CHANNEL VIEW ROAD
1:1000 @A3

HURSTMERE ROAD BUILDING CHANNEL VIEW ROAD BUILDINGS



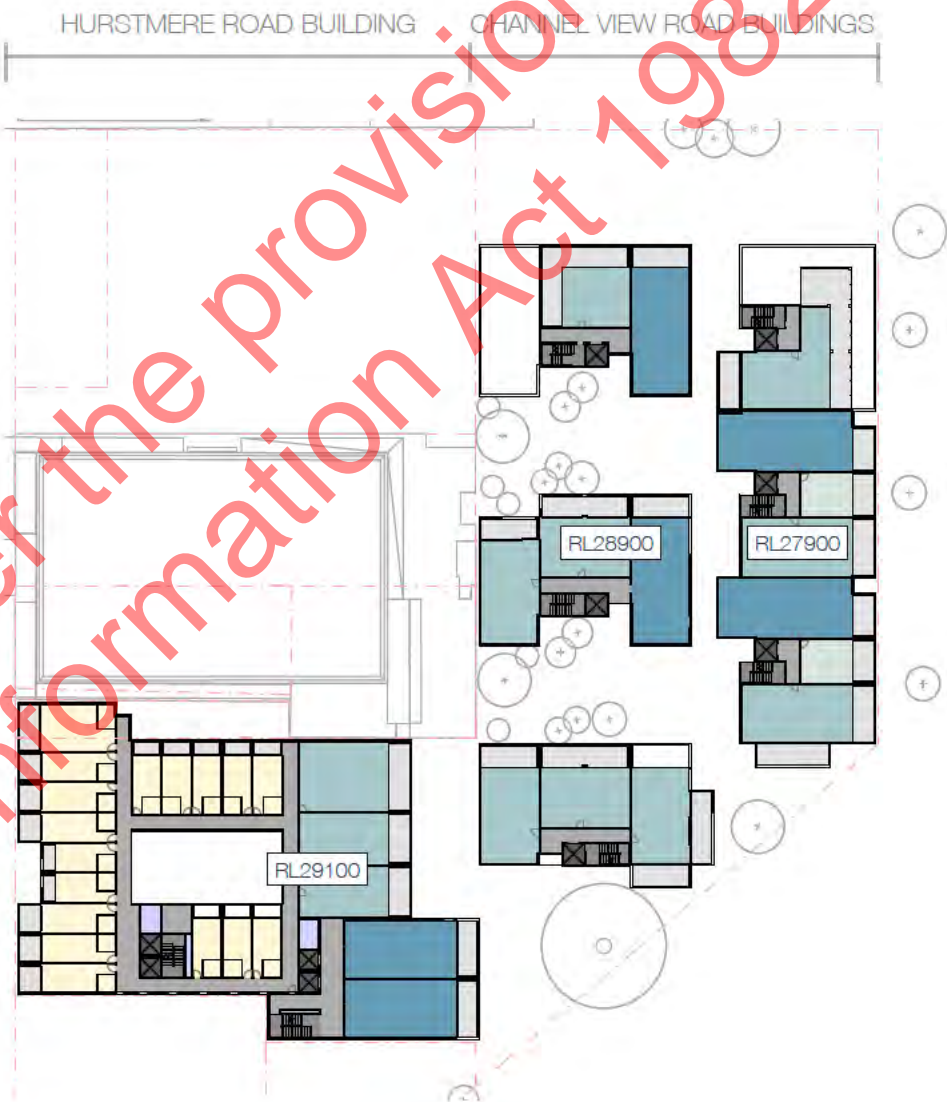
LEVEL 2 HURSTMERE ROAD / LEVEL 3 CHANNEL VIEW ROAD
1:1000 @A3

KEY

- 1 BED APT.
- 2 BED APT.
- 3 BED APT.
- 3 BED PH.
- Serviced Apartment
- Office
- BOH
- Retail
- Restaurant
- Pool / Gym
- Basement Carpark
- Bike Storage
- Waste Room
- Plant / Storage
- Lobby
- Stair
- Lift



