T|i|C|k|L|e

waterfronts .01

About Tickle

Tickle is Taylor Cullity Lethlean's vehicle for research, discourse, collaboration and innovation.

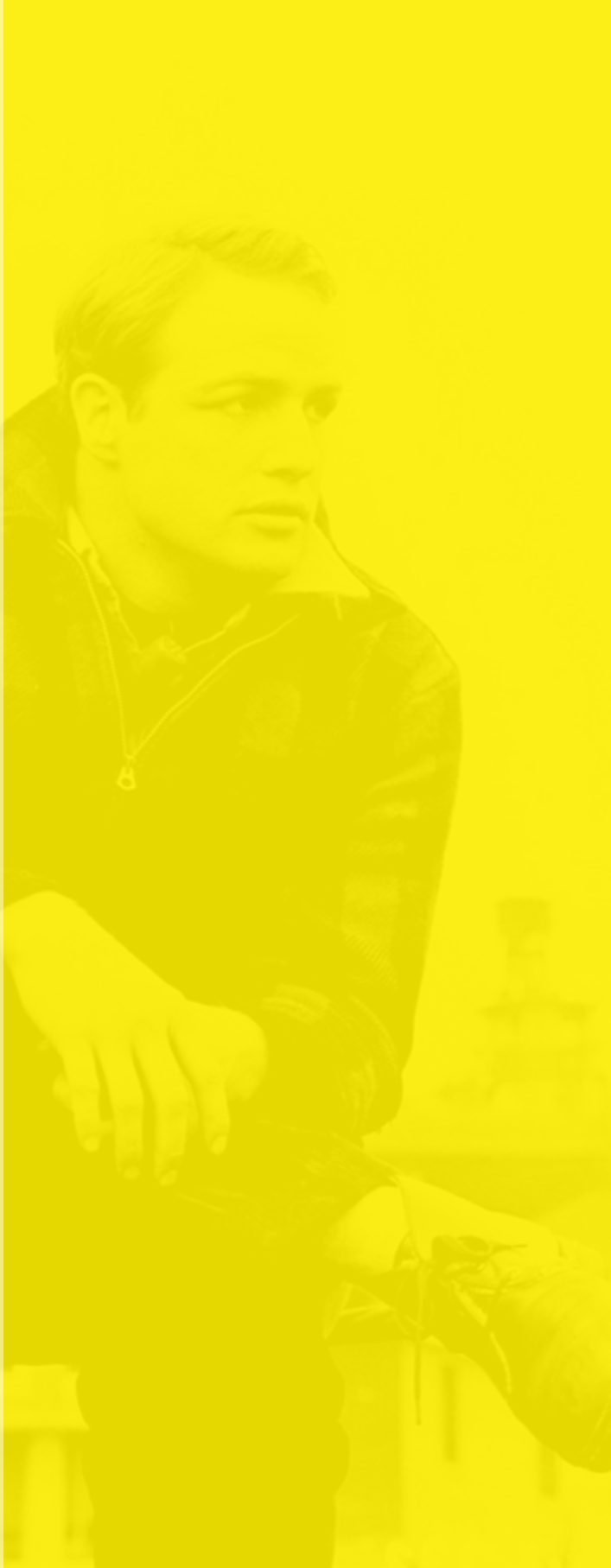
Tickle aims to challenge, generate, capture, disseminate and archive, through a wide range of media and sources research investigations, manifestos, exhibitions, lectures and symposiums and other such investigations and events undertaken by Tickle.

Tickle will generate a discourse that informs the practice's work and creates a dialogue between Tickle and the broader design disciplines.

Tickle is to be facilitated through a culture of staff involvement, shared discourse and formed alliances.

Tickle is to be facilitated through the identification and establishment of project / research relationships.

Tickle will speculate on the future of landscape architecture and emerging practice, and how TCL may continue to contribute meaningfully and challenge existing paradigms.



Cover image: Marlon Brando in On the Waterfront, 1954
directed by Elia Kazan

waterfronts .01

An inventory of waterfronts: Melbourne, Geelong and Sydney, Australia;
Auckland and Mission Bay, New Zealand

T|i|C|k|L|e

Introduction

This tabula rasa approach to regeneration and design is challenged by our practice based research which examines how the production of public space via waterfront redevelopment can meet commercial imperatives within a design approach and language that embraces the intrinsic qualities of site, its morphology, archaeology and temporal qualities.

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Waterfront Amnesia: post industrial waterfronts and the search for authenticity

PERRY LETHLEAN

1.0 Introduction

Urban waterfronts are constantly in flux; crusty, utilitarian, muscular and dissolving; with temporal qualities that engage all our senses. Yet waterfront redevelopments are often characterised by the removal of the very qualities that attract us to these places. Waterfronts in the post industrial city are the target of extensive urban regeneration and are a vessel to facilitate a city's revitalisation.

They are sites of significant public and private investment and are seen to play a critical role in the cultural positioning and branding of a city. The procurement model of waterfront redevelopment, inherent economic imperatives and elite ideology have often translated to an erasure of site conditions and particularities of place. In addition, the international vocabulary of public realm design is often brought to these spaces as a signifier of revitalisation and regeneration. This has resulted in homogeneity of urban typologies and spatial experience across site, region and country.

This tabula rasa approach to regeneration and design is challenged by our practice based research which examines how the production of public space via waterfront redevelopment can meet commercial imperatives within a design approach and language that embraces the intrinsic qualities of site, its morphology, archaeology and temporal qualities.

Via extensive waterfront typological and design studies, and a specific design case study in Auckland, New Zealand we have examined how revitalisation and public realm destinations can be achieved whilst embracing, retaining and reinterpreting authentic site qualities.

LEFT: Fishing boats align after a morning of fish, a working harbour needs to be embraced.

RIGHT: The Docklands Melbourne revealed from fog.

2.0 Working Waterfronts

Working waterfronts operate at a different scale from the cities in which they serve. The utilitarian structures, scale of maritime industry and its functionally driven material language, coupled with the dynamism of harbour life and site specific social history, collectively challenge our typical urban experience.

The topographic shelf of working wharves, the unrelenting lines of docks, the incisions of slip ways are peculiar morphologies to these places. This otherness is partially why we are drawn to them.

The material and colour language is functionally driven for durability in a salt environment or for requirements that relate to visibility and safety.

Each waterfront is unique to its site and city. Despite the maritime industries' functional requirements for global conformity, the vagaries of development history and site specific conditions have required tailor made harbour infrastructure. In many instances, working waterfronts and their distinct spatial qualities were only revealed to their cities' citizenry in the later half of the twenty century when changes in shipping transport technology saw the move to deeper water sites further from the city and closer to road transport infrastructure. This shift has resulted in large tracts of waterfront land, close to cities, being abandoned. These sites are now a focus for urban regeneration with inherent tensions between local place identity, maximising investment and constructed images of progress.

"You want to know what's wrong with our waterfront? It's the love of a lousy buck."

Father Barry, On the Waterfront, 1954

3.0 Delivery of the Bland

The regeneration of urban waterfronts is a global urban design story and much has been written regarding the planning, procurement and delivery of these large developments. The production of public space as part of these projects has not been as fully discussed except for individual case studies. The design of the public realm is entwined in a competitive re-imaging of cities worldwide. As Dovey precisely relates, waterfront redevelopments are part of a global trend towards city branding and that the large tracts of waterfront land that are ripe for reconstruction typically focus in the design marketing of a new confident urban image and of a city's social and economic dynamism.

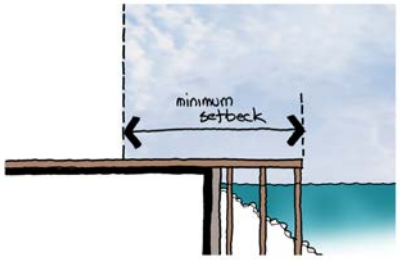
This urban iconography of the new city set within a water field and previously publicly inaccessible, is a powerful attractor for investment and in turn is politically seductive. The tendency for this global 24 hour contemporary city iconography in waterfront development often comes at the expense of the local and place specific. An international vocabulary of public realm design is often brought to these places as a signifier of revitalisation and renewal. The erasure of the artefacts of site, the derelict and the idiosyncrasies of the fine grain are not typically compatible with a 'city on the move'.

The aspiration of 'authentic' waterfront experiences within the contemporary waterfront city is often lost to an imported model that is proven, safe and predictable. The avoidance of risk plays out further in the public realm in the creation of a sanitised, cleaned up and safe waterside environment, often read as a repeat of the city street without the city's density, diversity and history. The opportunity to generate this 'authenticity' from site conditions is ultimately seen as too risky a strategy when significant branding imperatives and political and economic forces are at play. The irony is that branding is ultimately about identifying points of difference which is compromised when it all looks the same.

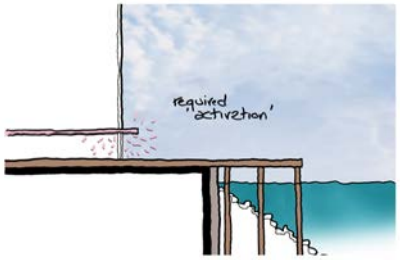
In Australasia the social and economic dynamism reflected in the marketing of waterfront redevelopments has not been matched in its delivery, particularly in the public realm. Despite the genuine aspiration for authentic waterfront experiences or a truly engaging public destination, the reality has seen the delivery of low risk themed experiences imported from elsewhere. The formulaic and low risk delivery of the public realm in Australasian waterfronts has typically been procured via two models, the clone and the regulatory.

Baltimore's successful harbour redevelopment, built in the 1970's, has had a remarkable influence on waterfront redevelopments throughout Australasia. Its financial success and visitor appeal was a seductive formula for politicians and planners to emulate. In particular the public realm developed alongside James Rouse's Festival Marketplace has been cloned to cities including Auckland, Geelong, Melbourne and Darling Harbour in Sydney. These large commercial developments, focused principally on leisure and retail uses, were often used as a catalyst for further residential and commercial redevelopment. The urban model has been both commercially successful and a popular tourism destinations. However, they are criticised for tending towards a formulaic and historicist internationalism and in some cases gentrification of working class communities.

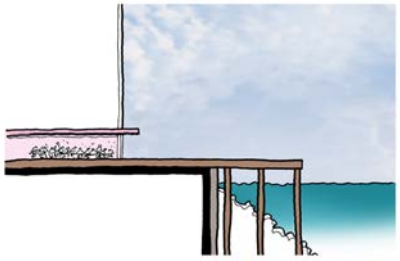
The public realm experience is reduced to a promenade role and used to foreground the main internalised event within the restaurant, food hall or hotel lobby. The delivery of the public realm is disturbingly similar across all projects; bricked pavements signifying

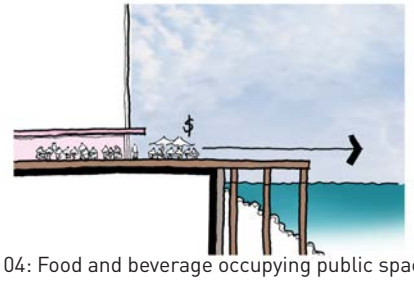


01: Minimum setback

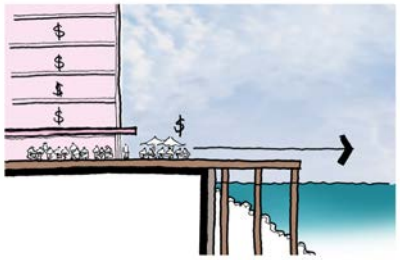


02: Required activation at ground floor


03: Food and beverage: the land use of choice



04: Food and beverage occupying public space



05: A successful ground plane generating higher returns

a tamed pedestrian focus, singularly programmed for promenading with limited external public facilities, vehicles removed, water edges contained and a historic ship and event program utilised to animate what was once a working harbour condition.

The Baltimore model is repeated unapologetically in Darling Harbour and Darling Harbour is cloned in Auckland's Viaduct Harbour. Auckland's Viaduct was generated out of a fast track development process associated with the Americas Cup in the late 1990's. It is typical of the public realm type; singularly programmed, edged by elevated restaurants, comprising a narrow public walkway with harbour fenced off, looking on to some large and expensive yachts, statically moored, with few provisions for the non paying public to stay, rest, play or meet. It's a singular experience and for a narrow demographic. In the Viaduct, what was once intended as a public party and event space has been whittled back down to a pedestrian circulation function. The provision of five public waterfront seats doesn't compare well to the thousands of tables and chairs provided within the cafes and bars. It is one of Auckland's most visited destinations and a fine restaurant venue, but it's a destination that is not publicly focussed.

The Baltimore model was also used to guide the production of Melbourne Docklands. The procurement model for Melbourne mandated that the private sector was required to deliver the public realm as part of their overall development rights. Early in the procurement process sites were extensively cleared to create unencumbered land maximising development yields and tender bids. To further reduce delivery risk and ensure a minimum of best practice outcomes, the regulatory authority required the private sector to deliver all waterfront public spaces according to a prescribed formula based on the Baltimore precedent.

Melbourne Docklands as a harbour redevelopment is half complete. The extensive site was parcelled into nine development precincts, and constructed outcomes mostly comprise residential, some food and beverage uses as well as commercial headquarters that have relocated to this new city on the water. As developers are obliged to deliver the public realm as part of their overall construction program, landscape architects and urban designers, independently of each other, have now delivered some three kilometres of waterfront promenades.

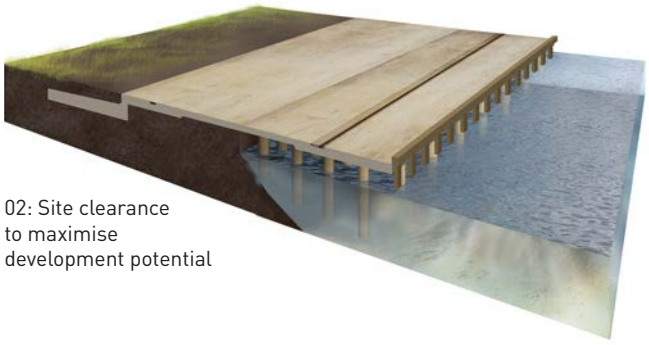
These designers are required to provide a public realm of a minimum of 30 metres set back from the waters edge to the building line. Within this 30 metre zone, 20 metres are required as unencumbered walkways. The remaining 10metres of free design space is typically taken up by planters and cafes.

The regulatory formula delivering public realm design prescribes generous walkways at the expense of the 'as found' qualities. The promenades take visitors on a mostly unrelenting journey that is reliant on adjacent food and beverage uses as the principle enlivening strategy. The result is a lack of variety, interruption, distinctive qualities of place or grit, grain and texture. They are fine promenades that could be anywhere; they are generously proportioned, comfortable, and urbane but ultimately boring.

This urban iconography of the new city set within a water field and previously publicly inaccessible, is a powerful attractor for investment and in turn is politically seductive.

Melbourne Docklands
The 'rules' for public realm design

01: Former condition



02: Site clearance to maximise development potential

4.0 Site Conversions

The rebranding of cities via waterfront redevelopments utilise the motif of 'authentic waterfront experiences' as part of the suite of lifestyle and architectural imagery.

