



Ruakaka Service Centre

Architectural Design Report
for Resource Consent Submission

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Conceptual Aerial Perspective from North West

Introduction

This report outlines the design of a proposed new Service Centre at the intersection of State Highway One (SH1) and Port Marsden Highway (SH15A) Ruakaka, Northland. It forms part of the Resource Application and AEE report prepared by other consultants.

The scope of this proposal is the new buildings and associated parking, activities, landscape groundworks within the footprint of lots identified on the drawing A-RC-170321-B

The proposed Service Centre comprise of a number of new buildings. A Quick Service Restaurant, Café, Convenience store, Retail store, Fuel stops for both commercial and general traffic, public toilet facilities with associated public parking and building user amenities.

The proposal is designed as an integrated building and landscape outcome and should be read in conjunction with appended design drawings.



Fig 1 Site: aerial view NTS



Fig 2 Site Driving South



Fig 3 Site Driving North

Context

The Existing Site

The rural site in Ruakaka is located north of a significant roundabout at the intersections of SH1 and SH15A. The proposal is located on a site made up of a series of individual Lots under the same ownership.

It is located 28km travel south of Whangarei and 11km north of Waipu.

The land is currently used for a mix of rural activities but primarily for periodic grazing. It exhibits a primarily flat contour positioned within a identified flood plain and approximately 1.5 mtrs below the two formed roads identified adjacent to it.

To the south west of the site there are exiting small scale commercial activities including a fuel stop, bakery, superette and tyre service centre. The surrounding properties are generally similar rural farm land with low density residential occupation.

Historic Context.

The traditional historical associations relating to the region reflect the migrations, conquests and occupations which have taken place over the centuries.

Ruakaka was a small seaside community. With the establishment of New Zealand's only oil refinery, Marsden Point A and B, it grew in scale to house in the first instance people constructing the refinery and then employed at the refinery.

More recently new timber-based businesses have been established and coastal residential activities including waterway communities have been established with associated small scale facilities and general amenities.



Fig 4 Marsden Point

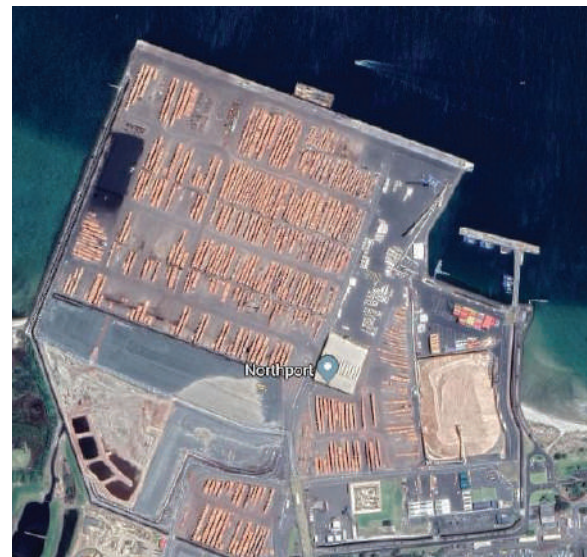


Fig 5 North Port



Fig 6 Existing Commercial Activity



Fig 7- Cafe Precedent Image

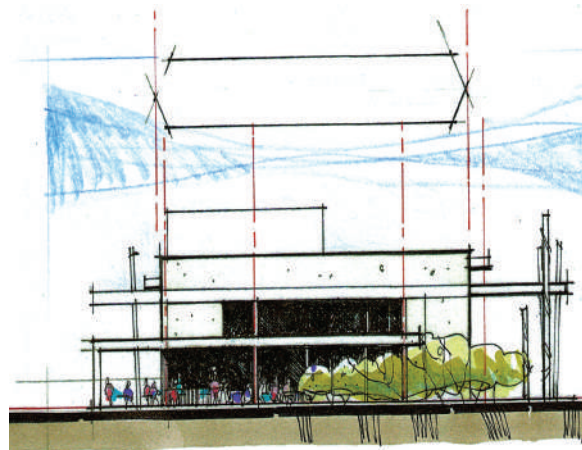


Fig 8 - Elevation Proposed Cafe



Fig 9 - Cafe Canopy Precedent

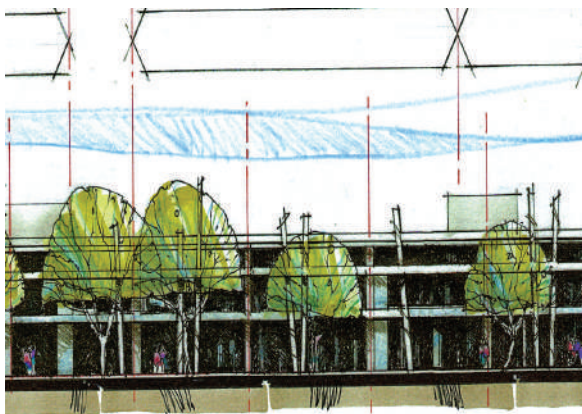


Fig 10 - Proposed Convenience Store



Fig 11 - Precedent Image - Convenience Store

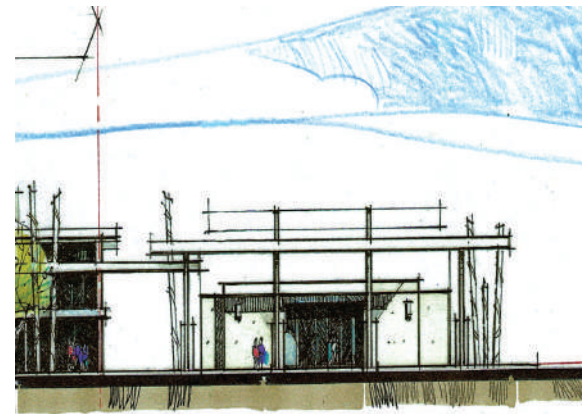


Fig 12 - Proposed Fuel Kiosk



Fig 13 Quick Service Restaurant



Fig 14 - Typical 'Brand' Fuel Stop



Fig 15 -Contemporary Fuel Stop

Proposed Activities

Proposed Activities Overall

The proposal is to develop a comprehensive Service Centre to provide facilities and amenity for local, regional and international visitors. While its everyday function is a fuel stop to service commercial and private commuters it will provide additional services and amenities for all users particularly the tourist market. These include landscaped picnic sites, public toilet and shower facilities, and overflow parking. This facility will provide employment opportunities and due to its location those places would most likely be filled from the local community.

Quick Service Restaurant (QSR)

A QSR is a typical offering for this kind of facility. While no specific operator has been secured the facility would operate in the typical manner of this kind of activity offering both seating and drive through options but generally targeting customers requiring a quick stop or short stay.

Picnic Play Area

This is specifically located with a northern orientation as a place of rest and respite centrally located within the general food and beverage area. This area will be a pivot point specifically designed by landscape Architects as part of a comprehensive landscape design.

Café

The 400 sqm Café is intended for patrons wanting a longer stay or different type of food and beverage experience. The Northern aspect looking over the picnic and play areas will have a flexible transparent façade. This will allow for indoor and outdoor dining to suit the variable seasons of the year offering both shelter and shade as required.

The Café, QSR in conjunction with picnic/park and the integration of the proposed landscaping will form a cohesive and flexible food and beverage experience.

Convenience Store

A 800 sqm Convenience Store is proposed as an alternative and closer option to that of Whangarei. It is envisaged it would be primarily for locals and workers who could utilise this store on their ways to and from their place of residence/work. In addition, it is well located to suit travellers and tourists as a one stop shop for fuel, supplies and respite from the road.

Retail

This is proposed as a flexible space of approximately 400 sqm. The activity is likely to be orientated toward the tourist and traveller market but could be utilized in any number of other ways to meet the servicing and needs of the community and wider region.

Fuel Kiosk

The proposed location of the Fuel Kiosk is to enable servicing both heavy commercial vehicles and the general public alike, at the same time keeping the location of the two conflicting activities quite separate. This will make for a safer pedestrian outcome particularly being located at the opposite end of the facility.

On-site Management

It is proposed that there be 24 hour presence at the Service Centre. The provision of 2 apartments of approximately 106 sqm & 134 sqm will be located centrally above the location of the public amenity area.



Fig 7- Precedent Image



Fig 8 - Precedent - facade treatment



Fig 9 - Canopy Precedent



Fig 10 - Pedestrian Concourse



Fig 11 - Precedent - pedestrian treatment



Fig 12 -Pedestrian Picnic/ParkZone

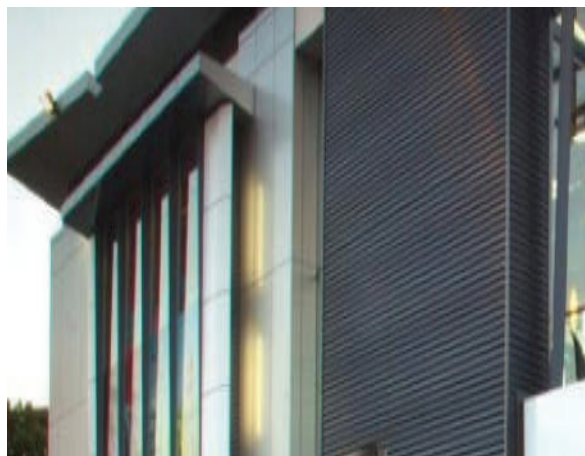


Fig 13 Pre-finished Articulated Panels



Fig 14 - Decorative Timber Panelling

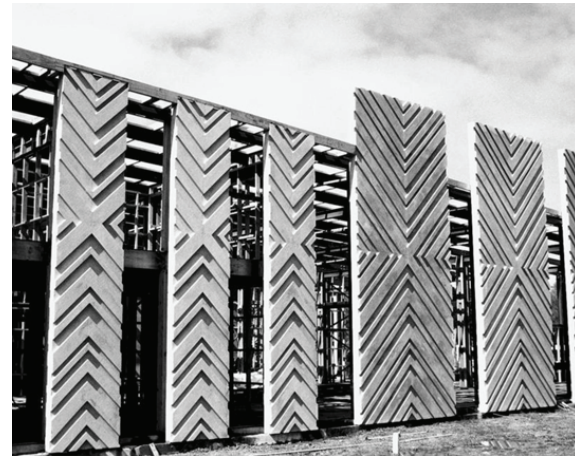


Fig 15 -Decorative Precast Panels

Form and Articulation

The design approach in this proposal is to develop a strong but simple framework which the various forms and articulation can respond to the variety of activities proposed. The types of articulation of the building can be expressed with references to existing and historical cues from the immediate and wider region. The building is robust but playful in character acknowledging the mixed role of a commercial hub and place of respite.