LEVEL 3 HURSTMERE ROAD / LEVEL 4 CHANNEL VIEW ROAD
1:1000 @A3



LEVEL 4 HURSTMERE ROAD / LEVEL 5 CHANNEL VIEW ROAD
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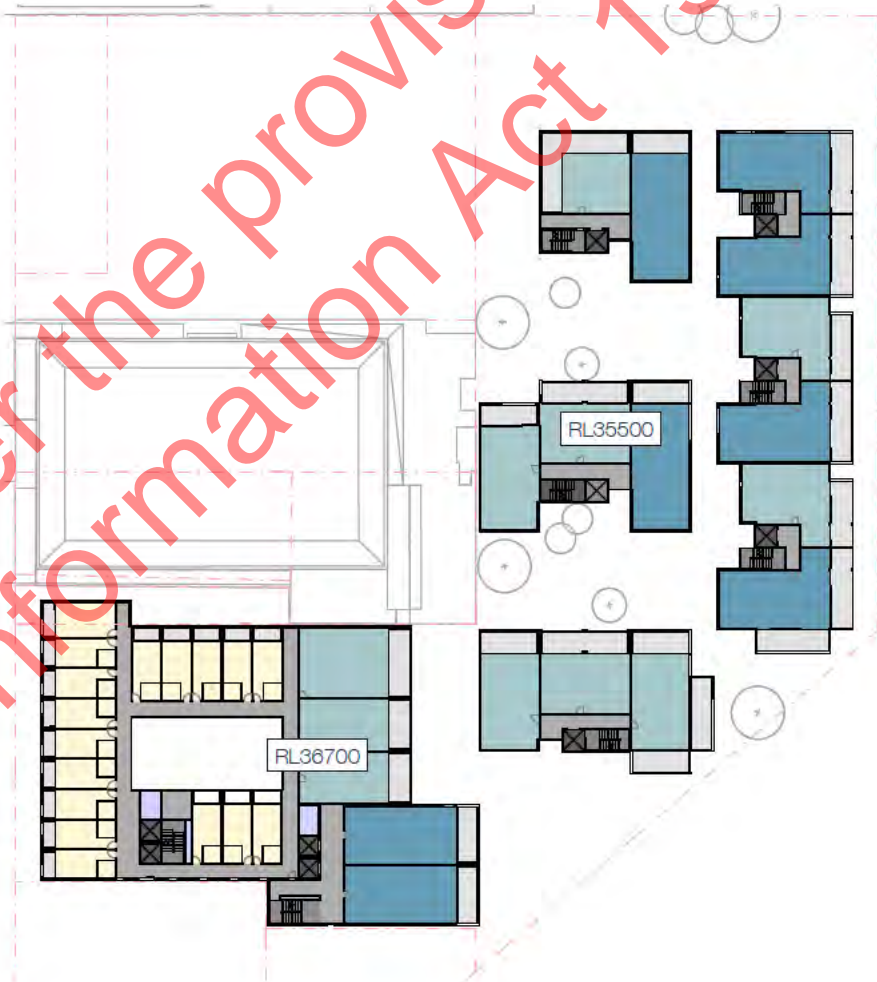
- KEY**
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 - Retail
 - Restaurant
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 - Basement Carpark
 - Bike Storage
 - Waste Room
 - Plant / Storage
 - Lobby
 - Stair
 - Lift