The motif attempts to capture the exciting potential of living and visiting a vibrant and progressive city on the water. In Australia, particularly Melbourne's Docklands, this vibrancy is reflected in the marketing imagery and architectural renderings but has not yet been realised on the ground and specifically on the harbour edge. The safe typology of promenade and café comes at the expense of a truly engaging and dynamic public life; full of risk, interruptions, surprise, and social engagement.

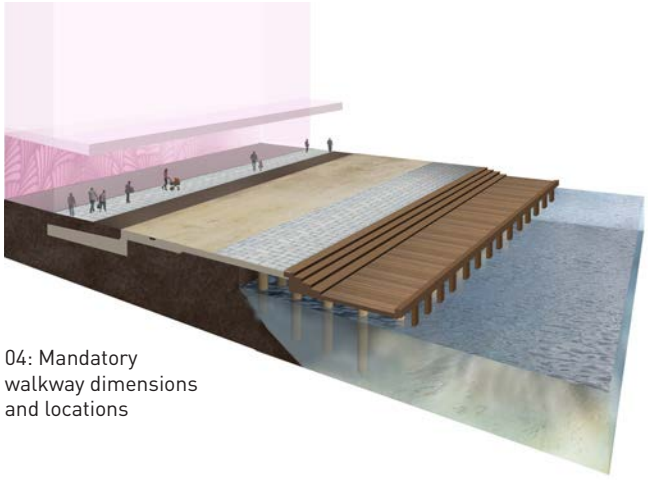
Our practice-based research, with our collaborative partners, has been testing waterfront scenarios. We like the detailed nuances that are the foundation for creativity and a possible future, that are derived of their place and capture the nuances and specificity of its culture and environment. We have argued that the aspiration for an 'authentic' waterfront experience, one that communicates a 'brand' and a progressive identity in the global marketplace is best served by first examining the specificity of place. This distinctive and local identity is more likely to convey a convincing story and genuine experience.

The research has been particularly mindful of ensuring that abandoned waterfronts or docks in transition are not caught in a 'preservation at all costs' mentality and thereby avoid a de facto museum, trapped in time. The government and private sector clients have strategic and economic imperatives that require that we not only engage with the peculiarities of place, but to do so in a commercially savvy manner.

This approach attempts to enhance the specificity of site and mediate between its sensory qualities, the decay, the grit, and the disturbing, with the harmonious. It also seeks to mediate between the elemental and the materiality of place as well as our temptation to tame and civilise. It strikes a balance between capturing site morphology and our need to layer a robust and commercially complex and viable program of uses. This embrace of the authentic attempts to curate a passage between old and new and add to a sites genuine and viable future.

So what does this mean? How does this approach translate into design outcomes? Through research, collaboration, testing and some mistakes, a number of prompts were developed that we use to tease a site of its secrets.

03: Mantatory
building set back



04: Mandatory
walkway dimensions
and locations

We like the detailed nuances that are the foundation for creativity and a possible future.

05: Non-circulation
becomes alfresco
dinning

Image: Salmon Reed

5.0 Prompts

MICRO-UP

We like the detailed nuances that are the foundation for creativity and a possible future. Each waterfront differs, resulting from the vagaries of development history, the culture of the workplace, geomorphology, site specific tidal flows and transport linkages. This distinctiveness requires detailed understanding, not just culturally, functionally or environmentally.

This approach of 'micro-up' requires a receptiveness and openness to receive site instructions from the specifics of place. We have found this to be challenging within a commercial agenda, yet the creative negotiation between 'as found' and 'new' is ultimately more rewarding.

MORPHOLOGIES

Just as cities have their distinct urban DNA built up over time, so to do waterfronts have their own unique grain and constructed morphologies. Waterfronts comprising formal edge lines, tabular topography contrasting with deep shelves, incisions, grooves and cuts are all distinct. Each basin orientates and is spatially different, dependent in part on their way of dealing with turning movements, city relationship, tidal issues or wave surge. Each waterfront reveals an extreme contrast in scales between the infrastructure of the wharves and the apparent minutia of the utilitarian architecture servicing the workers and wharf functions.

These are also places of exchange between land and sea and the passage of ships, trade, workers and immigrants that connect cities and the global economy. The tracery of this movement is subtle but remains long after the ships have left. We have viewed these patterns of flow that generated grain, marks and movement systems as the flow paths and morphology of the waterfront's future.

PATINA

Waterfronts are tough bits of infrastructure, functionally engineered to withstand extreme forces and designed to host massive ships. The resultant scale is often intimidating but also intoxicating. We relate to these places because they are not like our smoothly paved city streets. We relate by contrast to these exposed sites, to the crust, salt laden air, grit, utilitarian concrete, massive timbers, mooring and the architecture of lifting and haulage.

We are drawn to this vocabulary of materials, robust scale and patina which forms an exquisite visual language peculiar to the industry. This language is based on efficiency, site conditions and functional needs and is well suited to their site and provides a sound foundation material and visual palette for the addition of new layers and experiences.

Image: Wraight + Associates

Image: Wraight + Associates

BRICOLAGE

A careful appraisal of site often reveals artefacts that can be given a viable part in a waterfront's future. These elements designed for and of the site relate, more than any interpretive overlay, to the sites cultural or industrial past.

These robust materials, furnishings, retaining structures, bollards, gantries, bunds, slipways, in the manner of Latz, interrupt the new and allow a shift in the experience of the landscape without destroying existing valued features.

We have found vast compounds of abandoned infrastructure, cleared in anticipation of new development, are readily available for reuse and adaptation. They are tough, appropriate for the conditions, cheap, sustainable and ultimately reinforce site identity.

COMPLEXITY

Working waterfronts are historically singular in program. Waterfront regeneration represents an important opportunity to replace the mono-industrial typology, segregated from public life, with water related public destination that provides a setting for true public engagement, and with a density and diversity that encourages multiple ways of social exchange.

More often than not however, the singular maritime use is replaced by another singular use; the promenade and café. Although an important part of the waterfront mix, this condition often suppresses a diversity of other experiences, multiple ways of experiencing water, richness of water based industry and urban density.

The pleasure of enjoying a meal, coffee or a beer in a beautiful waterside setting is not disputed. However, to have this as the only way of experiencing the view, is stifling and precludes a host of more public ways to engage in the setting. As has been argued previously a complexity of programming of the public realm encourages a range of demographics to 'own' this new public space.

NEW ECOLOGIES

Working wharves have no ecological agenda. Yet they occupy vast tracts of land, which once were home to complex intertidal ecologies providing a multitude of habitats. Post industrial waterfronts are ripe for a new paradigm, which reflect the nuances and interrelationships which occur at the edge where land meets the water. The 'contemporary city on the water' has an obligation to tackle sustainability seriously. This rhetoric should be replaced with substance and the public realm should take the lead as one part of layering in a new complexity to this once singular experience.

Image: Robert Owen

WATER AGITATION

A harbour is a constructed artefact, it's functionally driven. It's designed to be used. The appeal of looking out onto a working harbour is self evident. By contrast there is limited appeal in looking out onto a once vibrant working harbour that has been neutered and stripped of its function.

The default response to the empty harbour has often been to rent expensive moorings that are packaged with adjacent residential uses. This large 'boat park' for those that can afford it, has a vicarious appeal but is ultimately a static view and a lost opportunity. The primary aim should be to deliver new commercial, entertainment and recreational uses that visually energise this public asset and convey that once again this water body has a life. Water based industries are particularly important. Multiple uses have a myriad of benefits in terms of visitation, draw, visual appeal and a shifting program of activities for a range of demographics. Fishing, ferries, concerts, taxis, pools, rowing, yacht classes, tours, sea planes should all be part of a waterfront cacophony.

FRICTION

An aspiration for a range of public programs and water based activities creates friction between uses and users. This should be intentional. Friction between uses and multiple transport modes requires the sharing of space and negotiation. By contrast relegating a waters edge to solely pedestrian or cyclist uses ultimately creates a linear promenade with very little to either activate its edge conditions or create a sequence of destinations. Interruptions of flow, pauses in the path, a bit of grease and grime and the slowing down of the journey caused by friction between modes, differentiates working waterfronts from our cities and is ultimately more interesting. Friction conveys an important message for all users. It relates that waterfronts in the new city are for everyone, it negates a common tendency for uniformity and to minimise visual interference from the elevated café, commercial office or residential unit.

CONTEMPORARY LAYERS

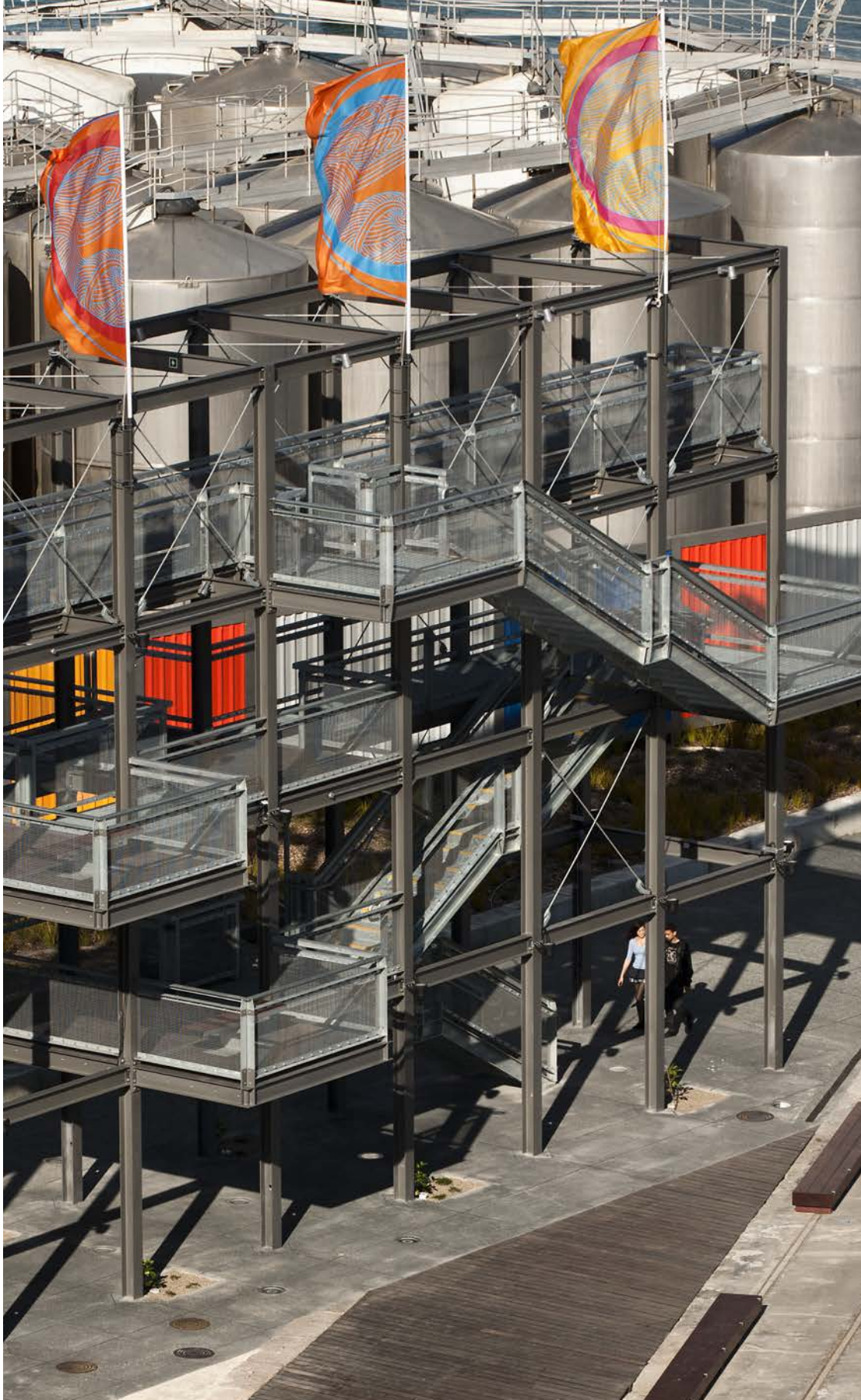
Waterfronts offer a release from defined urban spaces. We visit them because they provide engaging, reflective and challenging water experiences. These places are designed spaces, fed from the specificity of site but are ultimately contemporary constructs. We contend that being site responsive doesn't necessarily mean being polite and modest. Being site responsive, in a large scale urban waterfront setting, may require some bold contemporary gestures. Accepting a contemporary design overlay allows designers to have some fun. We have experienced projects and worked with a range of artists and architects who have interpreted the nuances of a site's history and character to create the surprising, the brash and the remarkable.

6.0 Auckland's Wynyard Point

These prompts are being used in Auckland's waterfront at Wynyard Point. This 30ha harbour precinct, is located in close proximity to Auckland's CBD, but is physically separated by the Viaduct Harbour development comprised of a series of small harbours and waterways. Wynyard Point is a site in transition. Future redevelopment anticipates transforming this harbour and site of industry, fishing and maritime uses into a mixed use precinct of predominately residential and commercial uses. A specialised delivery agency (Sea+City), was established to redevelop the site and an urban design masterplan was recently prepared that focused on developable sites, scale massing and street layouts. The masterplan is sensitive to the macro structure of the site but is unresolved in terms of the overall delivery timeline, public realm, land use mix, community infrastructure and place definition.

The first phase of the masterplan to be developed is a 5ha site that encompasses roads, harbour, industrial sites, tank farms and storage sites. This was seen as a public realm demonstration project that will set the character of this new City of Auckland 'on the water', and in turn entice private sector investment. The masterplan envisages the public spaces of this precinct operating much like the successful Viaduct, with an open undifferentiated ground plane, flanked by cafes adjacent to the water. Taylor Cullity Lethlean with Wraight Associates was engaged to deliver this first phase of the masterplan. This was designed in 2009 and is now currently under construction.

RIGHT: Gantry structure



The project is centred on Jellicoe Harbour, an exceptional waterfront setting. To better understand its secrets, the team undertook detailed analytical studies to reveal its dynamics including, transects, immersion analysis, temporal mappings, urban morphology and regional studies. These studies generated an alternative public realm vision for the site, where friction is encouraged, smelly fish are the attraction, rust, grit and patina are embraced and derelict artefacts are reprogrammed. This challenged some of the assumptions implicit in the original masterplan. This was a strategic and critical moment in the creative and delivery process. It sought to generate, with client and stakeholders, a 'buy in' to a new way of approaching the site and imagine an alternative possible future.

Our design approach concentrated on two key strategies:

• Retention and enhancing of fishing and maritime industries that, we contend, should form the focus of new public experiences.

• Examination of the site's peculiar archaeology of patterns and materiality to inform a new public future.

Our analysis operated at two scales, a macro understanding of the role of this site in Auckland's city structure, in the manner of Gandelsonis ; and a more microscopic appraisal of site conditions and qualities.

A broader urban mapping revealed that although Wynyard Point is arranged in a traditional grid structure, a more idiosyncratic morphology underpinned its distinctiveness. The site, now isolated from Auckland's CBD, was once connected to the central city via a long haulage coal rail line that despite being partially buried and built over, could once again be used to connect this site back to its City.

