



ARTIST IMPRESSION

N.T.S.



PROPOSED WOOLWORTHS SUPERMARKET RMA

Woolworths Madras Street, Christchurch, New Zealand

SCALE: AS SHOWN
DATE: 13 September 2024
JOB NO: 2028-15
DWG NO: RMA-000

WOODHAMS
MEIKLE
ZHAN
ARCHITECTS



ARTIST IMPRESSION

N.T.S.

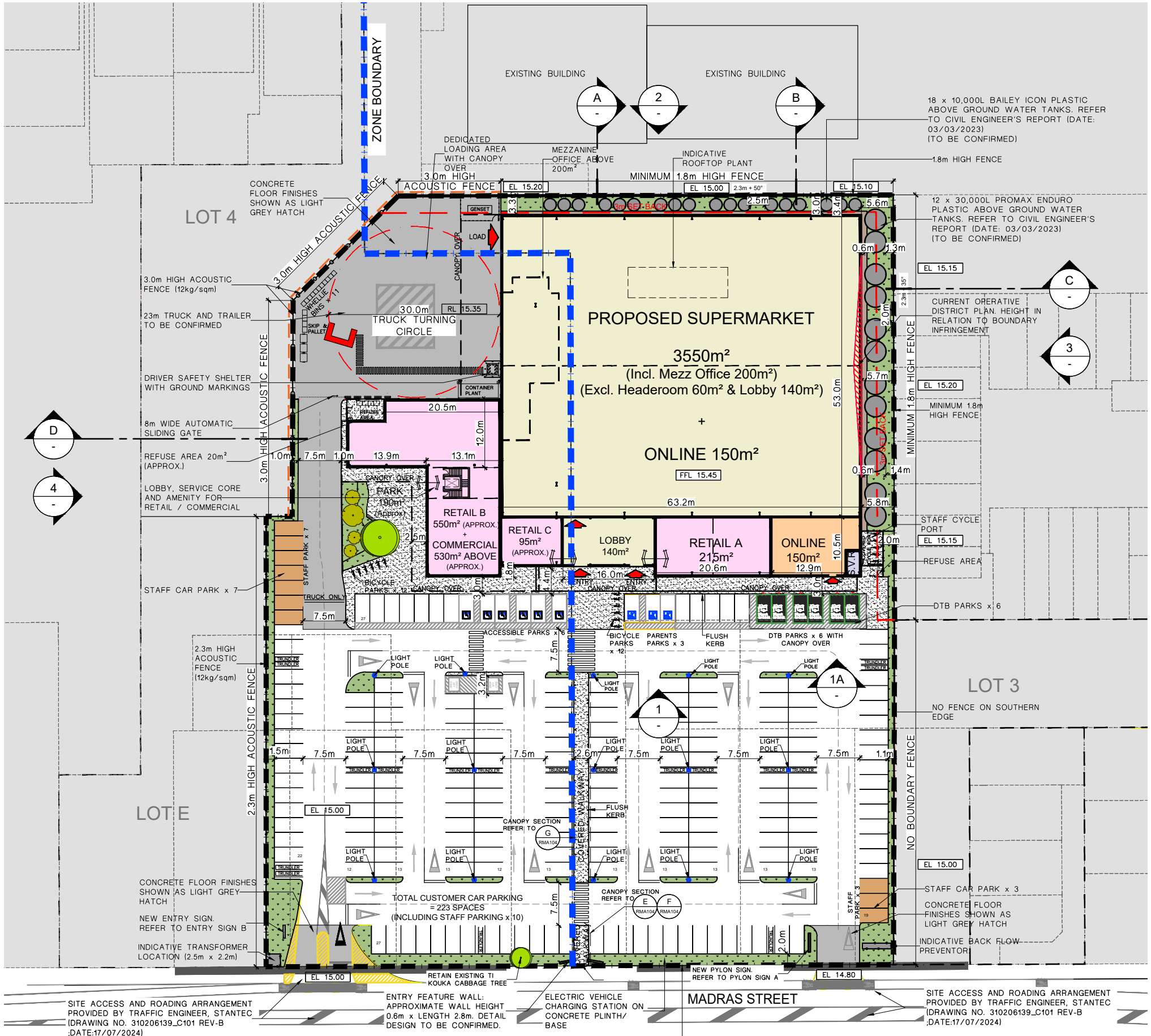


PROPOSED WOOLWORTHS SUPERMARKET RMA

Woolworths Madras Street, Christchurch, New Zealand

SCALE: AS SHOWN
DATE: 13 September 2024
JOB NO: 2028-15
DWG NO: RMA-100

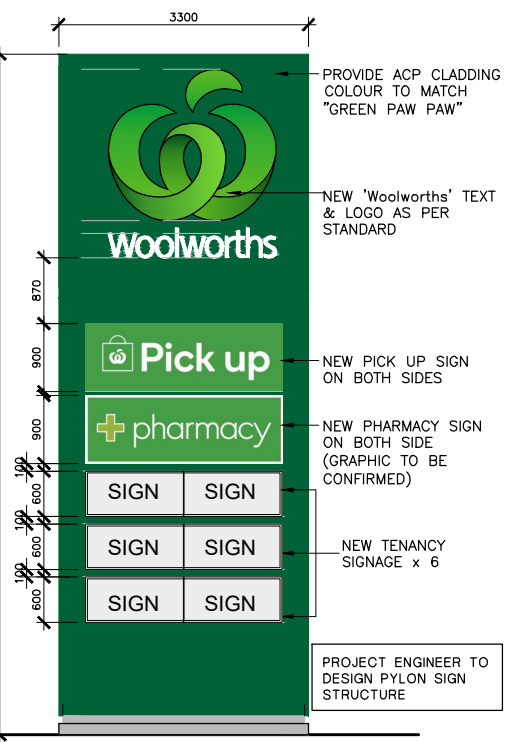
WOODHAMS
MEIKLE
ZHAN
ARCHITECTS



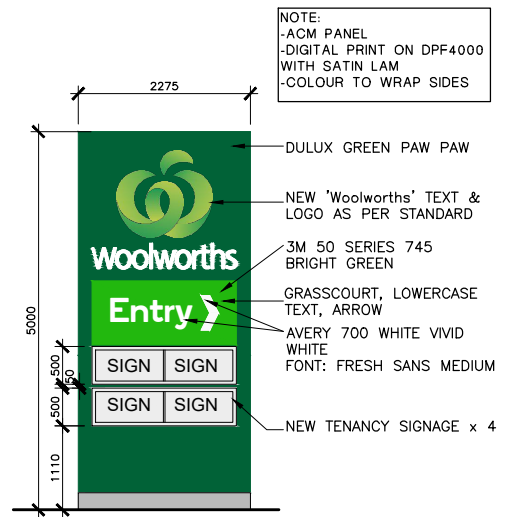
PROPOSED SITE PLAN
Scale 1:750 at A3

DEVELOPMENT SUMMARY:	
①	SUPERMARKET DEVELOPMENT SITE AREA = 14430m² (APPROX.)
②	SUPERMARKET AREA = 3550m² (1:20) (Incl. Mezz Office 200m²)