The main building will read as the central form approximately 8.4m in height and 75m long. The mass being broken down using expansive 'playful' canopies and glazing for a sense of lightness and transparency in the façade achieving a variety of spacial experiences for the users. Each of the activities will be visually defined by the changes in depth, openness and voids of the facades in response to the requirements of the respective activities.

The QSR and Fuel operators have not been defined but it is anticipated they will be typically a 'Corporate Brand' and thus follow the approach that has been developed by those parties. It can be noted that many of these businesses are developing more variety to the form and articulation of their facilities on a site by site basis. This would be encouraged for this development to establish a more cohesive outcome.

Architectural Articulation and Materials

The south western elevation will be primarily glazed with aluminium glazed curtain walling, with a combination of exposed steel and timber faced columns supporting the overhead canopies. The underside of the canopies along this public promenade will be in timber battens (Fig 9, 10). The concourse will be specifically designed as part of the landscape plan with a variety of finishes and furnishings to reflect the pedestrian nature of the space (Fig 11)

The north western elevation will continue the pedestrian theme and expand on this. It's a solely pedestrian zone with the café/open space transition. More variety in canopy heights and size are proposed to reflect the purely pedestrian use of this space. Flooring materials and set-outs will transition the interior and exterior spaces (Fig 7, 9)

The north eastern elevation is more of a functional area for arrivals, servicing and loading. It will be clad for durability with a combination of decorative precast panels and pre-finished insulating panels to soften the visual impact. In addition, a pedestrian canopy like the others will be installed with the timber linings (Fig 13, 15) extending through the walkway past the public amenities giving connectivity and guidance through to the more pedestrian zones.

The south eastern elevation will be in a combination of precast concrete and timber panels. It is viewed as an opportunity to celebrate the history of the area with decorative works (Fig 14,15) in consultation with the local communities.



Fig 16 - Landscape plan: refer Landscape Report-Boffa Miskall

Integration with the Site.

Landscape

The rural site is currently used for periodic grazing. There will be a comprehensive landscape plan prepared for the whole site fully integrated with the proposed buildings and proposed activities. A preliminary landscape plan has been prepared by Boffa Miskall as a part of this Resource Consent application.

Building Structure

The site has its own inherent natural challengers, a flood plan, peat and the corrosive environment for example. A full assessment of the existing environmental conditions will need to be undertaken and required to direct informed decisions. It is most likely to be a structure using a combination of lightweight steel and concrete. This will be undertaken by other suitably qualified consultants.

Building services and Environmental Services

As with the building structure services will need to respond to the existing environment and conditions. This will be undertaken by other suitably qualified consultants.

Servicing and Parking

Access to the site is proposed from both SH1 and Port Marsden Highway. A report has been prepared by Traffic Planning Consultants Ltd as part of this Resource Consent application.

Within the site a number of parking areas have been designed for the variety of activity users. General parking is located adjacent to the facility including accessible parking located close to each of the proposed activities. Specific parking area is allocated here for campers and trailers. Dedicated pedestrian routes have been designed for pedestrian safety.

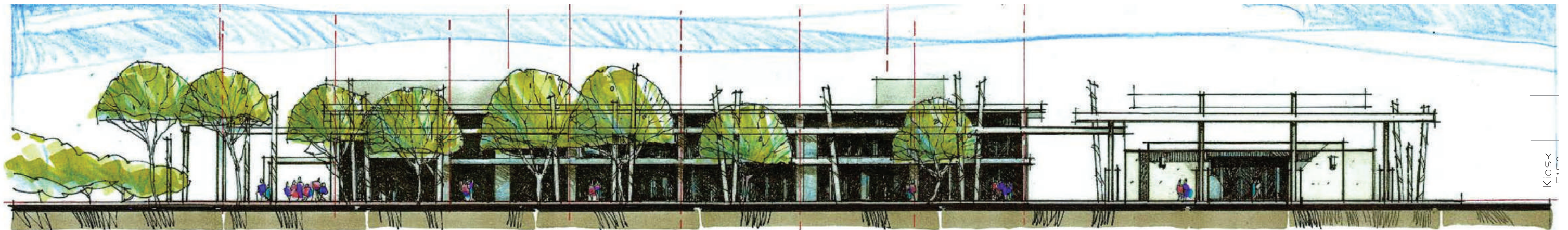
In addition, area has been allocated for overflow parking or potentially longer term parking.

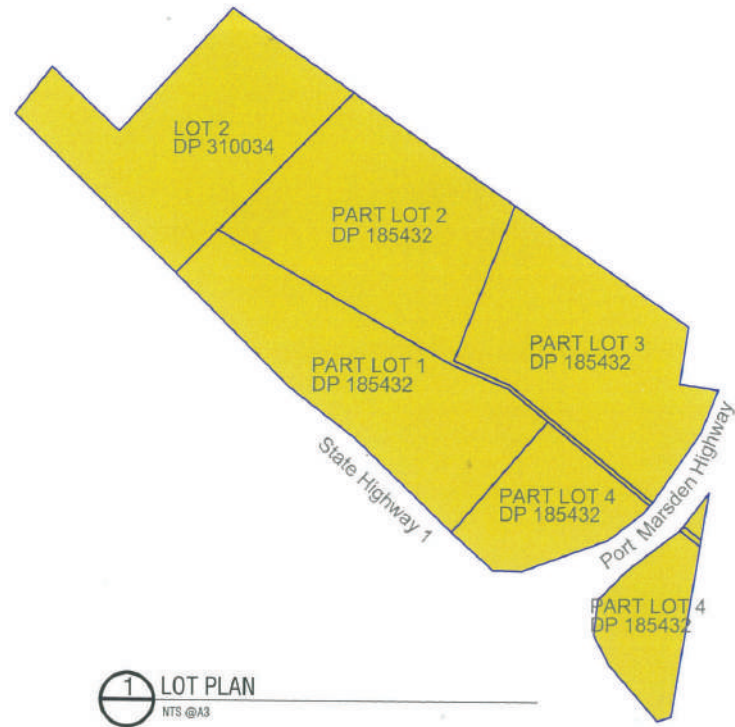
Loading zones, short-term and longer-term parking has been allowed for in the truck stop area.

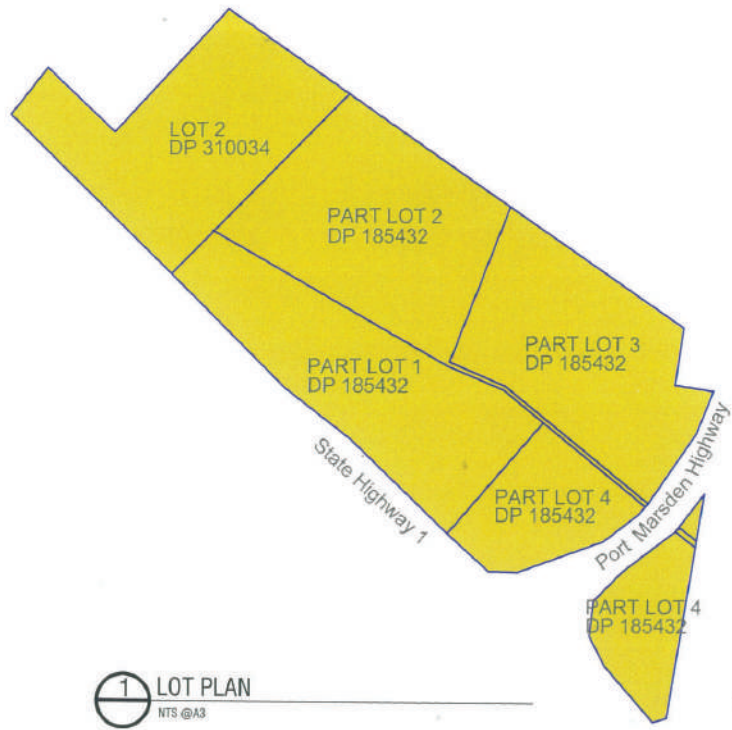
Appendix A

Sketch Design

Cover Sheet	A-RC-170321-00
Site Location Plan	A-RC-170321-01 -Opt 1+2
Service Centre Plan	A-RC-170321-02 -Opt 1+2
Proposed Plan	A-RC-170321-03
Proposed Elevations	A-RC-170321-04
Perspective B+L	A-RC-170321-05