Auckland's long waterfront, including Wynyard Point, is also characterised by a sequence of splayed finger wharves that deviate from the city grid structure to deflect tidal conditions and thereby create calmer harbours. At Wynyard Point this spayed morphology revealed itself as a 'hinge' that formed the junction between two periods of the sites reclamation. In its first incarnation, in 1840s, the entire length of the site was a continuous harbour edge condition, only to be later in-filled, along half of its length, by a large finger of reclamation that was subsequently used for bulk liquid storage. This ultimately created a smaller, more intimate, harbour condition.

Further mapping revealed that this broader waterfront precinct has a significant paucity of open space, trees and recreational facilities compared to the greater urban setting. While this is not surprising, considering its industrial function, it is an important issue to be addressed in designing the sites future as a community and public destination.

Our micro up approach revealed a rich maritime and industrial archaeology that had been earmarked for removal. The analysis revealed former wharf lines, trapped artefacts, rail grooves, massive precast block walls, silos, gantries, a tangle of overhead pipes, bund landscapes and a language of finger jetties and slip ways that contrasted the sheer flatness of the reclamation shelf. The design of the public realm has two principle expressions; the Harbour and Silo Park.

HARBOUR

Jellicoe Harbour is a north facing harbour, which currently has an engaging diversity of uses; including large industrial container ships, boat transport, fishing trawlers and an offshore ferry service. Most of these uses were to be phased out as part of the longer term development process. Instead of imagining a total transformation of this space, the majority of the team's design energy, was spent determining how to weave future development and a public realm experience around the 'as found' conditions. This included articulating the intrinsic benefits of supporting existing harbour functions and actively facilitating a shift in how waterfront spaces are managed and experienced.

Jellicoe Harbour currently operates as a small fishing fleet and an offloading operation that is linked to a nearby fish wholesale market. The masterplan had located development parcels close to the waters edge which would have maximised commercial return on the land in the short term and provided elevated waterfront views, but would not have allowed the servicing and unloading of the fishing boats. This simple dimensional issue would have required the relocation of the fishing industry and for the public, a loss of valuable 'authentic' harbour edge experience. We successfully argued that the fishing industry is critical to the site's past and to its future.

The industry is the main point of difference to the typical Auckland waterfront condition, and should be a centrepiece of an integrated fishing fleet home, fish wholesale and seafood retail market centre. Commercial programs for development sites close to the water should be focussed on land uses that are related to the existing working wharf such as fishing, bait and tackle shops, a central fish market, fish and chip shops, visitor services and seafood dining.

SILO PARK

Silo Park is located at the junction between the two phases of Wynyard Point's reclamation history. It currently comprises a cement depot, a small harbour and a working jetty facility. The masterplan proposed that a large water feature occupy this triangle of land, flanked in the future, by residential development and public facilities. As part of our broader urban mapping, we revealed, that due to the central location of this precinct, it would be more valuable as a community park rather than as a decorative water element. As part of our micro-up analysis we identified that the site also contains an extensive array of crusty marine and industrial artefacts. We proposed that Silo Park should consist of a number of different functions relevant to a site during this transition phase of development. A complexity was layered into the design to facilitate a range of hybrid uses; passive recreation, event space, youth precinct, industry and folly.

Each program is new to the site, yet built from the pattern language and infrastructure and the mythology of place. A gantry becomes a centrepiece of the Park; an evocative response to the industrial language of the site and aligned to reinforce the historic hinge. It is designed to be a visual folly, play structure, lookout, arbour and event infrastructure. It also forms the infrastructure for a proposed working dock. This facility is proposed to be used for the final 'fit out' of large super yachts. The manufacture of these large sleek boats is a New Zealand speciality. Bringing this industry into public view and integrated into the design mix, reinforces an 'authentic', albeit glossy, waterfront experience. In addition to the gantry, an existing silo, a large vertical feature of the site that had been slated for removal, was recast to become a signature light beacon, café and centre for adventure tourism including bungy jumping and climbing.

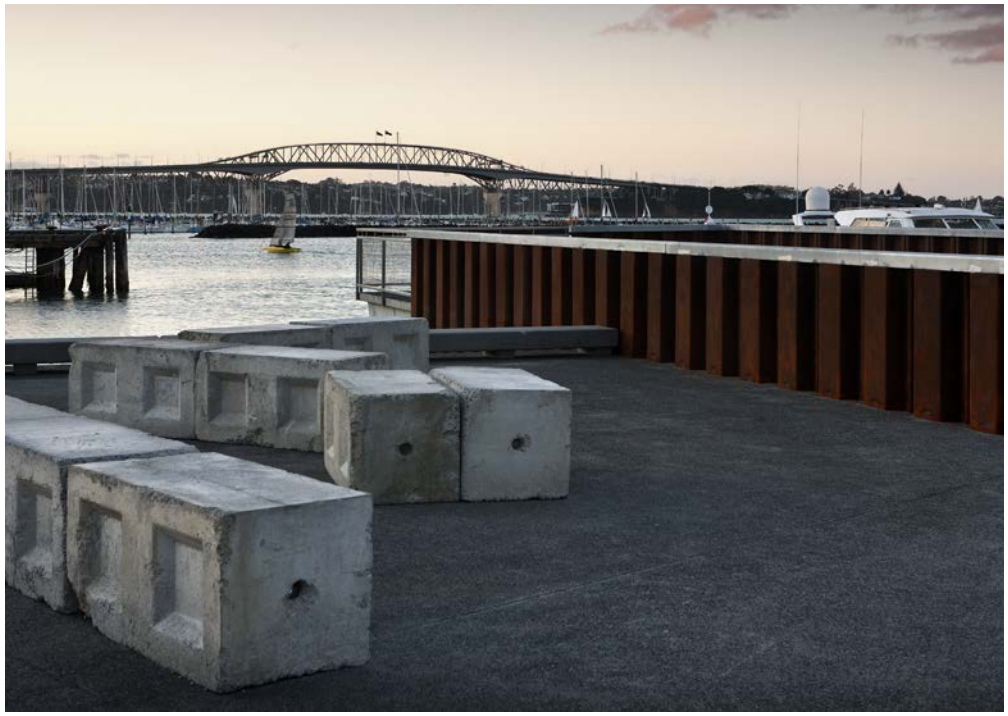
Bunds that are used to prevent industrial spills from silos, are borrowed conceptually, to inform a topographic arrangement of open lawns, used for passive recreation purposes, sports and event functions. Large precast concrete units that were used for the storage of materials for concrete manufacturing are salvaged and exploited as furniture and rip rap walls for a new harbour edge condition.

Navigation buoys have become part of a maze for a new play space. A buried wharf is revealed and used as a major circulation spine, edged by a large bio-remediation treatment wetland that references its former water edge condition. In Auckland's Wynyard Point, this contemporary waterfront promenade and park is generated from the site, its distinct patterns, functions, materials and artefacts.

7.0 CONCLUSION

Waterfront amnesia refers to a past tendency to forget the distinctive qualities of place in the design of waterfront redevelopments.

Alternatively; a receptiveness to investigate, embrace, interpret and recast site stories in the creation of a contemporary public realm, would continue a narrative of place and result in a meaningful and engaging experience.



A complexity was layered into the design to facilitate a range of hybrid uses; passive recreation, event space, youth precinct, industry and folly.

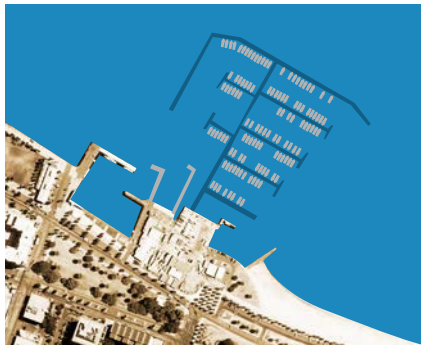
LEFT: Conrete seats look out over the harbour

RIGHT: Waterfront Silo Park render


Golden Bay Cement

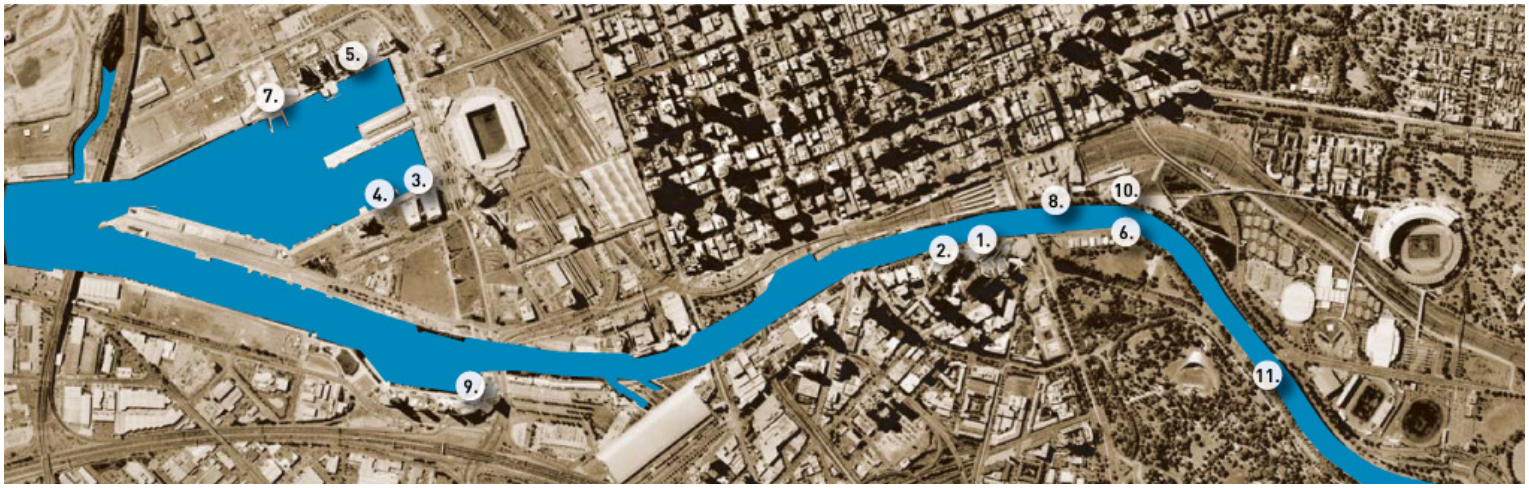
Waterfronts: Victoria

Geelong, Australia



1 Geelong Promenade pg24

Melbourne, Australia



1	Southbank: Section 01	pg26
2	Southbank: Section 02	pg28
3	Victoria Harbour at NAB	pg30
4	Victoria Harbour at Ericsson	pg32
5	New Quay	pg34
6	Rowing Club	pg36
7	Waterfront City	pg38
8	Northbank at Riverland	pg40
9	Yarra's Edge	pg42
10	North Bank at Banana Alley	pg44
11	Yarra Edge BBQ Area	pg46

Key Waterfront Study Locations

Geelong Promenade

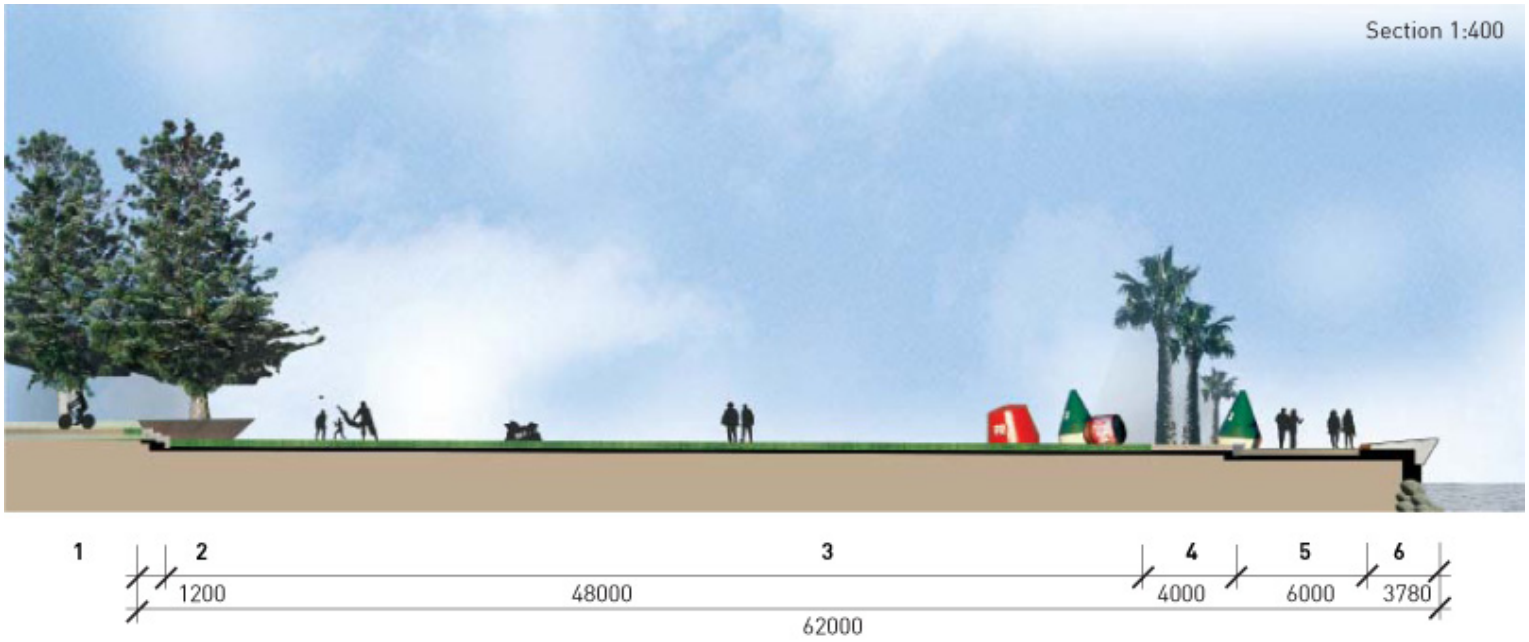
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Promenade adjacent to event lawn

BOTTOM RIGHT:
Expression of new and old

TOP RIGHT:
Precast concrete fins

Geelong Promenade



DESIGNER:
Taylor Cullity Lethlean

TYPOLOGY:
Park and Promenade

MATERIALS:
Timber
Corten Steel
Concrete
Granitic sand

TREES:
Palms *(Washingtonia)*
Hoop pines *(Araucaria cunninghamii)*

ADJACENT BUILDINGS HEIGHTS:
N/A

ADJACENT LAND USES:
Commercial

ACTIVE EDGES:
Northern beach
edge, Geelong CBD

PRIMARY FUNCTION:
Promenade
Events space

SECTION KEY
1 Hoop Pines – Aracucaria cunninghamii
2 Corten Steel
3 Lawn
4 Palms – Washingtonia
5 Concrete Paving
6 Precast exposed aggregate concrete plinth

Southbank: Section 01

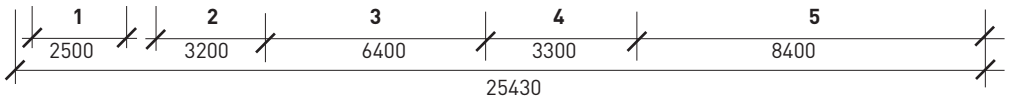
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Primary promenade

TOP RIGHT:
River pathway

BOTTOM RIGHT:
Secondary circulation system located on waters edge.