HURSTMERE ROAD BUILDING CHANNEL VIEW ROAD BUILDINGS



LEVEL 5 HURSTMERE ROAD / LEVEL 6 CHANNEL VIEW ROAD
1:1000 @A3

HURSTMERE ROAD BUILDING CHANNEL VIEW ROAD BUILDINGS

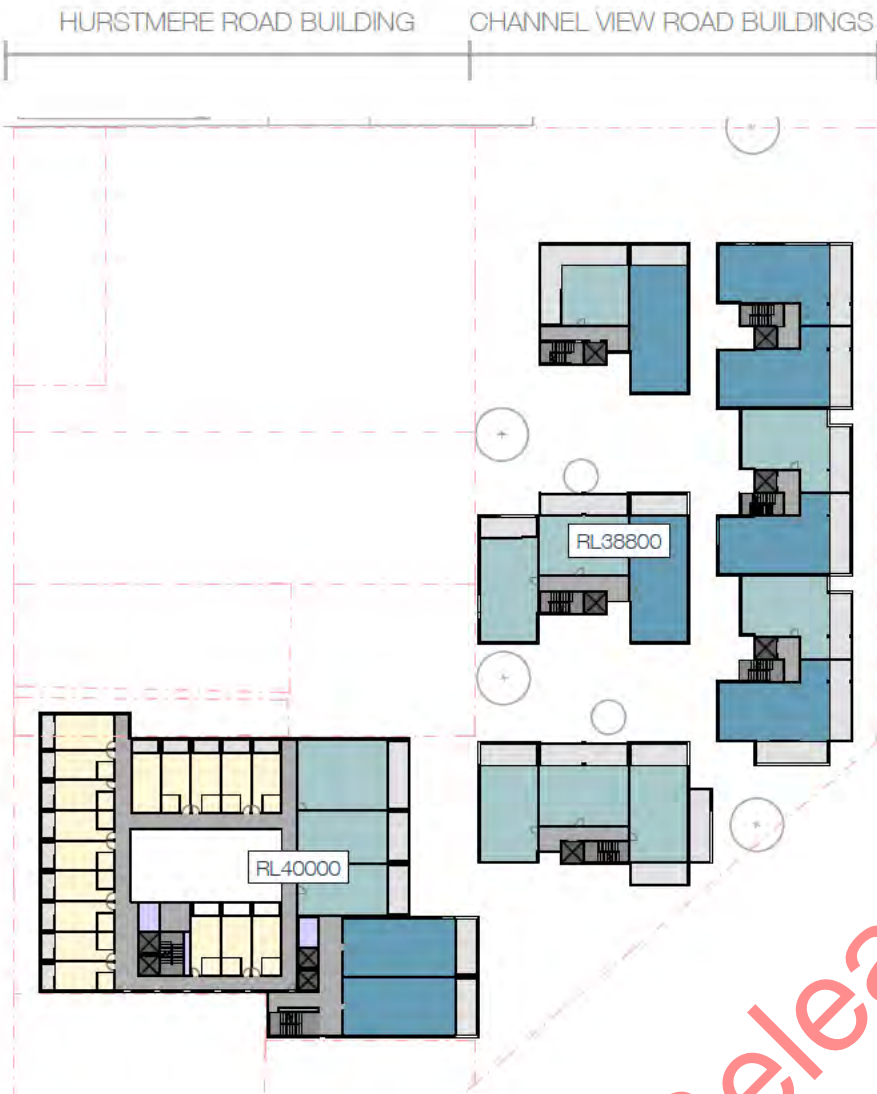


LEVEL 6 HURSTMERE ROAD / LEVEL 7 CHANNEL VIEW ROAD
1:1000 @A3

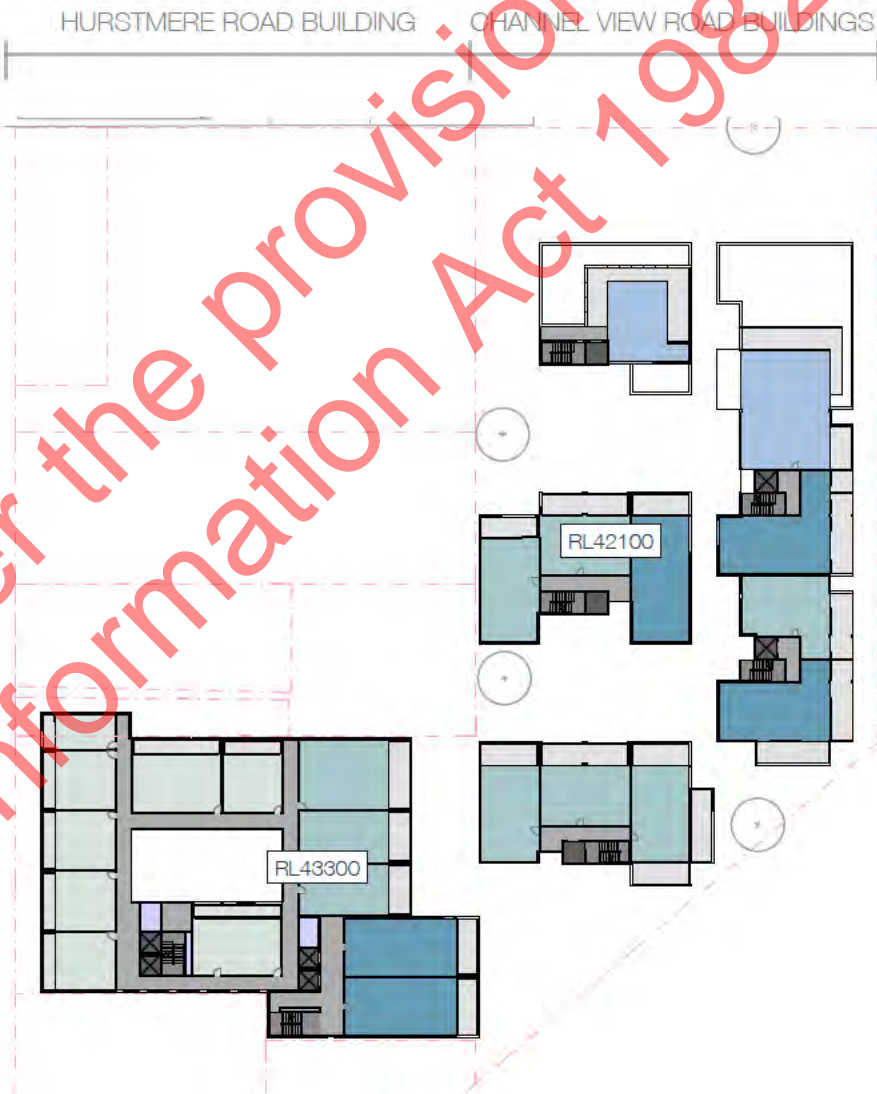


KEY

- 1 BED APT.
- 2 BED APT.
- 3 BED APT.
- 3 BED PH.
- Serviced Apartment
- Office
- BOH
- Retail
- Restaurant
- Pool / Gym
- Basement Carpark
- Bike Storage
- Waste Room
- Plant / Storage
- Lobby
- Stair
- Lift