③	LOBBY = 140m² (APPROX.)
④	HEADEROOM = 60m² (APPROX.)
⑤	ONLINE = 150m² (1:50)
⑥	RETAIL A + B + C = 860m² (1:30) (INCL. CORE + AMENITY = 70m²)
⑦	COMMERCIAL (ABOVE RETAIL B) = 530m² (1:30)
⑧	S.V.R. = 13m² (APPROX.)
⑨	TOTAL BUILD GFA = 5303m² (APPROX.)

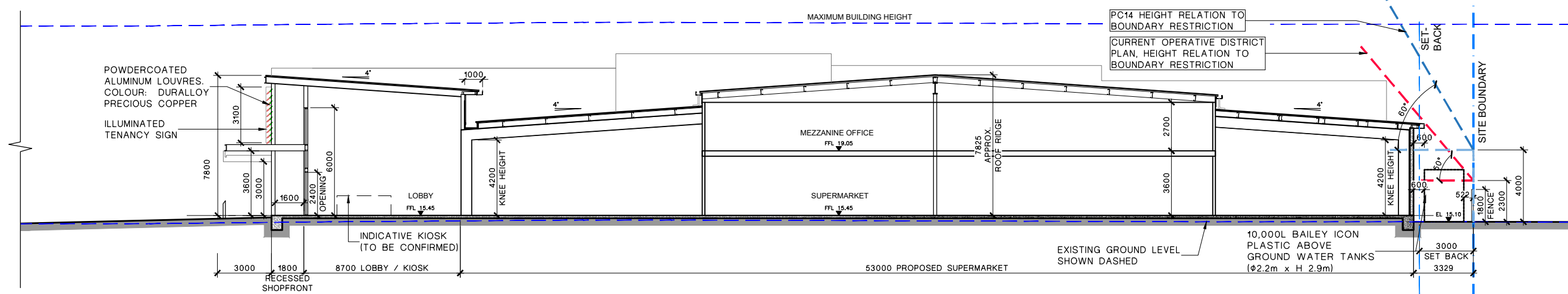
PARKING SUMMARY:	
①	TOTAL CAR PARKING = 223 SPACES CONSISTS OF:
	STANDARD PARK = 197 SPACES
	ACCESSIBLE PARK = 6 SPACES
	PARENTS PARK = 3 SPACES
	STAFF PARK = 10 SPACES
	DTB PARK = 6 SPACES
	DROP OFF PARK = 1 SPACE
②	TOTAL CYCLE PARK = 34 SPACES CONSISTS OF:
	SUPERMARKET VISITOR CYCLE = 12 SPACES (SUPERMARKET FRONT ENTRANCE)
	RETAIL VISITOR CYCLE = 12 SPACES (NEXT TO THE PARK)
	SUPERMARKET STAFF CYCLE = 10 SPACES (NEXT TO S.V.R.)