Southbank: Section 01



DESIGNER:
Denton Corker Marshall

TYPOLOGY:
Riverside promenade

MATERIALS:
Sawn bluestone
Precast concrete pavers
Asphalt
City of Melbourne furnishings

TREES:
Plane trees *(Platanus xhispanica)*

ADJACENT BUILDINGS HEIGHTS:
Vary between 10 to 20 levels

ADJACENT LAND USES:
Commercial
Offices
Residential
Public spaces
River transport

ACTIVE EDGES:
Primarily southern commercial edge, active northern river edge

PRIMARY FUNCTION:
Pedestrian thoroughfare accessing city's key entertainment precinct

SECTION KEY
1 Bluestone walls & edging
2 Concrete pavers
3 Lawn & Plane trees - *Platanus xhispanica*
4 City of Melbourne furnishing
5 Concrete Pavers

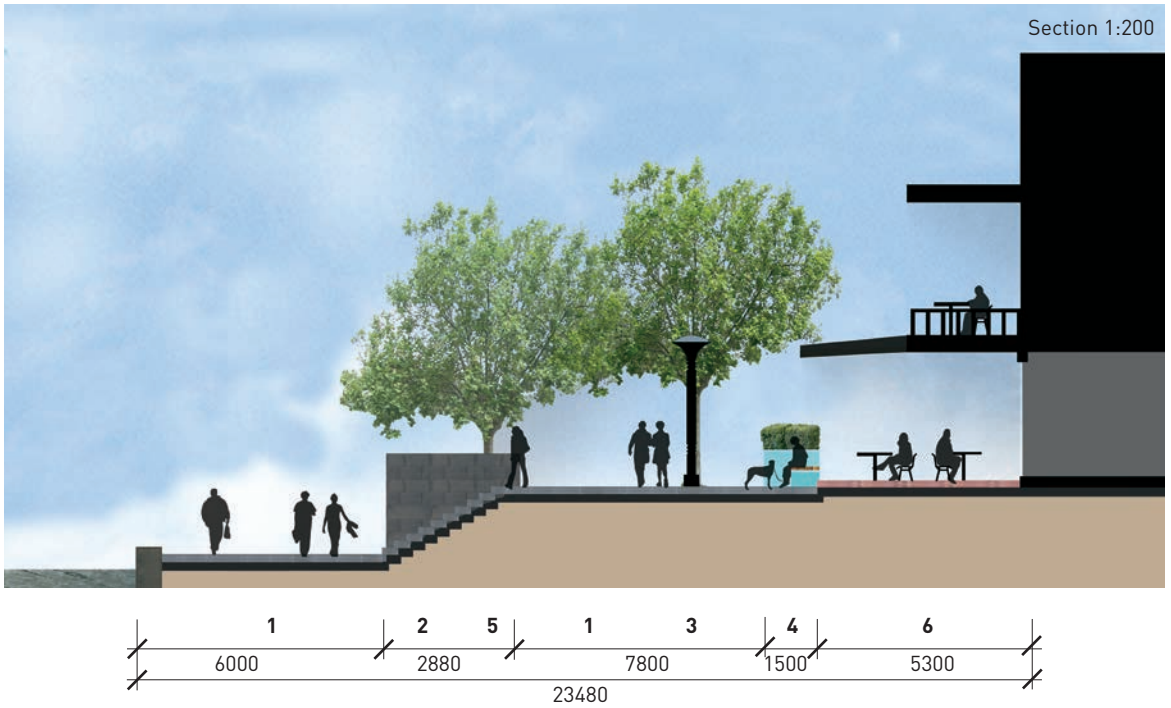
Southbank: Section 02

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
lower riverside
walkway

RIGHT:
Two tiered
circulation system

Southbank: Section 02



DESIGNER:

Denton Corker Marshall

TYPOLOGY:

Riverside promenade

MATERIALS:

Sawn bluestone

Precast concrete pavers

Asphalt

City of Melbourne furnishings

TREES:

Plane trees *(Platanus xhispanica)*

ADJACENT BUILDINGS: HEIGHTS:

Vary between 10 to 20 levels

ADJACENT LAND USES:

Commercial

Offices

Residential

Public spaces

River transport

ACTIVE EDGES:

Primarily southern commercial edge, active northern river edge

PRIMARY FUNCTION:

Pedestrian thoroughfare accessing city's key entertainment precinct

SECTION KEY

1 Concrete pavers

2 Bluestone walls & edging

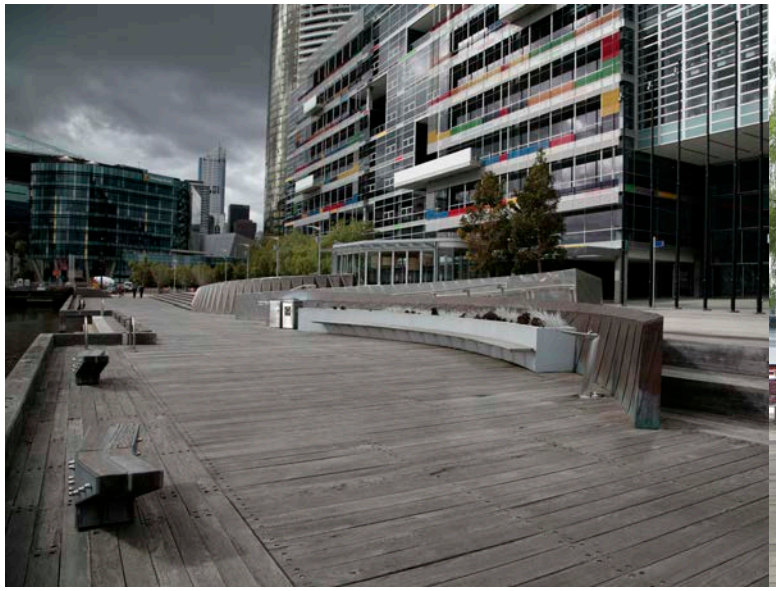
3 City of Melbourne furnishings

4 Rendered concrete planters

5 Lawn & Plane trees - *Platanus xhispanica*

6 Tiles

Victoria Harbour adjacent to NAB



Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Cafe seating area

RIGHT:
Lower promenade boardwalk

Victoria Harbour adjacent to NAB

DESIGNER:

Taylor Cullity Lethlean

TYPOLOGY:

Harbour promenade

MATERIALS:

Timber

Concrete

Stainless steel

Copper

TREES:

Peppercorn trees *(Schinus molle)*

ADJACENT BUILDINGS HEIGHTS:

Vary between 10 to 12 levels

ADJACENT LAND USES:

Commercial

Offices

ACTIVE EDGES:

Commercial building edge

PRIMARY FUNCTION:

Promenade servicing office workers in adjacent buildings

SECTION KEY

1 Hoop Pines - Aracucaria cunninghamii

2 Corten Steel

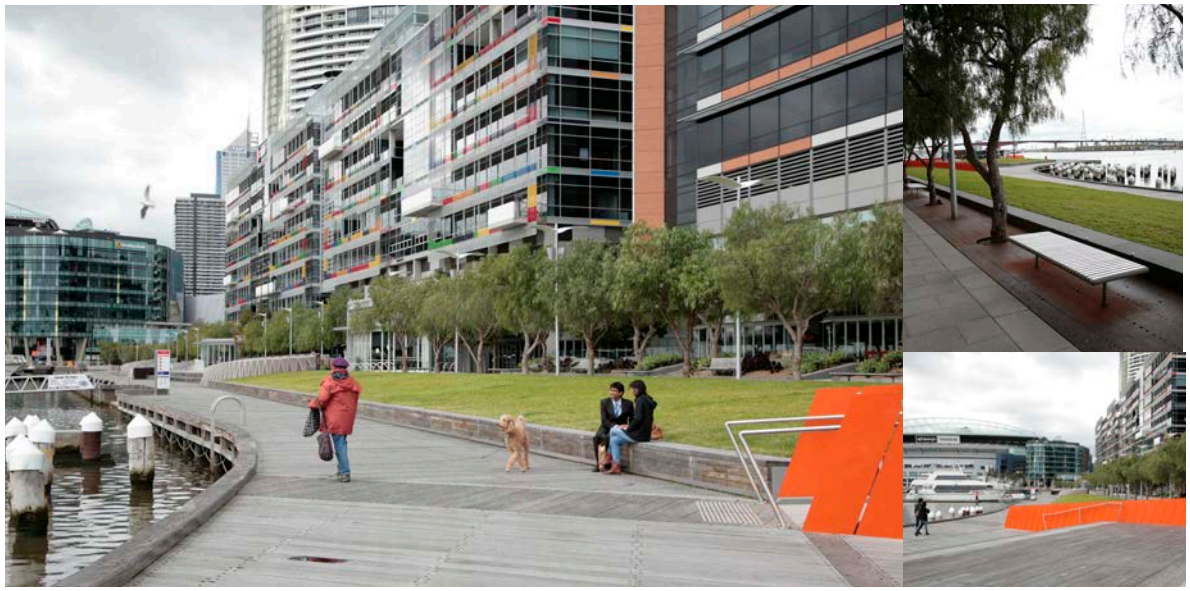
3 Lawn

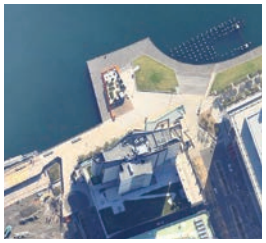
4 Palms - Washingtonia

5 Concrete Paving

6 Precast exposed aggregate concrete plinth

Victoria Harbour at Ericsson





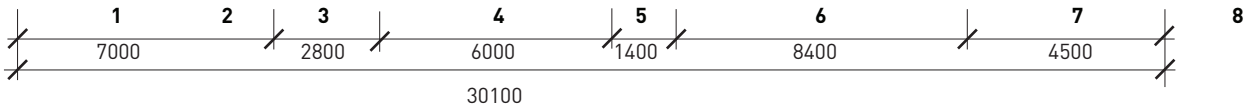
Aerial Satellite Image.
www.nearmap.com

ABOVE:
Secondary
circulation

TOP RIGHT:
Seating under
peppercorns

BOTTOM RIGHT:
Steps and ramp to
lower walkway

Victoria Harbour at Ericsson



DESIGNER:
Taylor Cullity Lethlean
with Peter Elliott

TYPOLOGY:
Harbour promenade

MATERIALS:
Timber
Precast concrete pavers
Stainless steel
Copper

TREES:
Peppercorn trees *(Schinus molle)*

ADJACENT BUILDINGS HEIGHTS:
Vary between 10 to 12 levels

ADJACENT LAND USES:
Commercial
Offices

ACTIVE EDGES:
Commercial building edge

PRIMARY FUNCTION:
Promenade servicing office workers in adjacent buildings and boat moorings

SECTION KEY

1 Precast concrete pavers
2 Glass screen
3 Peppercorn Trees
4 Precast concrete pavers
5 Concrete steel plate
6 Lawn
7 Timber decking
8 Existing bollards plastic capped

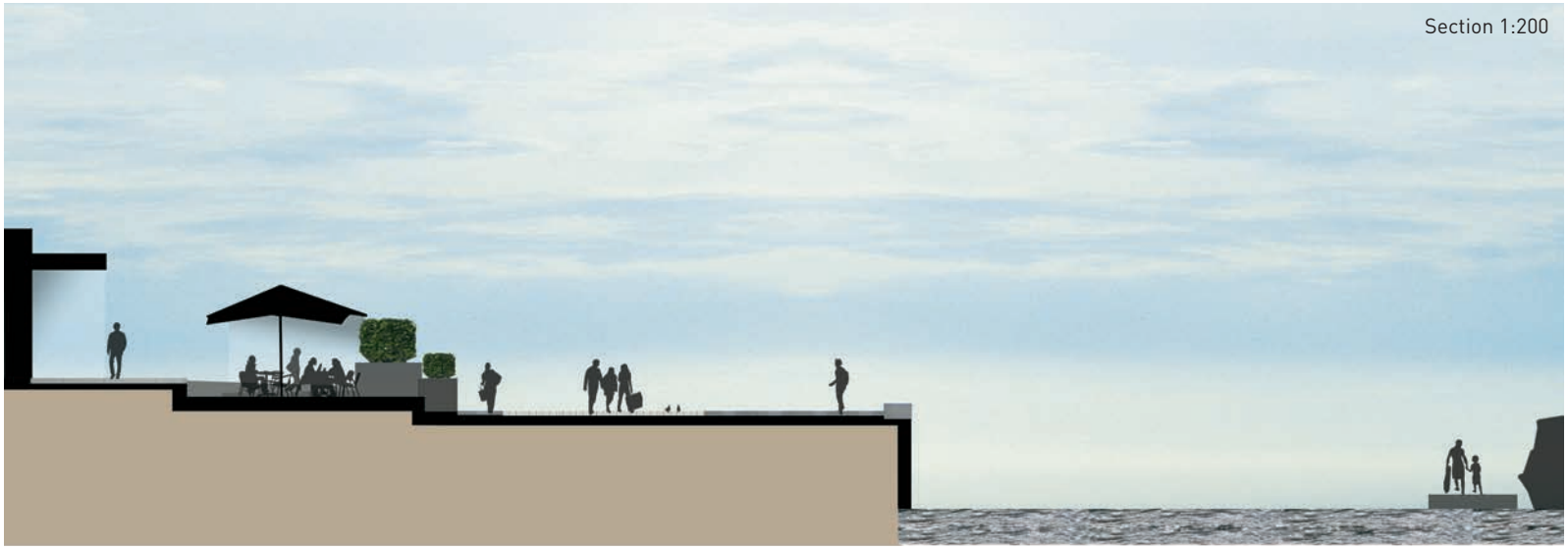
New Quay

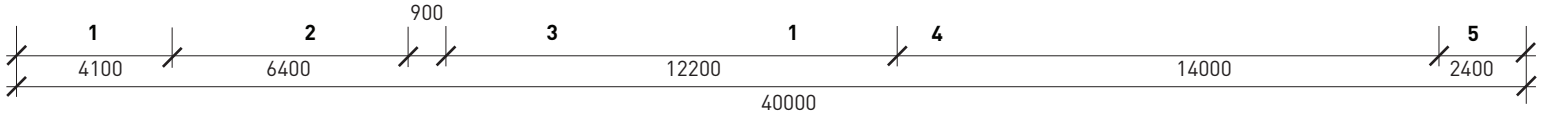
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Timber seating

RIGHT:
Generous timber
& precast concrete
promenade forming
major thoroughfare

New Quay





DESIGNER:
Tract Consultants

TYPOLOGY:
Harbour Promenade

MATERIALS:
Timber
Concrete
Precast Concrete Pavers

ADJACENT BUILDINGS HEIGHTS:
Residential: 20 Levels
Commercial: 1 Level

ADJACENT LAND USES:
Residential towers
Cafes, Bars & Restaurants at ground level

ACTIVE EDGES:
Northern commercial & residential
Marina south edge

PRIMARY FUNCTION:
Thoroughfare for New Quay & Connects Waterfront City precinct

SECTION KEY

1 Precast exposed aggregate concrete pavers
2 Rendered concrete planters
3 Timber boardwalk
4 Sawn bluestone edging
5 Pontoon walkway

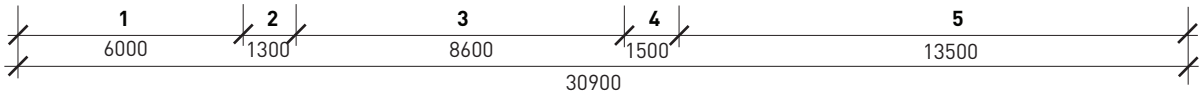
Rowing Club

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Timber ramp into river

RIGHT:
Asphalt road adjacent to clubhouses

Rowing Club



TYPOLOGY:

Rowing Club

Public River park

MATERIALS:

Timber

Asphalt

Concrete

TREES:

ADJACENT BUILDINGS HEIGHTS:

2 Levels

ADJACENT LAND USES:

Parkland & Bike Paths

ACTIVE EDGES:

Northern river edge

PRIMARY FUNCTION:

Sporting facility for Melbourne's schools & universities.