LEVEL 7 HURSTMERE ROAD / LEVEL 8 CHANNEL VIEW ROAD
1:1000 @A3

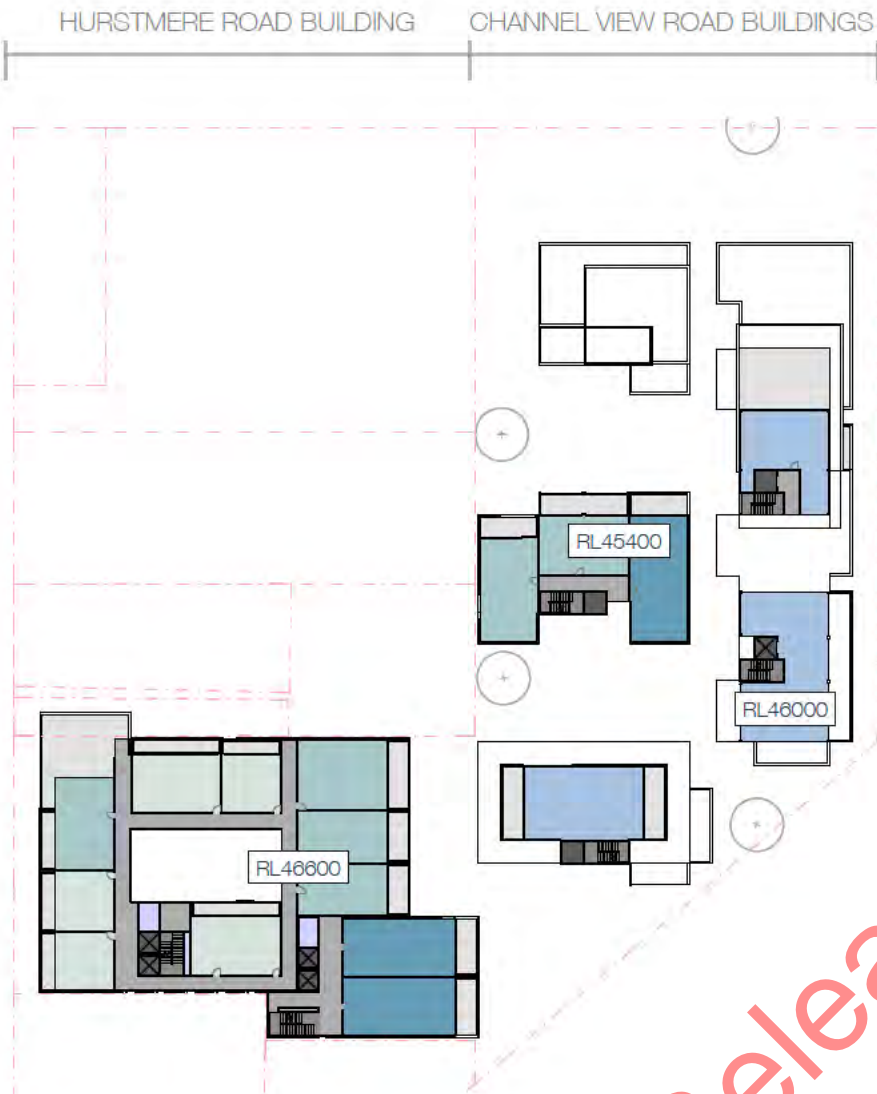


LEVEL 8 HURSTMERE ROAD / LEVEL 9 CHANNEL VIEW ROAD
1:1000 @A3

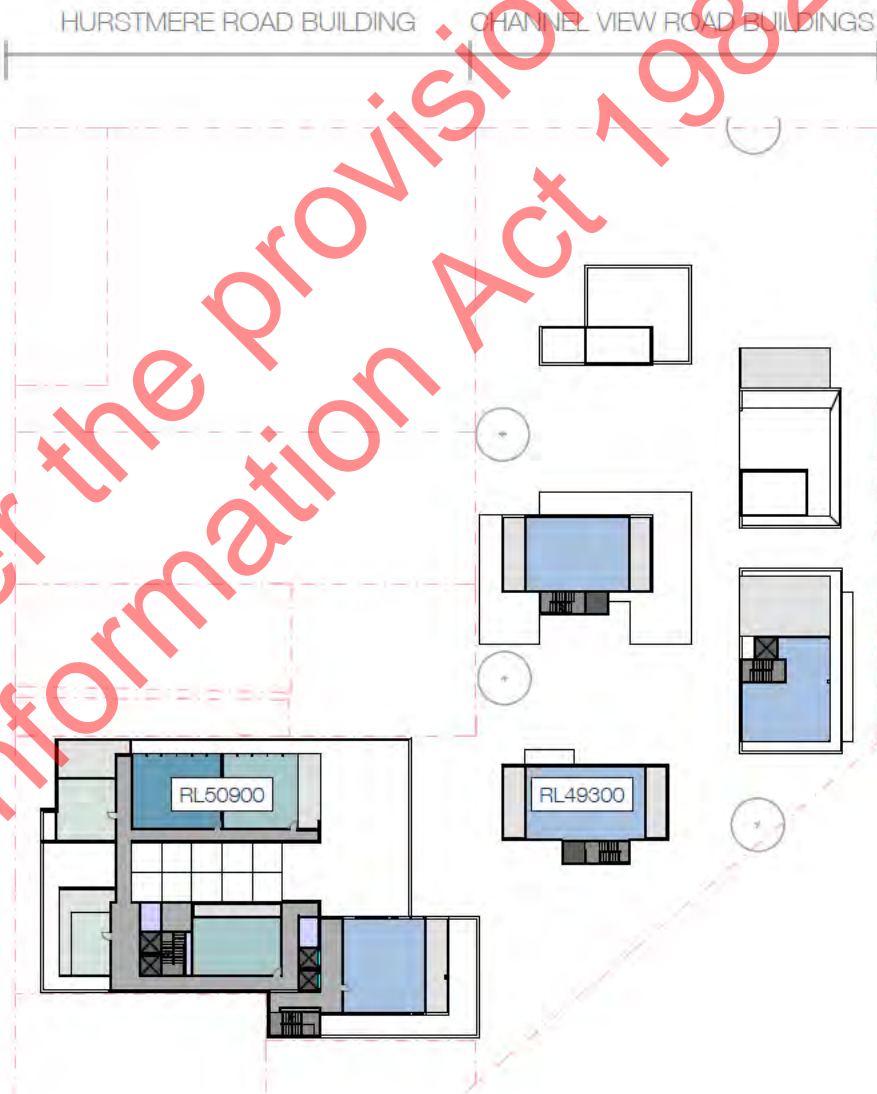


KEY

- 1 BED APT.
- 2 BED APT.
- 3 BED APT.
- 3 BED PH.
- Serviced Apartment
- Office
- BOH
- Retail
- Restaurant
- Pool / Gym
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- Lift



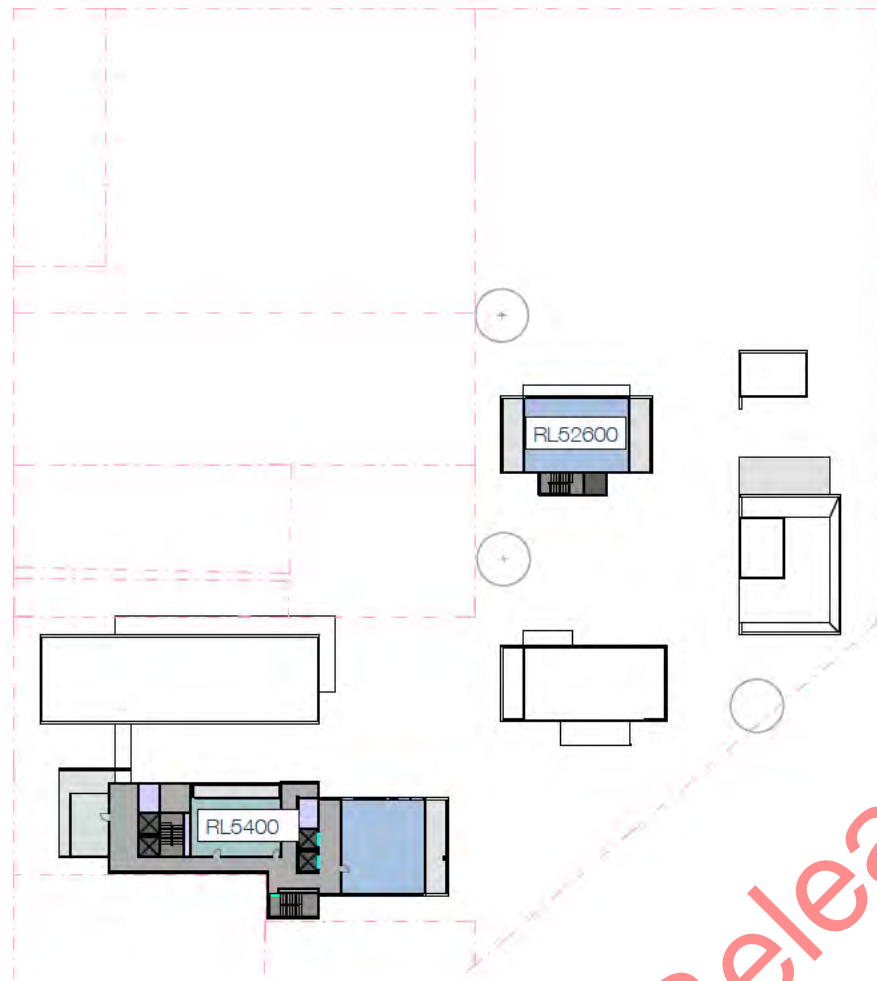
LEVEL 9 HURSTMERE ROAD / LEVEL 10 CHANNEL VIEW ROAD
1:1000 @A3