PROPOSED PYLON SIGN A
Scale 1:100 at A3

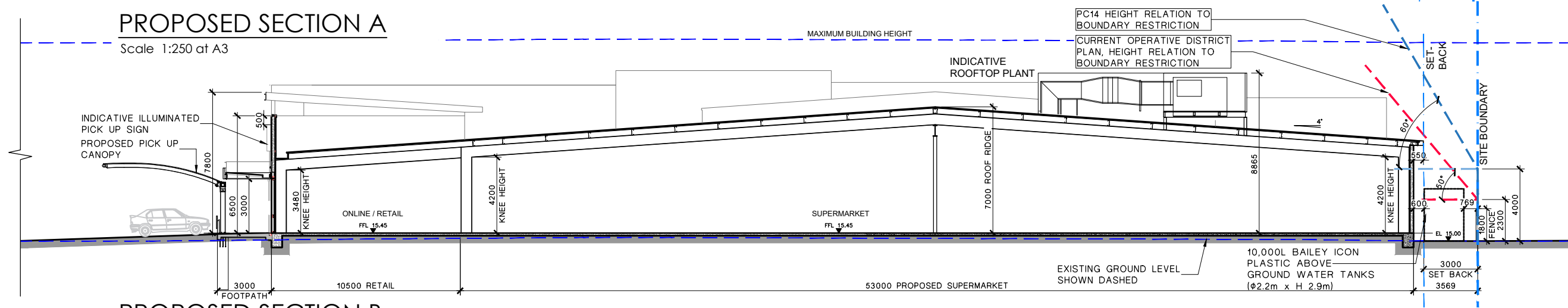


PROPOSED ENTRY SIGN B
Scale 1:100 at A3



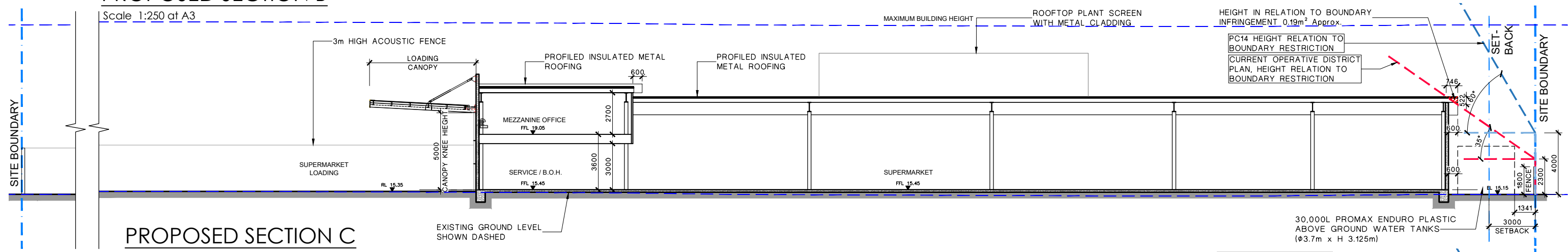
PROPOSED SECTION A

Scale 1:250 at A3



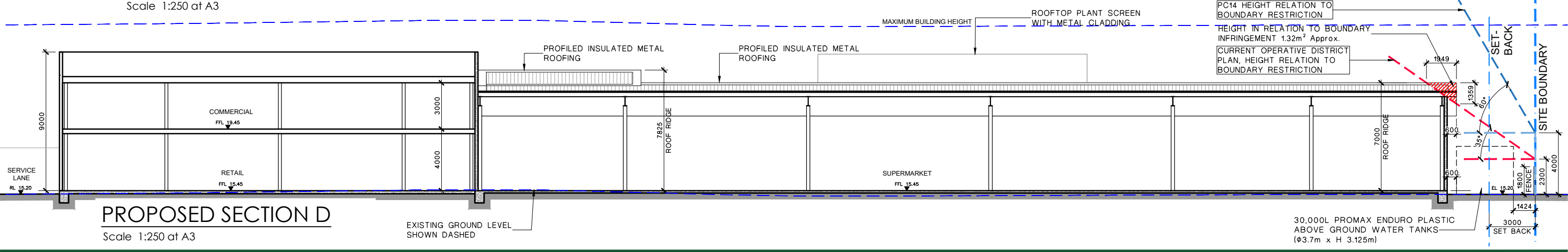
PROPOSED SECTION B

Scale 1:250 at A3



PROPOSED SECTION C

Scale 1:250 at A3



PROPOSED SECTION D

Scale 1:250 at A3



PROPOSED WOOLWORTHS SUPERMARKET RMA
Woolworth Madras Street, Christchurch, New Zealand

SCALE: AS SHOWN
DATE: 13 September 2024
JOB NO: 2028-15
DWG NO: RMA-103

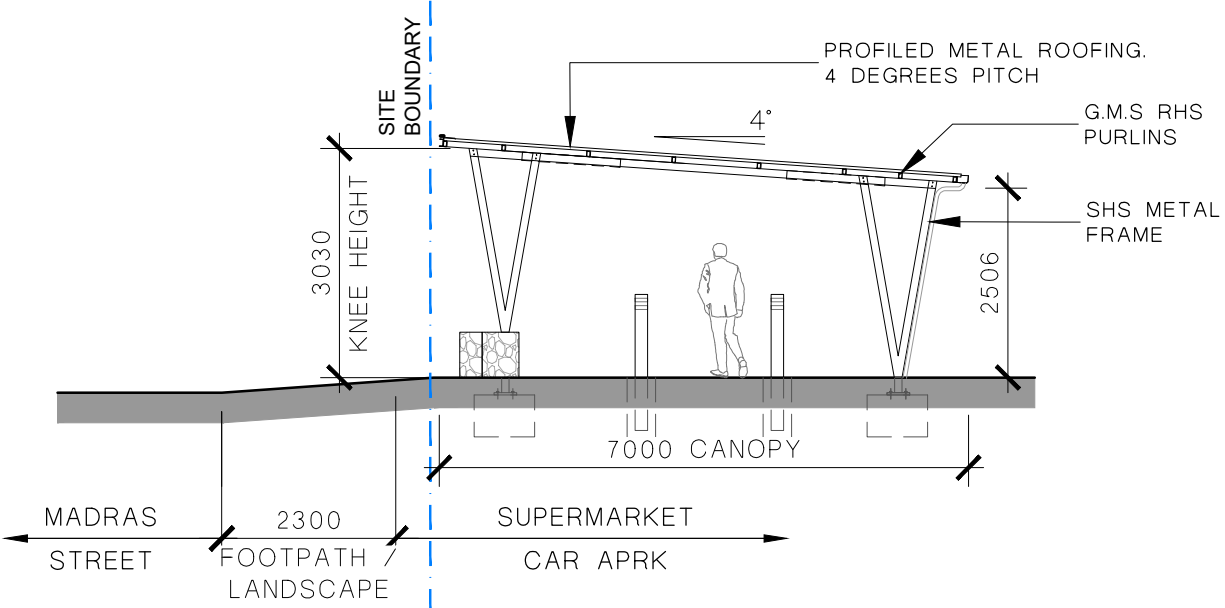
**WOODHAMS
MEIKLE
ZHAN
ARCHITECTS**



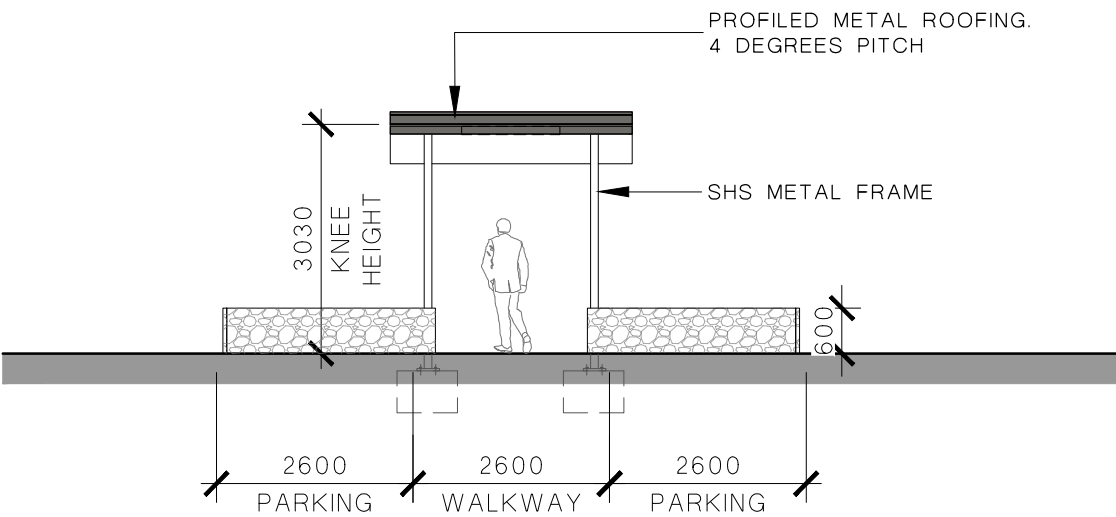
ARTIST IMPRESSION- ENTRY WALKWAY CANOPY
N.T.S.