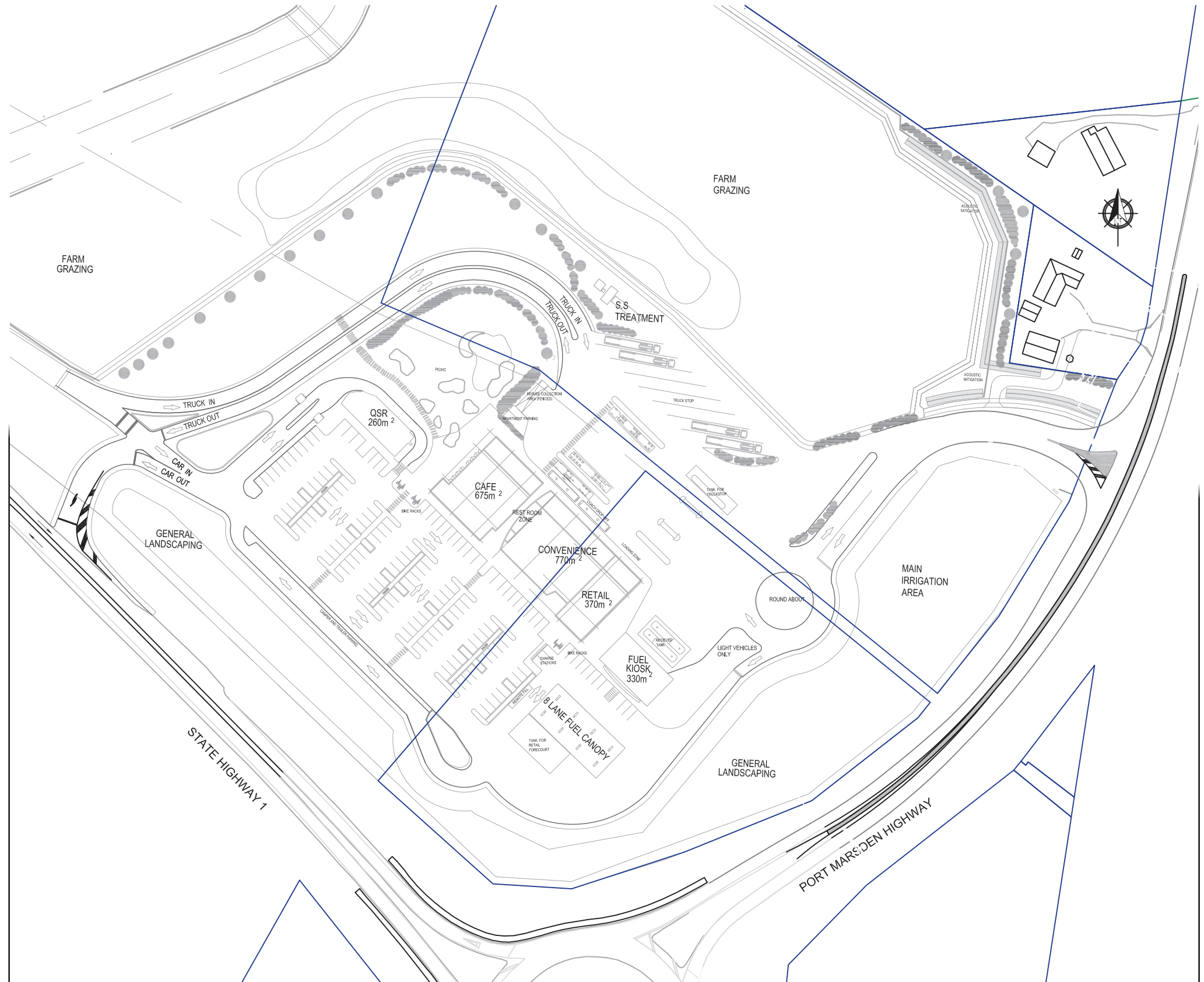




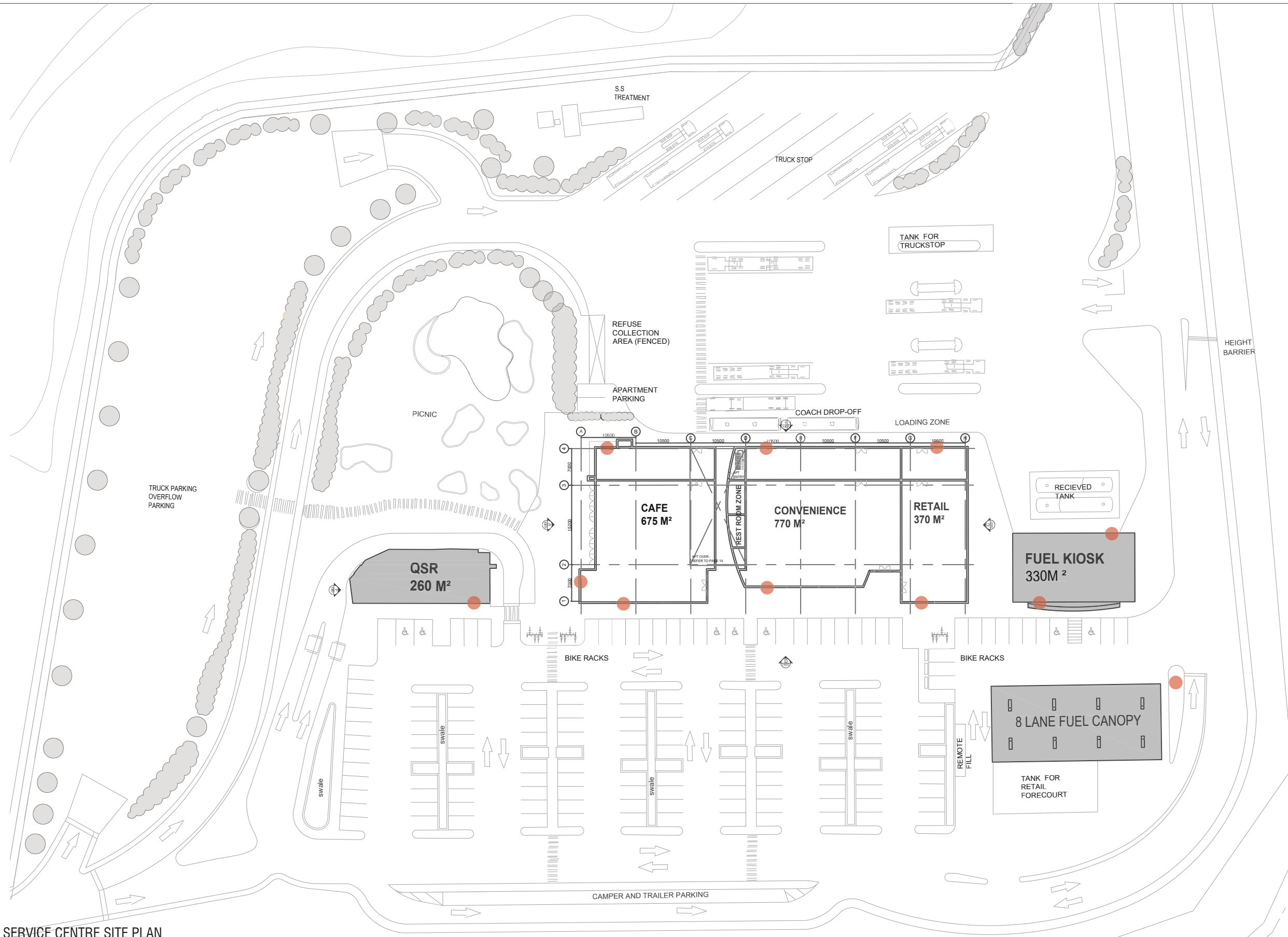
1 LOT PLAN
NTS @A3



3 SITE LOCATION PLAN
NTS @A3



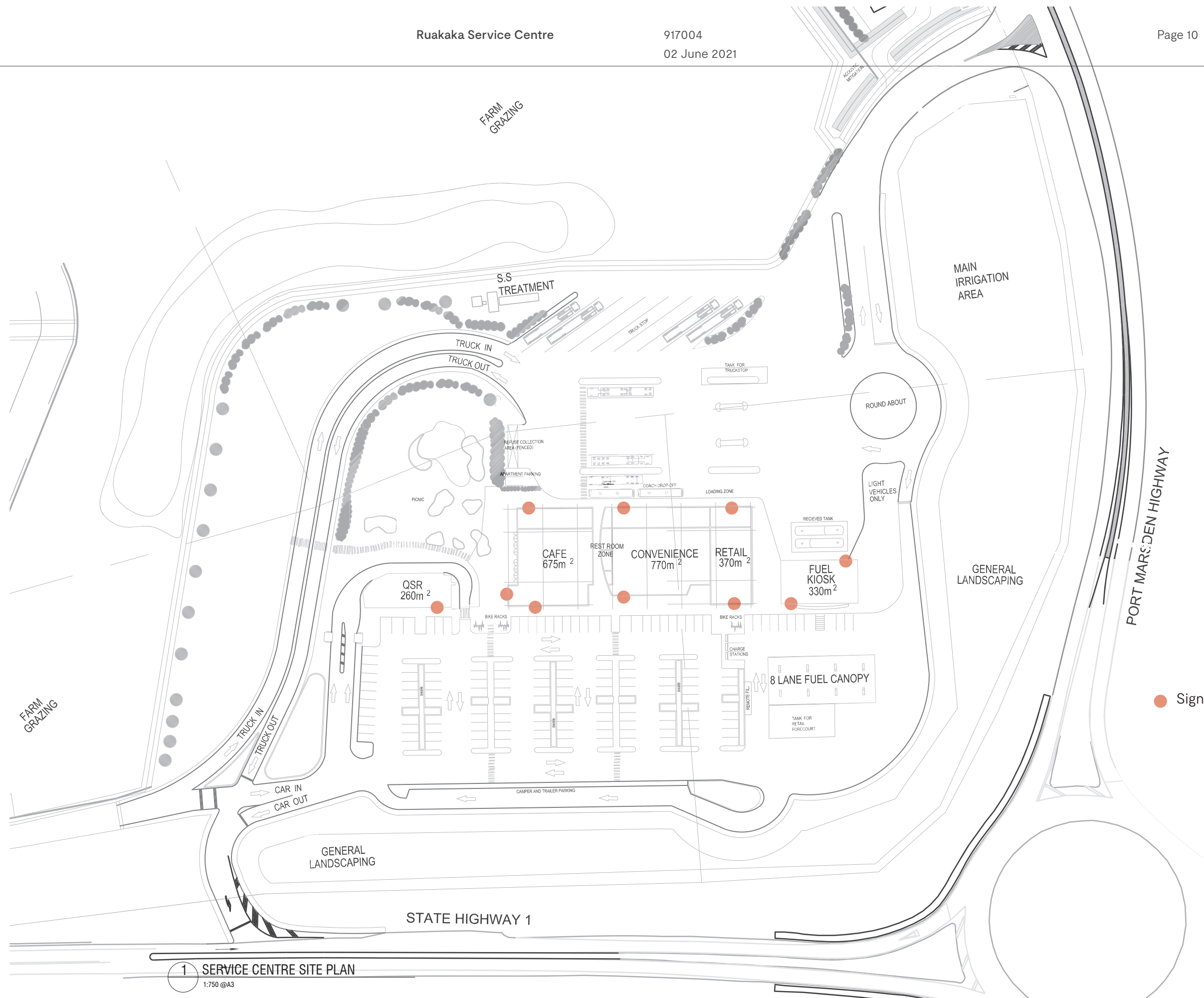
2 BULK AND LOCATION PLAN
1:500@A1 / 1:1000 @A3