LEVEL 10 HURSTMERE ROAD / LEVEL 11 CHANNEL VIEW ROAD
1:1000 @A3

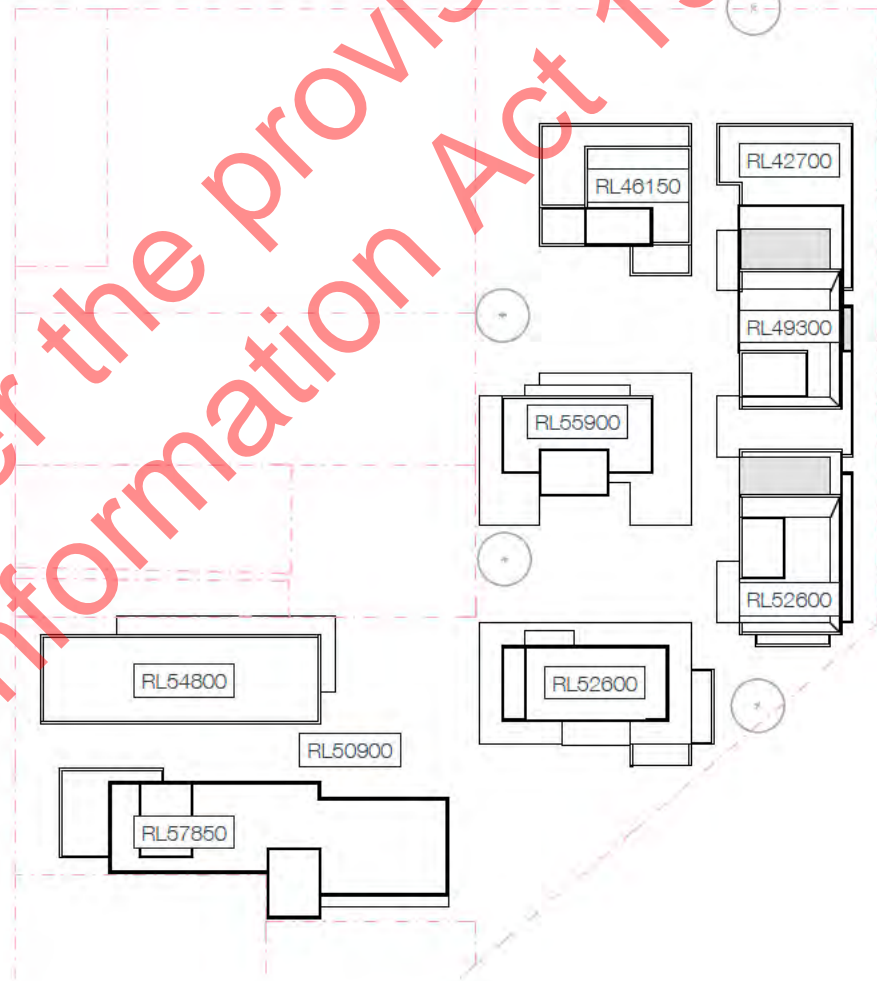
- KEY**
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 - Serviced Apartment
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 - Restaurant
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 - Plant / Storage
 - Lobby
 - Stair
 - Lift

HURSTMERE ROAD BUILDING CHANNEL VIEW ROAD BUILDINGS



LEVEL 11 HURSTMERE ROAD / LEVEL 12 CHANNEL VIEW ROAD
1:1000 @A3

HURSTMERE ROAD BUILDING CHANNEL VIEW ROAD BUILDINGS



LEVEL 12 HURSTMERE ROAD / ROOF CHANNEL VIEW ROAD
1:1000 @A3

KEY

- 1 BED APT.
- 2 BED APT.
- 3 BED APT.
- 3 BED PH.
- Serviced Apartment
- Office
- BOH
- Retail
- Restaurant
- Pool / Gym
- Basement Carpark
- Bike Storage
- Waste Room
- Plant / Storage
- Lobby
- Stair
- Lift

SECTIONS



SECTION 1-1
1:500 @A3

- NOTE:
- The site has been modelled using the survey information as provided by ARCLAB (dated December 2020).
 - All site levels, Height in Relation to Boundary markers, and Height Limit markers have been taken from the (above) survey information.
 - The rolling height method has been employed, where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point as per Figure J1.4.2 Height – rolling height method below.