Access to key city bike path.

SECTION KEY

1 Timber launching ramp

2 Concrete

3 Lawn

4 Plane Tree - *Platanus xhispanica &* bicycle hoops

5 Asphalt

Waterfront Plaza @ Victoria Harbour

Aerial Satellite Image.
www.nearmap.com

ABOVE:
Ramp to moorings

TOP RIGHT:
Precast concrete
edge seating

BOTTOM RIGHT:
Main plaza

Waterfront Plaza @ Victoria Harbour

DESIGNER:
Hassell

TYPOLOGY:
Event Space

MATERIALS:
Concrete
Steel
Timber

ADJACENT BUILDINGS HEIGHTS:
3 Levels

ADJACENT LAND USES:
Commercial
Residential
Entertainment

ACTIVE EDGES:
Marina south edge
Commercial on East
& West

PRIMARY FUNCTION:
Event Space

SECTION KEY

1 Precast concrete pavers
2 Sandstone steps
3 Brick paving
4 Precast concrete balustrade
5 Timber ramp
6 Timber pontoon ramp

Northbank at Riverland

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Beer garden
interface

RIGHT:
Main walkway
adjacent to vaults

Northbank at Riverland

DESIGNER:

6 Degrees & City of Melbourne

TYPOLOGY:

Riverside cafe

MATERIALS:

Bluestone

Asphalt

Timber

Steel

Glass

ADJACENT BUILDINGS HEIGHTS:

1 Level

ADJACENT LAND USES:

Commercial

Tourism

Public space

ACTIVE EDGES:

Northern edge vaults

PRIMARY FUNCTION:

Access way from city to the Yarra River's north bank

SECTION KEY

1 Asphalt

2 Timber & steel dividing balustrade

3 Bluestone retaining wall

4 Bluestone river edging

Yarra's Edge

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Concrete balustrades to ramps

RIGHT:
Lower promenade acts as primary thoroughfare adjacent to water.

Yarra's Edge

DESIGNER:

MDG Landscape Architects

TYPOLOGY:

Residential cafe

MATERIALS:

Timber

Precast concrete

Stainless steel

TREES:

Plane trees *(Platanus xhispanica)*

ADJACENT BUILDINGS HEIGHTS:

5 Levels on promenade
Apartment towers set back from waterfront

ADJACENT LAND USES:

Residential

Commercial

Tourism

Boating

ACTIVE EDGES:

Marina

Cafe & restaurant strip

PRIMARY FUNCTION:

Public thoroughfare

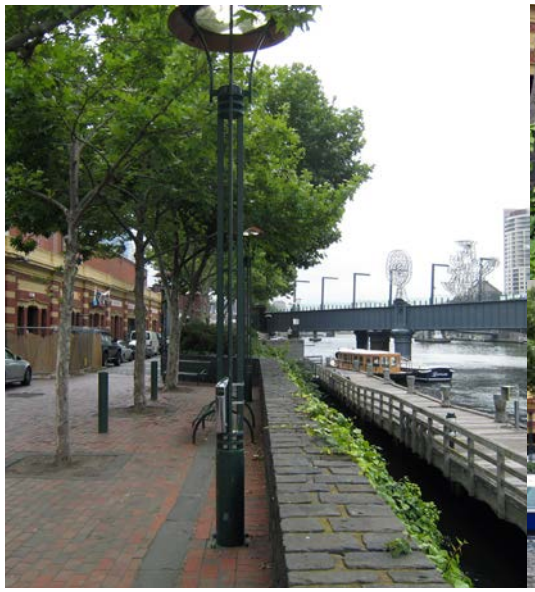
Residential precinct

Entertainment area

SECTION KEY

1 Pontoon Walkway
2 Timber boardwalk
3 Precast colour infused concrete balustrades
4 Precast colour infused concrete pavement
5 Concrete pavement

North Bank at Banana Alley



Aerial Satellite Image.
www.nearmap.com

ABOVE:
Plane trees line
brick shared zone

TOP RIGHT:
Planting to cover
embankment wall

BOTTOM RIGHT:
View to vaults from
opposite of river

North Bank at Banana Alley

TYPOLOGY:
Access way

MATERIALS:
Bluestone
Brick paving
Timber

TREES:
Plane Trees *(Platanus xhispanica)*

ADJACENT BUILDINGS HEIGHTS:
1 Level (5m)

ADJACENT LAND USES:
Commercial

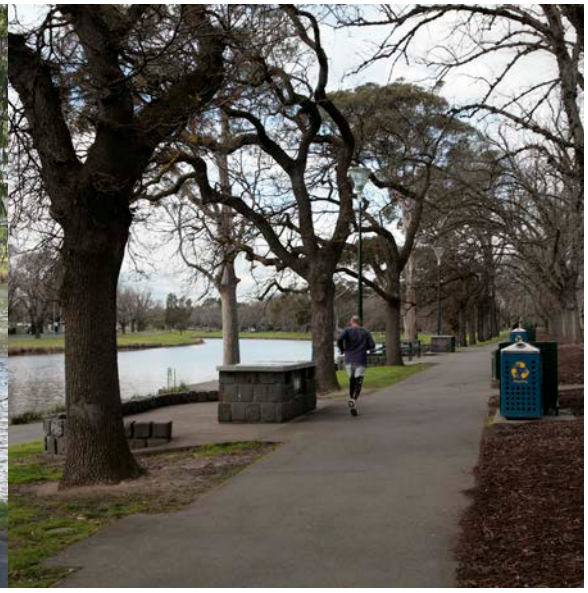
ACTIVE EDGES:
Vault edge (commercial).
Upper river boulevard & bike path

PRIMARY FUNCTION:
River side park & BBQ area

SECTION KEY

1 Brick paving
2 Plane trees -*Platanus xhispanica*
3 Bluestone edge
4 Timber jetty

Yarra Edge BBQ Area

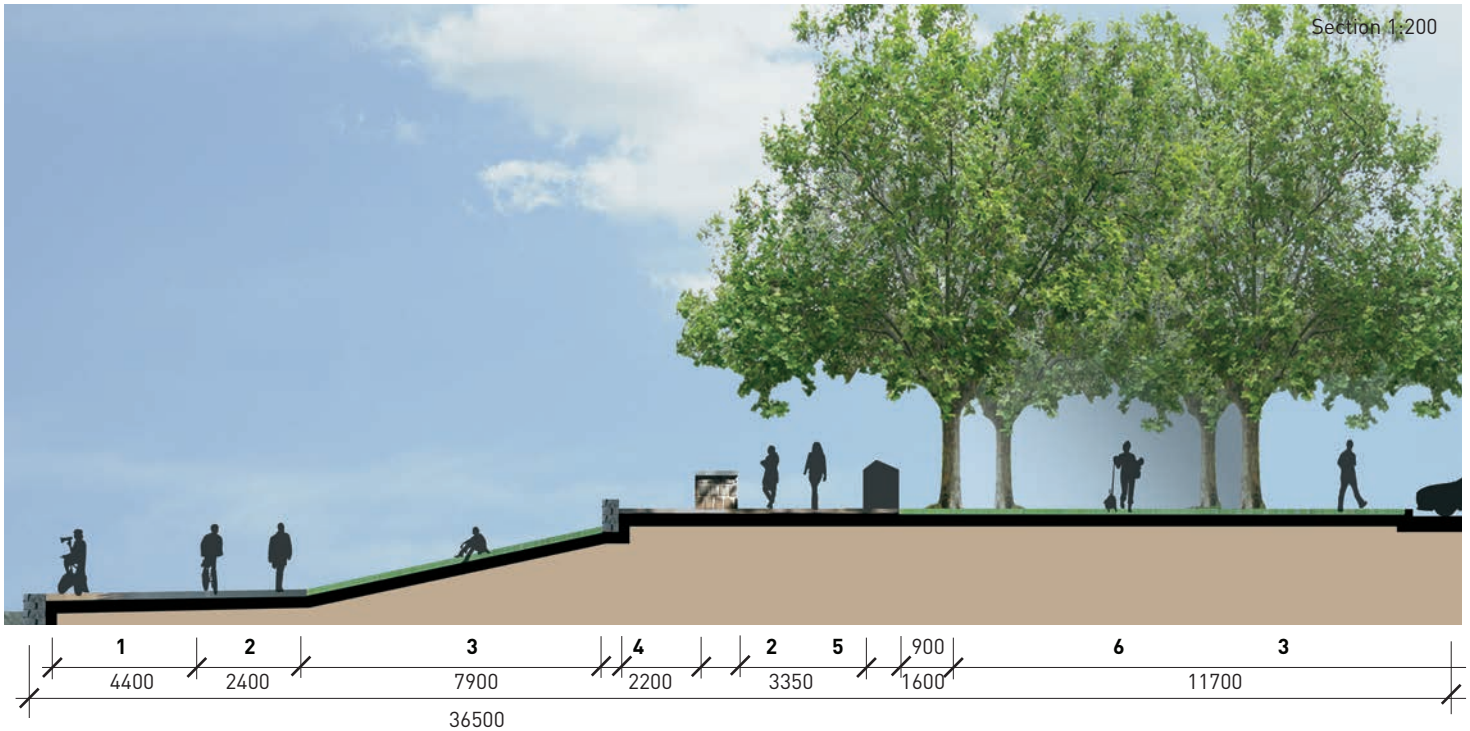


Aerial Satellite Image.
www.nearmap.com

ABOVE:
Informal river edge

RIGHT:
Asphalt path is the primary pedestrian and bicycle route.

Yarra Edge BBQ Area



TYPOLOGY:

BBQ Area

MATERIALS:

Bluestone

Asphalt

Concrete

TREES:

Plane Trees *(Platanus xhispanica)*

ADJACENT BUILDINGS HEIGHTS:

N/A

ADJACENT LAND USES:

Boulevard

Parkland

ACTIVE EDGES:

Lower river bike path.

Upper river boulevard & bike path

PRIMARY FUNCTION:

River side park & BBQ area

SECTION KEY

1 Gravel

2 Asphalt

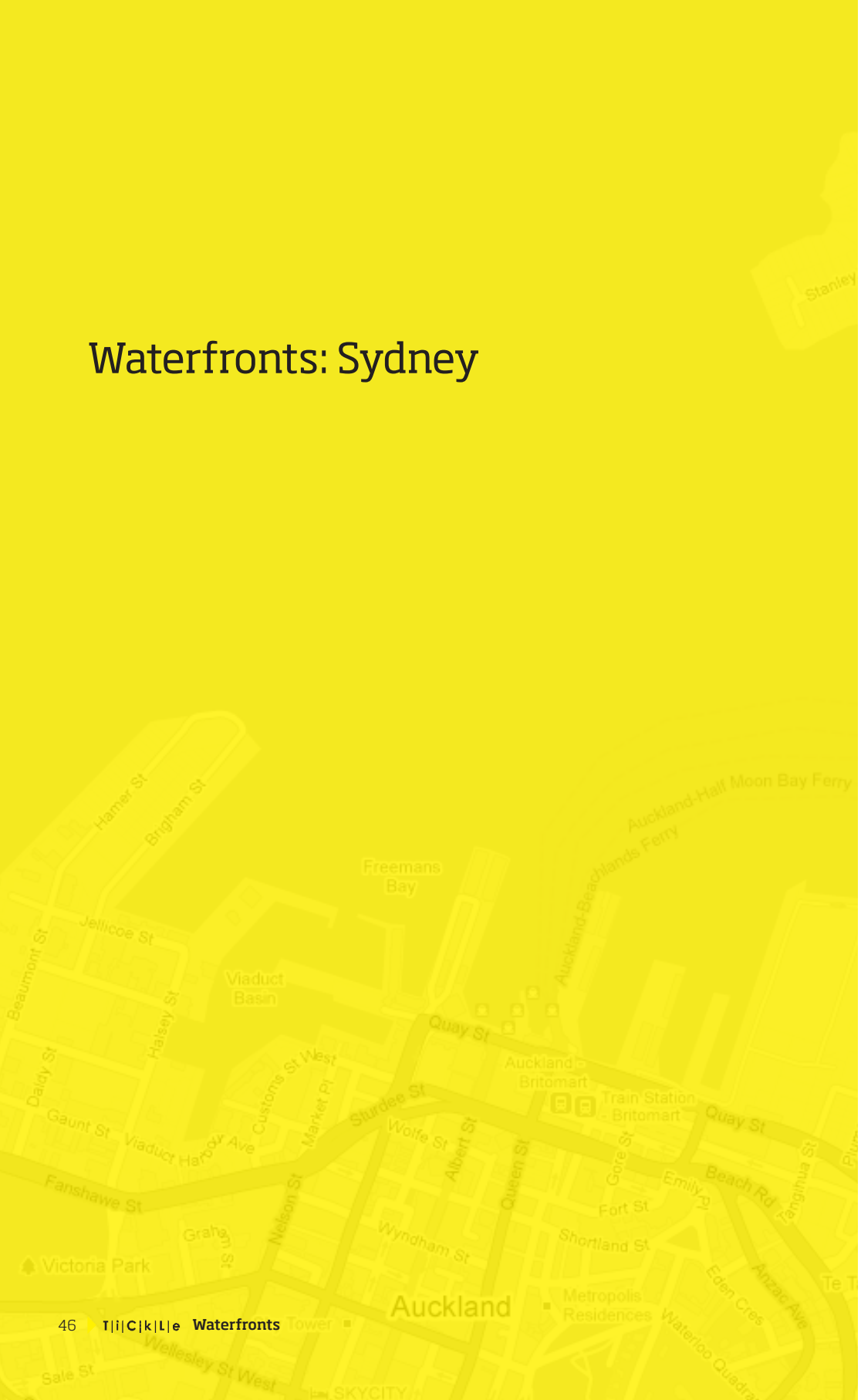
3 Lawn

4 Bluestone retaining wall

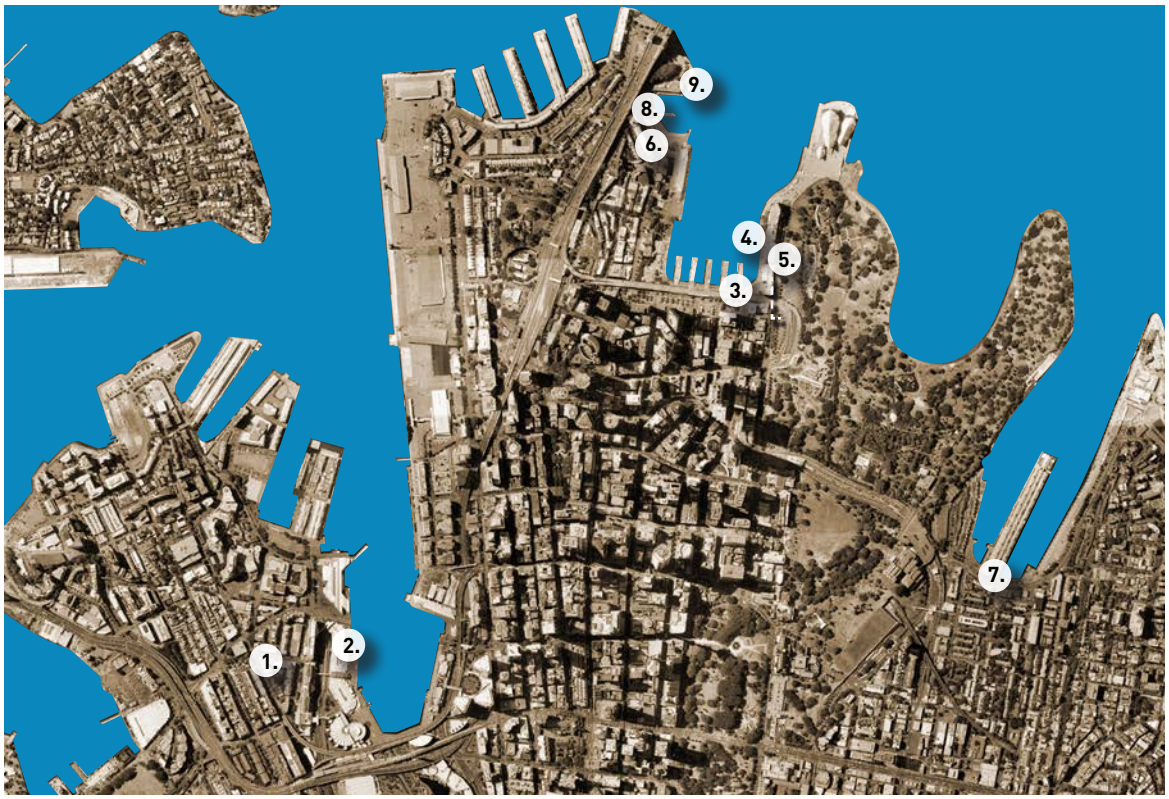
5 City of Melbourne furnishings

6 Plane trees - *Platanus xhispanica*

Waterfronts: Sydney



Sydney, Australia



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2. Cockle Bay pg 52
3. Circular Quay Section 01 pg 54
4. Circular Quay Section 02 pg 56
5. Circular Quay Section 03 pg 58
6. The Rocks pg 60
7. Woolloomooloo pg 62
8. The Rocks Hotel Section 01 pg 64
9. The Rocks Hotel Section 02 pg 66

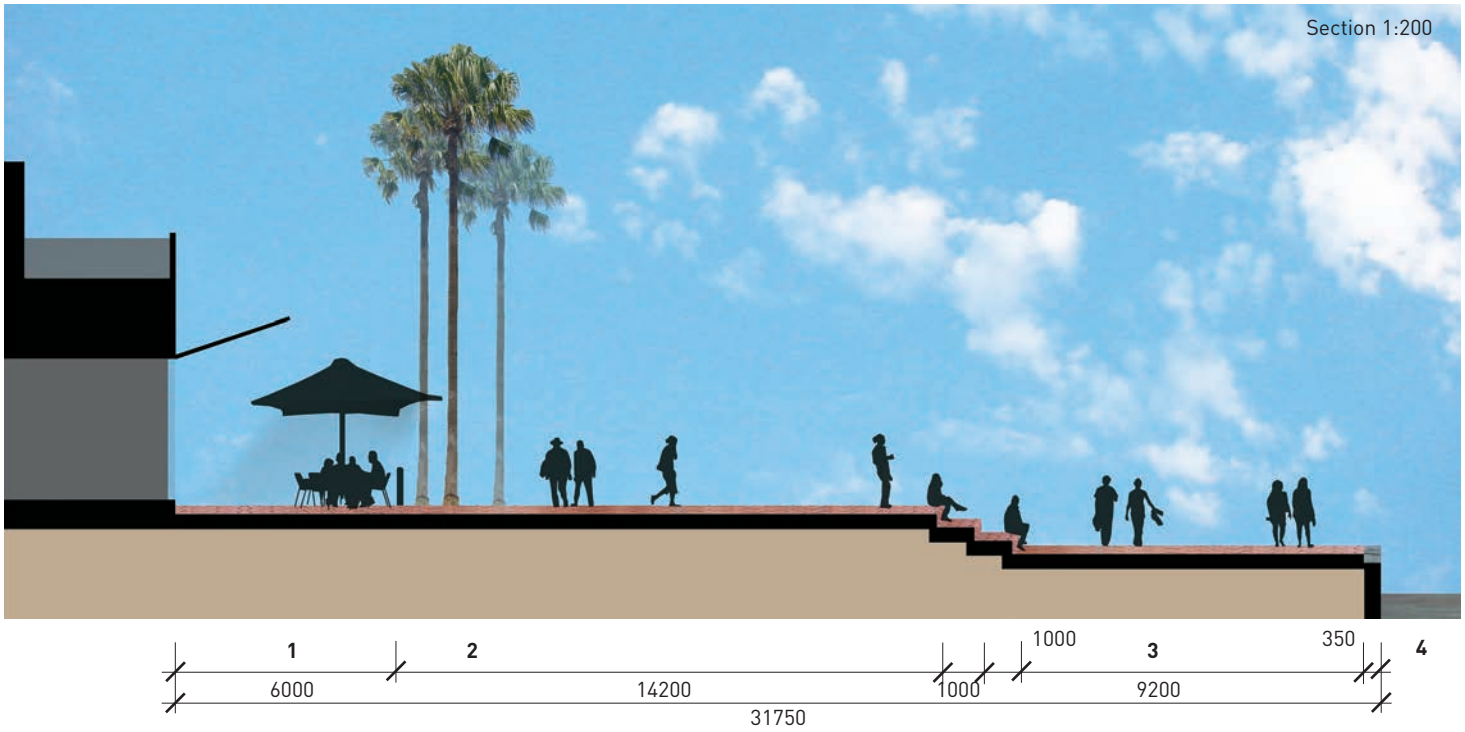
Darling Harbour

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Brick paved promenade

RIGHT:
Water stairs

Darling Harbour



TYPOLOGY:
Entertainment precinct

MATERIALS:
Brick Paving
Concrete
Timber

TREES:
Cabbage Palms *(Livistona australis)*

ADJACENT BUILDINGS HEIGHTS:
2 - 3 Levels

ADJACENT LAND USES:
Commercial
Accommodation

ACTIVE EDGES:
Water Edge
Restaurant & Cafe strip

PRIMARY FUNCTION:
Tourism precinct

SECTION KEY

1 Steel capped timber bollards
2 Cabbage palms - *Livistona australis*
3 Brick paving
4 Timber edging

Cockle Bay

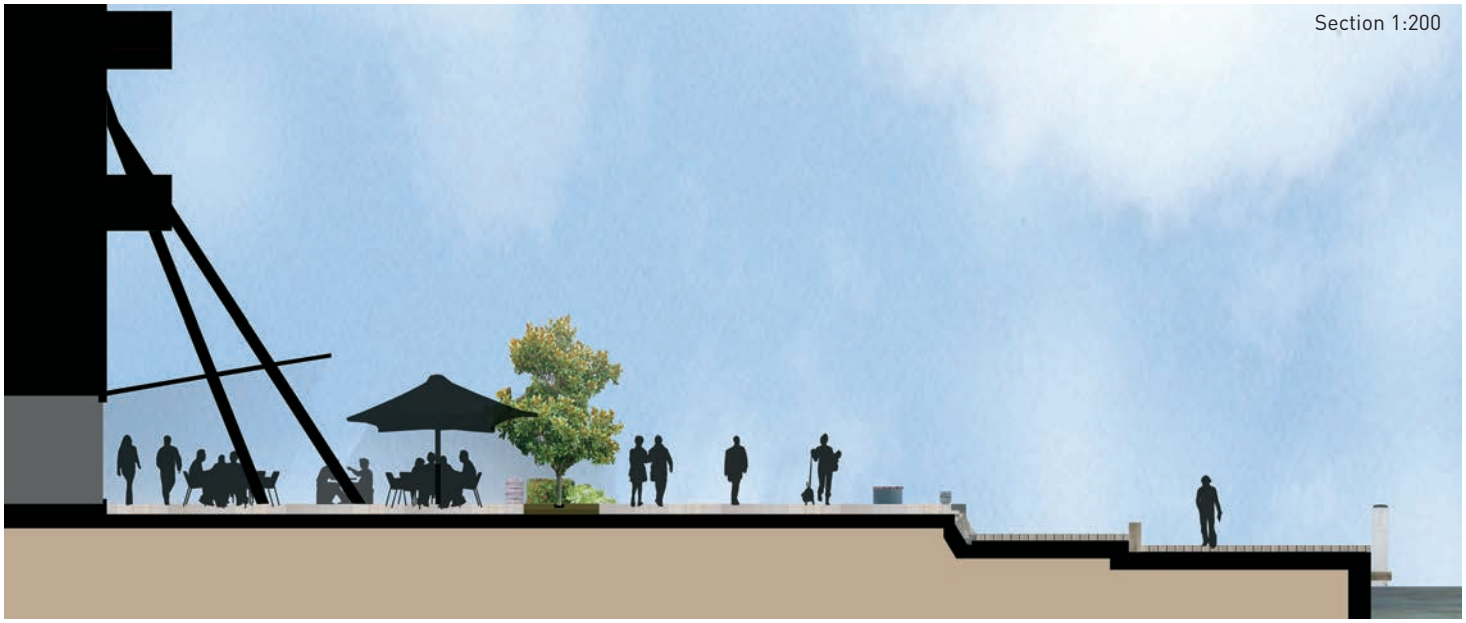
Aerial Satellite Image.
www.nearmap.com

ABOVE:
Timber deck and ramp

TOP RIGHT:
Edge to ramp

BOTTOM RIGHT:
Timber seating

Cockle Bay



TYPOLOGY:

Waterfront promenade

MATERIALS:

Timber

Honed slate pavers

Concrete

TREES:

Magnolias *(Magnolia grandiflora)*

Agave *(Agave attenuata)*

ADJACENT BUILDINGS HEIGHTS:

5 Levels

ADJACENT LAND USES:

Marina

Commercial

Tourism

ACTIVE EDGES:

Marina

Cafe strip

PRIMARY FUNCTION:

Promenade

SECTION KEY

1 Honed slate pavers
2 Magnolia & Agave
3 Honed slate pavers
4 Steal & timber seat
5 Timber fenders
6 Concrete edging
7 Timber boardwalk
8 Timber platform

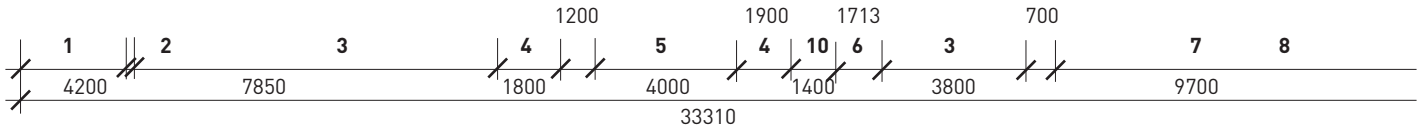
Circular Quay: Section 01

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Patterned paving, public promenade & garden beds.

RIGHT:
Seating wall interface between lawn and promenade.

Circular Quay: Section 01



TYPOLOGY:
Harbour Promenade & Park

MATERIALS:
Brick Paving
Granitic sand
Concrete

TREES:
Jacarandas *(Jacaranda mimosifolia)*
Seasonal garden beds

ADJACENT BUILDINGS HEIGHTS:
5 Levels

ADJACENT LAND USES:
Working Harbour

ACTIVE EDGES:
Water Edge (water taxi, cruise ships)
Galleries

PRIMARY FUNCTION:
Public space
Gallery forecourt

SECTION KEY
1 Agapanthus & Box hedge
2 Brick edging
3 Lawn
4 Granitic Sand
5 Brick paving
6 Jacarandas
7 Brick paving
8 Steel balustrade
9 Concrete steps
10 Timber & Steel bench

Circular Quay: Section 02

ABOVE:
Pedestrian
thoroughfare

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

Circular Quay: Section 02

TYPOLOGY:
Harbour Promenade

MATERIALS:
Brick Paving
Sandstone edging

TREES:
Cabbage palms *(Livistona australis)*
Jacaranda *(Jacaranda mimosifolia)*

ADJACENT BUILDINGS HEIGHTS:
10 - 12 Levels

ADJACENT LAND USES:
Parkland
Accommodation

ACTIVE EDGES:
Waterfront cafe
Shop front promenade

PRIMARY FUNCTION:
Commercial precinct

SECTION KEY

1 Sandstone edging
2 Steel balustrade
3 Red granite paving
4 Cabbage palms
5 Jacaranda
6 Timber & steel bench
7 Honey grey granite paving
8 Polished grey granite
9 Polished granite pillars

Circular Quay: Section 03

ABOVE:
Colonnade to building

RIGHT:
Staircase to botanic gardens

Aerial Satellite Image.
www.nearmap.com

Circular Quay: Section 03

TYPOLOGY:
Harbour Promenade

MATERIALS:
Granite pavers
Sandstone
Glass

ADJACENT BUILDINGS HEIGHTS:
10 - 12 Levels

ADJACENT LAND USES:
Parkland
Accommodation
Ferry Terminal

ACTIVE EDGES:
Water edge thoroughfare
Shop front promenade
Cafe strip
Harbour access

PRIMARY FUNCTION:
Harbour promenade

SECTION KEY

1 Sandstone edging
2 Steel balustrade
3 Grey granite paving
4 Divided cafe zone
5 Polished granite pillars
6 Polished granite
7 Sandstone stairway
8 Archway
9 Maiden hair shrubs