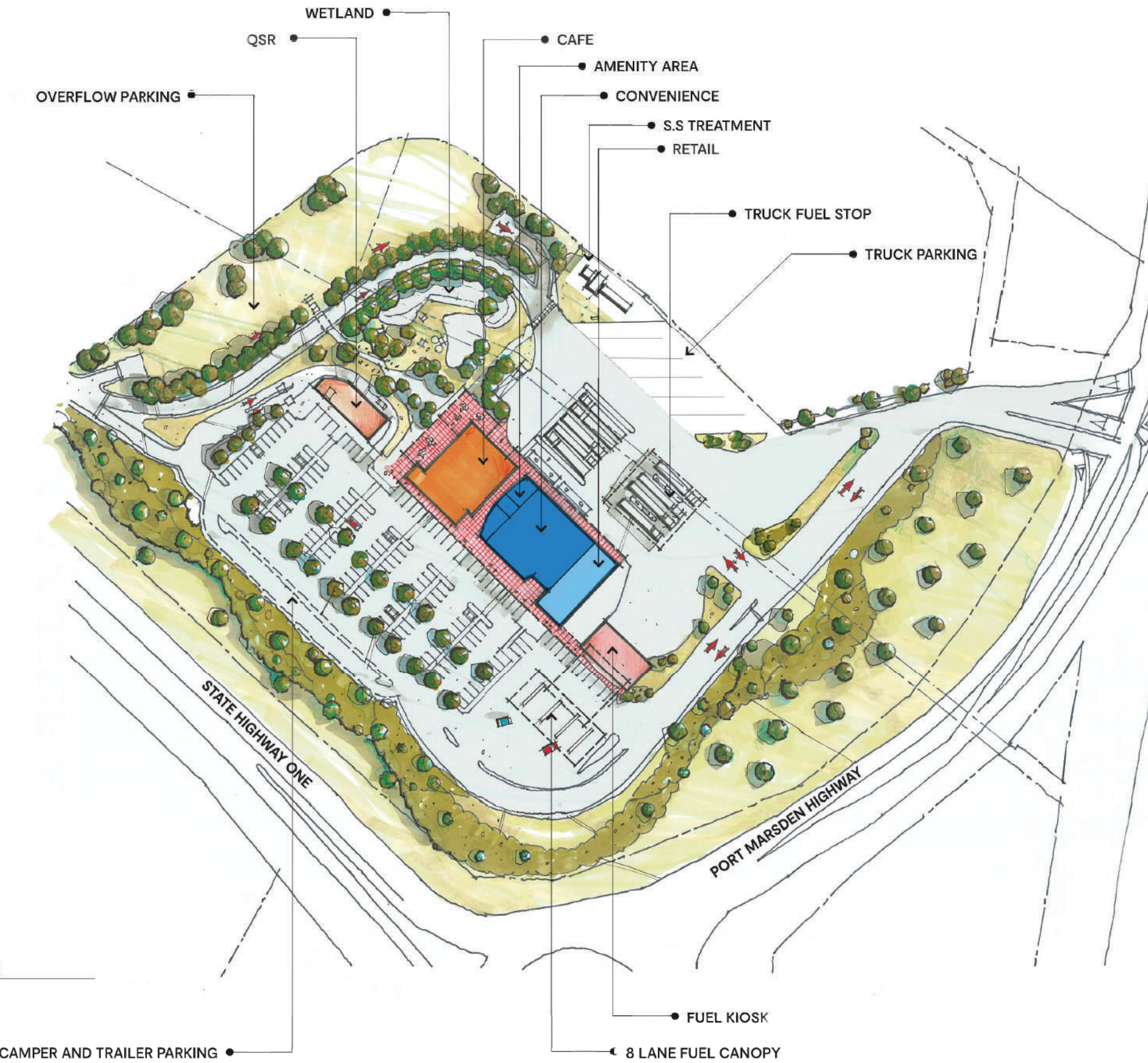
1 SERVICE CENTRE SITE PLAN
1:750 @A3

● Signage location (refer pg 15 & 16)

