Barry's Point

Haley Hooper
ID: 1124788

Supervisors:
Mike Austin
John Hewitt

'An explanatory document submitted in partial fulfillment of the requirements for the degree of Master of Architecture Professional.

Unitec Institute of Technology, 2011'
Contents

Abstract ..................................................................................................................................................5

Acknowledgements .................................................................................................................................7

1.0 Introduction.....................................................................................................................................9
  1.1 Research Questions .........................................................................................................................11
  1.2 Objectives .....................................................................................................................................13
  1.3 Methodological Approach .............................................................................................................15
  1.4 Design Position on Barry’s Point Rd .............................................................................................18
  1.5 Comment on ‘Learning From Las Vegas’ ....................................................................................20

2.0 Site Principles ................................................................................................................................23
  2.1 Site significance ..............................................................................................................................24
  2.2 Principles of Site ............................................................................................................................27
  2.3 History & Time ...............................................................................................................................29
  2.4 Region ..........................................................................................................................................35
  2.5 Infrastructure ................................................................................................................................40
  2.6 Context/Territory ............................................................................................................................42
  2.7 Place ...........................................................................................................................................48
  2.8 Location ......................................................................................................................................51
  2.9 Urban Morphology ........................................................................................................................57
  2.10 Topography & Landscape .............................................................................................................60
  2.11 Boundary ...................................................................................................................................62
Figure 1.0, Conceptual Drawing in Response to Site: Junction
Abstract

Barry’s Point is the peninsula that founded the development of the Takapuna community. It is a controversial and contentious location that has witnessed many different occupations and events in its short urban history. It has adapted to the persistent changes in society and city. It is now predominantly an industrial road adjacent that runs along the ridge with a motorway feeder at the bottom. This is an area that presents many contradictions. “Concepts may be indifferent, reciprocal or conflictual in relation to context(s).”¹ The opposition of forces that play upon this strip of land form the conceptual understanding of site. An architectural position is developed in relation to both the wider context and the immediate proximities. It is a site of industrial, natural, geographical, infrastructural and architectural complexity. This project is a narration and an interpretation through architecture of the issues of site at Barry’s Point. The architectural proposition explores, articulates and challenges the understanding of context. The result is a formal architectural response. This architecture is pluralistic and involves as many observations as possible in order to form an example of responsive yet expressive design that invokes presence.

Land is what gives architecture its foundation and this is the first point from which this thesis has considered the architecture. Geography is the relationship of human activity to physical land features; this is the second point from which this thesis has considered the architecture. Movement is how we experience the geography of place; this is the third point from which this thesis considered the architecture. This project attempts to realise an architecture that re-establishes connectivity and spatial relationships with the surrounding context. This architecture is a statement of the collective notion of city, landscape and the architectural promenade. It is a reconfiguration not only of built form, but of ideas of disjunction into an intelligible structure and method of interaction.

Figure 1.1, Barry's Point and Surrounding Context
Acknowledgements

It is a pleasure to thank those who made this thesis possible. It has been a privilege to complete this project under the guidance and knowledge of my supervisors; Mike Austin and John Hewitt. Thank you for all your time and input, it is very much appreciated. I would also like to say Muchas Gracias to Antonio Pino-Vila for his incessant motivation and support through every challenge. It is furthermore an honour to thank my parents; Ray and Charee Hooper who have always encouraged me to question, challenge and achieve in everything I do. Finally I would like to dedicate this project to my grandmother Leah Ogle for her simple teachings.
INTRODUCTION
1.0 Introduction

There has long been debate as to whether architecture is derived from its context or from a form independent of its context. This is an issue I wished to investigate, supporting the notion of place and context as particular. This stance is in keeping with the idea of the traditional city, where the city responds to the nature of the land.

There are always applications of site that must be considered as a part of debate about architectural context. The positioning and philosophical understanding or classification of this site in a theoretical context makes the research relevant to wider issues and gives people (that may read or see this thesis) another avenue for comprehending the complexities that exist when one truly investigates the issues of the site. This project is a green, transit, pedestrian oriented development\(^2\) that demands architectural redefinition of place, space and form based on the specific questions posed by the form, disjunction and location of a site bounded by motorway, water, reserve and industry.

---

\(^2\) (GOD – Green Orientated Development, TOD – Transport Orientated Development, POD – Pedestrian Oriented Development)
1.1 Research Questions

- **How do the hierarchies of Barry’s Point; the existing site and context generate architectural form?**

  Auckland architecture fails to adequately address relationships of site in regard to the distinct nature of particular geographical positions and the existing environment. As a harbour-side city, founded on volcanic land, with centres such as Takapuna tightly situated between the harbour, the coast and the lake, the architecture must speak of the language of the terrain or situation from which it rises (with both large and small scaled implications) acknowledging the formal qualities of the site.

- **How can these lost spaces along Barry’s Point be re-integrated into their context, while challenging what that context is?**

  Outmoded mono-functional city planning and transit corridors have scarred the urban landscape, leaving divided suburbs and left-over, isolated spaces that remain undeveloped due to their ambivalence. These contexts form passive but critical parts of the collective urban form and have the potential to generate interventions that question complacency and provoke change.
Figure 1.2, Overview of Location: Auckland Central City, Waitemata Harbour and Barry’s Point
1.2 Objectives

To acknowledge the particularity of a location.

To design a built form that reinterprets the notion of the peninsula and accentuates the entrance to the North Shore and more immediately Takapuna.

To compose a new configurative relationship of place through the juxtaposition of anterior (the existing industrial typology) and posterior (the intervention of contemporary urban architecture).

To reintegrate an area that has been polarised by motorway dissection and characterised by mono-functional industrial zoning, by establishing a network of connections and circulation patterns that support linkages from the AUT campus, through to the bus station, past the playing fields, through the intervention and Barry’s Point Road (BPR) development, into the Patuone reserve and across to Takapuna and the beach.

To stimulate economic growth and change in a currently undervalued and underdeveloped area of Takapuna.

To develop an Auckland example of an architecture and community that prioritises the pedestrian and public transport over the use of private vehicles.

To provide an North Shore alternative to inner-city urban CBD live/work/play/stay.

To create a collective way of living/working/playing/staying that helps people and buildings alike to associate with one another rather than disassociate.
Figure 1.3, Aerial Photography of Barry’s Point from 1963 - 2011
1.3 Methodological Approach

This investigation was generated by an interest in this site.

“Topography, then, is the representation of the particular, but it is a form of representation that articulates rather than depicts: it reveals multiple topographies, rather than representing or reproducing one in the manner of a graphic simulacrum.”

As this quotation suggests using topography as an example; the research and design outcomes have evolved from the articulation of physical realities, then supported by theoretical reasoning. Theorising was a starting point in order to understand the issues that were central to this thesis, once relevant principles were established they were applied to the site to form an architectural intention.

“In linking theoretical research to design in this way, we are following a historical tradition in architectural theory which has both attempted to subject the pattern aspect of things in architecture to rational analysis, and to test these analyses by embodying them in real designs.”

The design exploration was determined by references to history and time, region, infrastructure, context, place, location, morphology, topography, boundary and movement. The outcome was generated through methods of observation, reading, writing, sketching, diagramming, physical and digital modelling, critiques and discussions with supervisors. The resolution is based on a formal proposition that responds to the significance of site and environment. This process is described and evaluated both in the visual and written components of this document.

---

Figure 1.4, Collage of Scenes along Barry’s Point
Figure 1.5, Mangrove Colony East of Barry’s Point, Patuone Reserve

Patuone Reserve
1.4 Design Position on Barry’s Point Road

This project aims to achieve “an intervention that by virtue of its limit and intrinsic organisation is able to augment the city fabric in such a way as to serve as an instrument that both re-structures and enriches the immediate context, while at the same time stimulating a set of as yet only partially foreseen repercussions and developments.”

The culture of Barry’s Point Road (BPR) has developed over the years as a one-stop-shop type road on the periphery of Takapuna, and on the edge of the motorway. Here one finds things that move, bikes, sails, surfboards, cars etc. The dynamic, temporal quality of many of the objects found along the road reinforces the characteristic of the place as an interchange of coming and going, of movement. It is a servicing environment, a place to go to for a specific purpose, and you go there expecting to be able to easily find what you are looking for in a direct, clear and unobstructed fashion.

Upon first consideration of BPR, it is very easy to dismiss it, if not criticise it due to its banal character. The aesthetic of the built environment has been controversial over the years. It was frequently complained about by the community. “Barry’s Point Rd is a disgusting mess - something has got to be done about it.” However it is a modern paradigm of retail/services and city living that is working, and working quite successfully regardless of its crude appearance. (A ‘crudeness’ or an aesthetic that is subject to opinion making it also arguable). “There are few roads like Barrys Point Rd - it may be a short stretch but it is one of the busiest, not only because it is an essential link to Takapuna city from the motorway, but because such a diversity of businessis conducted there.”

This industrial strip is economically viable and tenanted, unlike many other streets in Takapuna’s business centre where there are shops struggling to make a profit, closing down and empty. BPR is alive with activity during its working hours, and the people who go there seem to appreciate its convenience. For these reasons it is not sensible to destroy the existing character of the street.

This thesis recognises that whilst analysing site in terms of the natural world, it is important to equally evaluate the existing development.

Nature and land will often speak more dramatically of the place than the applied built environment, but nonetheless the built environment reflects the period of its existence with reference to both the current time (that it is experienced from) and the anterior time of its construction (which it is referenced to).

It is too simplistic to imagine an objectified blank site, which frequently implies a “tabula rasa”$^8$ type approach in order to do something better, without resolving any of the problematic issues presented through acknowledgement of the context. Therefore this proposal allows the existing buildings the opportunity to evolve gradually into something else as their use becomes redundant or an alternative form/function becomes more valuable and exerts pressure in favour of modification. This project does not propose to destroy or replace the existing development. The whole scale redesign of Barry’s Point Road is considered to be neither realistic nor appropriate.

There will be a change in the relationships and circulation that happen around and through Barry’s Point Road, but this to be considered as an intervention that is supplementary to the usual functioning of BPR as a one-stop-shop road of ‘ordinary’ buildings. The rationale here is that when BPR as it is currently known gradually becomes outmoded, and new built form evolves, it will be built in relation to a context, which accentuates both the transverse (East – West) and the perpendicular (North – South) axes of the site. This juxtaposition of form in conjunction with new patterns of movement will reveal a new series of places, defined by sequential locations and your position within them. The resulting architecture will then be diverse yet anchored to the conditions of the site. In some ways this may be described as ‘framing the thresholds’ as it offers a demarcated experience of moving through a range of scales and qualities of spatial continuum revealing points of difference in the environment.

---

1.5 Comment on ‘Learning From Las Vegas’ by Robert Venturi, Denise Scott Brown, & Steven Izenour

Barry’s Point Road and The Las Vegas Strip are both products of the development that prospered in the mid 1900’s and comparisons can be made between the two. The emerging city and its form were heavily influenced by the rapid integration of the motor vehicle into daily living. With the speed and ease of transport came new ways of experiencing buildings and their relationships to the user, the site and the city. One of the most notable features of this was the introduction of bill-boarding and sign-posting. These signs became substitutes for the facades of buildings as well as the acknowledgment of the sense of competition between one building and its neighbour. In this respect buildings aimed to stand out from that which surrounded them. It was necessary to compete for revenue, be positioned conveniently and mark the building’s location with sign-posted emphasis. Barry’s Point Road like the Las Vegas Strip is one main road of commercial buildings lined with parades of signs and is dominated by vehicular access. This was the arrival of plurality.

In ‘Learning From Las Vegas’ the authors place importance on evolutionary processes rather than revolutionary ones for developing the urban. They criticise the utopian, idealism evoked by the Modernists for its lack of realism, instead they are in favour of an architecture that constantly addresses the existing environment and the commonplace. “Modern Architecture has been anything but permissive: Architects have preferred to change the existing environment rather than enhance what is there.”9 Learning From Las Vegas advocates the ‘the commercial vernacular’ and ‘the combination of fine art and crude art’.10 It also suggests that iconology and symbolism were unjustly stripped from architecture by the modernists and that these representational applications to architecture should be once again be accepted as an inherent part of architecture.11

---

10 Ibid., 6.
11 Ibid., 7.
In regard to Barry’s Point, ‘Learning From Las Vegas’ is a useful document in order to understand the building typology that still exists in BPR today. Though with the passing of time and the changes that have occurred in urban living since its first publication in 1972, strip development is becoming outmoded for various reasons. Firstly, the intention to reduce sprawl encourages compact cities, sustainability and mixed use, and moves away from the dominance of the motor vehicle towards public transport. This not only changes the way in which cities are used and viewed, but also the way in which they are developed. This project acknowledges the presence of the vehicular patterns, but initiates a new primacy for pedestrian possibilities from public transport nodes that work in conjunction with the existing patterns of movement.

Secondly, the dominance of the sign in relation to architecture is becoming less and less necessary as the world of semiotic representation has been significantly transferred to the internet, smart-phones and digital maps or global positioning systems. The next generation generally know where they are going before they get there, and if they are in doubt they have their own portable forms of information to guide them to their destination, whilst being bombarded with online iconography.