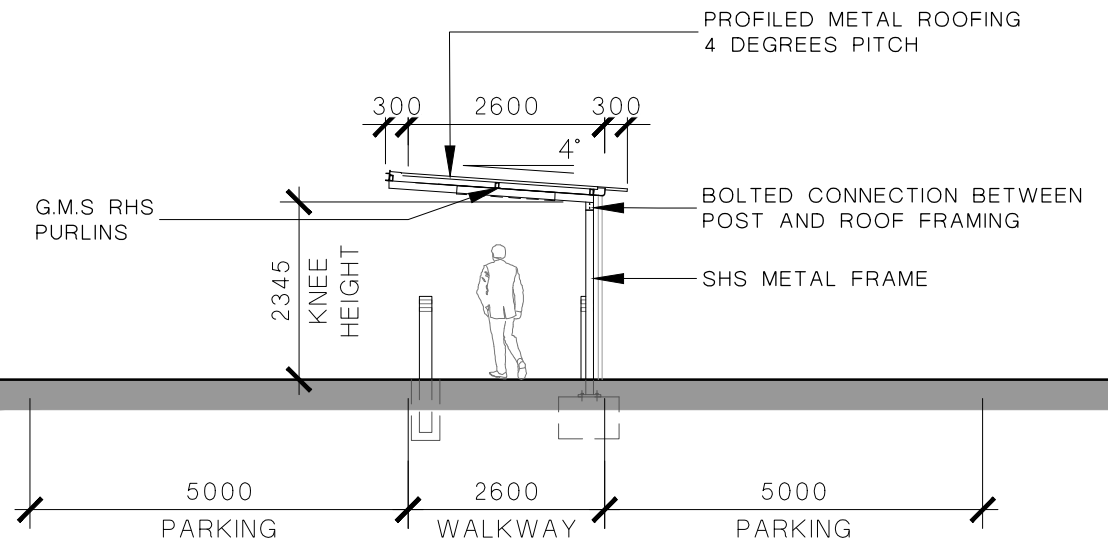
ARTIST IMPRESSION- MAIN WALKWAY CANOPY
N.T.S.