KEY	
1 BED APT.	Retail
2 BED APT.	Restaurant
3 BED APT.	Pool / Gym
3 BED PH.	Basement Carpark
Serviced Apartment	Bike Storage
Office	Waste Room
BOH	Plant / Storage

SECTIONS

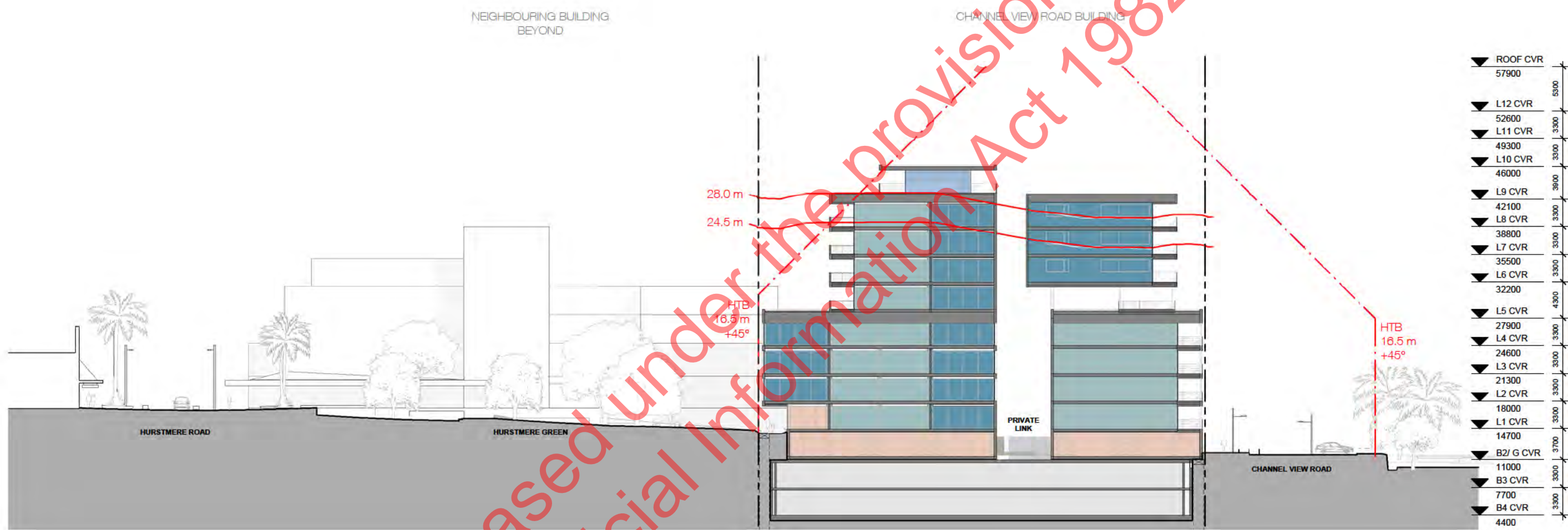
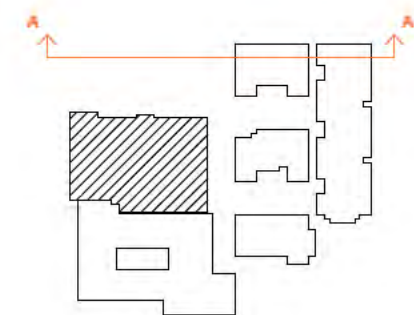


SECTION 2-2
1:500 @A3

NOTE:

- The site has been modelled using the survey information as provided by ARCLAB (dated December 2020).
- All site levels, Height in Relation to Boundary markers, and Height Limit markers have been taken from the (above) survey information.
- The rolling height method has been employed, where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point as per Figure J1.4.2 Height – rolling height method below.

SECTIONS



SECTION A-A
1:500 @A3

- NOTE:
- The site has been modelled using the survey information as provided by ARCLAB (dated December 2020).
 - All site levels, Height in Relation to Boundary markers, and Height Limit markers have been taken from the (above) survey information.
 - The rolling height method has been employed, where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point as per Figure J1.4.2 Height – rolling height method below.

KEY














1 BED APT.	Retail
2 BED APT.	Restaurant
3 BED APT.	Pool / Gym
3 BED PH.	Basement Carpark
Serviced Apartment	Bike Storage
Office	Waste Room
BOH	Plant / Storage