Although media and information technologies allow us new conveniences and methods of navigation and understanding, these systems act in relation to physical realities. ‘Digital architecture establishes itself in its active relationship with the very properties of buildings that it announces architecture’s liberation from.’ Contemporary architecture will be a relationship of digital and physical networks and flows. Yet our cities still transform traditionally by a piece-meal approach. It is not a seamless, infinite process. Specific boundaries and limitations exist. Parts of the old or existing remain, as new things come about. “While every interpretation is related to a potential other interpretation, each is seen in relative terms, modifying each other.”

As civilisation continues to advance the ancient understandings and readings of architecture accumulate new layers of reference. Yes, architecture is about firmitas, utilitas, venustas as Vitruvius wrote, yes architecture is about space and form as was later developed, yes architecture is about communication and semiotics as the post-modern era discussed and now in this time architecture is also about globalisation, digital media and information. Change is inevitable. Las Vegas has developed from what was perhaps thought of as a ‘kitsch’ commercial strip of signs, car-parking and entertainment buildings into a significant architectural destination with approximately 37,000,000 visitors a year. Similarly Barry’s Point has the potential to develop from its ‘banal’ commercial/industrial origins into a location of vitality, recreation, entertainment and economic capital.

---

SITE PRINCIPLES

Theory applied: Rendering site, principles and realities.
2.1 Site significance

Barry’s Point is a convergence of geographic, spatial and urban qualities that fall within a 1 kilometre radius (see fig. 2.0), forming a powerful concentration of forces upon a small area of space. Although it is closely connected to the centre of Takapuna, Barry’s Point has evolved quite separately from the focus of Takapuna. The sense of detachment from the surrounding urban fabric is evident. It is important to acknowledge and understand the relationship between Takapuna and Barry’s Point as one of indifference in order to realise the beauty in this sense of separation. This factor has allowed it to develop with an edginess, a raw simplicity that would not have been acceptable in a more centralised area. The notion of being on the periphery and outside the norm, challenges typical ideology around place making, aesthetics and what is expected. Barry’s Point suggests an alternative raison d’être, and historically it has proven that point, from a hotel to a sawmill to market gardens to warehouses. Whatever Takapuna is, it is not. It doesn’t have to abide by the conventions of the predictable urban framework given by the town centre paradigm.

Barry’s Point Road is familiarly known as a semi-industrial area, not that different from any other industrial area in terms of its built environment and the vehicular dominance. (See fig. 2.1, and 2.3) Yet its location sets it apart from the rest. The notion of Barry’s Point Rd as a peninsula has been disguised over the years. Once upon a time this landform was a dominant figure in the ground of the surrounding landscape projecting out into Shoal Bay. But this definition of natural topography was soon lost altering the morphological way in which Barry’s Point was perceived. This was caused by two major interventions; the creation of a land-fill site (1940’s) that resulted in an area of reclaimed land filling in the hollow of space to the the west of BPR, and the construction of the Auckland Harbour Bridge (1959) and subsequently the extension of Esmonde Road across the end of the peninsula. “Even if we walk softly we mark the land, and the quality of that man-marked surface comes to be one of the critical resources for our continued existence.”15 Where we have gained land and rapid connections we have diminished the definition of space and the experience of landscape.

This is an area that spans a great diversity of environments both natural and man-made and is in a visible, convenient location. The natural landscape is engaging, the spaces available are opportune and its proximity to both centres (Takapuna and the central city) is noteworthy. It seems to have all the features that suggest it is a prime site for development. On one hand it is a place of mangroves, pohutukawa trees, bush, raupo, trees, tides, mudflats, water, sand, shells, grassy banks, birds, beaches, lake and on the other hand it is road, motorway, off ramps, on ramps, traffic lights, signs, merchandise, footpaths, drains, power poles, pylons, power lines, buildings, cars and bikes. It’s a physical paradox of unreconciled contradictions between the neighboring environments. Presently the systems and objects of the man-made world have dominance over the finer more delicate aspects of the natural world. Thus the human experience of this space has been limited to that of man made processes, driving by car, passing over roads, arriving at buildings, or stopping at lights. This is only telling half the story of Barry’s Point. The other half is the adventure where you might walk, pause, observe, respond, engage and enjoy the qualities of this landscape.

“How we see our surroundings and how we modify and build them depends upon what we bring to our perception.”

The perception of Barry’s Point can be heightened through attention to the spatial relationships that already exist within the area. There is an interesting interplay of topographical shifts that create natural variances within this site; rises and falls, enclosure and openness. Barry’s Point Road runs along the ridgeline of the promontory, on either side it slopes down creating a distinction between what’s on higher ground and what’s on lower ground. On the Eastern side there is a basin of space formed by the inlet. The land form rises up on both sides of this area creating a hollow, cradle like space. The reclaimed land on the Western side is a contrasting large flat plane defined by the motorway and roads. The Southern aspect opens out across Shoal Bay and over the Waitemata Harbour stretching towards the city in the distance. It is one of the few locations in Auckland that allows panoramic views of the city as a whole.

---

2.2 Principles of Site.

This thesis is a site driven investigation. Site can be understood from a critical regionalist point of view where the meaning of place is associated with the relationship to the local and the landscape. Site can also be read from the Deconstructivist position where the site is a placeless space and the architecture becomes a creation of the project envisioned. Both readings involve the concept of ‘place’ whether it be in search of it or in question of it. Place is an abstract quality that has been used to ascribe certain characteristics to a location. Whereas ‘site’ is the actualities. Conjointly the abstract ideologies of place and the realities of site define what a location is. Place is considered to be embedded in the concept of site for the purposes of this thesis. The significance of site as an architectural generator is explained through a series of principles relevant to the concept of site; History & Time, Region, Infrastructure, Context/Territory, Place, Location, Urban Morphology, Topography/Landscape and Boundary.
2.3 History & Time

History and the tracings of the events, structures and people of the past are important to site in as much as they describe the chronology of a location which may suggest possibilities for the potentialities of the site. “First, an understanding of the issues that the project raises as well as the issues it can address must be reached; only then can a determination of the relevance of its history be made.”17 The process of retrieving and acknowledging the historical evolution of a site inherently uncovers actualities and presents further potentialities for design. Recognition of these factors could be confused with nostalgia, but the difference between the two is this; history accounts for events, nostalgia remembers them longingly. History is iteration after iteration of transformation, of addition and subtraction that forms a configuration that makes a place. A place that “… is about connections, what surrounds it, what formed it, what happened there, what will happen there.”18 It is not possible to detach site from the inference of history, just as it is not possible to detach site from impetus of the future. Time is either past, now or yet to come. “The site of architecture may be constantly shifting, but not its monumental function. Architects still craft time with subtle plays between technologies.”19 This is the tenet from which architecture will always be referenced. The present time will influence the direction of the change that will become a line of the past.

---

The North Shore of Auckland was once a holiday place for seaside retreat from the city. It was known for its lifestyle and leisure, detached from the hustle and bustle of the services and industry associated with the central city. One of the earliest settlements on the North Shore began on Barry’s Point, this community then shifted to Hall’s Corner to become the Takapuna that we know today.

This early establishment of settlers at Barry’s Point was because of the accessibility to the CBD by water. Water transport was a strong determining factor in the location of centres due to the ease and convenience of being able to travel and transport goods by boat rather than a lengthy journey around the harbour over land. It wasn’t until the 1940’s that roads and cars became readily available in New Zealand so water access was highly valued at this time.

Takapuna was first surveyed in 1843 by Campbell and O’Neill, which indicates the time that this area was formalised into allotments and recognised ownership became possible. Initially the land was used for farming (it was fertile, volcanic soil) but as transport infrastructure developed on the North Shore other industries like ship building, timber milling and commercial ventures gained precedence. From the 1850’s to the 1900’s there were a number of informal ferrying services, scows and paddle boats that used to commute between the point and the city. These services left from a wharf at the end of the peninsula, but were limited by tidal patterns. Access from the harbour to Shoal Bay and up to Barry’s Point was only possible between half and full tide.20

The significance of the area was also emphasised by the building of the Saint Mary’s College in 1849 on the rise at the top end of Barry’s Point, the post-office/grocery store and ‘Takapuna Hotel’ (built by Mr Rodger Barry in the 1860’s).21

---

Towards 1900 Barry’s Point lost its crux of activity due to the new links between Takapuna, Devonport and the city and the movement of people closer to Hall’s Corner and the beach. Subsequently it became market-gardens and was relatively unoccupied for the next few decades. Some years later, around 1940, the inlet to the West of Barry’s Point was used as a land-fill on council direction. So what was initially a ‘gateway’ to Takapuna had already been diminished to a rubbish tip and site of refuse.

The opening of the Auckland Harbour Bridge (1959) connected the North Shore to the wider Auckland region and provided access from Barry’s Point Road to the city again. This had a dramatic effect on the relationship of Barry’s Point Road to the surrounding Takapuna suburb. It not only had social implications like the increase in the potential for business and industry, but it also had strong physical implications. Barry’s Point then became known as an access road changing its sense of geographical identity. Rather than a location, a place, or a landform of contrast and interest it was just another unexceptional, quotidian vehicular thoroughfare.

Once the connection to the city was established and proper roading developed, development on BPR began to occur. Buildings on Barry’s Point developed according to the ‘light industrial commercial’ zoning of the area and this is still the dominant building typology that exists there today. Simple, warehouse structures set back at varying distances from the road. This commercial zoning (eliminating the possibility for residential construction) was controversial at the time. “...a grave mistake was made in town planning by zoning this lovely volcanic tidal point a commercial area instead of residential.”

The bush, mangroves and mudflats to the East of Barry’s Point Rd remain surprisingly untouched and forgotten, hidden behind the industrial blockade created by the car sales, gyms, bike shops, surf shops, fishing shops, panel beaters, mechanics, sailing shops, windsurfing shops, motorbike shops, and outdoor gear shops.

Figure 2.8, Geological Map by Dr Ferdinand von Hochstetter drawn in 1859 of the Auckland isthmus and its extinct volcanoes.

The land-fill to the West has been covered and capped and is now known as Barry’s Point Reserve, and used for recreational purposes such as golf and soccer. Barry’s Point Reserve was categorised by local council as “Community Recreation” Reserve, about which the council says; “Providing an attractive green backdrop as you enter Takapuna, significantly enhancing the local ecology and supporting a wide range of leisure activities.”

In 2007 the road adjacent to the reserve; Fred-Thomas Drive was lengthened to meet the Esmonde Rd motorway connection but it still remains largely undeveloped along its Eastern edge. This extension provides another thoroughfare through from Taharota Road to Esmonde Road and on to the motorway.

In 2008 the Akoranga Busway Station was opened, as a part of the Northern Busway scheme to link the North Shore to the city with more efficient public transport services. This station has an over bridge that allows students from the Akoranga University campus to cross over the Northern motorway and catch the bus. However it remains rather disconnected from the wider environment and lacks any direct relationship with Barry’s Point Road.

Historically this site has had its period of importance as the origin of Takapuna but that is not to say that it shouldn’t once again reclaim its status and elevate its standing to something of noteworthy presence as the landform suggests it should. “For the continued life of habituated practices, vestiges are all that are required. Over time any one of these can be discovered to be inadequate, however.” It seems inevitable that Barry’s Point will in time become something else, something more than what it is in its present phase because of its valuable location. So in reference to history and with an eye and a foot forward, it is the question of ‘What should it be?’ It could be many things, it could also fail to be anything of vigour if it fails to recognise the complexity and potential of its location and continues to provide mono-functioning commercial/industrial typologies.

---

Fig. 2.11, Reclaimed land that is now playing fields, Barry's Point Reserve

Fig. 2.12, Leisure time at the end of the peninsula, The Takapuna Gun Club Clay-bird shooting, 1930

Fig. 2.13, North Shore Councillors discuss breach of a retaining wall at the Barry's Point tip (land-fill), 1976
2.4 Region

A geographical region is subject to comparative atmospheric, climatic, political, social, economic and cultural conditions. It is a way of approaching the disparities of locations by assimilating them under one term where one might make assumptions about the area and relate them to the global context. This can be both useful and inaccurate in its generalisations. Just as the ‘Critical Regionalist’ movement has been criticised for its utopian ideals, the idea of making summations based on regional principles can be dubious because they don’t address the complexities of locations. The most valuable part of the regional translation to site is in predicting future trends and establishing infrastructural systems to facilitate changes in population, density, transport patterns, land use etc. These translations must be adopted, reinterpreted and adapted to fit the local; the sites within the region.
Barry’s Point is part of the Auckland Region which is currently governed by the Super City Council (an agglomeration of the region’s eight previous councils) which was formed in 2010. The Auckland Region is known for its volcanic cones, its isthmus location (between the Waitemata and the Manukau harbours) and its cosmopolitan culture. Barry’s Point is subject to the prevailing South-Westerly winds due to its harbour-side position and the climate is temperate but variable with daily weather subject to great changeability.

Presently due to the recently formed council there is a new planning document about to be enacted ‘The Auckland Plan’ (otherwise known as ‘The Spatial Plan’) which will take the place of the ‘Auckland Regional Growth Strategy: 2050’ (ARGS) which was devised in 1999. The ARGS emphasises development of sub-regional centres and transit corridors in order to promote compact, urban environments and sustainability through intensification. Takapuna is described as a ‘metropolitan centre’ and is one of eight areas prioritised for growth and development.