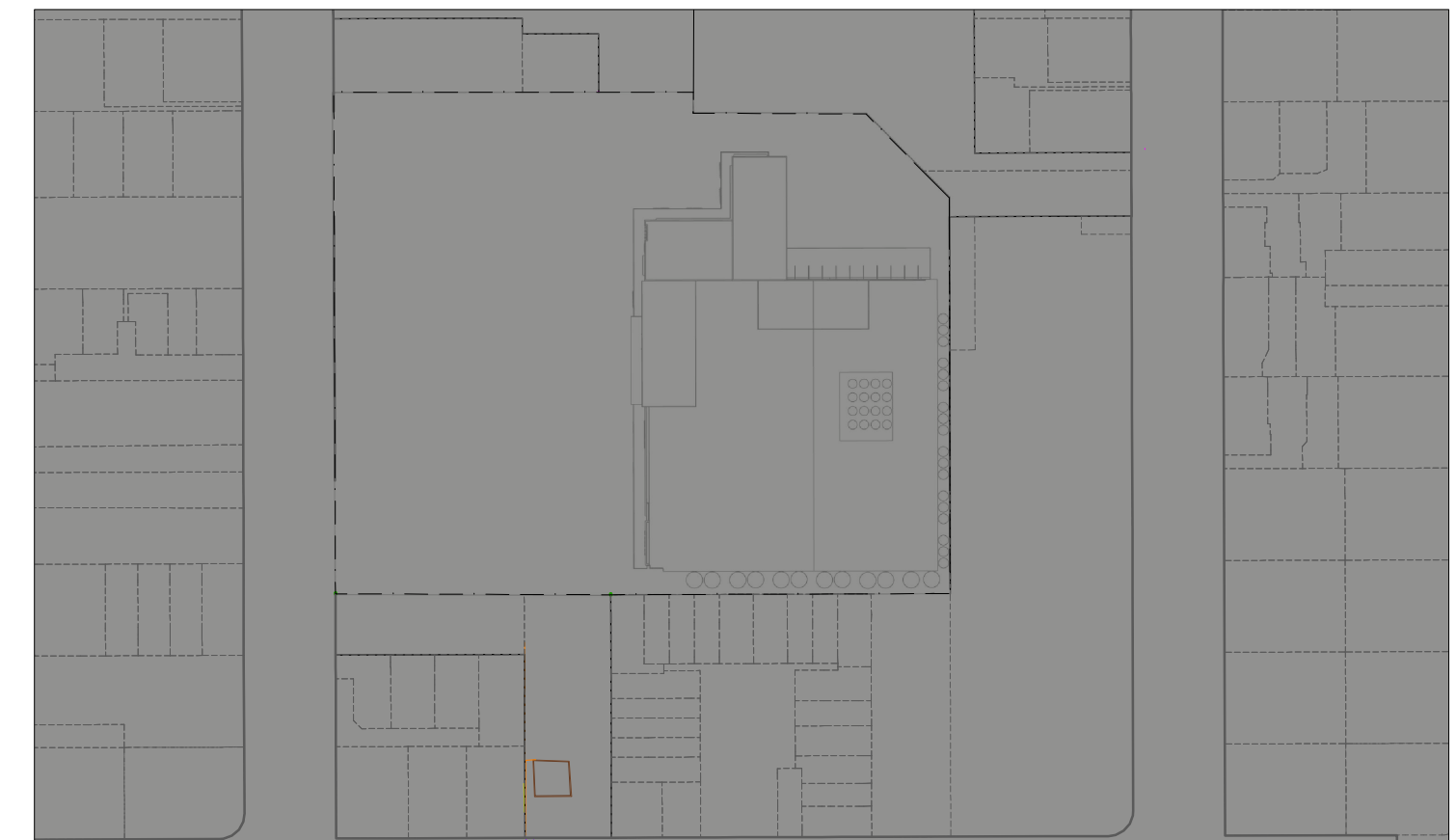
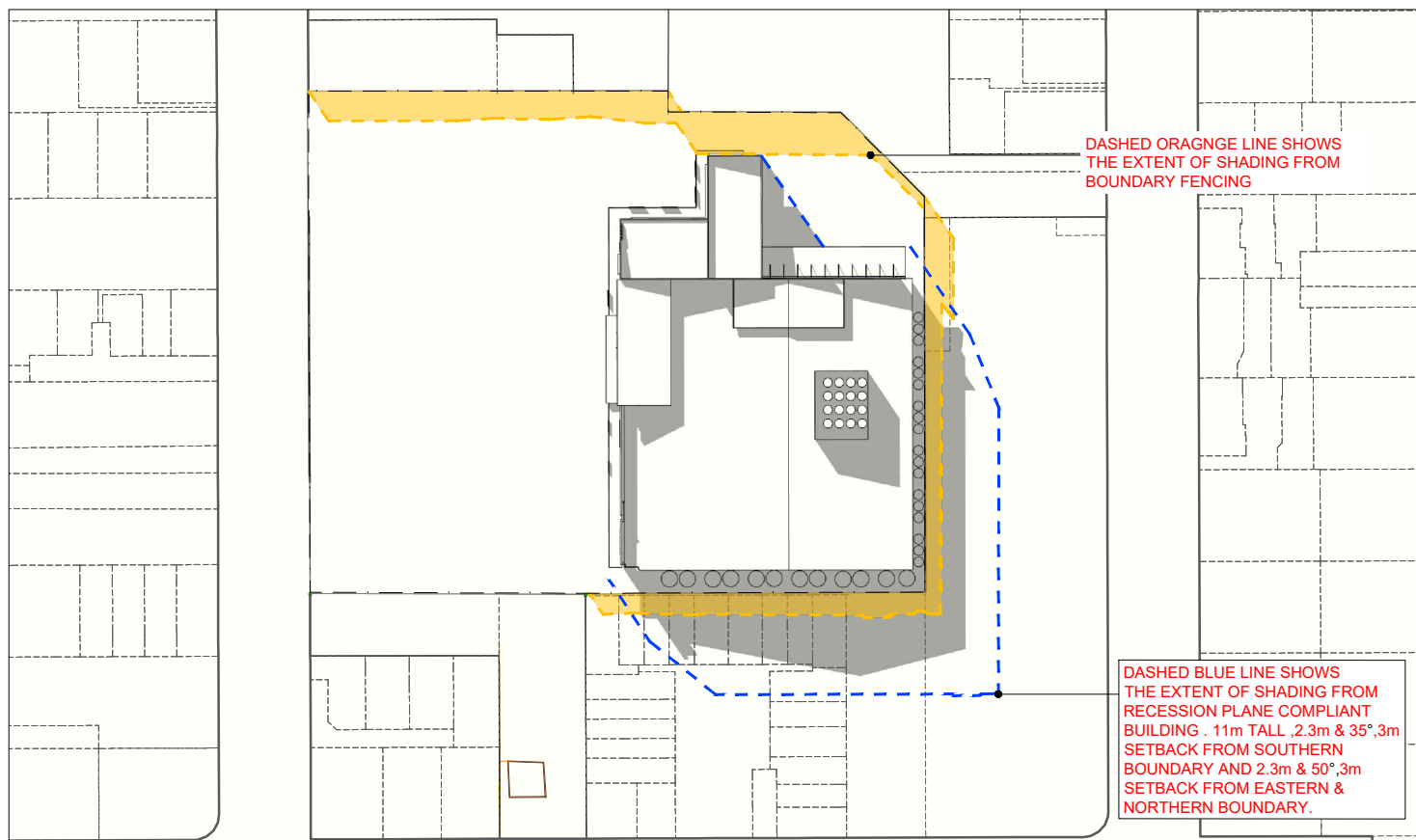