SECTIONS

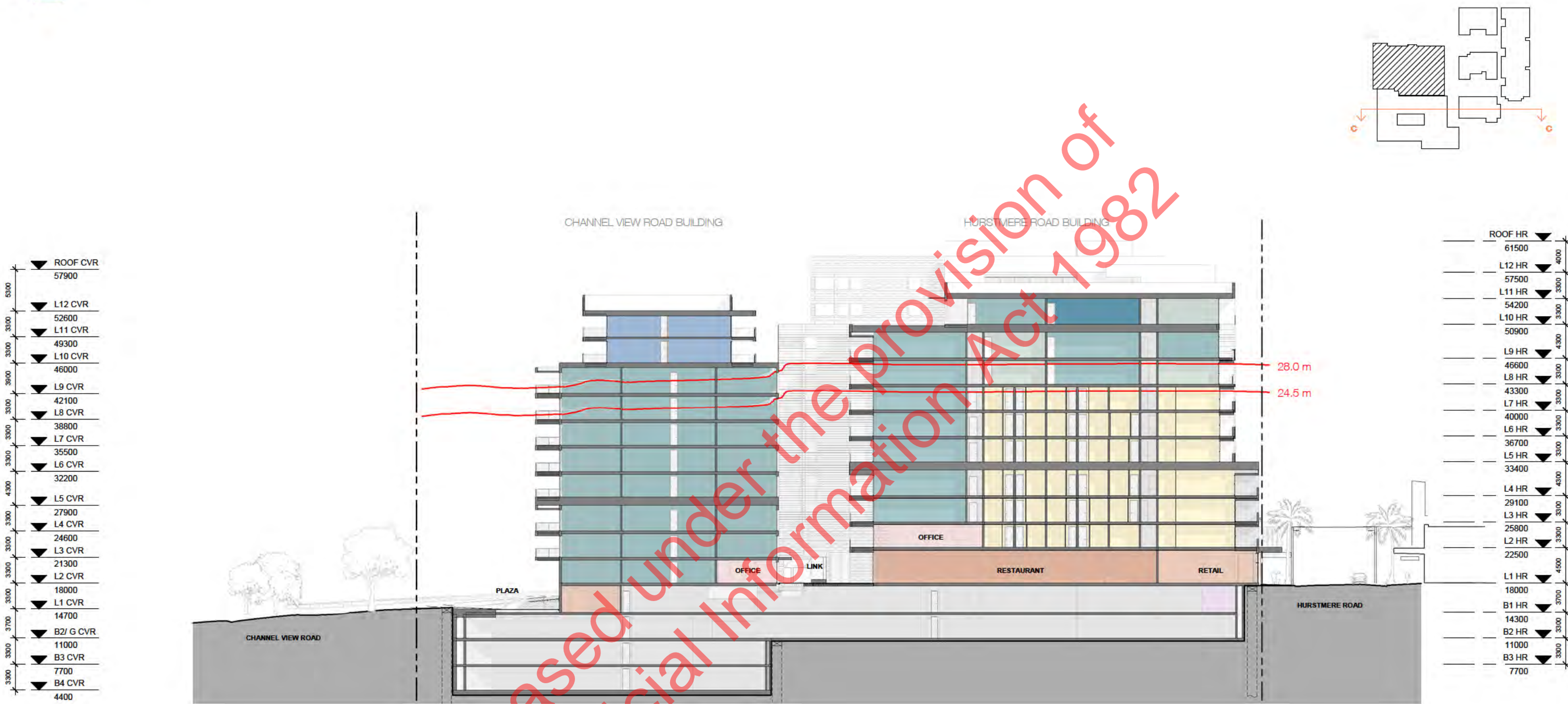


SECTION B-B
1:500 @A3

- NOTE:
- The site has been modelled using the survey information as provided by ARCLAB (dated December 2020).
 - All site levels, Height in Relation to Boundary markers, and Height Limit markers have been taken from the (above) survey information.
 - The rolling height method has been employed, where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point as per Figure J1.4.2 Height – rolling height method below.

KEY	
	1 BED APT.
	2 BED APT.
	3 BED APT.
	3 BED PH.
	Serviced Apartment
	Office
	BOH
	Retail
	Restaurant
	Pool / Gym
	Basement Carpark
	Bike Storage
	Waste Room
	Plant / Storage