The Rocks

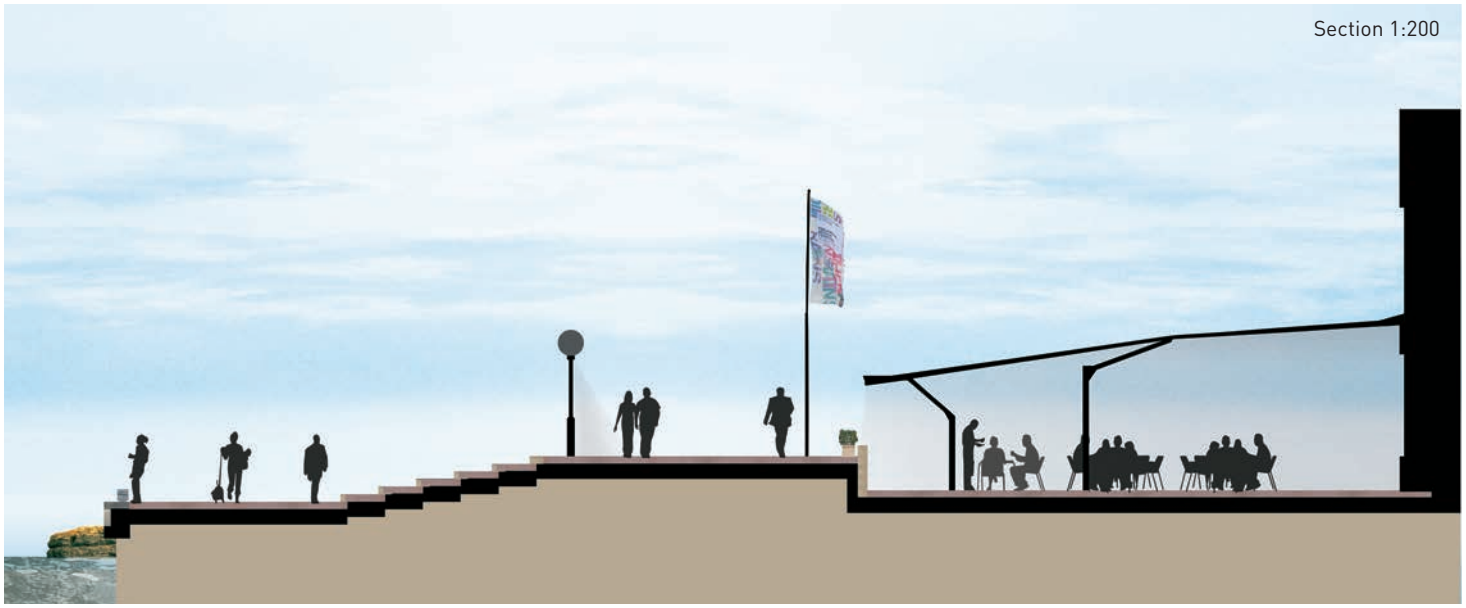
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Sunken alfresco dining

MIDDLE:
Seating wall interface between lawn and promenade.

RIGHT:
Patterned paving, public promenade & garden beds.

The Rocks



TYPOLOGY:
Historic Waterfront

MATERIALS:
Sandstone edging
Brick paving
Timber
Concrete

ADJACENT BUILDINGS HEIGHTS:
3 - 5 Levels

ADJACENT LAND USES:
Working harbour
Parkland
Accommodation

ACTIVE EDGES:
Cafe front

PRIMARY FUNCTION:
Waterfront promenade
Amphitheatre

SECTION KEY
1 Timber fender
2 Brick paving
3 Sandstone risers
4 Sandstone edging

Woolloomooloo

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
The eastern edge of the wharf is set up for delivery service access

TOP RIGHT:
Public promenade and alfresco dining

BOTTOM RIGHT:
Alfresco dining to the western edge of the wharf

Woolloomooloo

TYPOLOGY:

Historic Waterfront

MATERIALS:

Timber

Asphalt

Concrete

Sand blasted granite pavers

ADJACENT BUILDINGS HEIGHTS:

3 - 4 Levels

ADJACENT LAND USES:

Marina

Residential

Accommodation

Commercial

ACTIVE EDGES:

Marina on western edge

Cafe strip on western edge

PRIMARY FUNCTION:

Waterfront accommodation

SECTION KEY

1 Pontoon walkway

2 Timber fender

3 Sand blasted granite

4 Timber dividing wall

5 Timber Wharf

6 Concrete pavement

7 Asphalt service road

8 Concrete edge

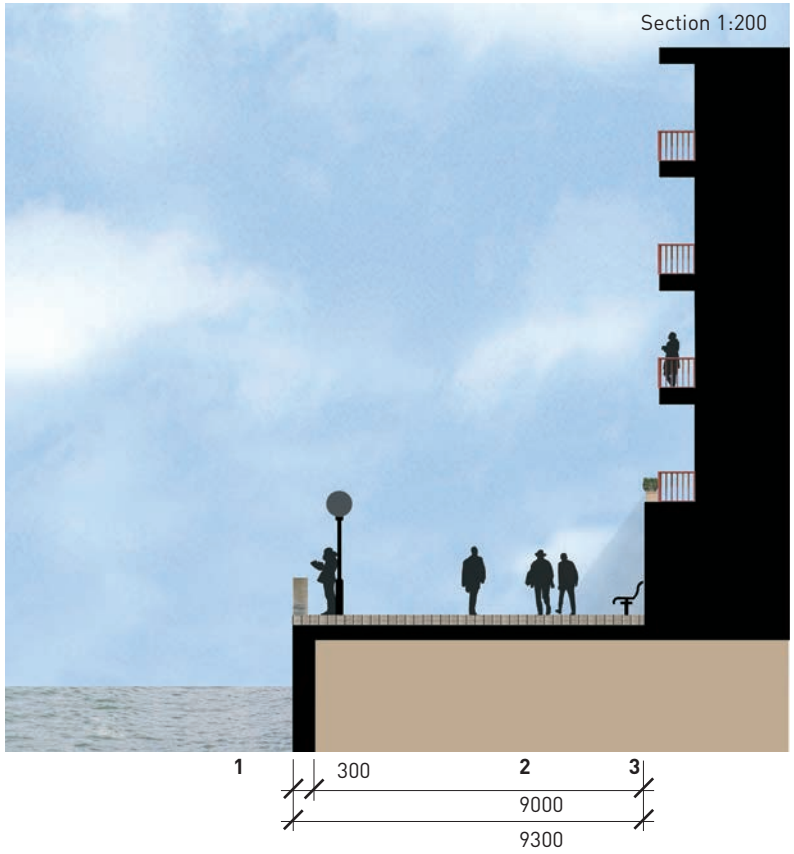
The Rocks Hotel: Section 01

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Timber promenade
adjacent to hotel

RIGHT:
Bollards and fenders

The Rocks Hotel: Section 01



TYPOLOGY:
Waterfront thoroughfare

MATERIALS:
Sandstone
Timber
Brick Paving

ADJACENT BUILDINGS HEIGHTS:
4 Levels

ADJACENT LAND USES:
Accommodation
Parkland

ACTIVE EDGES:
Water edge

PRIMARY FUNCTION:
Thoroughfare

SECTION KEY
1 Timber fender
2 Timber boardwalk
3 Sandstone wall

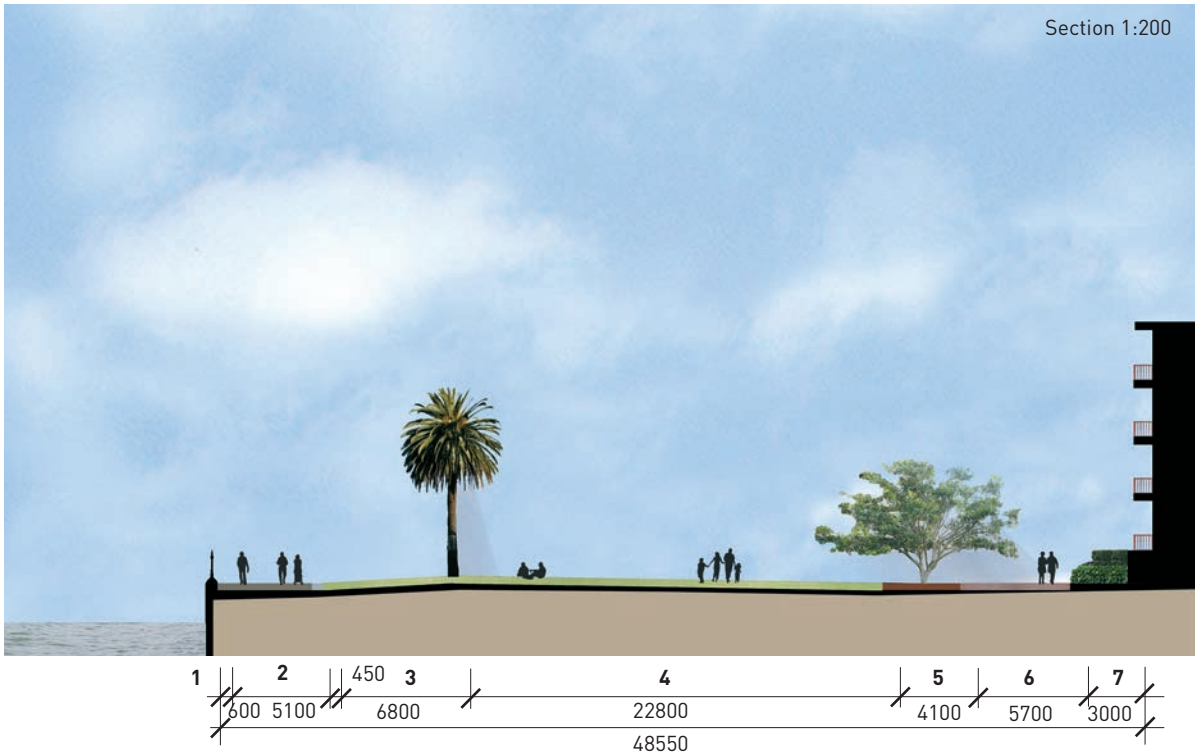
The Rocks Hotel: Section 02

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
promenade at
waters edge

RIGHT:
Waterside park

The Rocks Hotel: Section 02



TYPOLOGY:
Waterfront thoroughfare

MATERIALS:
Sandstone
Timber
Brick Paving

TREES:
Canary Island Date Palms
(Phoenix canariensis)
Moreton Bay Fig *(Ficus macrophylla)*

ADJACENT BUILDINGS HEIGHTS:
4 Levels

ADJACENT LAND USES:
Accommodation
Parkland

ACTIVE EDGES:
Water edge pathway

PRIMARY FUNCTION:
Recreation

SECTION KEY

1 Sandstone edging
2 Asphalt pathways
3 Canary island Date Palm
4 Lawn
5 Morton Bay Fig
6 Brick paving
7 Agapanthus

Waterfronts: New Zealand

Mission Bay, New Zealand

1. Mission Bay pg82

Auckland, New Zealand

1. Viaduct Basin East pg 70
2. Viaduct Basin West pg 72
3. Princes Wharf pg 74
4. Ferry Building pg 76
5. Viaduct Basin Central pg 78
6. Maritime Museum pg 80

Viaduct Basin East, Auckland

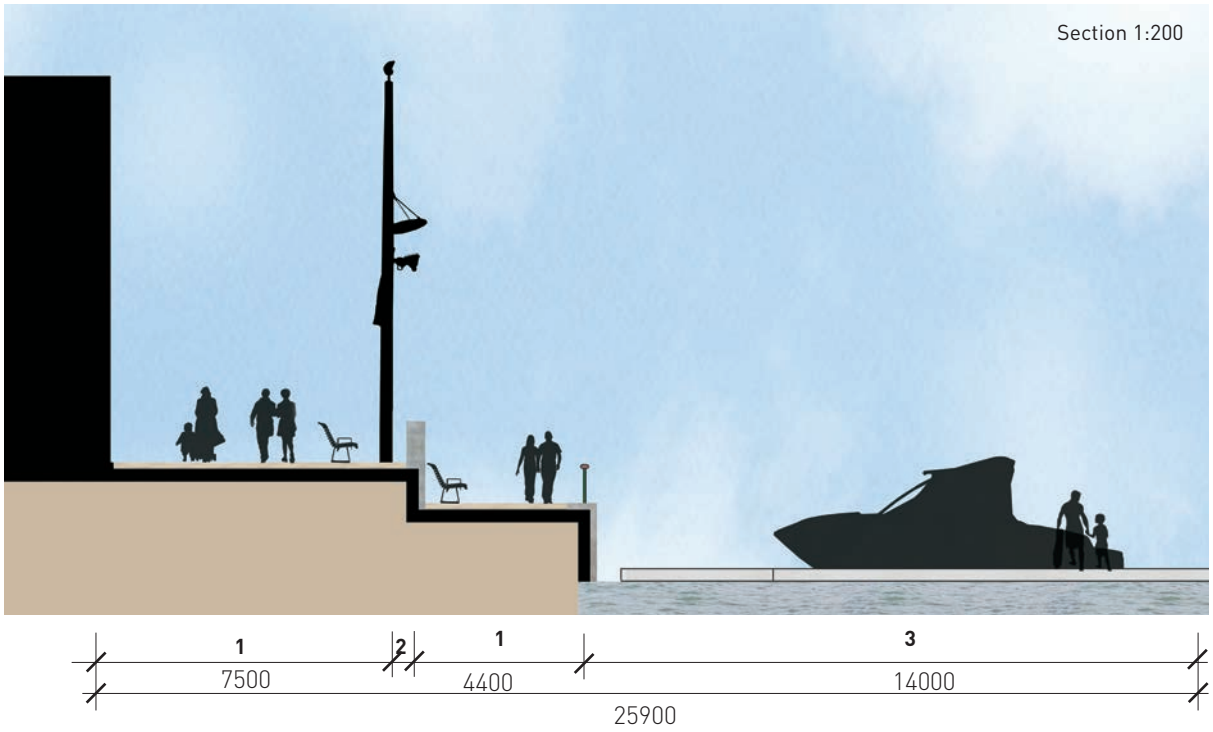
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
upper path to apartments