Parts of these visions can be seen coming to fruition in the Northern Busway development, but Akoranga station (200 metres from Barry’s Point) hasn’t developed a strong relationship with the immediate area. In the conclusion of the ‘Growing Smarter: Evaluation of the Regional Growth Strategy 2007’ it states; “Transport and land use clearly shape cities, once transport and land use plans have been established, the likely pattern of development is largely set.” This statement is only partially true, as transport systems and land use plans initiate the potential for new developments but don’t determine the configurations of circulation, form or quality of the developments that occur as a result.

The existing relationship between the Akoranga Station and Barry’s Point/Takapuna is a physical example of how regional growth strategies can fail to achieve integration at a local level. Both the land use of the areas surrounding the transport node, and the transport node itself remain inefficient if there is not a significant density of population and buildings in proximity to support the initiative.

This design project proposes a scheme that incorporates the regional objectives of transport orientated, pedestrian orientated and green orientated development into one spatial concept based on connectivity, increased population and edges that define boundaries and create new forms of identity for this site, the context and the region.


Fig. 2.14, Council Diagram for Priority Growth Areas
Figure 2.15, Transport Strategy showing Auckland’s Strategic Transport Network 2040, Rapid Transport Network shown in yellow, Draft Auckland Plan (2011), pg 162.

Fig. 2.16, Auckland’s Future Open Space Network, indicating ‘open space opportunities’ at Barry’s Point Reserve and Patuone Reserve, Draft Auckland Plan (2011), pg 157.
Figure 2.17, Akoranga Bus Station, part of the Northern Busway Rapid Transport Initiative

Figure 2.18, Location Plan of Akoranga Station
Figure 2.19, State Highway 1, Northern Motorway
2.5 Infrastructure

Infrastructure is the system of organising and allowing movement patterns around the city. Infrastructural decisions are the forces which determine how cities evolve and places relate. In order for cities to function things and people need to be able to be transported from one destination to the next recognising ‘the collective nature of the city.’ These systems operate on a hierarchy of scales that relate to their purpose and capacity to carry differing volumes. The larger the infrastructure the bigger the impact on the urban environment. A motorway serves the purpose of connecting different areas of the city, it supports higher speeds of traffic and it is wide, massive and dominant in form. Subsequently a motorway doesn’t respond to operations at a local scale as it serves a broader regional function and relies on arterial routes to distribute flows at a finer scale of the city. Designing the interchange between infrastructural scales of difference is critical in determining the quality of the space left over as Stan Allen comments; “Infrastructure prepares the ground for future building and creates the conditions for future events. Infrastructure’s medium is geography.”

---

29 Ibid., 54.
Infrastructure

In the environs of Barry’s Point the Northern motorway is a fierce channel of traffic that physically separates the suburbs around Akoranga Drive from the areas to the East. The motorway relies on the Esmonde Road interchange to disperse traffic into the local area, though smaller in scale (than the motorway) it remains significantly large and divisive in relation to its local context. Esmonde Road causes a rift between Barry’s Point and Shoal Bay. Barry’s Point Road and Fred Thomas Drive serve as feeder roads that connect back into the Anzac precinct at the Northern End of Barry’s Point. The size of these roads and the lower velocity of the traffic make them negotiable at human scale. There is an even finer grain of infrastructural patterns; this is in the form of the accessways between buildings to car-parks or other businesses behind the street frontage. It is also of interest to consider the future possibilities of a light rail network (via Akoranga Station) or a second harbour crossing to the North Shore which are both topical, infrastructural proposals at the moment and would increase the movement capacity within the area and throughout the city.
2.6 Context/Territory

Context/Territory is the wider area in which the site exists. “Building in the city, building the city, calls for a delicate balance between urban fabric and building, between common substance and special objects, between rule and exception.”  

Every site has its own qualitative and quantitative attributes which relate at close proximity and also at distance to form the context of the site. The relative scales imply different scales of contextual consideration.

“To establish the continuity of differences, while taking dimensions into account; to move within the simultaneity of scales, viewing the kilometre and the centimetre at the same time; to understand intersections as vital points and longitudes as adjectival attributes: all these practices are essential to the urban project.”

Relationships at close range have individual, small, detailed implications, while relationships of things at long range have collective, large, general implications.

“Logistics of context is a loosely defined working framework. It suggests a network of relations capable of accommodating difference, yet robust enough to incorporate change without destroying its internal coherence. Permeable boundaries, flexible internal relationships, multiple pathways and fluid hierarchies are the formal properties of such systems.”

Each site is a relative segment of a greater network of systems and phenomena that assemble and establish a context.

Context/Territory

Barry’s Point requires an understanding of context within a wide range of scales. “It is the laws governing this passage from local physical moves to global spatial effects that are the spatial laws that underly building.” The warehouse buildings that are adjacent to the site create dialogue around their size, shape, form and materiality in relation to the site, whereas the relationship to the CBD (approximately 5km away) generates larger propositions about views, transport, the urban grid and geographical location. It is a configuration of collective entities and a part of the entirety of the spatial continuum. The combinations of diverse contextual qualities form the virtue of Barry’s Point. Some of the contextual characteristics discussed within this scheme include:

Mangroves and greenscape

The North Shore has an accumulation of mangrove ecologies that have established themselves in the protection of the bays and inlets. Barry’s Point backs onto a large colony of mangroves that provides green relief in an environment that is becoming increasingly urban. This ecosystem needs to be valued and retained not only for ecological reasons but also because of its spatial significance as an area of openness providing contrast to the densification occurring around the periphery. This setting becomes a point of release from the intensity of the city. “Until recently, proponents of urban densification have generally spoken little of the potential contributions to sustainability of green space or wildlife habitats in urban areas…” Barry’s Point is a prime example of urban space meeting green space and an opportunity to highlight a cohabitation of these environments.

At the water’s edge

“Auckland is naturally endowed with a system of water hollows, of bays and harbours which used to be its community centres.”35 Auckland is a water city. The sea is something that Aucklanders experience on a daily level (and urban processes should enhance this experience of the city). Everywhere you go you are exposed to coastlines, harbours, inlets, estuaries and the water’s edge. It is a great part of what this city is, and forms a strong part of its identity, however more often than not our built urban environment doesn’t respond to the watery reality of the city.

Development on Barry’s Point should engage with the significance of its harbour-side position via walkway and views. On a social level, there is an opportunity to provide buildings that give many people the pleasure of being able to look out over the harbour and experience the different patterns of the water, on a glassy day, on a misty day, at high tide or at low tide, each day and each moment it is changing. This type of view is the kind of phenomenon that creates destinations. A view and a destination should be accompanied with a built equivalent that heightens the encounter and makes it even more memorable.

Development along the water’s edge is going to continue to increase in value in urban areas, because people enjoy being close to the sea and the demand for waterfront positions is greater than the availability. There is a definite correlation between being by the sea and recreation. Activities that occur along the water’s edge normally associate with the good side of life, with enjoyment and relaxation (as one can see in the Takapuna lifestyle).

35 Toy, “Auckland at Full Stretch,” 68.
Figure 2.25, Changing nature of a Water’s Edge location
Recreational activities

Barry’s Point offers recreational destinations like the Barry’s Point Reserve playing fields, the golf driving range, gyms and ten-pin bowling lanes. These patterns of land use relate back to the general theme of Barry’s Point as a collection of movement based enterprises and should influence the way in which Barry’s Point progresses.

Industrial buildings

The industrial buildings that form the spine of Barry’s Point have their own architectural language that will impact upon any intervention into this area. The light industrial style of the warehouses on Barry’s Point frankly expresses the basic function of the buildings. The buildings work as shells that are generally open plan with simple interior divisions to allow for maximum working or display space. This building typology follows a fairly standard rectilinear form with a low angle pitched roof and large front opening for entry and exit. Concrete block and metal sheet cladding are the most common materials used in the building envelope. Each building differentiates itself through signage, colour and varying window styles. These types of buildings are flexible and well suited to change. “The old factory, the plainest of buildings, keeps being revived: first for a collection of light industries, then for artists’ studios, then for offices (with boutiques and a restaurant on the ground floor). From the first drawings to the final demolition, buildings are shaped and reshaped by changing cultural currents, changing real-estate value, and changing usage.”

Figure 2.27. Photo depicting the peripheral culture of Barry’s Point
2.7 Place

Place is concerned with the qualities and associations temporarily attached to a physical location. It arises from the synthesis/combination of boundaries, topographies, morphologies, locations along with patterns of human interaction. It is pluralistic in the sense that is not definable as one thing; rather it is an evocation of a multiplicity of factors as they come together to form something unique and different at a particular point in time. From a subjective human perspective place is a sequential phenomenon that changes as you move through it, a transitory succession of locations that reveal themselves relative to your position. Some people perhaps might argue that certain “places” lack a sense of place, but everywhere inherently has a sense of place simply because ‘it is’, or it exists. Whether or not the sense of place is orientating or disorientating, progressive or regressive is a different question. A place is subject to change over time as the built environment transforms, the borders shift, the patterns of use adapt, the mix of the population varies, the topography adjusts and the location endures.
Place

A place of periphery. A point of focus in paradox of territories. It can be ‘read’ in many different ways, from industrial, commercial, to natural, from work to recreational, from vehicular to pedestrian, peripheral or central, figure or ground, significant or forgotten. Barry’s Point has an eclectic character already, one that differentiates itself from Takapuna. It has a hard edged, yet playful quality about it. It is a busy zone of transit through the working hours of the day, with an impersonal atmosphere of coming and going. As the day ends Barry’s Point quickly becomes vacated, leaving the passing cars as the only form of activity to break the darkness of the night. The industrial commercial building typology which informs the programmes, the use of the road and the spaces between is rapidly becoming out-dated due to its mono-functional. “The boxes, large and small which mushroom everywhere, at once disconnected yet over-connected stand as metaphors for the alienation from place and the anonymity of the people that use them.”37 The evolution of the next phase of Barry’s Point Road’s acculturation will depend on its interpretation. Its size, separation and limited borders mean that it has the opportunity to be something unique and autonomous. The diversity of the community that gathers along this ‘peninsula’ will construct the social dynamic and definition of the retrofitted culture of place as it develops. This will be determined by the scale, the connections and relationships of the spaces created and the existing context.

Figure 2.28, Night Scene on Barry’s Point Road

37 Toy, “Auckland at Full Stretch,” 68.
2.8 Location

Location is the exact positioning of something. For example locating a building upon the earth’s surface gives it specific coordinates which identify explicitly where that building stands. Although it is not so much the coordinates but the specificity of the building’s spatial situation that is important. Every location has a minute specificity not replicable anywhere else. Regardless of how dramatically an environment might change, the physical location remains constant. This concept may be subject to human error or limitations in terms of identifying or calculating locations, but the actuality of it is finite/definitive. “A whole network of relative distances progressively locates uses and buildings on the basis of the relationship of each single active unit to the whole metropolitan system”38 Each location separates itself by reason of its incremental difference in position and the varying conditions that affect it over time. Location can be understood as a metaphorical palimpsest for occurrences and constructions, reactions, deconstructions and reconstructions of human and natural processes.

---

Location

Barry’s Point holds a pivotal location due to its exposure. It is visible from a wide angle of positions and it is a vantage point itself looking out over a panorama of views. It is convenient and has always been well used because of its proximity to amenities. Although the way in which Barry’s Point is used has greatly changed since the 1800s it has always maintained a theme of recreation, from the early Barry’s Hotel, the claybird shooting and the jetty to the activities enjoyed there today.

Views

The view shafts that radiate out from Barry’s Point are dramatic, both at day and at night. It is a place to look out from, and a place that is seen (though currently there isn’t anything that draws your attention to it). The close views are over the mangroves and bush, the intermediate perspective is over Shoal Bay and the Bayswater Peninsula, and the distant view is of the city skyline and the arch of the harbour bridge. Through the day these views change with the atmospheric mutability. At night as the landforms are lost to the darkness, the view becomes a pointed city scene of sharp colour, fine lines and beautiful lights. These views are incorporated into the architectural resolution of this project, to allow people the possibility to pause and appreciate this vantage point.

Figure 2.29, Locational Sequence of Barry’s Point
In the surround – places of relevance

Takapuna Beach-Takapuna shops -Lake Pupuke- Barry’s Point Reserve-Akoranga Busway Station-AUT campus-Auckland CBD

Takapuna Beach – picnics, sunbathing, swimming, running, walking, boating, kite-surfing.

Takapuna shops – shopping, eating, drinking, working

Lake Pupuke – Sailing, windsurfing, swimming, walking.

Barry’s Point Reserve – Soccer, Arts, Golf

Patuone Reserve – Walking, nature.

Akoranga Busway station – Public transport exchange

AUT Campus, Rosmini College, Hato-Petera College – Studying, working

Auckland CBD – Living, working, shopping, eating, drinking, entertainment.