SECTIONS



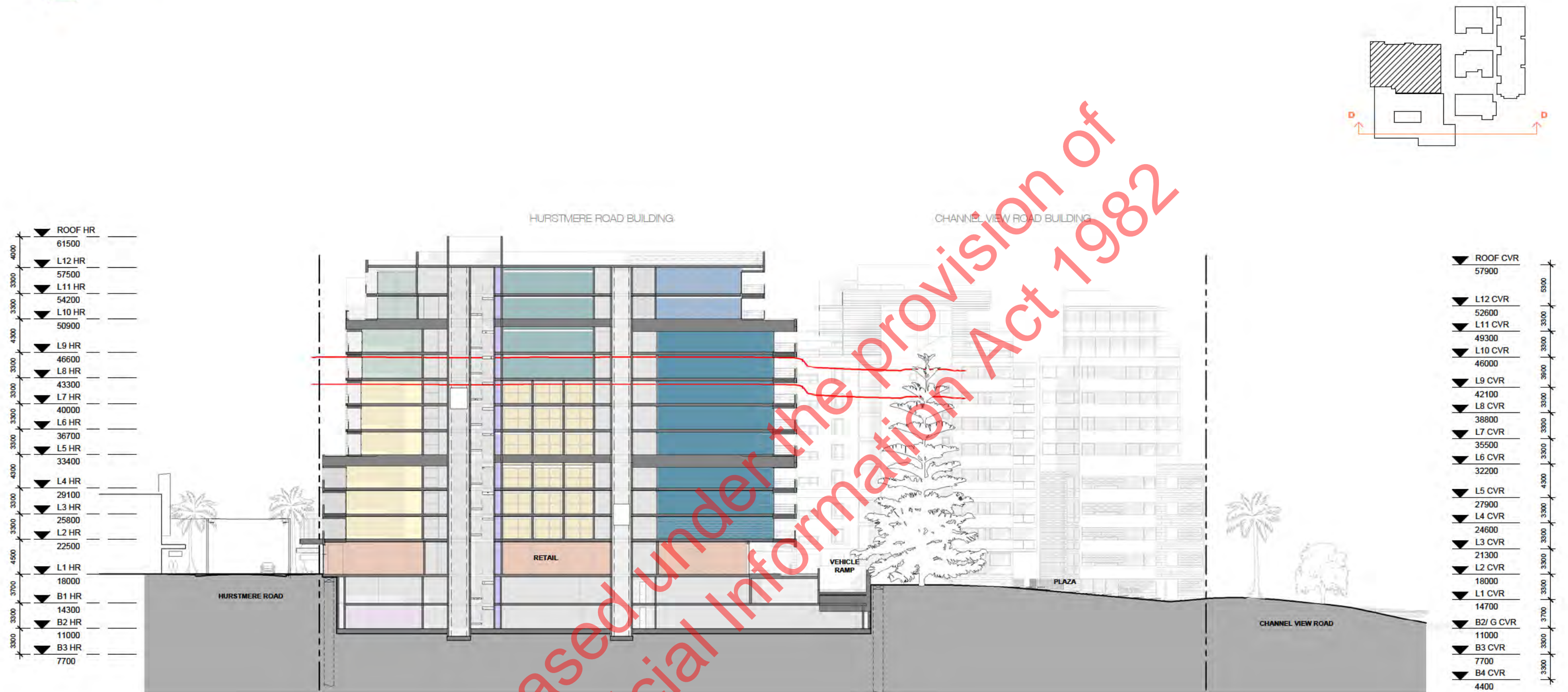
SECTION C-C
1:500 @A3

- NOTE:
- The site has been modelled using the survey information as provided by ARCLAB (dated December 2020).
 - All site levels, Height in Relation to Boundary markers, and Height Limit markers have been taken from the (above) survey information.
 - The rolling height method has been employed, where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point as per Figure J1.4.2 Height – rolling height method below.

KEY

1 BED APT.	Retail
2 BED APT.	Restaurant
3 BED APT.	Pool / Gym
3 BED PH.	Basement Carpark
Serviced Apartment	Bike Storage
Office	Waste Room
BOH	Plant / Storage

SECTIONS



SECTION D-D
1:500 @A3

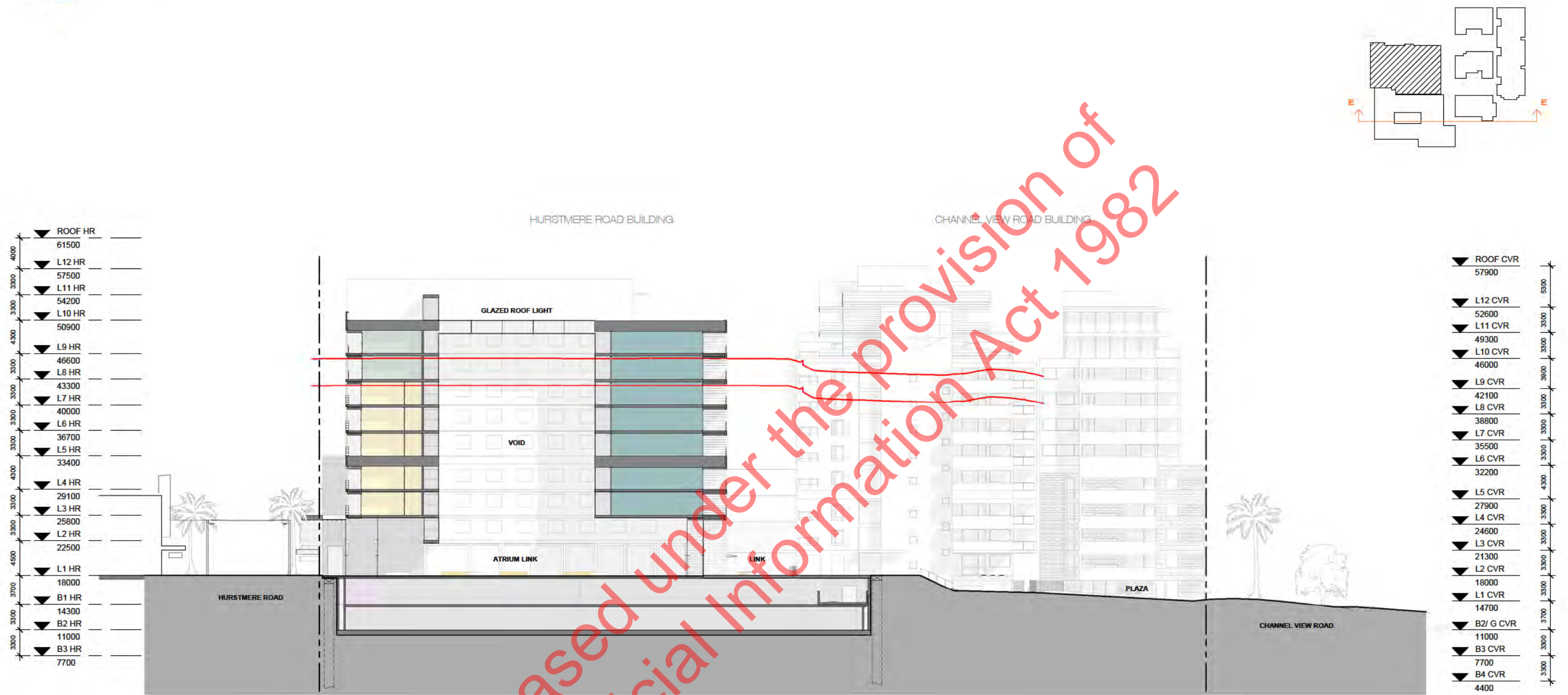
NOTE:

- The site has been modelled using the survey information as provided by ARCLAB (dated December 2020).
- All site levels, Height in Relation to Boundary markers, and Height Limit markers have been taken from the (above) survey information.
- The rolling height method has been employed, where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point as per Figure J1.4.2 Height – rolling height method below.

KEY

1 BED APT.	Retail
2 BED APT.	Restaurant
3 BED APT.	Pool / Gym
3 BED PH.	Basement Carpark
Serviced Apartment	Bike Storage
Office	Waste Room
BOH	Plant / Storage

SECTIONS



SECTION E-E
1:500 @A3

NOTE:

- The site has been modelled using the survey information as provided by ARCLAB (dated December 2020).
- All site levels, Height in Relation to Boundary markers, and Height Limit markers have been taken from the (above) survey information.
- The rolling height method has been employed, where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point as per Figure J1.4.2 Height – rolling height method below.