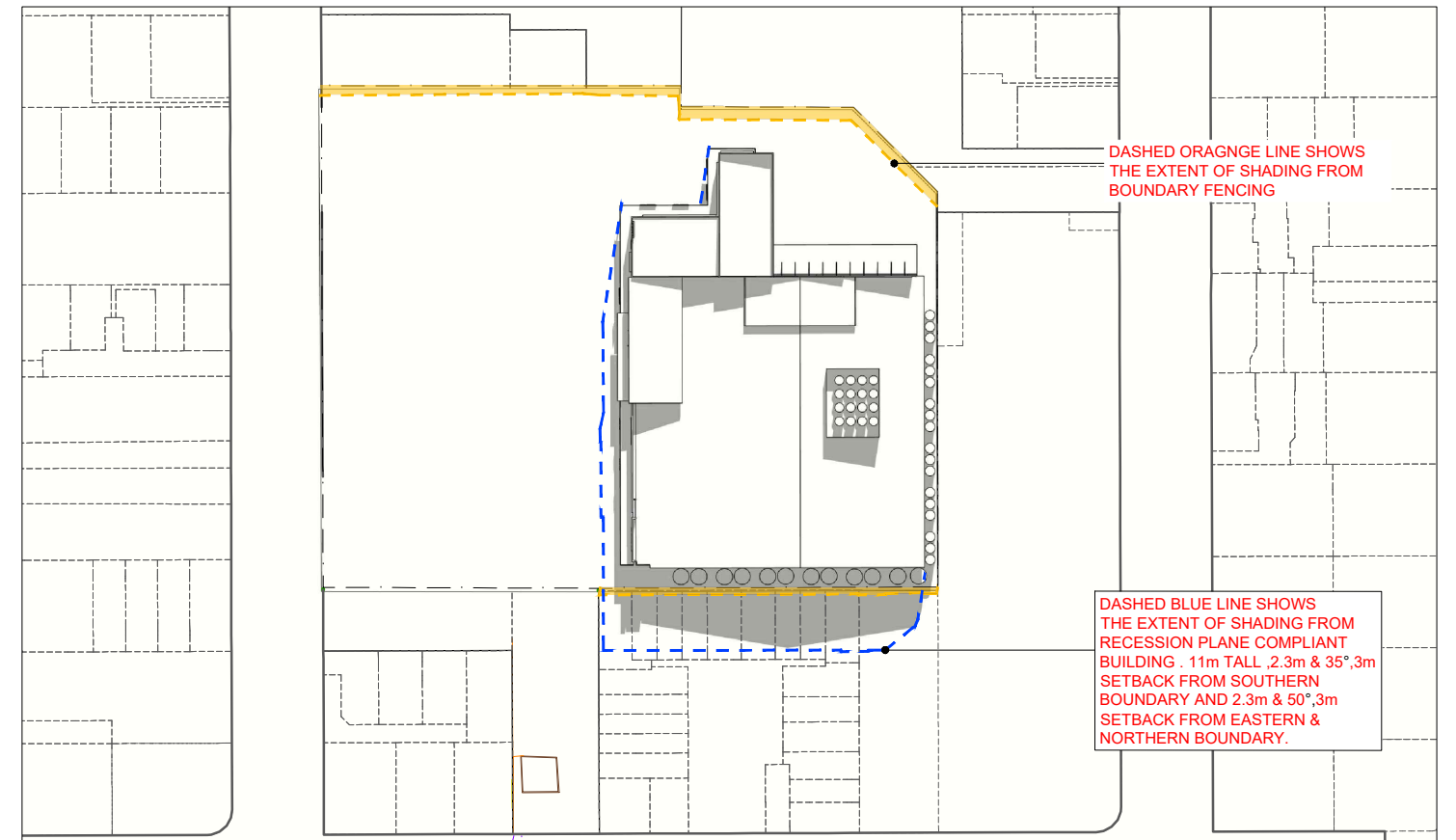
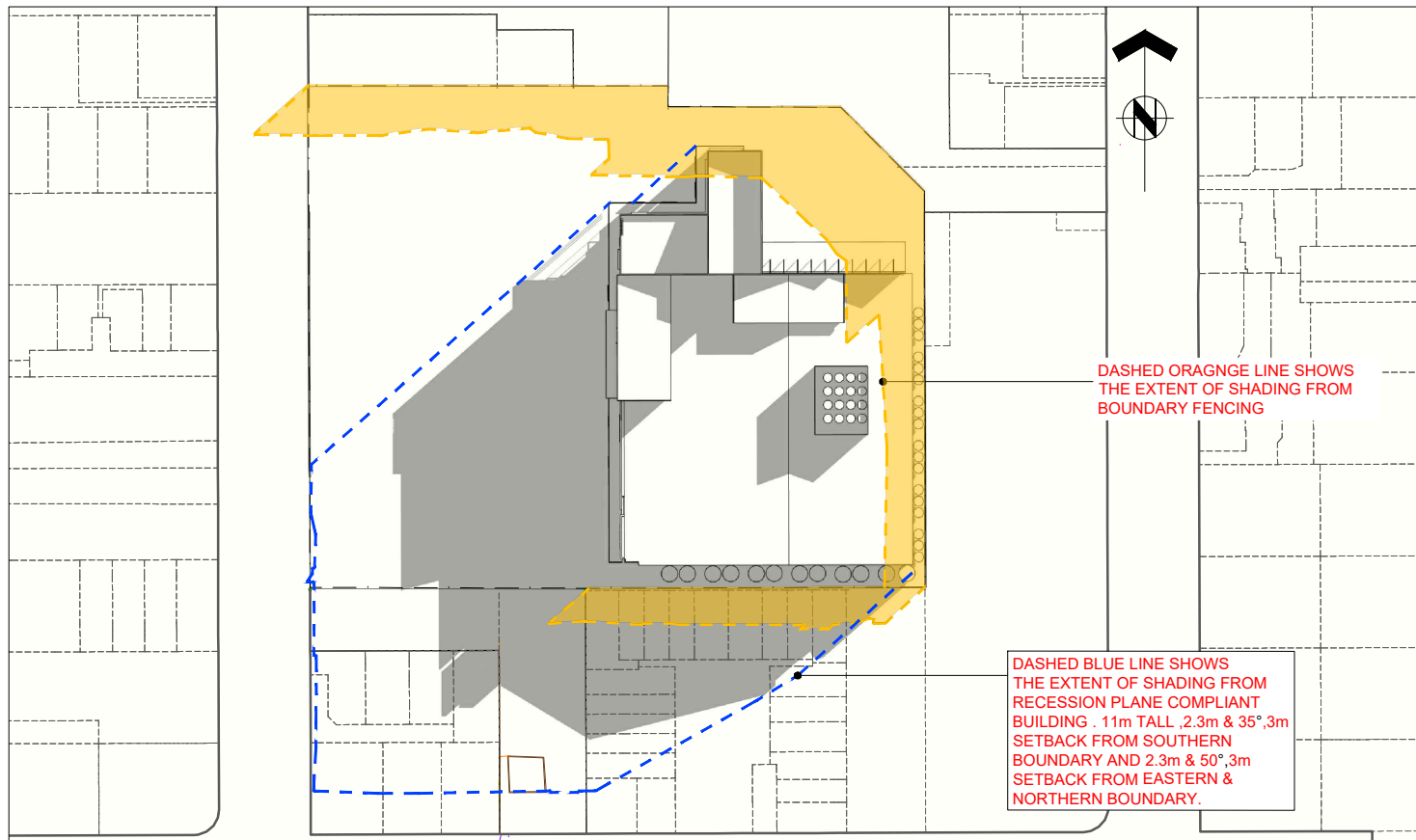
PROPOSED SECTION E
Scale 1:100 at A3