Figure 2.30, ‘Diagram of Forces acting on Barry’s Point”
Figure 2.31, Aerial Photograph looking down over Barry’s Point with Rangitoto in the distance
2.9 Urban Morphology

Urban morphology is the study of built form; the processes of human intervention upon the landscape. Built form and natural form can be appreciated exclusively; one as distinct from the other and inclusively; one in relation to the other. “Respect for urban things brings with it the appreciation of corners and vacant spaces, of environments, scaffolding, railings, garages, basements, and platforms, gateways and warehouses, ramps and railings, corridors and gardens and fences, not as much as anecdotes of a landscape, but as urban forms that today’s architecture frenetically produces ...” 39 The natural environment provides a setting of contrast for these objects and both conditions are subject to change. Just as the topography evolves and adapts through processes of accumulation, degradation and transformation, so too does the morphology. The way cities are constructed, deconstructed and reconstructed influences the interpretation of the topography and the way in which it is inhabited. The patterns of the roads, the proportion and form of the buildings can either reveal or conceal the relationship to landscape. Buildings can create impenetrable boundaries (that result in exclusive spaces) or allow for porosity (that suggest possibilities and permit movement through). Morphology sets up the limitations and applications of land use by determining what is open and accessible and what is not.

Density

This area is a low density environment with substantial amounts of space surrounding the buildings. The buildings are mainly one storey, sometimes two. With the general movement of the city looking towards densification rather than sprawl, this is an example of a site that requires not only a diversity in programme that incorporates living, but also an intensification of the land use. “Together density and “mixity” define the urban condition.” ⁴⁰ This intensification should support the further growth of the Barry’s Point community by establishing a culture and pattern of place that is subject to change over time.

Relationship of Existing buildings to new development

Any development will change the way in which aspects of Barry’s Point Road are experienced. As a result of providing alternative ways of moving through Barry’s Point the existing buildings will be seen from new unintended orientations. This will create an ambiguity around the existing buildings as they will lose their established definition of front, side and back elevation. There is a quality in this rotational effect that informs aspects of the design intent. The architecture that develops needs to relate at multiple levels to the existing buildings, perhaps differently at road level than they do at the new ground level.

Circulation

Circulation is a challenging aspect of this design process. The traffic flows give a dynamic vitality to this area and the roads themselves rapid connections from one place to another within a larger context. However the road network and the motorway dominate the circulation patterns across Barry’s Point leaving other options fragmented. Fred Thomas Drive (to the left), Barry’s Point Road (right) and Esmonde Road (bottom) are so dominant they have virtually eliminated the possibility for the pedestrian journey by reducing the quality of a walking path to a battle with the car, speed, exhaust, noise, intersections and danger. Esmonde Road especially, acts as a river of tarmac and traffic, preventing any opportunity of crossing and being able to experience the end of Barry’s Point or the water’s edge location.
2.10 Topography & Landscape

The earth is the mass upon which we live; its surface, the topography and landscape are perpetually evolving into new shapes and forms. The form of the earth is transformed by the forces of nature; predominantly wind, light, water, temperature, gravity, seismic activity and magnetic fields. This is a process of constant degradation and accumulation of substance as particles are moved from one place to another producing and eroding landforms. These landforms become significant features of the topography that define space. “Topography is the representation of place that reveals the knowledge of the place not as type or class but as the place itself.”41 It is in these rises, falls, slopes and plateaus of the land that we begin to comprehend intricacy of place and distinguish site.

Land forms

Barry’s Point is the ‘remnant landscape’ of the peninsula. Barry’s Point Road runs along the ridgeline, positioned between two hollows of space to the East and the West. The natural basin that occurs on the East side has been severely neglected yet luckily ignored by the current built reality. The curves of the inlet descriptively define the area illustrating the shift between the low lying land and the mangrove marsh. It presents a powerful and evocative spatial hollow that could generate an animated architectural experience articulating the crossing to, from and through this place and the pause within it, as something unexpected but delightful. However the spatial hollow to the West lacks an edge which results in an undefined expanse that spreads towards the motorway and out into Shoal Bay. There is a tripartite relationship that occurs between the western space, the mass of the peninsula and the eastern space, all alluding to distinctly different qualities of place. Independently they maintain a frank, austerity but together these environments inform a complexity and contradiction.
2.11 Boundary

The legal boundary is something that contemporary society fiercely adheres to. We have become so accepting and comfortable within the abstract delineations of a title boundary that we are often unable to comprehend the continuity and wider context of site. The protection of boundaries is essentially based on the preoccupation with ownership and legality. As architects we are responsible and interested in spatial boundaries, which are not the same as legal boundaries. Spatial boundaries define locations in the broader sense of the site. “As settings for interaction and intersections that transgress abstract property divisions, urban sites are conditioned and contribute to, their surroundings.”42 This idea has a strong implication for architecture, as the individual building is then located by the actuality of its position in relation to the physical spatial continuum that it exists within rather than an arbitrary system of lines lacking a critical response to context.

The spatial boundary is descriptive of form and void. It is always an interstitial or intermediary agent that works between differing qualities of space and allows contrast ‘from’ something, ‘to’ something. Unlike a legal boundary which demarcates and limits by use of a line, a spatial boundary is the recognition of a transition across a shifting mass and dimensionality. “A boundary is not that at which something stops but, as the Greeks recognised, the boundary is that from which something begins its presencing.”43

**Physical**

This site has severe limitations that must be negotiated. Esmonde Road cuts the site at the tip of Barry’s point very crudely with its width, intersections and speed of traffic. This intervention separates Barry’s point from Shoal Bay both physically and visually.

The water’s edge is also a secondary natural physical boundary that separates land from water, this is a demarcation that should be addressed architecturally.

The area of reclaimed land to the West is wide, open and expansive, and can’t be developed in the near future due to its prior use as a landfill. This space must be acknowledged and its edge defined.

The natural gradient of the promontory of Barry’s Point will enforce certain decisions relating to circulation.
DESIGN PROCESS
3: Concepts
3.1 Conceptual Beginnings: A concept of Movement and Motion

Movement is a phenomenon that is very relevant to Barry’s Point Rd, to its location, its current conditions and programmes. The natural formation of Barry’s Point road embodies a directionality. Barry’s Point Rd conceived of as peninsula points towards the central city as it extends into the apex of Shoal Bay, which in turn opens out into the Waitemata Harbour. This protrusion of the land form into the bay (along a horizontal plane) gives it the feeling of departure, that it somehow wants to differentiate itself as it stretches out from North to South away from the surrounding land mass. The inlet and Shoal Bay are ever-changing spectacles of tides, water moving in and out. The climatic conditions transform the water’s surface from glassy, flat to choppy. The rise and fall of the peninsula as a promontory suggests a vertical progression and a changing of levels crossing East to West, as well as a concentration of pressure and release between the ridgeline and the hollows on either side.

The man-made environment adds another layer of movement through the signage, buildings and infrastructure. This is not a place that people usually journey through on foot. People know Barry’s Point Rd by car. Hence there is a direct correlation between the formal understanding of Barry’s Point Rd and the speed of a vehicle. The experience is more fleeting and continuous by car; the traditional building elevation is lost to the distraction of signage placed perpendicular to the road. The irregularity of sign heights but fairly consistent rhythm of these signs gives the feeling of jostling repetition as it draws the eye back and forth from one frame to the next. A random smattering of signs hit your eye like punctuation marks, (symbols used to make this environment legible), disconnected from the edge of the buildings and at varying heights, colours and sizes. The changing perspective of these signs viewed down the road creates a feeling of sequential projection that pulls you along the axis of the ridgeline.
The building forms are separate entities and the gaps between the buildings reveal distant views and the promontory as it slopes down on either side. Each building is disconnected from its neighbour and set back from the road at an irregular distance which accentuates the feeling of oscillation as you speed through. The dominant element of the building facades are the doors or points of entry, again emphasising the idea of movement not only along the street but into the buildings.

Barry’s Point Road is a place of dynamic, recreational industries; of motor-biking, cars, surfing, cycling, gyms, mechanics, yoga, ski and snowboarding, or windsurfing and paddle boarding. The businesses of Barry’s Point Road form a community of spaces for the retail/repair of moving objects. Attention is not placed on the architecture, but on the things that are found within these simple buildings. Barry’s Point Road has a culture that expresses a human affection for motion. What is it about movement that fascinates us? How can architecture propose various properties for transition from, one place to another whilst providing a static contrast of, one place and another whereby ‘the ordered trajectories of movement become modes of access to fields of event and encounter’?44

“In addition to functioning as bodily protection, buildings operate socially in two ways: they constitute the social organisation of everyday life as the spatial configurations of space in which we live and move, and represent social organisation as physical configurations of forms and elements that we see.”45

Movement on Barry’s Point is predominantly one-way and needs a cross-cutting movement that connects and projects through the currently restricted Barry’s Point Rd. This proposition would make movement possible from AUT campus, across the motorway, over the reclaimed land, through the peninsula, over and around the mangroves up the residential streets, through the centre of Takapuna and down to the beach. The pattern consists of the composition of several independent systems of motion that engage with people and recreational activities.

Figure 3.0, Conceptual Modeling of Movement Axes/Structures, exploring the point of junction and the relationship of parts.
The human position in the field of movement. This site presents itself with many attributes that are currently inaccessible or unknown through lack of opportunity to experience it. People want diversity and possibility. It is pivotal to be able to explore an architectural resolution that achieves some degree of reveal and at the same time some degree of concealment that allows the ‘unknown’ to be discovered step by step. This proposition uses the human position in the field of movement. It understands the significance of the footstep, time, speed, space and scale. These aspects influence the type of motion and the connection of these movements. The connections are crucial as they are what allow transition to occur and the continuity of a series. Connections are as much about the difference between the environments that they connect, the disjunction, (from the artificial landscape through the man-made to the natural landscape) as they are about the reconciliation of the qualities, forces and effects of the differential.

Movement and motion have been dominant features of Barry’s Point Road throughout its history. These qualities are properties of this landform and its location. Subsequently those qualities have become features of the built environment and its programmes. Likewise these attributes will become a part of this architectural exploration and its articulation.
Initial Sketches

Junction – Section – Projection – Focus – Disjunction

“an assemblage is first and foremost what keeps very heterogeneous elements together: ... both natural and artificial elements ... The problem is one of ‘consistency’ or ‘coherence’ ... How do things take on consistency? How do they cohere? Even among very different things, an intensive continuity can be found.”

Architecture is context, boundaries, scale and connections, resulting in a form as a resolution of these things. Assemblage is a method by which these components come together. With this in mind, this project seeks to challenge the context of Barry’s Point Rd without attempting to control it, redefine the boundaries of the peninsula whilst emphasising the differences from one side to the other, introduce a juxtaposition of scales that give people a multi-dimensional experience of landscape and building and establish networks of connections that regenerate the possibilities of movement patterns through this location. This is an architecture that describes a continuum of spaces with articulated edges and transitions.

Why junction? The convergence of axis. An intersection. The crossing of two movements to form a point of reference. Junction is encounter of directional opposition that gives that place significance.

Barry’s Point currently has one dominant axis which is the road that runs down the ridgeline. “The crossroads and corners as places of reference and of exchange; the ramps and gaps which conjoin different levels, the intermittent appearance of bridges … rigid components of the fluidity…”

These conceptual sketches express the idea of the crossing of paths with vertically exploded junctions that punctuate the space of the location. It shows the independence of each system, a physical separation created through the contrasting levels and the under/over interplay of the minor axes with the major axis. Though physically distinct, visually we are aware of the point of cross-roads and the sequential transition through from one side of BPR to the other. The junction signals the movement from one realm – the hard urban, to the next – the natural. There is also an indication of the relationship of contrast between the buildings of BPR at a higher level as they step down to the edge condition on either side. It is the junction of movement that creates the possibility for complexity and an identity of difference.

What is it about section? The construction of horizontal layers expressed in the vertical slice.

Section is what reveals the tectonic composition of structures as they meet.

This sketch illustrates the positioning and the knitting together of the topography with built form and how one can accentuate the properties of the other whilst creating a journey through, over and under. The existing buildings provoke the new forms, and the new forms challenge the existing. The sectional expression is also an exploration of properties of (‘that’) what is in-between the existing and the new, the intermediate transitional shift from one phase to the next, the articulation and the scale between.
What’s the purpose of Projection? Projection creates the feeling of a force pushing you through a space. The way you look down a street is influenced by the perspectival view you have of it, this perspective linearity places importance on the apparent vanishing point. But upon reaching the end, you realise there is a new perception of that end point, and you are in fact within a continuum of spatial experience where the end is never the end.

This sketch illustrates how the traditional elevation of BPR is read at a perpendicular angle because of the directional quality of the street and the movement down it. The irregular placing of signs along the street reinforce the idea of depth as well as creating a lateral oscillation across the width of the street. These factors strengthen the dynamic quality of the road. The concept of projection through space based on view shafts and sequential movement will be applied to the architectural design of the minor axes as they cut under BPR.
Focus and vision

How do we see in frames? I am a locus and the foci locate me where ever I may go. Revealing and limiting my view of the world to segments that the mind collages into a greater impression of what exists. There are things that move and there are things that remain stationary. Our view of things is determined by our orientation, our speed, or our stillness and the relative position of the ‘thing’ to us; all subject to light and its temporal, changing nature.

These sketches show the layering and patterning of a BPR scene and how that is viewed from the human experience as frames of a wider context. These drawings represent the shifting eye, and the momentary fixation on certain points within a view. There is a rapid selection of attention and focus specific to each individual and their position and speed within that space. Travelling down BPR there is a bombardment of signs that randomly distract your eye as you look past them into the long view. “But if we concentrate with attention – or even with devotion – scenes of the contemporary city lacking visual coherence or apparent meaning become in fact fortuitous ensembles that take on interdependence by virtue of their material reality.”