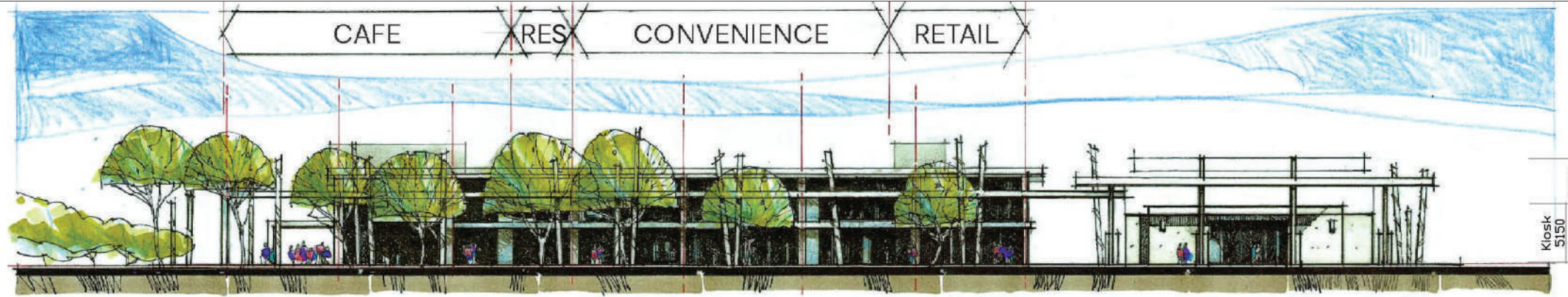




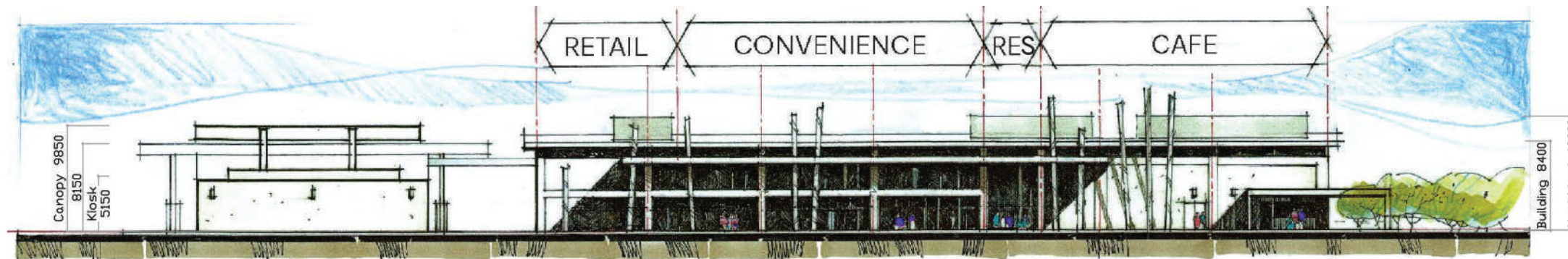
1 SERVICE CENTRE SITE PLAN
1:750 @A3



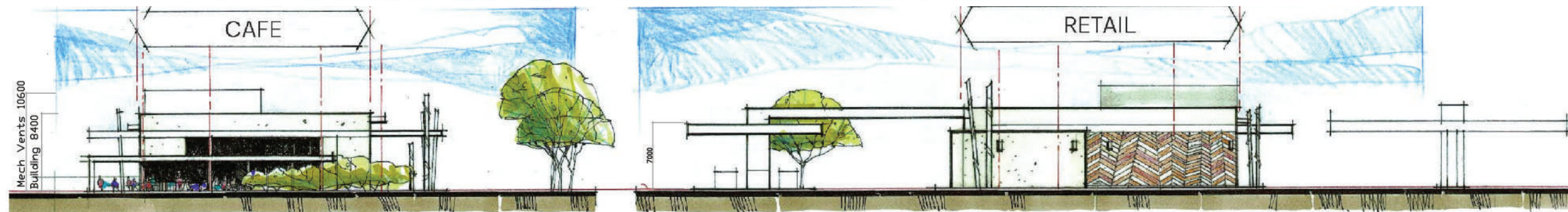
1 SERVICE CENTRE PLAN
NTS



FRONT ELEVATION



REAR ELEVATION



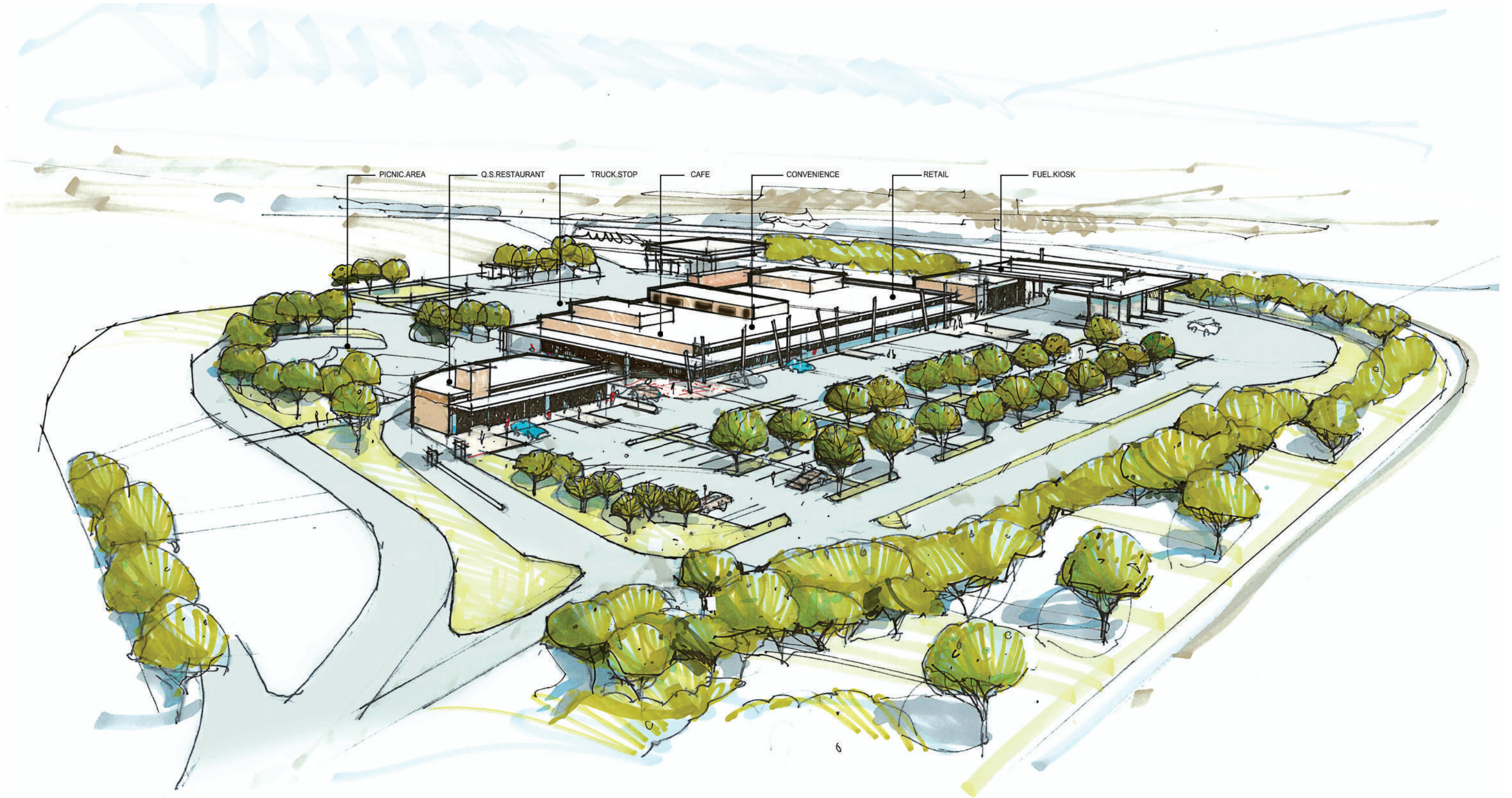
END ELEVATION CAFE

END ELEVATION FUEL STOP

1 ELEVATIONS-SERVICE CENTRE
1:300@A1 / 1:600 @A3



1 PRECEDENT IMAGERY
NTS



1 PERSPECTIVE-BULK AND LOCATION
SOUTH EAST VIEW NTS

Appendix B

Concept Design

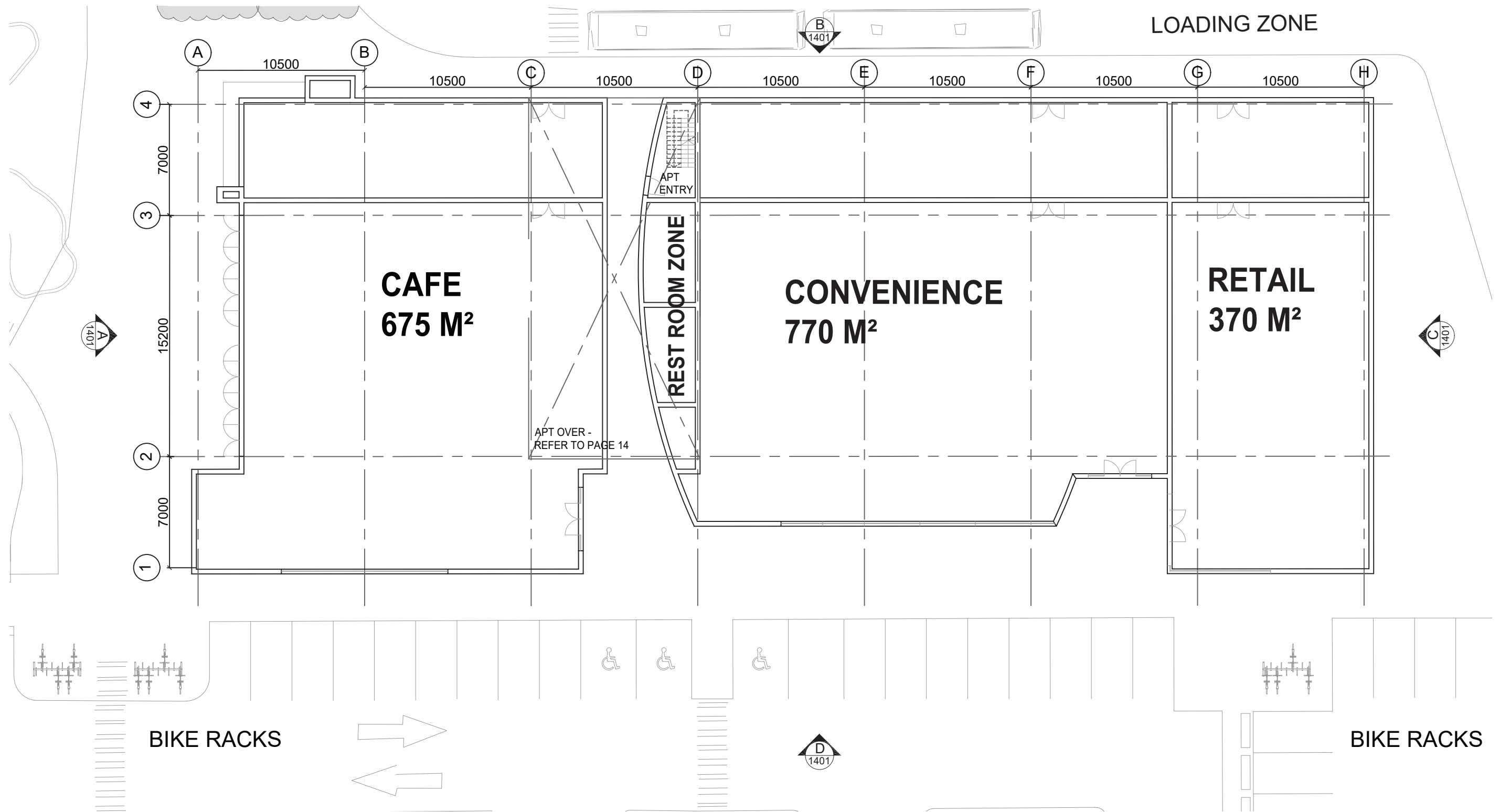
/ Floor Plan

/ Apartments and Landscape Plans

/ Elevations

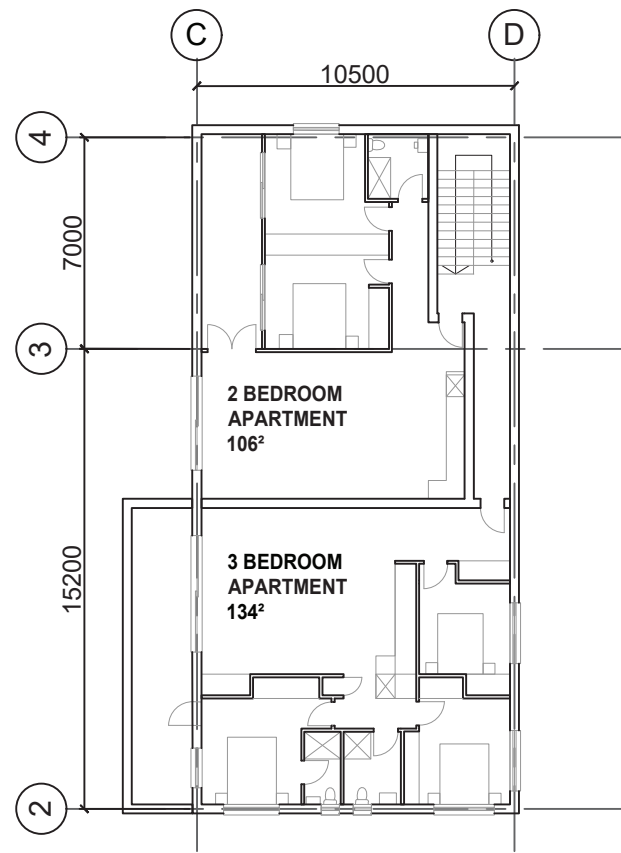
/ Concept Views

/ Signage Concept

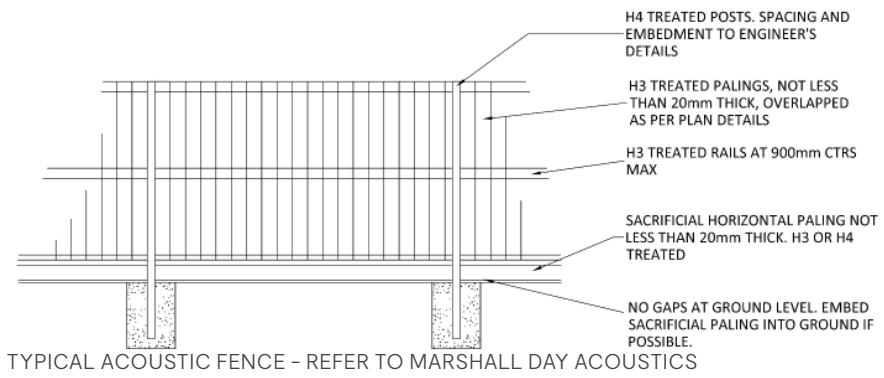


1 SERVICE CENTRE FLOOR PLAN
1:250 @A3

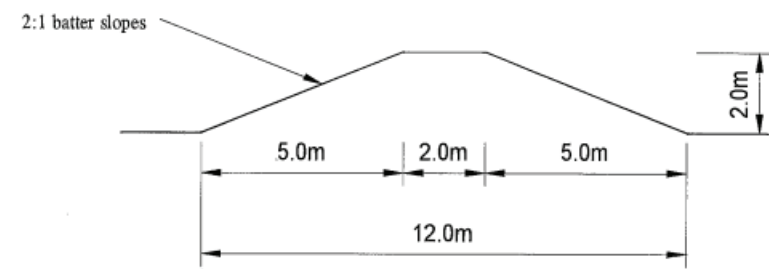