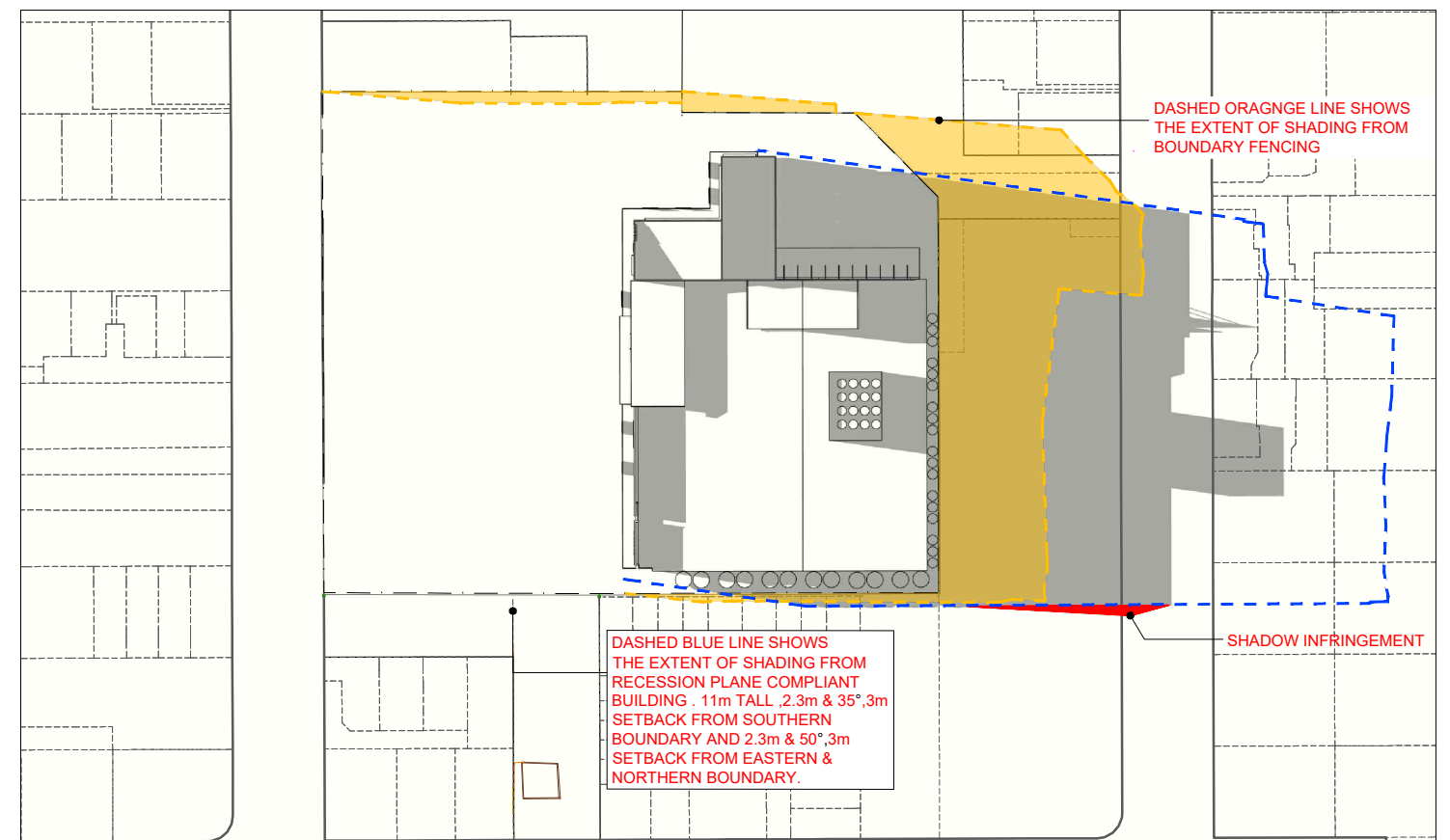
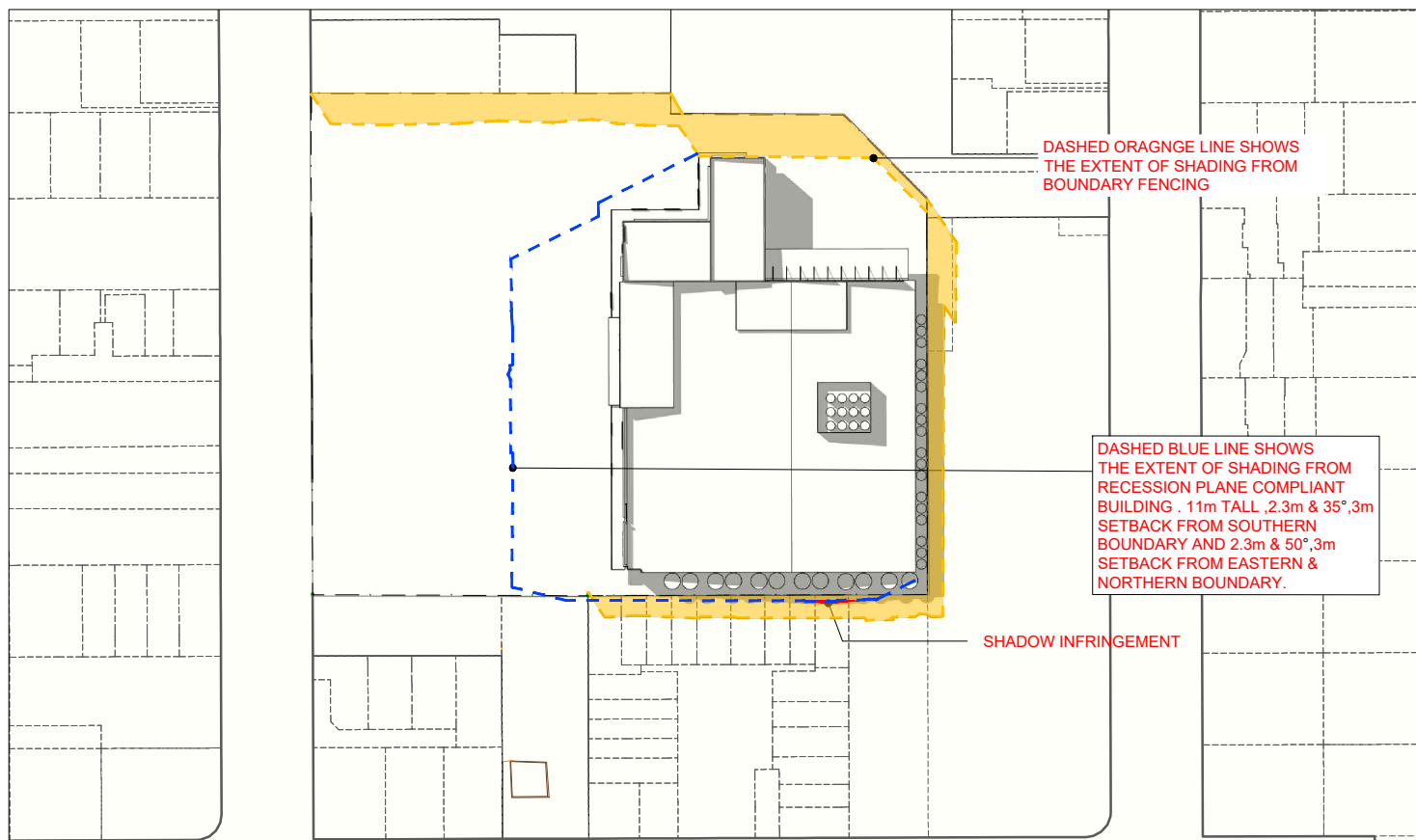
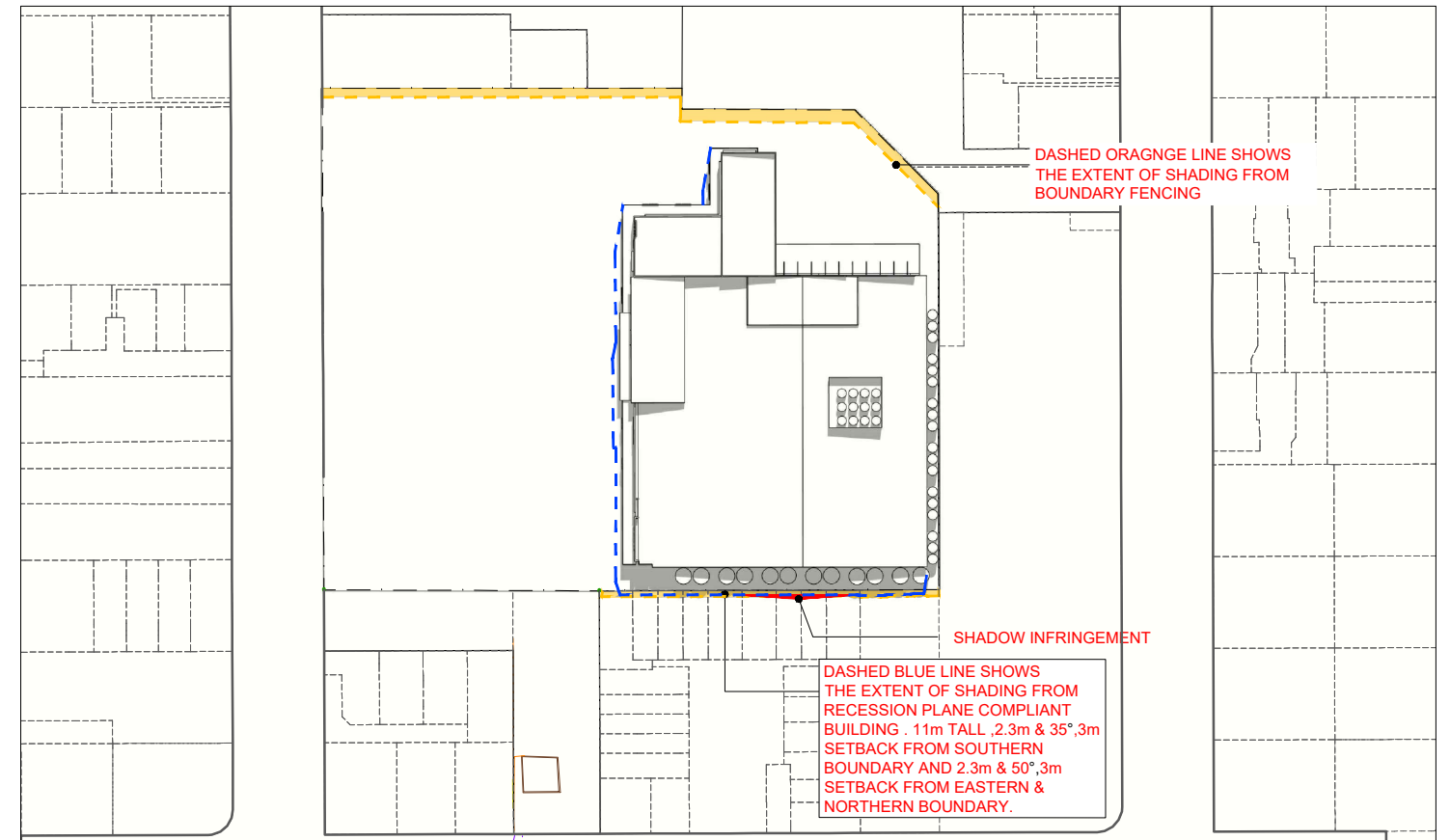