48 Ibid., 27.
How does disjunction relate? Disjunction is the idea of separateness, of difference, disconnection. Recognition of the beauty in disjunctive elements allows a design to either reconcile or accentuate the unlike properties of those things.

These sketches highlight the disjunctive quality of the built environment and the natural environment. There is a dialectic presented through the determined, angular pitch roofs and straight walls of the built environment on BPR in comparison to the intricate, non-linear, curved geometries of the foliage, trees, mangroves, bays and organic growth of the landscape to the East. This relationship of opposed geometries will always be disjunctive. BPR has the potential for disjunction to be explored and developed in parallel with junction to demonstrate how the built environment can use disparity to create an unexpected coherence.
This very early sketch impression of built form depicts a grouping of the core design ideas. There is a formal indication of a built form that expresses a dynamic aesthetic through the use of the faceted angles and adjoining lines. This idea of movement is also reinforced by punctuations or openings in the hard edge of the form that allow for passage, connections and insight into a sequence of built experiences. “Definition in this sense does not have to be through simple counterposition to the outside; it can come, in part, precisely through the particularity of linkage to that ‘outside’ which is therefore itself part of what constitutes the place.” The idea of a cantilever or extension out over Esmonde Rd is indicated as a constructed continuation of the end point of the peninsula out, over and towards Shoal Bay. This drawing is suggestive of the gradient and relationship of levels that exist on BPR, and is starting to explore the hard edge along Fred Thomas Drive and how the design meets the existing context, for example inserting it, butting it, or replicating the parallel line of the road.

Figure 3.13, Diagram of Conceptual Proposition, Hard Urban Edge and Soft Natural Edge
This project suggests a cross-axis system that proposes alternatives to the dominance of the major axis through a series of minor axes that cross under perpendicular to Barry’s Point Road. It will extend over the road where necessary, link the fragments and interconnect at junctions with the existing circulation axes whilst providing an alternative and interesting journey around the peninsula that can be navigated by foot, bike or the like. This new cross-cutting circulation will provide a contrast to that of the car; though the two networks will exist in close proximity the exclusivity of each will be obvious. Just as the road is made for the car, and the human experience becomes secondary, the proposition aims to create something where the human experience is primary and the vehicle is secondary.
Figure 3.15, Sketch ideas of Concepts

- Tripartite
- Figure and Ground
- Counter-axis
- Hard edge
- Cross Cuts
- Views
- Car & Man
Figure 3.16, Slots between buildings, a site observation that informed the cross-axes notion.
DESIGN DEVELOPMENT
3.2.1 Site selection

East-West axis

The site for investigation started from the contextual figure of Barry’s Point; inclusive of the cross-section that stretches from the AUT (Auckland University of Technology) Akoranga Campus East, across the Northern Motorway, past the Akoranga Bus station, over Barry’s Point Reserve, through BPR, across Patuone Reserve and the mangrove basin, past the residential streets, into the commercial centre of Takapuna and finally reaching to Takapuna Beach. As the process of design exploration has developed the site has been narrowed down to particular locations. However the specific areas for design intention still maintain their reference to the urban extent of the wider site.

The immediate area of Barry’s point can be conceived of as three different environments; artificial recreational (landfill, soccer fields, golf driving range), built industry (commercial/retail warehouses) and natural (mangroves, flora and fauna). These zones also illustrate the ‘figure-ground’ of the peninsula as figure and the adjacent spaces as ‘ground’. The tri-partite condition established is an important part of this urban environment as it differentiates between form and open space. The ground is no longer a neutral datum to display the hegemony of the figure, but a meaningful construct able to direct relationships with authority equal to that of the figure.50


Figure 3.17, High Angle Photo of Barry’s Point indicating Lake Pupuke, Takapuna Beach, Takapuna Centre, Barry’s Point Reserve to the West and Patuone Reserve to the East

Figure 3.18, Diagram of Points on East - West line of interest

Figure 3.19, AUT, Akoranga Overpass, Northern Motorway, Barry’s Point Reserve, Barry’s Point, Patuone Reserve, Residential Takapuna, Takapuna Centre, Takapuna Beach

Figure 3.20, Built Form on Barry’s Point
Acknowledging Sites within The Site

- **Site Typology 1:** Vacant space – Fred Thomas Drive
- **Site Typology 2:** End of Peninsula – Seaward facing
- **Site Typology 3:** Green East Edge – Patuone Reserve
- **Site Typology 4:** Interstitial spaces – That which is ‘between’.

This thesis proposes intervention into Barry’s Point that doesn’t fundamentally alter the way in which the place currently operates or the existing character, but adds to what is there while suggesting further possibilities for future development. “Site analysis is a basis for conservation and also a prelude to successful revolution.”\(^{51}\) Therefore this position is not congruent with the demolition of any large number of buildings in the area and implies that the search for a site focuses on areas that are either unoccupied or unutilised.

Analysis of Barry’s Point suggested four different areas of available space: vacant sites along Fred Thomas Drive; the green east edge beside the mangroves; at the end of the peninsula and also the smaller spaces at the back of and between the existing buildings. Each one of these situations has unique and differing qualities and subsequently the design approaches must respond attentively to the conditions of each particular site. As Ignasi de Sola-Morales writes;

> “What I have tried to put forward is a sense that differences are perceived more clearly the closer the relative positions of the objects in comparison, while variables and forms of relationship are established between apparently unconnected positions and situations.”\(^{52}\)

---

51. Kevin Lynch and Gary Hack, Site Planning, 32.
52. Ignasi de Sola-Morales and Sarah Whiting, Differences: Topographies of Contemporary Architecture, 8.
Figure 3.22 The Green East Edge - Patuone Reserve
Figure 3.23, Vacant Space along Fred Thomas Drive
The sites situated on Fred Thomas Drive must respond to the open, spatial expanse of the reserve, recreational programme of the reserve, generate connections through from the Akoranga Bus Station, develop an architectural edge that addresses the road and resolve the properties of front to back (as any building on that side of Fred Thomas Drive will engage with the topographical rise of the peninsula and also the backs of the existing warehouses.)

The end of the peninsula is a site of extremes. It is visible from a number of harbour locations, it is exposed and open. It has a direct relationship with speed, traffic, water and the CBD. This location is a gateway to Takapuna, as well as a marker for Barry’s Point Rd. It will be viewed from all directions which gives it multiple significances originating from one position but understood from a variety of contexts.

The Green Eastern Edge has areas of undulation that follow the curved soft verge of the mangrove basin. This area provides contrast to the hard built environment that rises up from Barry’s Point. It is a place of tranquillity that is cradled by the curved forms of the landscape. “The edge with its direction and alternation, is of the essence of the structure.”53 It has both a sense of openness and seclusion as if you have entered into a forgotten world.

The Interstitial Spaces are of small scale but of importance to any proposal for Barry’s Point Rd. These are the spaces that knit the new and the old together. Already these spaces have an established pattern or urban rhythm that accentuates the trajectories of movement flows through built form. Currently these spaces are fragmented, unconsidered and left as remnants of ad-hoc development. The success of the area as a coherent whole relies pointedly on the resolution of the interstitial spaces that reach between the old and the new form.

Figure 3.24, Diagrams of Site Propositions

53 Toy, “Auckland at Full Stretch,” 70.
Discussion:

These sites collectively generate a contrasting field of forces. Their differing and sometimes opposing attributes describe the disjunctive nature of Barry’s Point and formulate a brief that allowed the opportunity to reveal these aspects architecturally. These 4 sites are considered to be mutually dependent manifestations of this project. As this project started from broad encompassing origins it seemed fitting that it would also be resolved in a similar mode incorporating aspects of these 4 sites. Following is a description of the general response to the sites;

**Site 1**, (Fred Thomas Drive) was defined as vague, requiring a porous, hard, built edge, a strip of buildings that act as a spatial boundary, re-emphasising the edge of the peninsula and distinguishing the shift in realms from the expanse of the adjacent reserve as an outside condition, to the interstitial spaces on the other side that develop the inside condition.

**Site 2**, (End of Peninsula – Seaward facing) was defined as vulnerable because of its exposure. It was decided that a building of substantial mass was required to reinterpret and mark the end of the peninsula that has been lost to Esmonde Road. The building needed to be large enough to contest the speed, dominance and imposition of the road, to anchor itself in reference to the openness that permeates around it, to substantiate the end of the peninsula as a point of stability and take advantage of the views.

**Site 3**, (Green East Edge - Patuone Reserve) was defined as an area for protection due to its idyllic spatial value. It was decided that this was not the most effective place for an intervention as it has retained its beauty much because of its forgotten, untouched nature and other sites would more strongly benefit from interpolation of built form. It currently lacks connection to Barry’s Point, but offers potential for enjoyment of the nature and the journey along the path around the inlet. As a result of this observation it was decided that the design should initiate routes of direct access through from Fred Thomas Drive to this area to encourage movement patterns through to this forgotten grove nestled behind the industrial development of Barry’s Point.

**Site 4**, (Interstitial Spaces – That which is between) arose through the identification of the 3 previous sites. The interstitial spaces were defined as intricate potentialities. It was decided that these spaces would become the areas that interlace the old and the new through an exploration of materiality and scales that give qualities of originality, enclosure, release, journeys, secrecy, possibility and surprise.

Figure 3.25, Model of Peninsula Topography
3.2.2 Planning Iterations

This diagram shows the dynamic convergence of forces that act on Barry’s Point. The circles mark possible points considered for architectural intervention into the site.

Figure 3.26, Plan Diagram of Forces upon Barry’s Point
This initial sketch plan illustrates the consideration of a series of interventions both to the East and West of Barry’s Point Road. The Eastern series was eliminated with the focus being on the Western boundary of BPR, adjacent to Fred Thomas Drive.

Figure 3.27, Initial Sketch Plan of Areas for Possible Intervention

This sketch plan shows the blocking out of masses that form the permeable boundary edge along Fred Thomas Drive, create the event of interstitial spaces and suggest the axial transitional spaces that cut through from the West (Barry’s Point Reserve) to the East (Patuone Reserve).

Figure 3.28, Sketch Plan 2 of Areas of Intervention
Fig. 3.29, Space study with areas of intervention.

This sketch is a study of the space remaining around the existing buildings and the proposed intervention.

Fig. 3.30, Axial map
This sketch plan explores the shape of the built form and abstracts the existing buildings of Barry’s Point into a collective mass to accentuate the edge condition along the backs of the buildings.

Fig. 3.31, Sketch Plan 3
This sketch is a study of the ‘space between’ the interstitial between the existing buildings and the intervention into Barry’s Point. The spatial syntax and ‘spaces between’ indicate likely patterns of use determined by the varying scales and proportions. There is a progression from one spatial event to the next. The rise topography is a natural spatial boundary that is expressed in order to provide green relief to the built environment and an informal containment of space. These various spatial experiences provide numerous possibilities for movement and rest through the site.

Fig. 3.32, Sketch Study of Interstitial Spaces
Outward Exposed Landscaped Space

Car-parking

Market Place

Transitional Axial Space

Inward Rectilinear Space Series

Car-parking

Outward Junction Space

Transitional Axial Space

Urban Park Space

Transitional Arcade Space

Through Alley

Green Spatial Boundary

Urban Fitness Play Structure

Transitional Interface

Transitional Axial Space

Grassed Intermediary Space

Urban Park Space

Transitional Axial Space

Inward Plaza Space

Lane-way Space

Green Spatial Boundary

Vehicle Access

Outward Circulatory Space

Fig. 3.33, Spatial Syntax Diagram of The Interstitial
Fig. 3.34, Diagram 1, Interstitial Space

Fig. 3.35, Perspective Sketch of Diagram 1

Fig. 3.36, Diagram 2, Interstitial Space

Fig. 3.37, Perspective Sketch of Diagram 2
- 3.2.3 Discussion of Programme -

The notion of programme within this thesis supports the formal design propositions made. Programme hasn’t been the primary concern in this architectural exploration but it is of interest in relation to the formal decisions made. The existing buildings on Barry’s Point mainly house movement based industries (mechanics, gyms, bike shops, fishing shops, panel-beaters etc.). However there are indications of a shift in programmes along in Barry’s Point at the current time. The emerging programmes are introducing fashion, smaller retail, consultants and cafes to the scene. These businesses are pepper-potted amongst the industrial servicing precedent. This indicates the direction that Barry’s Point is heading towards. It is envisioned that this area will gentrify as it develops its urban position. This design analysis and project acknowledges this, whilst recognising the nature of the place that exists. It is in this juxtaposition of existing and emerging industries that Barry’s Point will form its future identity. At this point in time the ‘living’ component of the mixed use paradigm is missing. This environment suggests a need for mixed use programmes and a significant increase in the ‘living’ population. Hence this architectural solution (though principally formal) proposes a mixed use programme (along Fred Thomas Drive), movement programme (Interstitial spaces and The Green East Edge) and hotel with residential apartments (at the end of the peninsula). The mixed use strip that forms the boundary along Fred Thomas Drive relates to the existing in terms of scale and could be used similarly to the buildings that are along Barry’s Point Road. A provision of medium scale spaces with simple open plans that allow for adaptability and changing functions just as the existing warehouse typologies have done.