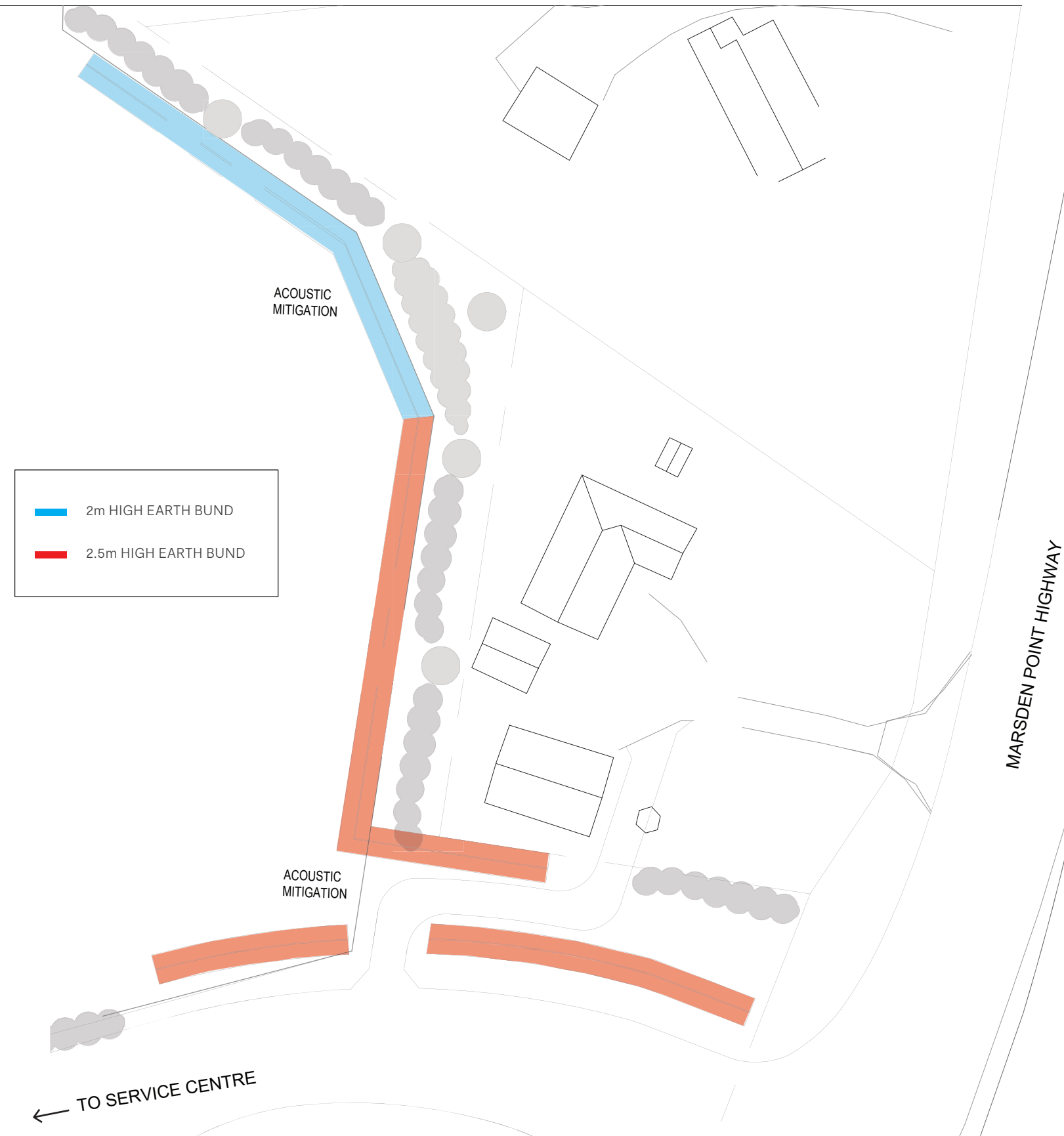
1 APARTMENTS FLOOR PLAN
1:250 @A3



TYPICAL ACOUSTIC FENCE - REFER TO MARSHALL DAY ACOUSTICS

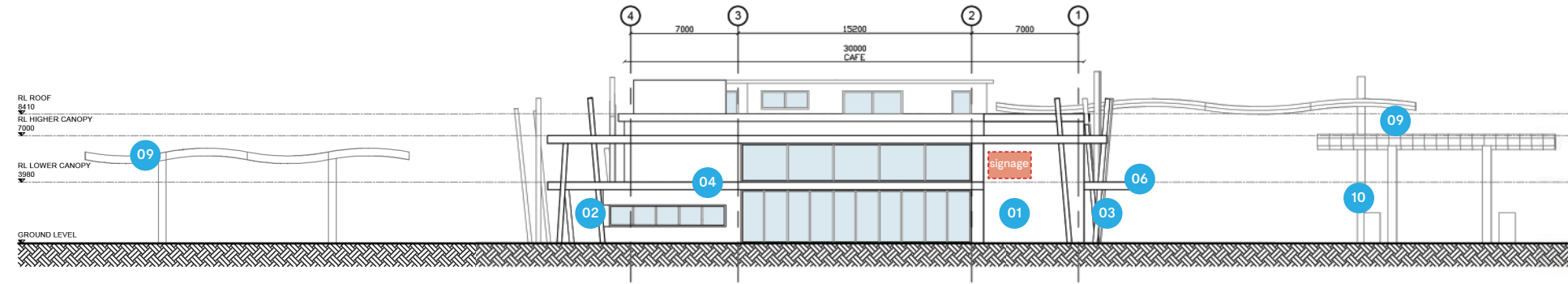


TYPICAL EARTH BUND - REFER TO MARSHALL DAY ACOUSTICS

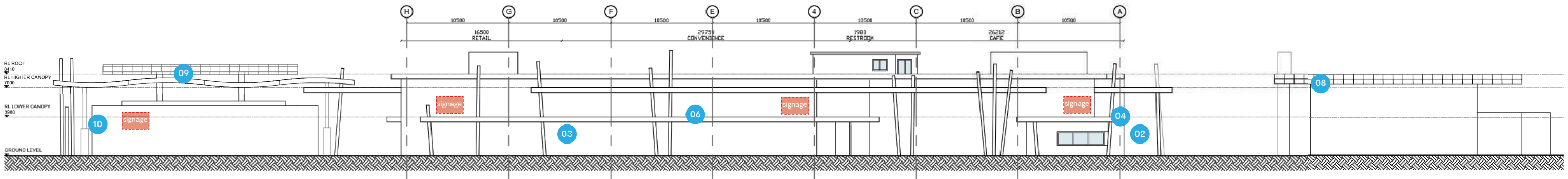


2 LANDSCAPE BUNDING PLAN
1:250 @A3

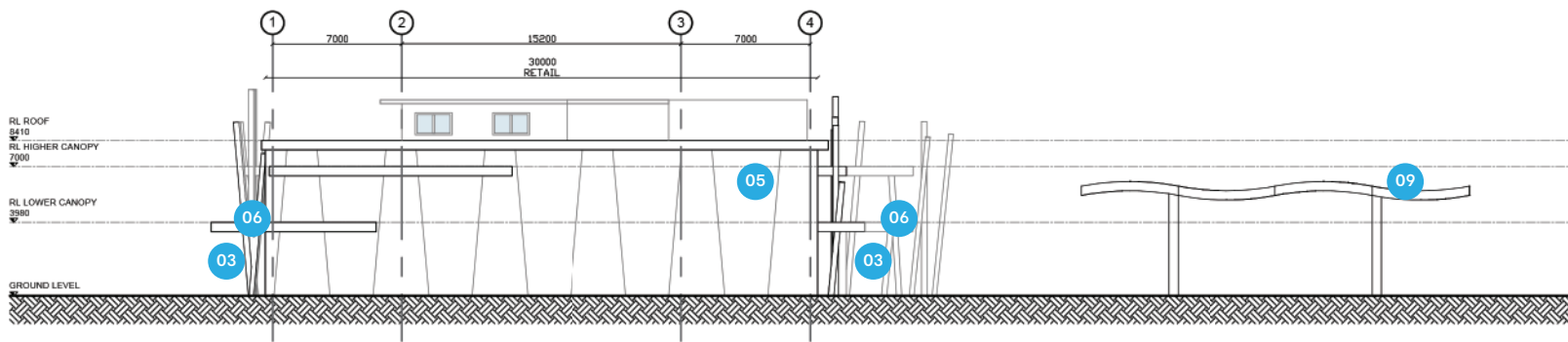




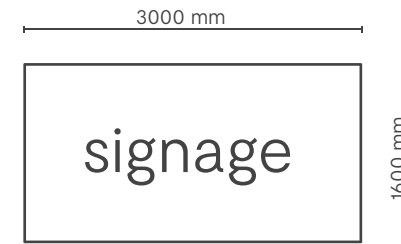
1 ELEVATION A - NORTH
1:400 @A3



2 ELEVATION B - EAST
1:400 @A3



3 ELEVATION C - SOUTH
1:400 @A3



Tenant Signage
5 sqm max area



Precedent Image - Signage



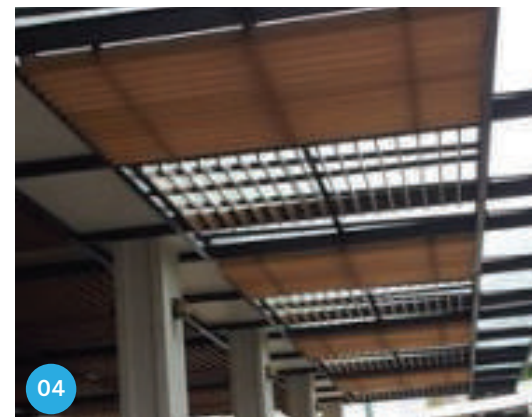
01 / Elevation Precedent



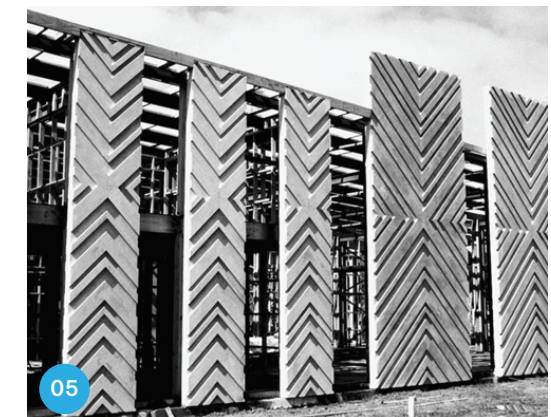
02 / Cafe Precedent Image



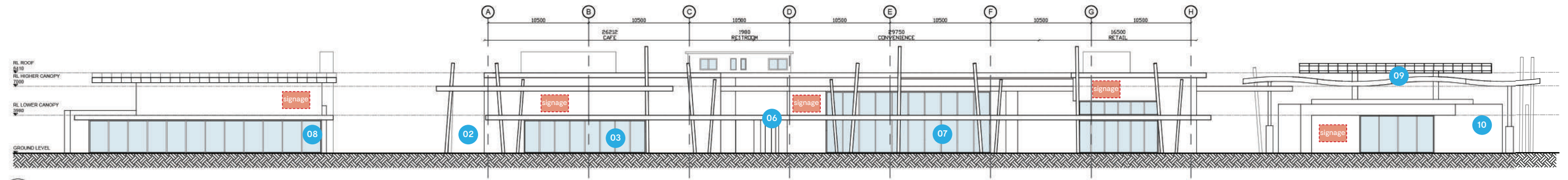
03 / Canopy Precedent - Pedestrian



04 / Cafe Canopy Precedent