TOP RIGHT:
lower brick promenade

BOTTOM RIGHT:
Merge lighting to promenade

Viaduct Basin East, Auckland



TYPOLOGY:
Plaza
Public promenade

MATERIALS:
Brick
Timber
Granite sets

ADJACENT BUILDINGS HEIGHTS:
4 Levels

ADJACENT LAND USES:
Residential

ACTIVE EDGES:
Water edge
Bike path

PRIMARY FUNCTION:
Promenade

SECTION KEY
1 Brick paving
2 Bluestone wall
3 Boat pontoon

Viaduct Basin West, Auckland

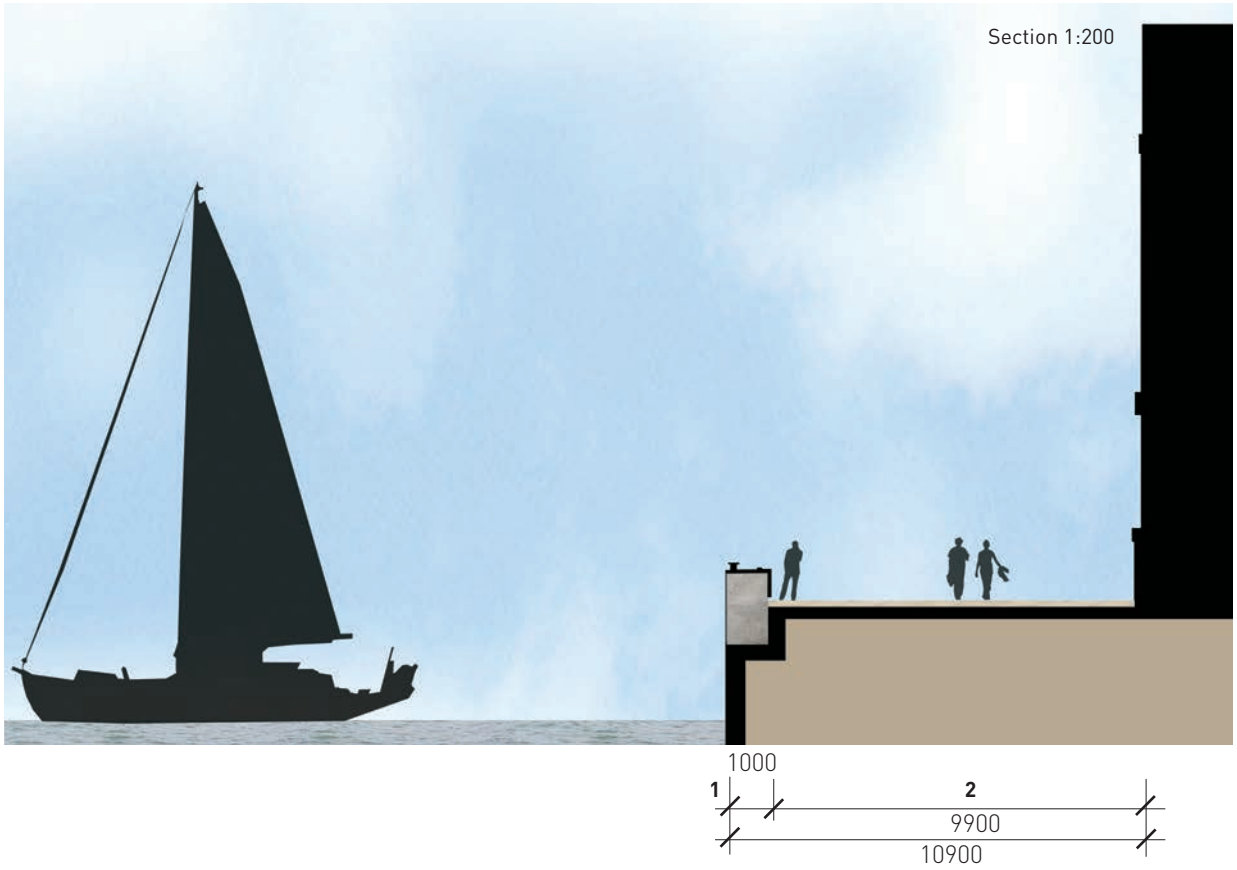
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Brick pathway

TOP RIGHT:
Edge wall detail

BOTTOM RIGHT:
Decorative bricks

Viaduct Basin West, Auckland



TYPOLOGY:
Public promenade

MATERIALS:
2 types of Bluestone
Tri colour brick
Timber

ADJACENT BUILDINGS HEIGHTS:
3 - 4 Levels

ADJACENT LAND USES:
Residential

ACTIVE EDGES:
Verandah and water edge
Bike path

PRIMARY FUNCTION:
Promenade

SECTION KEY
1 Bluestone wall
2 Brick paving

Princes Wharf, Auckland

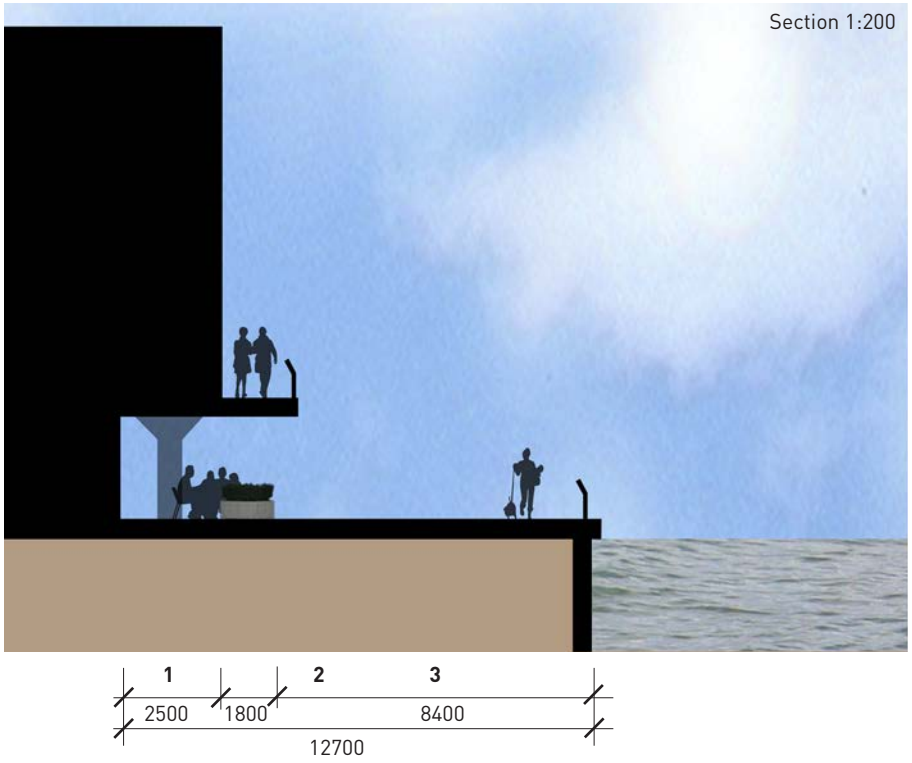
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Access to moorings

MIDDLE:
Retail spill out area

RIGHT:
Defined alfresco
dinning

Princes Wharf, Auckland



TYPOLOGY:
Promenade
Cafe dining

MATERIALS:
Rendered concrete
Brick
Timber
Asphalt

ADJACENT BUILDINGS HEIGHTS:
5 - 6 Levels

ADJACENT LAND USES:
Commercial

ACTIVE EDGES:
Water edge
Cafe

PRIMARY FUNCTION:
Promenade
Carpark

SECTION KEY
1 Pavers
2 Garden bed
3 Concrete pavers

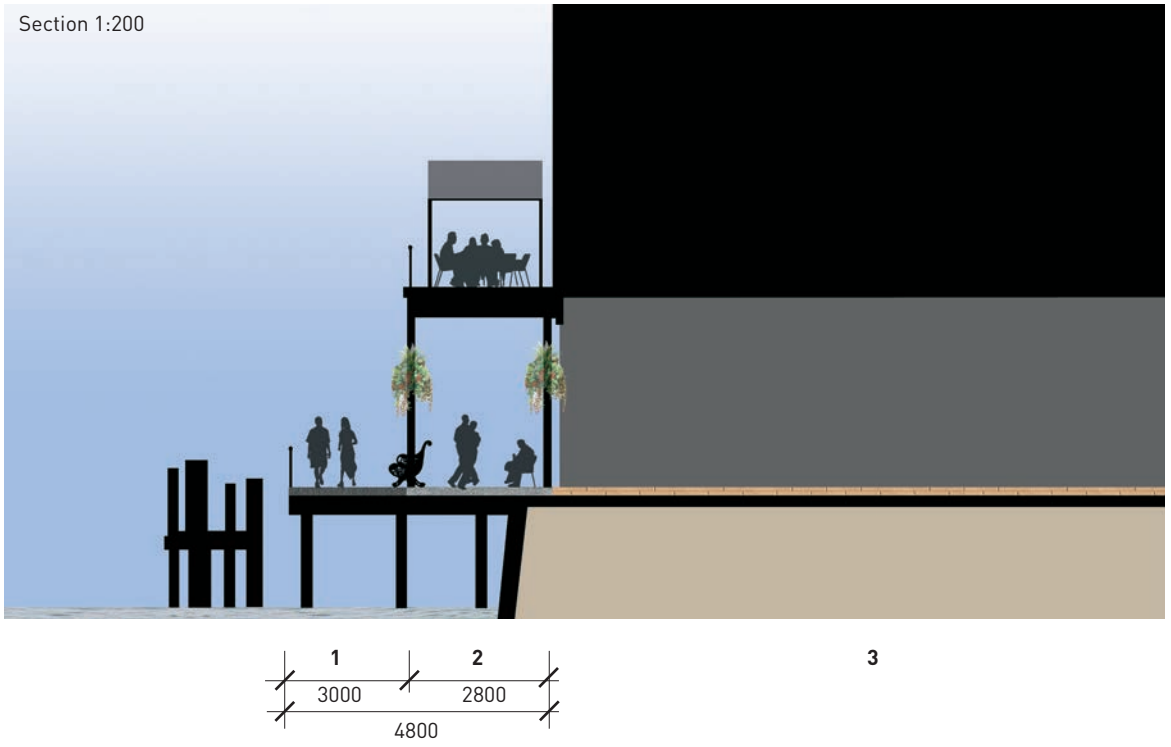
Ferry Building, Auckland

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Narrow path to waters edge

RIGHT:
Multi-level dining to former ferry building

Ferry Building, Auckland



TYPOLOGY:
Promenade
Cafe

MATERIALS:
Rubber
Ceramic paver
Asphalt

VEGETATION:
Hanging basket

ADJACENT BUILDINGS HEIGHTS:
2 - 3 Levels

ADJACENT LAND USES:
Cafes
Retail
Commercial

ACTIVE EDGES:
Retail
Cafe

PRIMARY FUNCTION:
Public Promenade

SECTION KEY
1 Rubber surface
2 Asphalt
3 Ceramic paver

Ferry Building B, Auckland

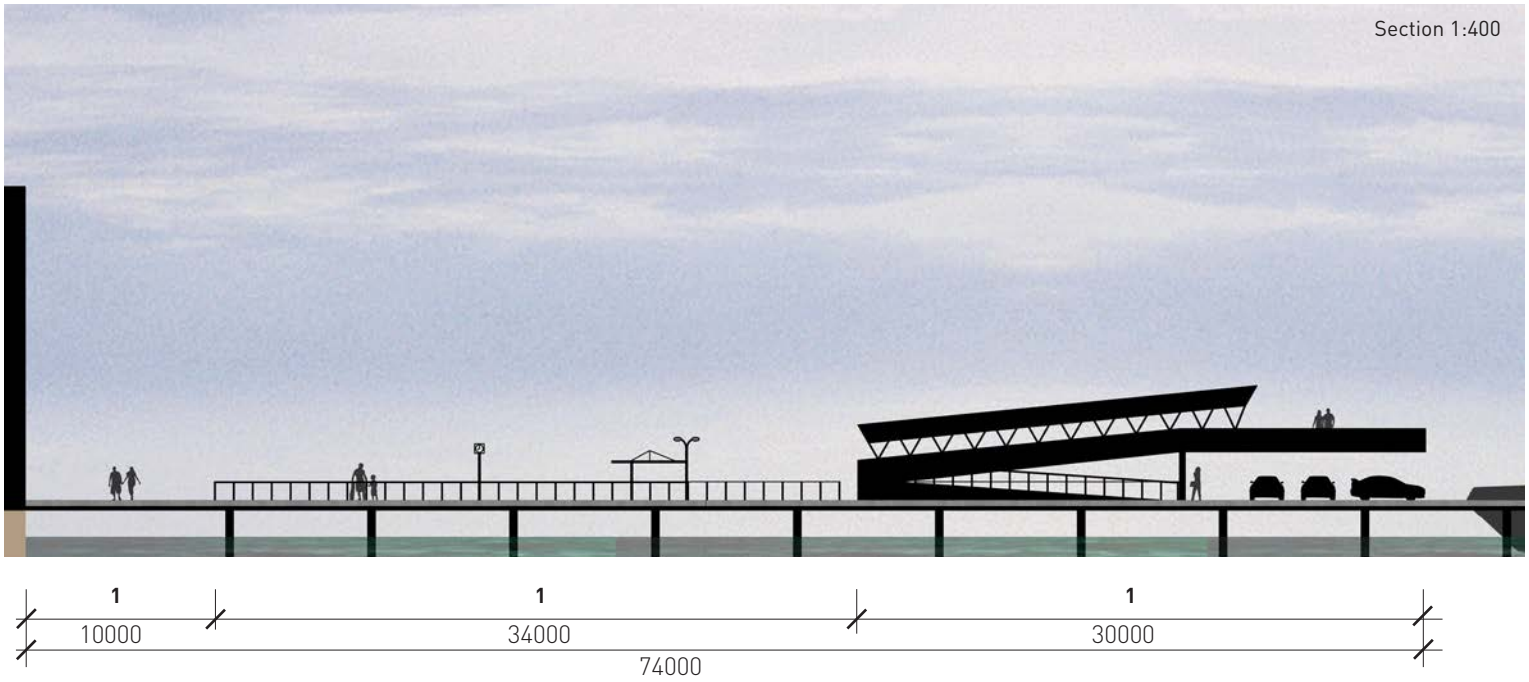
Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Waterside seating, viewing and dining

TOP RIGHT:
Characteristic side railing

BOTTOM RIGHT:
Moveable waterside cafe for a diversity of use

Ferry Building B, Auckland



TYPOLOGY:
Ferry terminal

MATERIALS:
Timber
Asphalt

ADJACENT BUILDINGS HEIGHTS:
4 - 5 Levels

ADJACENT LAND USES:
Ferry Terminal

ACTIVE EDGES:
Ferry Terminal entrance

PRIMARY FUNCTION:
Public ferry terminal

SECTION KEY
1 Asphalt

Maritime Museum, Auckland

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
formalised restaurant entertaining with planter boxes

TOP RIGHT:
formalised restaurant entertaining with planter boxes

BOTTOM RIGHT:
ramp and decking between restaurant dining

Maritime Museum, Auckland

TYPOLOGY:
Harbour side cafe

MATERIALS:
Timber
Corrugated metal

ADJACENT BUILDINGS HEIGHTS:
2 - 3 Levels

ADJACENT LAND USES:
Cafe
Maritime museum

ACTIVE EDGES:
Cafe

PRIMARY FUNCTION:
Museum
Cafe

SECTION KEY
1 Timber decking

Mission Bay, Auckland

Aerial Satellite Image. © 2010 Google, Map Data © 2010 Tele Atlas

ABOVE:
Informal park between beach and road

TOP RIGHT:
Carpark lawn and path

BOTTOM RIGHT:
Beach interface

Mission Bay, Auckland

TYPOLOGY:

Beach side park

MATERIALS:

Lawn

Concrete

Asphalt

Paving

TREES:

Pohutukawa *(Metrasideros excelsa)*

ADJACENT BUILDINGS HEIGHTS:

1 - 2 Levels

ADJACENT LAND USES:

Beach

Retail

ACTIVE EDGES:

Beach

Footpath

Road

PRIMARY FUNCTION:

Waterfront

SECTION KEY

1 Sand

2 Concrete paving

3 Lawn

4 Paving

5 Bus lane

6 Asphalt road

7 Kerb

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