The movement programme of the Interstitial spaces and Green East Edge describes the human activity and movement patterns of the public realm determined by the spatial qualities of the different fields and trajectories. For example the narrow arcade like space is deemed a transitive space, other areas are ‘inward, static’ and others ‘outward, dynamic ‘spaces.

“Human behaviour does not simply happen in space. It has its own spatial forms. Encountering, congregating, avoiding, interacting, dwelling, teaching, eating, conferring are not just activities that happen in space. In themselves they constitute spatial patterns.”

The hotel building addresses the position of the location at the end of the peninsula. This form lends itself to being a hotel due to its iconic presence, proximity to transport, Takapuna and the CBD, views and radial orientation. The introduction of a hotel/apartments brings a new transient and live-in community that enlivens the movement patterns throughout Barry’s Point and encourages new programmes and events. These programmes (mixed use, movement, hotel/apartments) challenge the existing context, both formally and programmatically. They suggest change towards an more urban condition and promote the potential of Barry’s Point as a destination of activity both through the day and the night.

---

- 3.2.4 Exploring the Formal Proposition -

This model was made in order to experiment with the appropriate height of the form in relation to existing buildings in the immediate vicinity. Criticism of earlier versions of this model concluded that at the northern end the height should respond to the adjacent three storey office block of approximately 14m, ascending towards the southern end to a height of approximately 30m to keep the relationship to surrounding buildings.
This model was a massing model showing the development of a hard edge along Fred Thomas Drive and the breaking down of form towards the BPR side. The building height steps up as it moves from north to south. The building widens at the southern end to reinforce the end of the peninsula and form a gateway condition that frames the entrance to BPR and Takapuna. This model was found to be too brutal, solid and massive in its appearance.
This model attempted to challenge the rigid form of the previous model and incorporate the concept of movement into the form by introducing informal, dynamic qualities that maintained the boundary edge condition along Fred Thomas Drive at an appropriate scale.
The development of the form at along Site 1, Site 2 went through several further explorations of height to test the consequences between the idea of a tower form or a stepped block. The model that terminated at the Southern end at a height of 30m did respond comfortably to the surrounding context but didn’t maximise the position of the site in terms of providing views and a higher density. It was proposed that the height could be increased to develop a more iconic nature and capitalise on the site. It was then a question of the height to width proportion. The slenderness of a tower form was soon discarded for various reasons. 1 – The lack of relationship with the width across the site and slope of the landscape at the base. 2 – The tall, slim form didn’t hold significant mass in such a commanding location and was subject to a diminishing rotational effect due to the vastness of the space it competed with. 3 – The verticality didn’t respond adequately to the horizontality of Esmonde Road or the wide angle view. The tallest tower in Takapuna ‘The Sentinel is 120m tall, this height was discussed in relation to BPR, but found to be too disproportionate to the context. Consequently 60m was the height decided upon as it pushes the potential density of the site, capitalises on the location and remains connected to the context.
Fig. 3.49 View of Sentinel and Spencer on Byron

Fig. 3.50, Reference plan

Fig. 3.51, Office Block on Fred Thomas Drive
Fig. 3.52, Walking distances East - West path
This model is a development of the form as suggested by the previous decisions made regarding proportion, building heights and relationship to the spatial limitations. This exploration investigates the relationship of parts between the vertical and horizontal gradients as they frame the spaces around them. It uses a fragmented roof form that increases in height (along Fred Thomas Drive) and staggered floor plates (at the hotel/apartment end) to develop the finality of the ascendent projection reaching its highest point at the end of the peninsula. The building acts as an extension to the landscape re-establishing the peninsula as a significant figure in the surrounding ground.
Barry’s Point is a dramatic night time location that looks out over the Waitemata Harbour and towards Auckland City.
It is a vantage point to look out from and a marker point to be looked upon.
Model 6

This model works on the continuity of form along the boundary edge, so that the intervention reads as a unity of parts. The dominant mass at the end of the peninsula has been twisted at both edges (East and West) to wrap around and meet the appropriate axes, extending trajectories in opposite directions.
Fig. 3.67, Massing of levels,
Building at Site 2 - End of the Peninsula
Fig. 3.67, Massing of levels, Building at Site 2 - End of the Peninsula
LEVEL 4 (Not to Scale)

RECREATIONAL SPACES

1. Tennis Court
2. Tennis/Outdoor recreational space
3. Swimming Pool
4. Pavilion Bar
5. Cafe
6. Kitchen
7. Changing Rooms & Showers
8. Back-stage
9. Performance stage
10. Viewing area
11. Connection to over bridge
12. Upper Lounge
13. Reading/Internet browsing space
Fig. 3.69
DIAGRAM OF MAIN MOVEMENT PATHS FROM EAST TO WEST ACROSS BARRY’S POINT

Fig. 3.70
Fig. 3.74 Perspective
4.1 Design outcomes

This project supports the future development of Barry’s Point and proposes an environment that allows for a cross axis movement from one side to the other. It generates a new understanding of Barry’s Point by revealing it through an architectural journey that articulates the nature of the place. This intervention is just one layer of the development in Barry’s Point and the rest of the area has the possibility to become whatever the place demands of it. It is envisioned that as with most cities this will become a collection of architectures and buildings that correspond to varying time periods and communities.

This development will attract a new local population and culture that will act as a catalyst for transformation of the adjacent light industrial zone into a more integrated and mixed-use community, activate new routes for circulation and re-establish the value of the land and its position whilst providing higher density habitation and amenities.

It is hoped that this proposal creates awareness of site specific design and its importance in the global context.
4.2 Critical Appraisal

This project has responded to the site and redefined how Barry’s Point can be experienced, as a peninsula, as built form and as trajectories within space. The process of understanding this site of Barry’s Point could continue indefinitely and will so so into the future as each architectural transformation occurs. This proposition could be extended to discover the influence of programme on site and how spatial function could become more flexible and responsive to flows of media and information.
4.3 Conclusion

Architecture can be seen as a resolution of context through formal concepts and construction. In this project the programme or the use of a building is not of foremost concern. Rather architecture is seen as constructing spaces that intensify and reveal the nature of the site. It is the spatial system that architecture leaves as a legacy to the generations that follow, not the programme.

The programme of a building is an unstable concept. It is subject to change over time. The constant modification of societies be it technological, scientific or political challenges programme and its definition. A built space may take on a large number of programmes and functions. What an architect designs is much closer to a hierarchy of scales and a series of connections that define spaces, than it is to programmatical adherence. This proposition is supported by the evolution and adaptation of a building’s use and function within a particular range of scales; a house can become an office, a warehouse can become a gallery and so on.

This thesis attempts to understand the nature of site and intentionally confronts the definition of site. It presents an argument in agreement with Bernard Tschumi as he writes;

“Emphasis placed, as a method, on disassociation, superposition and combination, which trigger dynamic forces that expand into the whole architectural system, exploding its limits while suggesting a new definition.”

Although this is seemingly contradictory (as ideas of disjunction tend to be), it is in fact less polarising than it appears. In order to construct something, it must first be deconstructed. In the reconstruction of parts one rationalises the configuration with reference to the context. The context then accepts or rejects the architecture, and the dialogue has commenced. It is no longer a virtual representation but an analogous reality. Locations thereafter cultivate local identities that serve the purpose of creating environments of intelligence.

“The postindustrial city is no longer able to maintain a balance between the material and the imaginary. Cities are becoming entirely fictional, mere representations of some other place or time.”

This notion implies the arbitrariness that is often evident in contemporary cities. Yet architecture is always subject to the situation, its conditions and limitations. It is an exploration of the spatial continuum and its thresholds. Architecture is created when it makes a relationship to the site. Context is relevant and relative to its evaluation and existence. This results in a physical reality that is appropriate to place, defines scales, determines connections and generates experience. Architecture is something that must involve observation yet the observation is never severed from its environment, the arrival to the location and the departure from it.

Architecture is a man-made creation, a building is a physical reality. It is made of hand and seen of eye. It is a human experience, not some concept that exists outside of this understanding. ... is temporal. It must have everything else in order to exist. It is therefore not a pursuit of beauty, nor perfection…nor should we suppose it to be. It is what it exists to be and to do.

Barry’s Point, its sites, the architecture and this thesis serve the purpose of expressing these ideas through building, form and space.


Bibliography


List of Figures

Figure 1.0, Conceptual Drawing in Response to Site: Junc

Figure 1.1, Barry's Point and Surrounding Context

Figure 1.2, Overview of Location: Auckland Central City, Waitemata Harbour and Barry's Point

Figure 1.3, Aerial Photograpy of Barry's Point from 1963 - 2011. Google Earth

Figure 1.4, Collage of Scenes along Barry's Point

Figure 1.5, Mangrove Colony East of Barry's Point, Patuone Reserve

Figure 1.6, Typical sights on Barry's Point Road

Figure 1.7, Las Vegas strip 1969 - Vintage Vegas Collections 

Figure 1.8, Las Vegas Strip Today

Figure 2.0, 1 kilometre radius of Barry's Point and relationship of proximity between BPR and Takapuna

Figure 2.1, Porana Road, Wairau, North Shore

Figure 2.2, Barry's Point Road, North Shore

Figure 2.3 & 2.4, Figure & Ground Diagram of Peninsula Landscape, reading before and after the reclamation of land and the Esmonde Road Extension to the Harbour Bridge

Figure 2.5, Thumbnails of features of Barry's Point

Figure 2.6, Spa
ti

Figure 2.7, Early Survey Plan of Barry's Point in 1898

Figure 2.8, Geological Map by Dr Ferdinand von Hochstetter drawn in 1859 of the Auckland isthmus and its extinct volcanoes

Figure 2.9, Figure Ground showing main paths of vehicles, buses and the walkway at Patuone Reserve

Figure 2.10, Auckland Harbour Bridge under construction 1959

Figure 2.11, Reclaimed land that is now playing fields, Barry's Point Reserve

Figure 2.12, Leisure at the end of the peninsula, The Takapuna Gun Club Clay-bird shooting, 1930

Figure 2.13, North Shore Councillors discuss breach of a retaining wall at the Barry's Point tip (land-fill), 1976

Figure 2.14, Council Diagram for Priority Growth Areas

Figure 2.15, Transport Strategy showing Auckland's Strategic Transport Network 2040, Rapid Transport Network shown in yellow

Figure 2.16, Auckland's Future Open Space Network, indicating 'open space opportunities' at Barry's Point Reserve and Patuone Reserve, Draft Auckland Plan (2011), pg 162

Figure 2.17, Akoranga Bus Station, part of the Northern Busway Rapid Transport Initiative

Figure 2.18, Location Plan of Akoranga Station

Figure 2.19, State Highway 1, Northern Motorway

Figure 2.20, Landscaped Stormwater Retention Pond adjacent to Akoranga Station

Figure 2.21, Street Map of Barry's Point Area

Figure 2.22, Urban Structure, City Super Grids

Figure 2.23, Mangrove Ecologies, Patuone Reserve Inlet

Figure 2.24, North Shore Mangrove Colonies

Figure 2.25, Changing nature of a Water's Edge location

Figure 2.26, Industrial Building Typologies

Figure 2.27, Photo depicting the peripheral culture of Barry's Point

Figure 2.28, Night Scene on Barry's Point Road

Figure 2.29, Locational Sequence of Barry's Point

Figure 2.30, Diagram of Forces acting on Barry's Point

Figure 2.31, Aerial Photograph looking down over Barry's Point with Rangitoto in the distance

Bayley's Real Estate Photographic Collection

Figure 2.32, Figure Ground Study of the Barry's Point Area

Figure 2.33, 3D Model Study of Urban Morphology

Figure 2.34, 3D Model Study of Urban Morphology looking Eastwards
Figure 2.35, Circulation Diagram showing main routes and the proposal of a series of cross axes
Figure 2.36, Topography of Barry’s Point and the surrounding landscape
Figure 2.37, Diagram of space that implodes on Barry’s Point

Figure 2.38, Conceptual Modeling of Movement Axes/Structures, exploring the point of junction and the relationship of parts.
Figure 2.39, Montage of conceptual sketches, initial response to observations of site
Figure 2.40, Sketch: Junction
Figure 2.41, Diagram: Section
Figure 2.42, Diagram: Projection
Figure 2.43, Sketch: Projection
Figure 2.44, Sketch: Focus & Vision
Figure 2.45, Diagram: Disjunction
Figure 2.46, Diagram: Conceptual Proposition, Hard Urban Edge and Soft Natural Edge

Figure 3.0, Conceptual Sketch of Built Form
Figure 3.1, Sketch ideas of Concepts
Figure 3.2, Slots between buildings, a site observation that informed the cross-axes notion
Figure 3.3, Diagram of  Points on East - West line of interest

Figure 3.4, Site Typologies and Locations
Figure 3.5, The Green East Edge - Patuone Reserve
Figure 3.6, Vacant Space along Fred Thomas Drive
Figure 3.7, Diagrams of Site Propositions
Figure 3.8, Model of Peninsula Topography
Figure 3.9, Plan Diagram of Forces upon Barry’s Point
Figure 3.10, Initial Sketch Plan of Areas for Possible Intervention
Figure 3.11, Sketch Plan 2 of Areas of Intervention
Figure 3.12, Space study with Areas of Intervention
Figure 3.13, Axial map
Figure 3.14, Sketch Study of Interstitial Spaces
Figure 3.15, Spatial Syntax Diagram of The Interstitial
Figure 3.16, Diagram 1, Interstitial Space
Figure 3.17, Perspective Sketch of Diagram 1
Figure 3.18, Diagram 2, Interstitial Space
Figure 3.19, Perspective Sketch of Diagram 2
Figure 3.20, Perspective Sketch of Diagram 3
Figure 3.21, Diagram 3, Interstitial Space
Figure 3.22, Perspective Sketch of Diagram 4
Figure 3.23, Diagram 4, Interstitial Space
Figure 3.24, Site Plan 1
Figure 3.25, Diagram of Vehicular Access