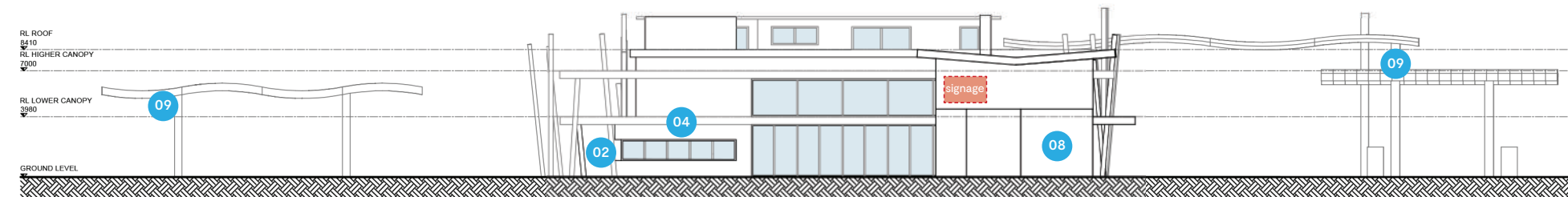


05 / Decorative Precast Panels



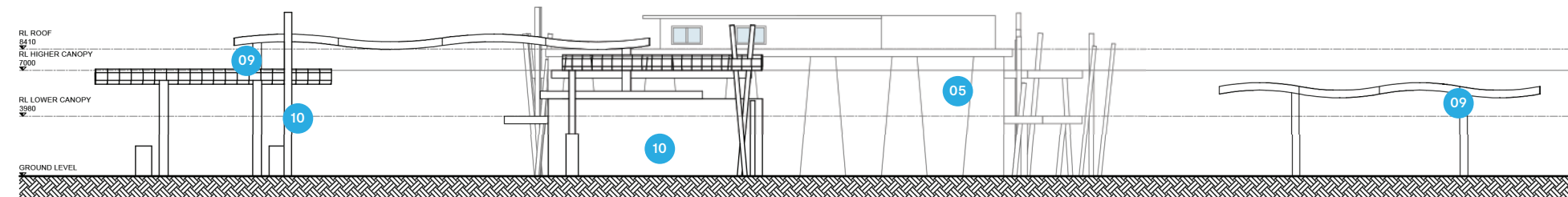
1 ELEVATION D - WEST

1:400 @A3



2 ELEVATION E - NORTH

1:400 @A3



3 ELEVATION F - SOUTH

1:400 @A3



Tenant Signage
5 sqm max area



Precedent Image - Signage



Precedent Image - Signage



06 / Pedestrian Concourse



07 / Precedent Image



08 / Quick Service Restaurant



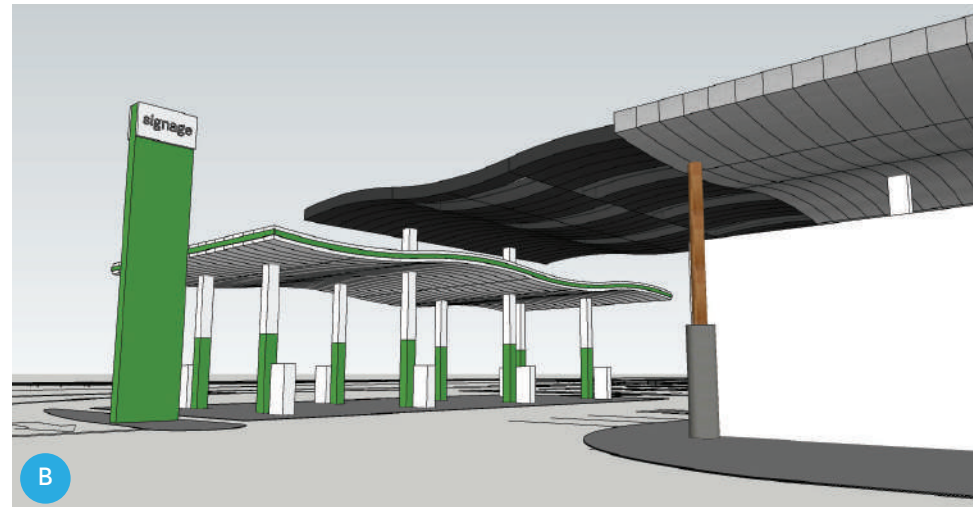
09 / Contemporary Fuel Stop



10 / Typical 'Brand' Fuel Stop



A View through fuel forecourt along front facade



B Fuel kiosk & Forecourt



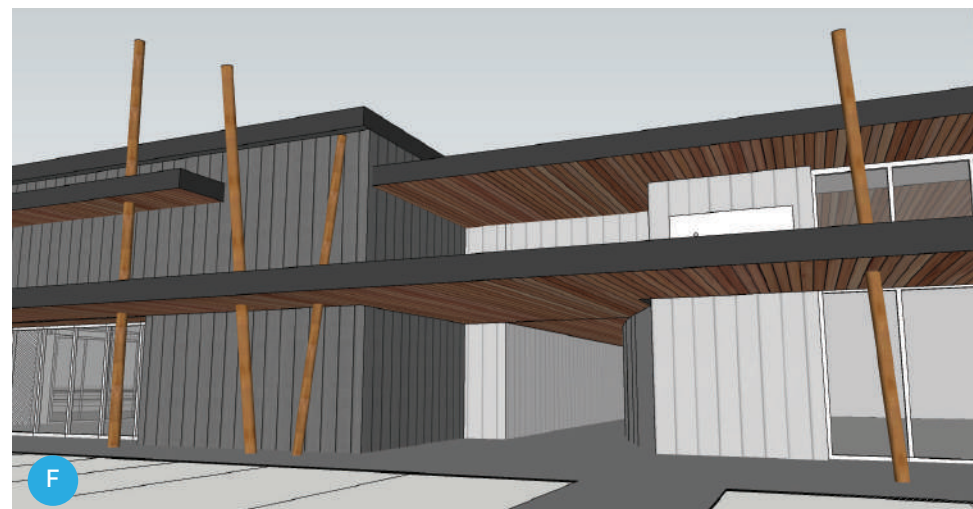
C View from retail down to QSR



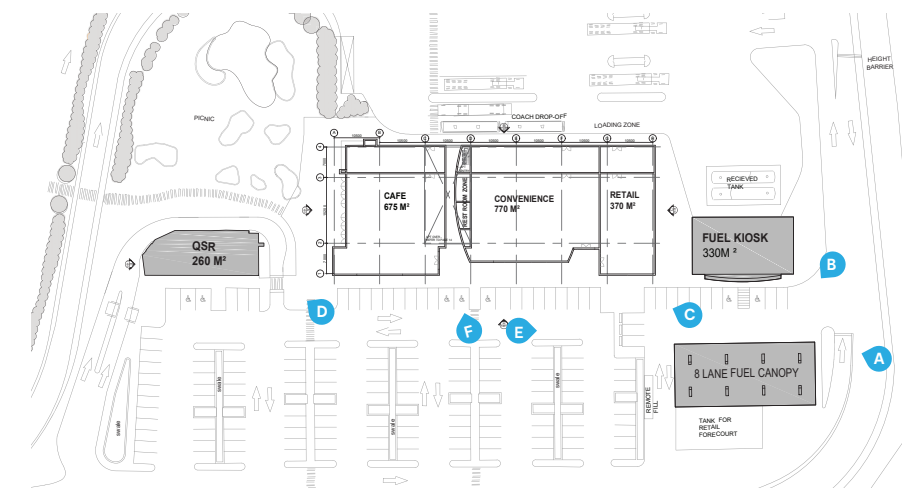
D Corner Cafe & QSR



E View back towards fuel kiosk



F Pedestrian connection to amenities & Rear court