Final Examination - Nov 2011
# Classification Count

## Barry’s Point Road  Swann - Esmonde  Site 33

### Lane 1  27/05/2010 - 2/06/2010  Esmonde Towards Swann

<table>
<thead>
<tr>
<th>Vehicle Class</th>
<th>SHORT</th>
<th>MEDIUM</th>
<th>LONG</th>
<th>VERY LONG</th>
<th>24 Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Day</td>
<td>&lt; 5.5m</td>
<td>5.5 - 11m</td>
<td>11 - 17m</td>
<td>&gt;17m</td>
</tr>
<tr>
<td>31/05/2010</td>
<td>Mon</td>
<td>3631</td>
<td>1353</td>
<td>33</td>
<td>26</td>
</tr>
<tr>
<td>01/06/2010</td>
<td>Tue</td>
<td>3805</td>
<td>1075</td>
<td>37</td>
<td>25</td>
</tr>
<tr>
<td>02/06/2010</td>
<td>Wed</td>
<td>3966</td>
<td>1101</td>
<td>36</td>
<td>153</td>
</tr>
<tr>
<td>27/05/2010</td>
<td>Thu</td>
<td>4049</td>
<td>1332</td>
<td>49</td>
<td>43</td>
</tr>
<tr>
<td>28/05/2010</td>
<td>Fri</td>
<td>3977</td>
<td>1805</td>
<td>36</td>
<td>43</td>
</tr>
<tr>
<td>29/05/2010</td>
<td>Sat</td>
<td>4914</td>
<td>124</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>30/05/2010</td>
<td>Sun</td>
<td>4021</td>
<td>149</td>
<td>17</td>
<td>74</td>
</tr>
</tbody>
</table>

#### SUMMARY

- 5 Day Ave: 3886 1293 38 58 5275
- 7 Day Ave: 4052 963 32 55 5101
- % of Total: 79.43% 18.87% 0.63% 1.07% 100.00%

### Lane 2  27/05/2010 - 2/06/2010  Swann Towards Esmonde

<table>
<thead>
<tr>
<th>Vehicle Class</th>
<th>SHORT</th>
<th>MEDIUM</th>
<th>LONG</th>
<th>VERY LONG</th>
<th>24 Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Day</td>
<td>&lt; 5.5m</td>
<td>5.5 - 11m</td>
<td>11 - 17m</td>
<td>&gt;17m</td>
</tr>
<tr>
<td>31/05/2010</td>
<td>Mon</td>
<td>5007</td>
<td>182</td>
<td>16</td>
<td>939</td>
</tr>
<tr>
<td>01/06/2010</td>
<td>Tue</td>
<td>4874</td>
<td>131</td>
<td>24</td>
<td>1324</td>
</tr>
<tr>
<td>02/06/2010</td>
<td>Wed</td>
<td>5690</td>
<td>211</td>
<td>30</td>
<td>569</td>
</tr>
<tr>
<td>27/05/2010</td>
<td>Thu</td>
<td>5532</td>
<td>217</td>
<td>16</td>
<td>844</td>
</tr>
<tr>
<td>28/05/2010</td>
<td>Fri</td>
<td>5432</td>
<td>191</td>
<td>22</td>
<td>921</td>
</tr>
<tr>
<td>29/05/2010</td>
<td>Sat</td>
<td>4827</td>
<td>75</td>
<td>9</td>
<td>1062</td>
</tr>
<tr>
<td>30/05/2010</td>
<td>Sun</td>
<td>4512</td>
<td>52</td>
<td>6</td>
<td>740</td>
</tr>
</tbody>
</table>

#### SUMMARY

- 5 Day Ave: 5307 186 22 933 6448
- 7 Day Ave: 5125 152 18 924 6218
- % of Total: 82.41% 2.44% 0.28% 14.86% 100.00%

### All Lanes  27/05/2010 - 2/06/2010

<table>
<thead>
<tr>
<th>Vehicle Class</th>
<th>SHORT</th>
<th>MEDIUM</th>
<th>LONG</th>
<th>VERY LONG</th>
<th>24 Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Day</td>
<td>&lt; 5.5m</td>
<td>5.5 - 11m</td>
<td>11 - 17m</td>
<td>&gt;17m</td>
</tr>
<tr>
<td>31/05/2010</td>
<td>Mon</td>
<td>8638</td>
<td>1535</td>
<td>49</td>
<td>965</td>
</tr>
<tr>
<td>01/06/2010</td>
<td>Tue</td>
<td>8679</td>
<td>1206</td>
<td>61</td>
<td>1419</td>
</tr>
<tr>
<td>02/06/2010</td>
<td>Wed</td>
<td>9656</td>
<td>1312</td>
<td>66</td>
<td>722</td>
</tr>
<tr>
<td>27/05/2010</td>
<td>Thu</td>
<td>9581</td>
<td>1549</td>
<td>65</td>
<td>687</td>
</tr>
<tr>
<td>28/05/2010</td>
<td>Fri</td>
<td>9409</td>
<td>1706</td>
<td>58</td>
<td>964</td>
</tr>
<tr>
<td>29/05/2010</td>
<td>Sat</td>
<td>9741</td>
<td>203</td>
<td>27</td>
<td>1080</td>
</tr>
<tr>
<td>30/05/2010</td>
<td>Sun</td>
<td>8533</td>
<td>201</td>
<td>23</td>
<td>814</td>
</tr>
</tbody>
</table>

#### SUMMARY

- 5 Day Ave: 9193 1480 60 991 11723
- 7 Day Ave: 9177 1115 50 979 11320
- % of Total: 81.07% 9.85% 0.44% 8.65% 100.00%
### Barry's Point Road: Swann - Esmonde Site 33

#### Lane 1
Date: 27/05/2010 - 2/06/2010
Direction: Esmonde Towards Swann

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>0-30</th>
<th>31-50</th>
<th>51-60</th>
<th>61-70</th>
<th>71-80</th>
<th>&gt;80</th>
<th>24 Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>31/05/2010</td>
<td>Mon</td>
<td>343</td>
<td>3858</td>
<td>777</td>
<td>48</td>
<td>5</td>
<td>2</td>
<td>5043</td>
</tr>
<tr>
<td>1/06/2010</td>
<td>Tue</td>
<td>368</td>
<td>3764</td>
<td>741</td>
<td>64</td>
<td>2</td>
<td>3</td>
<td>4942</td>
</tr>
<tr>
<td>2/06/2010</td>
<td>Wed</td>
<td>423</td>
<td>4200</td>
<td>590</td>
<td>37</td>
<td>3</td>
<td>3</td>
<td>5256</td>
</tr>
<tr>
<td>27/05/2010</td>
<td>Thu</td>
<td>434</td>
<td>4149</td>
<td>836</td>
<td>46</td>
<td>3</td>
<td>2</td>
<td>5473</td>
</tr>
<tr>
<td>28/05/2010</td>
<td>Fri</td>
<td>394</td>
<td>4225</td>
<td>964</td>
<td>74</td>
<td>2</td>
<td>2</td>
<td>5661</td>
</tr>
<tr>
<td>29/05/2010</td>
<td>Sat</td>
<td>344</td>
<td>3600</td>
<td>1036</td>
<td>88</td>
<td>4</td>
<td>2</td>
<td>5074</td>
</tr>
<tr>
<td>30/05/2010</td>
<td>Sun</td>
<td>867</td>
<td>2192</td>
<td>1111</td>
<td>81</td>
<td>7</td>
<td>3</td>
<td>4261</td>
</tr>
<tr>
<td>5 Day Ave</td>
<td></td>
<td>392</td>
<td>4041</td>
<td>782</td>
<td>54</td>
<td>3</td>
<td>2</td>
<td>5275</td>
</tr>
<tr>
<td>7 Day Ave</td>
<td></td>
<td>453</td>
<td>3714</td>
<td>865</td>
<td>63</td>
<td>4</td>
<td>2</td>
<td>5161</td>
</tr>
<tr>
<td>5 Day Ave</td>
<td></td>
<td>1922</td>
<td>20206</td>
<td>3910</td>
<td>271</td>
<td>14</td>
<td>12</td>
<td>26375</td>
</tr>
<tr>
<td>7 Day Ave</td>
<td></td>
<td>3173</td>
<td>23986</td>
<td>6057</td>
<td>446</td>
<td>25</td>
<td>17</td>
<td>33710</td>
</tr>
</tbody>
</table>

#### Lane 2
Date: 27/05/2010 - 2/06/2010
Direction: Swann Towards Esmonde

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>0-30</th>
<th>31-50</th>
<th>51-60</th>
<th>61-70</th>
<th>71-80</th>
<th>&gt;80</th>
<th>24 Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>31/05/2010</td>
<td>Mon</td>
<td>1554</td>
<td>4080</td>
<td>471</td>
<td>34</td>
<td>1</td>
<td>4</td>
<td>6144</td>
</tr>
<tr>
<td>1/06/2010</td>
<td>Tue</td>
<td>2370</td>
<td>2649</td>
<td>471</td>
<td>26</td>
<td>4</td>
<td>3</td>
<td>6423</td>
</tr>
<tr>
<td>2/06/2010</td>
<td>Wed</td>
<td>823</td>
<td>5152</td>
<td>491</td>
<td>23</td>
<td>5</td>
<td>6</td>
<td>6500</td>
</tr>
<tr>
<td>27/05/2010</td>
<td>Thu</td>
<td>1397</td>
<td>4704</td>
<td>473</td>
<td>28</td>
<td>4</td>
<td>3</td>
<td>6609</td>
</tr>
<tr>
<td>28/05/2010</td>
<td>Fri</td>
<td>1363</td>
<td>4668</td>
<td>490</td>
<td>36</td>
<td>7</td>
<td>2</td>
<td>6566</td>
</tr>
<tr>
<td>29/05/2010</td>
<td>Sat</td>
<td>1587</td>
<td>3958</td>
<td>408</td>
<td>36</td>
<td>7</td>
<td>2</td>
<td>5977</td>
</tr>
<tr>
<td>30/05/2010</td>
<td>Sun</td>
<td>970</td>
<td>3877</td>
<td>413</td>
<td>38</td>
<td>7</td>
<td>5</td>
<td>5310</td>
</tr>
<tr>
<td>5 Day Ave</td>
<td></td>
<td>1501</td>
<td>4431</td>
<td>479</td>
<td>29</td>
<td>4</td>
<td>4</td>
<td>6448</td>
</tr>
<tr>
<td>7 Day Ave</td>
<td></td>
<td>1438</td>
<td>4281</td>
<td>462</td>
<td>29</td>
<td>4</td>
<td>4</td>
<td>6218</td>
</tr>
<tr>
<td>58</td>
<td></td>
<td>56</td>
<td>58</td>
<td>51</td>
<td>51</td>
<td>51</td>
<td>5</td>
<td>32232</td>
</tr>
<tr>
<td>Sat - Sun</td>
<td></td>
<td>2557</td>
<td>7615</td>
<td>841</td>
<td>54</td>
<td>10</td>
<td>10</td>
<td>11287</td>
</tr>
<tr>
<td>7 Day Ave</td>
<td></td>
<td>10084</td>
<td>29968</td>
<td>3237</td>
<td>201</td>
<td>31</td>
<td>28</td>
<td>43529</td>
</tr>
</tbody>
</table>

#### All Lanes
Date: 27/05/2010 - 2/06/2010

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>0-30</th>
<th>31-50</th>
<th>51-60</th>
<th>61-70</th>
<th>71-80</th>
<th>&gt;80</th>
<th>24 Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>31/05/2010</td>
<td>Mon</td>
<td>1897</td>
<td>7948</td>
<td>1248</td>
<td>82</td>
<td>6</td>
<td>6</td>
<td>11187</td>
</tr>
<tr>
<td>1/06/2010</td>
<td>Tue</td>
<td>2738</td>
<td>7313</td>
<td>1212</td>
<td>95</td>
<td>6</td>
<td>8</td>
<td>11365</td>
</tr>
<tr>
<td>2/06/2010</td>
<td>Wed</td>
<td>1246</td>
<td>6932</td>
<td>1081</td>
<td>69</td>
<td>8</td>
<td>9</td>
<td>11756</td>
</tr>
<tr>
<td>27/05/2010</td>
<td>Thu</td>
<td>1311</td>
<td>9933</td>
<td>1311</td>
<td>76</td>
<td>6</td>
<td>5</td>
<td>12082</td>
</tr>
<tr>
<td>28/05/2010</td>
<td>Fri</td>
<td>1757</td>
<td>8883</td>
<td>1454</td>
<td>110</td>
<td>9</td>
<td>4</td>
<td>12227</td>
</tr>
<tr>
<td>29/05/2010</td>
<td>Sat</td>
<td>1931</td>
<td>7538</td>
<td>1464</td>
<td>104</td>
<td>7</td>
<td>7</td>
<td>11051</td>
</tr>
<tr>
<td>30/05/2010</td>
<td>Sun</td>
<td>1837</td>
<td>6069</td>
<td>1524</td>
<td>119</td>
<td>14</td>
<td>8</td>
<td>9671</td>
</tr>
<tr>
<td>5 Day Ave</td>
<td></td>
<td>1894</td>
<td>5472</td>
<td>1251</td>
<td>84</td>
<td>7</td>
<td>6</td>
<td>11723</td>
</tr>
<tr>
<td>7 Day Ave</td>
<td></td>
<td>1891</td>
<td>7996</td>
<td>1328</td>
<td>92</td>
<td>8</td>
<td>6</td>
<td>11320</td>
</tr>
<tr>
<td>5 Day Ave</td>
<td></td>
<td>9489</td>
<td>42359</td>
<td>6306</td>
<td>418</td>
<td>35</td>
<td>30</td>
<td>38617</td>
</tr>
<tr>
<td>7 Day Ave</td>
<td></td>
<td>3768</td>
<td>13607</td>
<td>2988</td>
<td>223</td>
<td>21</td>
<td>15</td>
<td>20622</td>
</tr>
<tr>
<td>7 Day</td>
<td></td>
<td>10237</td>
<td>55666</td>
<td>9234</td>
<td>641</td>
<td>56</td>
<td>45</td>
<td>79239</td>
</tr>
</tbody>
</table>
Volume Report

Barry's Point Road
Swann - Esmonde Site 33
All Lanes
27/05/2010 - 2/06/2010

Total Volume For Week 78326
Weekday AM Average (6-10am) 401 V/Hr
Average Daily Volume (7 Days) 11189
Weekday Midday Average (10am-3pm) 849 V/Hr
Average Daily Volume (Mon - Fri) 11637
Weekday PM Average (3-9pm) 814 V/Hr

<table>
<thead>
<tr>
<th>Hour</th>
<th>Mon 5 Day Ave</th>
<th>Tue 7 Day Ave</th>
<th>Wed 5 Day Ave</th>
<th>Thu 7 Day Ave</th>
<th>Fri 7 Day Ave</th>
<th>Sat 5 Day Ave</th>
<th>Sun 7 Day Ave</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:00</td>
<td>65</td>
<td>76</td>
<td>128</td>
<td>117</td>
<td>131</td>
<td>343</td>
<td>225</td>
</tr>
<tr>
<td>2:00</td>
<td>34</td>
<td>34</td>
<td>34</td>
<td>62</td>
<td>51</td>
<td>136</td>
<td>148</td>
</tr>
<tr>
<td>3:00</td>
<td>20</td>
<td>17</td>
<td>24</td>
<td>22</td>
<td>17</td>
<td>63</td>
<td>77</td>
</tr>
<tr>
<td>4:00</td>
<td>12</td>
<td>9</td>
<td>14</td>
<td>17</td>
<td>12</td>
<td>38</td>
<td>43</td>
</tr>
<tr>
<td>5:00</td>
<td>14</td>
<td>10</td>
<td>12</td>
<td>14</td>
<td>19</td>
<td>31</td>
<td>26</td>
</tr>
<tr>
<td>6:00</td>
<td>29</td>
<td>22</td>
<td>18</td>
<td>25</td>
<td>25</td>
<td>45</td>
<td>35</td>
</tr>
<tr>
<td>7:00</td>
<td>71</td>
<td>78</td>
<td>60</td>
<td>74</td>
<td>79</td>
<td>41</td>
<td>62</td>
</tr>
<tr>
<td>8:00</td>
<td>241</td>
<td>263</td>
<td>234</td>
<td>224</td>
<td>235</td>
<td>91</td>
<td>115</td>
</tr>
<tr>
<td>9:00</td>
<td>549</td>
<td>641</td>
<td>599</td>
<td>548</td>
<td>525</td>
<td>150</td>
<td>154</td>
</tr>
<tr>
<td>10:00</td>
<td>887</td>
<td>788</td>
<td>754</td>
<td>706</td>
<td>735</td>
<td>427</td>
<td>233</td>
</tr>
<tr>
<td>11:00</td>
<td>1338</td>
<td>1338</td>
<td>1235</td>
<td>1268</td>
<td>1238</td>
<td>953</td>
<td>1004</td>
</tr>
<tr>
<td>12:00</td>
<td>733</td>
<td>750</td>
<td>856</td>
<td>847</td>
<td>884</td>
<td>901</td>
<td>787</td>
</tr>
<tr>
<td>13:00</td>
<td>749</td>
<td>766</td>
<td>780</td>
<td>768</td>
<td>881</td>
<td>902</td>
<td>953</td>
</tr>
<tr>
<td>14:00</td>
<td>927</td>
<td>837</td>
<td>852</td>
<td>988</td>
<td>989</td>
<td>960</td>
<td>1058</td>
</tr>
<tr>
<td>15:00</td>
<td>926</td>
<td>896</td>
<td>939</td>
<td>925</td>
<td>952</td>
<td>1024</td>
<td>806</td>
</tr>
<tr>
<td>16:00</td>
<td>961</td>
<td>873</td>
<td>915</td>
<td>967</td>
<td>901</td>
<td>963</td>
<td>866</td>
</tr>
<tr>
<td>17:00</td>
<td>952</td>
<td>938</td>
<td>925</td>
<td>971</td>
<td>964</td>
<td>930</td>
<td>815</td>
</tr>
<tr>
<td>18:00</td>
<td>976</td>
<td>962</td>
<td>962</td>
<td>1023</td>
<td>1051</td>
<td>625</td>
<td>741</td>
</tr>
<tr>
<td>19:00</td>
<td>935</td>
<td>961</td>
<td>844</td>
<td>953</td>
<td>917</td>
<td>713</td>
<td>673</td>
</tr>
<tr>
<td>20:00</td>
<td>618</td>
<td>616</td>
<td>755</td>
<td>700</td>
<td>725</td>
<td>522</td>
<td>412</td>
</tr>
<tr>
<td>21:00</td>
<td>386</td>
<td>426</td>
<td>447</td>
<td>476</td>
<td>425</td>
<td>438</td>
<td>432</td>
</tr>
<tr>
<td>22:00</td>
<td>273</td>
<td>311</td>
<td>296</td>
<td>375</td>
<td>349</td>
<td>257</td>
<td>243</td>
</tr>
<tr>
<td>23:00</td>
<td>252</td>
<td>222</td>
<td>279</td>
<td>237</td>
<td>286</td>
<td>264</td>
<td>183</td>
</tr>
<tr>
<td>24:00</td>
<td>124</td>
<td>192</td>
<td>192</td>
<td>205</td>
<td>288</td>
<td>261</td>
<td>119</td>
</tr>
</tbody>
</table>
Volume Report

Esmonde Road
Barrys Point - Eldon
Site 3

All Lanes
27/05/2010 - 2/06/2010

Total Volume For Week: 257360

Weekday AM Average (6-10am): 1505 V/Hr

Average Daily Volume (7 Days): 36766

Weekday Midday Average (10am-3pm): 2452 V/Hr

Average Daily Volume (Mon - Fri): 37381

Weekday PM Average (3-9pm): 2647 V/Hr

Hourly Data

<table>
<thead>
<tr>
<th>Time</th>
<th>Mon</th>
<th>Tue</th>
<th>Wed</th>
<th>Thu</th>
<th>Fri</th>
<th>Sat</th>
<th>Sun</th>
<th>5 Day</th>
<th>7 Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>1:00</td>
<td>257</td>
<td>229</td>
<td>322</td>
<td>339</td>
<td>403</td>
<td>741</td>
<td>790</td>
<td>310</td>
<td>441</td>
</tr>
<tr>
<td>2:00</td>
<td>87</td>
<td>111</td>
<td>110</td>
<td>212</td>
<td>182</td>
<td>421</td>
<td>518</td>
<td>140</td>
<td>234</td>
</tr>
<tr>
<td>3:00</td>
<td>43</td>
<td>54</td>
<td>53</td>
<td>75</td>
<td>103</td>
<td>234</td>
<td>301</td>
<td>65</td>
<td>122</td>
</tr>
<tr>
<td>4:00</td>
<td>41</td>
<td>30</td>
<td>37</td>
<td>55</td>
<td>69</td>
<td>184</td>
<td>180</td>
<td>46</td>
<td>85</td>
</tr>
<tr>
<td>5:00</td>
<td>51</td>
<td>39</td>
<td>52</td>
<td>66</td>
<td>66</td>
<td>150</td>
<td>219</td>
<td>55</td>
<td>92</td>
</tr>
<tr>
<td>6:00</td>
<td>92</td>
<td>89</td>
<td>89</td>
<td>91</td>
<td>111</td>
<td>128</td>
<td>157</td>
<td>94</td>
<td>108</td>
</tr>
<tr>
<td>7:00</td>
<td>76</td>
<td>391</td>
<td>436</td>
<td>182</td>
<td>421</td>
<td>518</td>
<td>342</td>
<td>408</td>
<td>419</td>
</tr>
<tr>
<td>8:00</td>
<td>1501</td>
<td>1397</td>
<td>1506</td>
<td>1501</td>
<td>1455</td>
<td>428</td>
<td>304</td>
<td>1472</td>
<td>1156</td>
</tr>
<tr>
<td>9:00</td>
<td>1899</td>
<td>1721</td>
<td>1769</td>
<td>1769</td>
<td>2048</td>
<td>766</td>
<td>622</td>
<td>1847</td>
<td>1517</td>
</tr>
<tr>
<td>10:00</td>
<td>2281</td>
<td>2177</td>
<td>2206</td>
<td>2309</td>
<td>2410</td>
<td>1767</td>
<td>1065</td>
<td>2295</td>
<td>2044</td>
</tr>
<tr>
<td>11:00</td>
<td>2255</td>
<td>2289</td>
<td>2528</td>
<td>2493</td>
<td>2434</td>
<td>2599</td>
<td>1980</td>
<td>2308</td>
<td>2367</td>
</tr>
<tr>
<td>12:00</td>
<td>2273</td>
<td>2219</td>
<td>2344</td>
<td>2391</td>
<td>2493</td>
<td>2992</td>
<td>2618</td>
<td>2344</td>
<td>2475</td>
</tr>
<tr>
<td>13:00</td>
<td>2360</td>
<td>2204</td>
<td>2387</td>
<td>2522</td>
<td>2556</td>
<td>3157</td>
<td>2746</td>
<td>2465</td>
<td>2561</td>
</tr>
<tr>
<td>14:00</td>
<td>2499</td>
<td>2299</td>
<td>2623</td>
<td>2596</td>
<td>2922</td>
<td>3342</td>
<td>3156</td>
<td>2583</td>
<td>2752</td>
</tr>
<tr>
<td>15:00</td>
<td>2454</td>
<td>2232</td>
<td>2826</td>
<td>2590</td>
<td>2736</td>
<td>3139</td>
<td>3067</td>
<td>2523</td>
<td>2692</td>
</tr>
<tr>
<td>16:00</td>
<td>2607</td>
<td>2503</td>
<td>2778</td>
<td>2619</td>
<td>2955</td>
<td>2969</td>
<td>3047</td>
<td>2732</td>
<td>2610</td>
</tr>
<tr>
<td>17:00</td>
<td>2967</td>
<td>2785</td>
<td>3064</td>
<td>2846</td>
<td>2921</td>
<td>2958</td>
<td>2950</td>
<td>2958</td>
<td>2950</td>
</tr>
<tr>
<td>18:00</td>
<td>3164</td>
<td>3231</td>
<td>3280</td>
<td>3330</td>
<td>3132</td>
<td>2770</td>
<td>2946</td>
<td>3225</td>
<td>3120</td>
</tr>
<tr>
<td>19:00</td>
<td>2941</td>
<td>2970</td>
<td>3066</td>
<td>3156</td>
<td>2948</td>
<td>2524</td>
<td>2363</td>
<td>3016</td>
<td>2653</td>
</tr>
<tr>
<td>20:00</td>
<td>2288</td>
<td>2179</td>
<td>2406</td>
<td>2442</td>
<td>2414</td>
<td>2002</td>
<td>1802</td>
<td>2345</td>
<td>2192</td>
</tr>
<tr>
<td>21:00</td>
<td>1461</td>
<td>1487</td>
<td>1859</td>
<td>1720</td>
<td>1693</td>
<td>1328</td>
<td>1017</td>
<td>1604</td>
<td>1481</td>
</tr>
<tr>
<td>22:00</td>
<td>938</td>
<td>1090</td>
<td>1156</td>
<td>1293</td>
<td>1137</td>
<td>1037</td>
<td>930</td>
<td>1123</td>
<td>1083</td>
</tr>
<tr>
<td>23:00</td>
<td>755</td>
<td>911</td>
<td>990</td>
<td>1147</td>
<td>951</td>
<td>928</td>
<td>801</td>
<td>951</td>
<td>926</td>
</tr>
<tr>
<td>24:00</td>
<td>470</td>
<td>586</td>
<td>696</td>
<td>722</td>
<td>946</td>
<td>965</td>
<td>436</td>
<td>685</td>
<td>685</td>
</tr>
</tbody>
</table>