View Key



G Long view at front facade



H Covered Cafe outdoor space



I Cafe



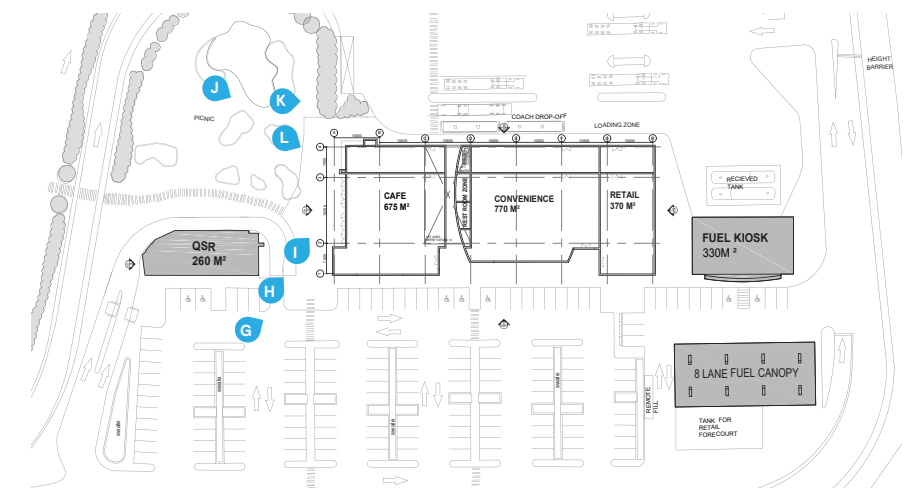
J Cafe & Rear service court area



K View along rear service court



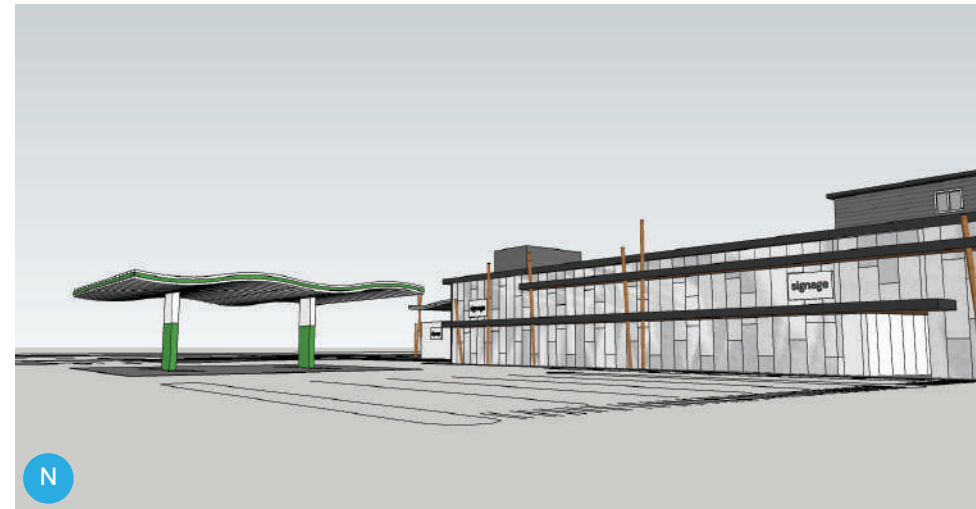
L Fast service cafe



View Key



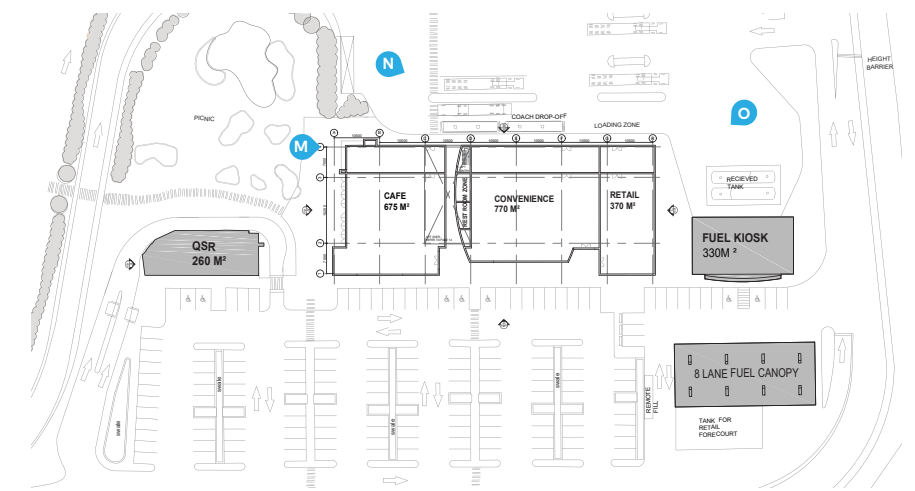
View along service court concourse



Service court & Truck fuel stop



Loading & Service area

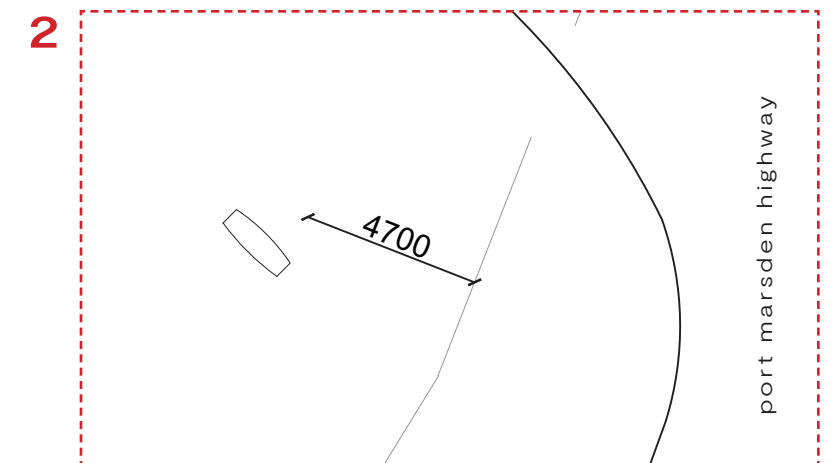
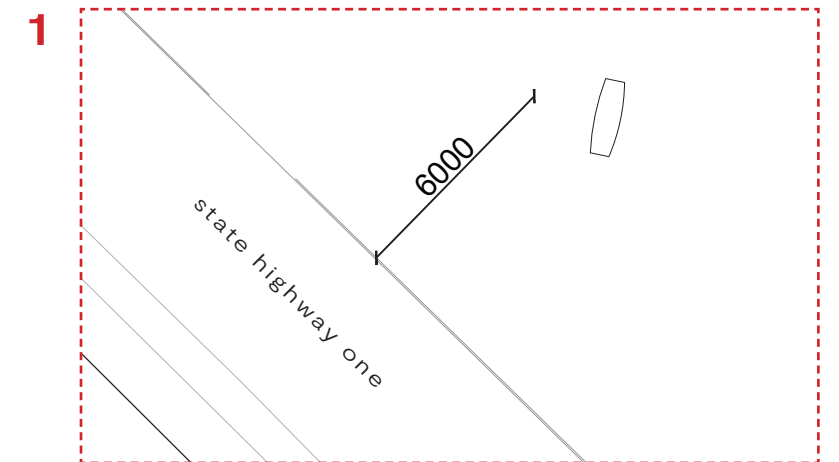
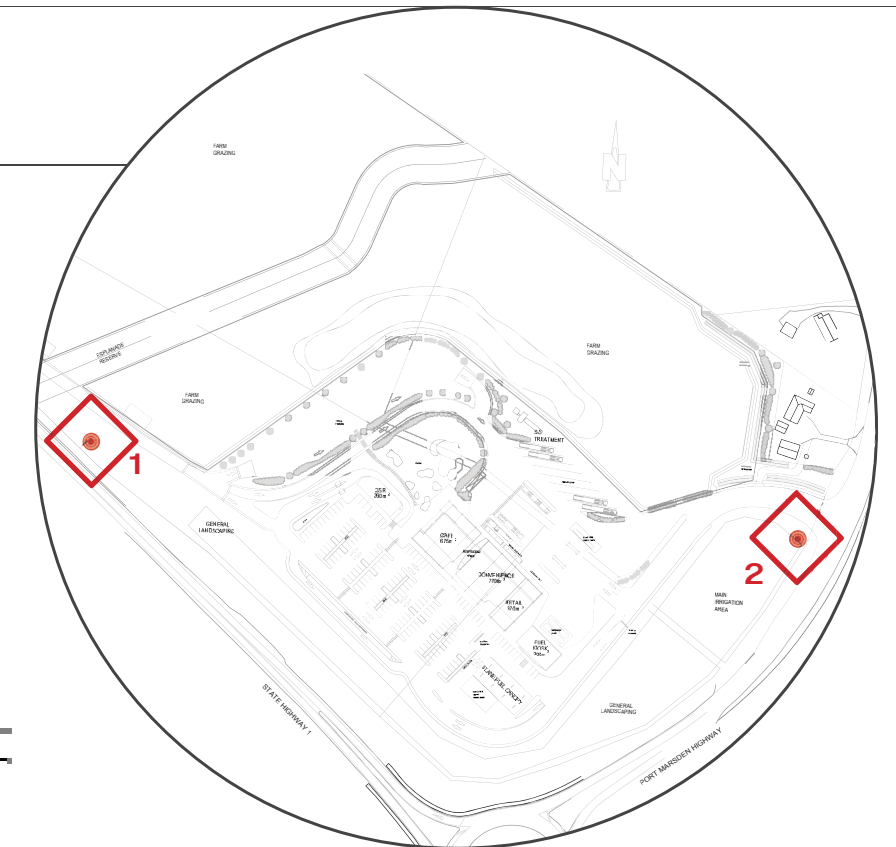
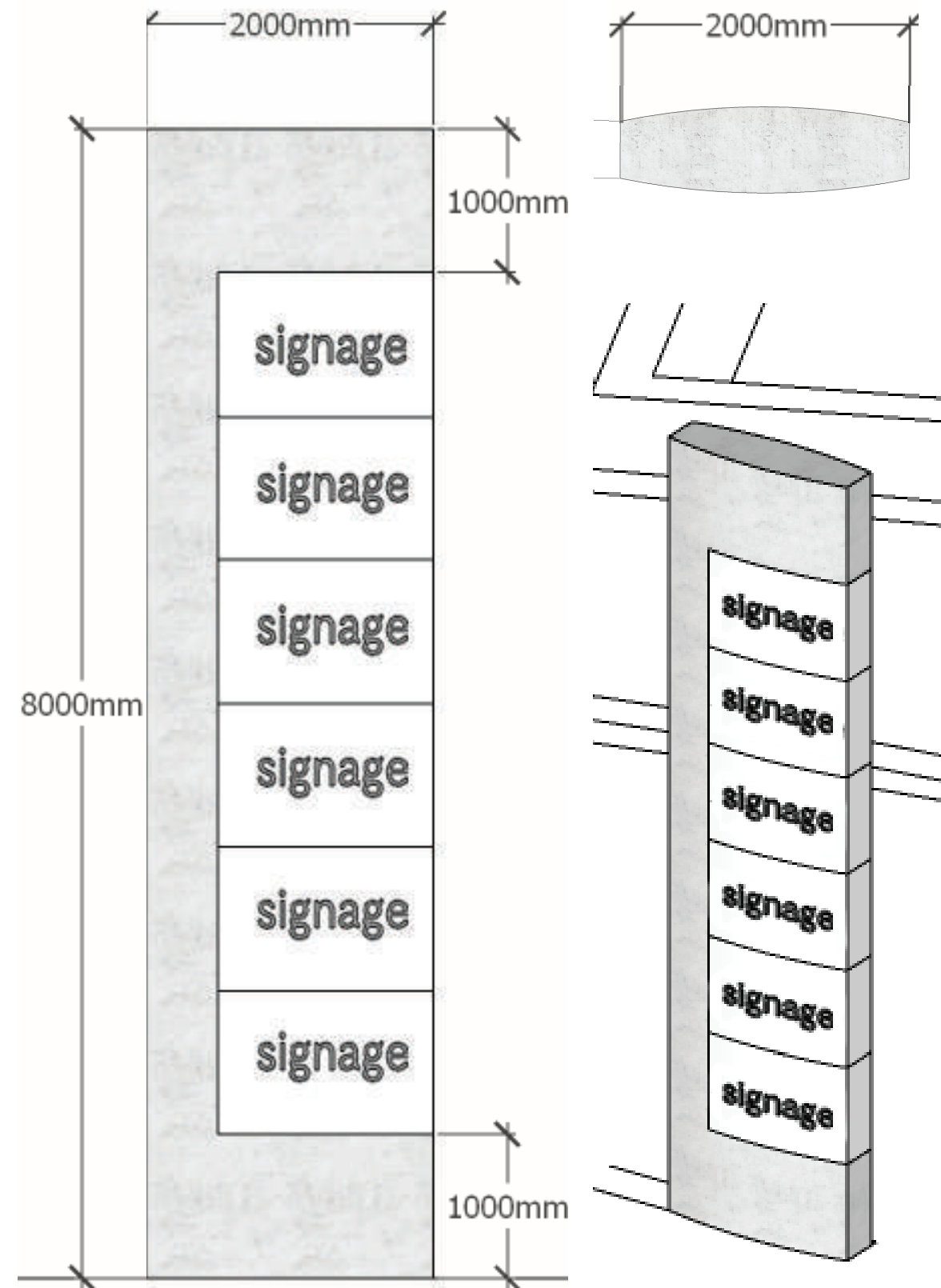


View Key

Pylon signs with tenant brands



Precedent Images





ADELAIDE
AUCKLAND
BRISBANE
CHRISTCHURCH
DUBAI
GOLD COAST
LONDON
MELBOURNE
PERTH
SHANGHAI
SYDNEY

BUCHAN

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