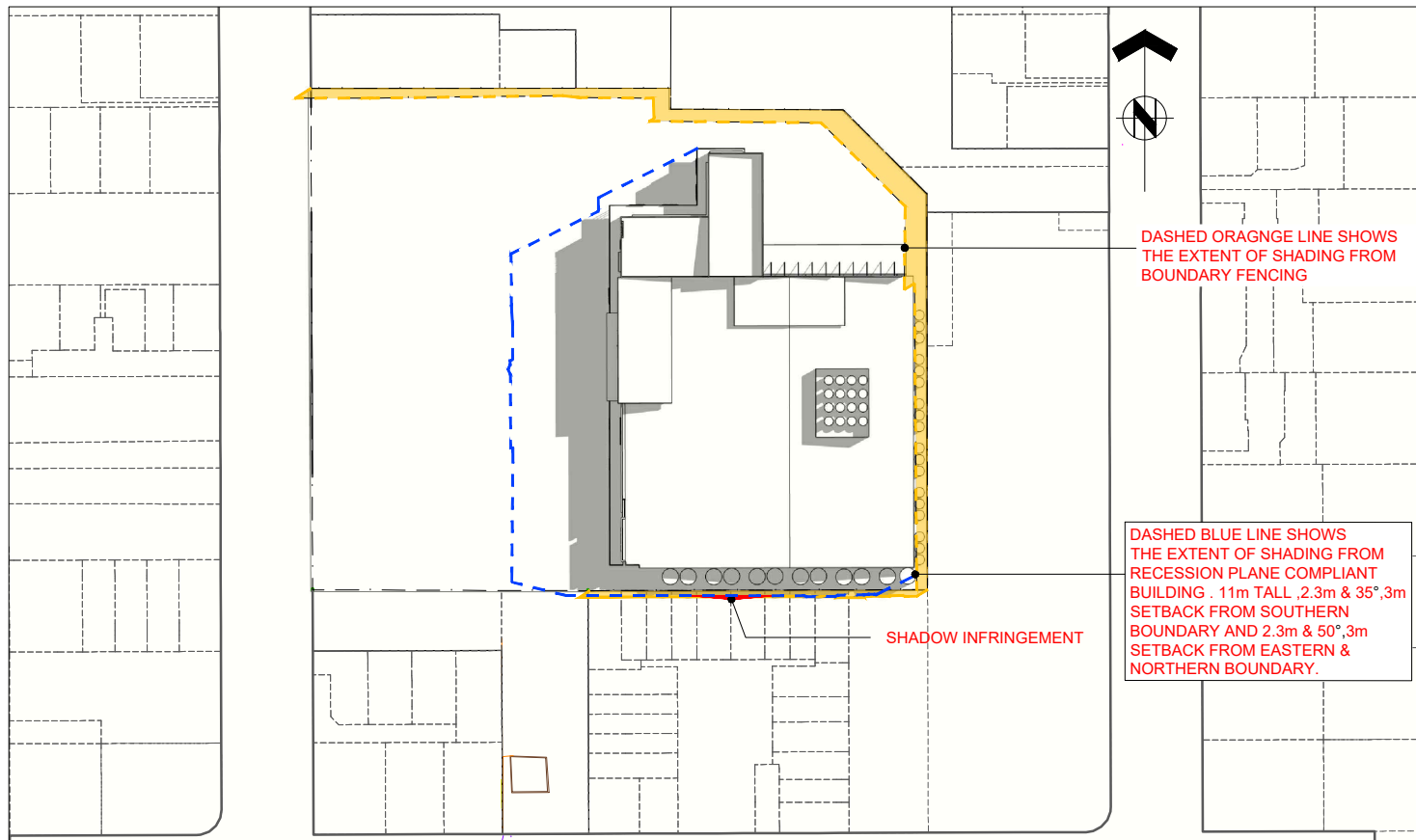
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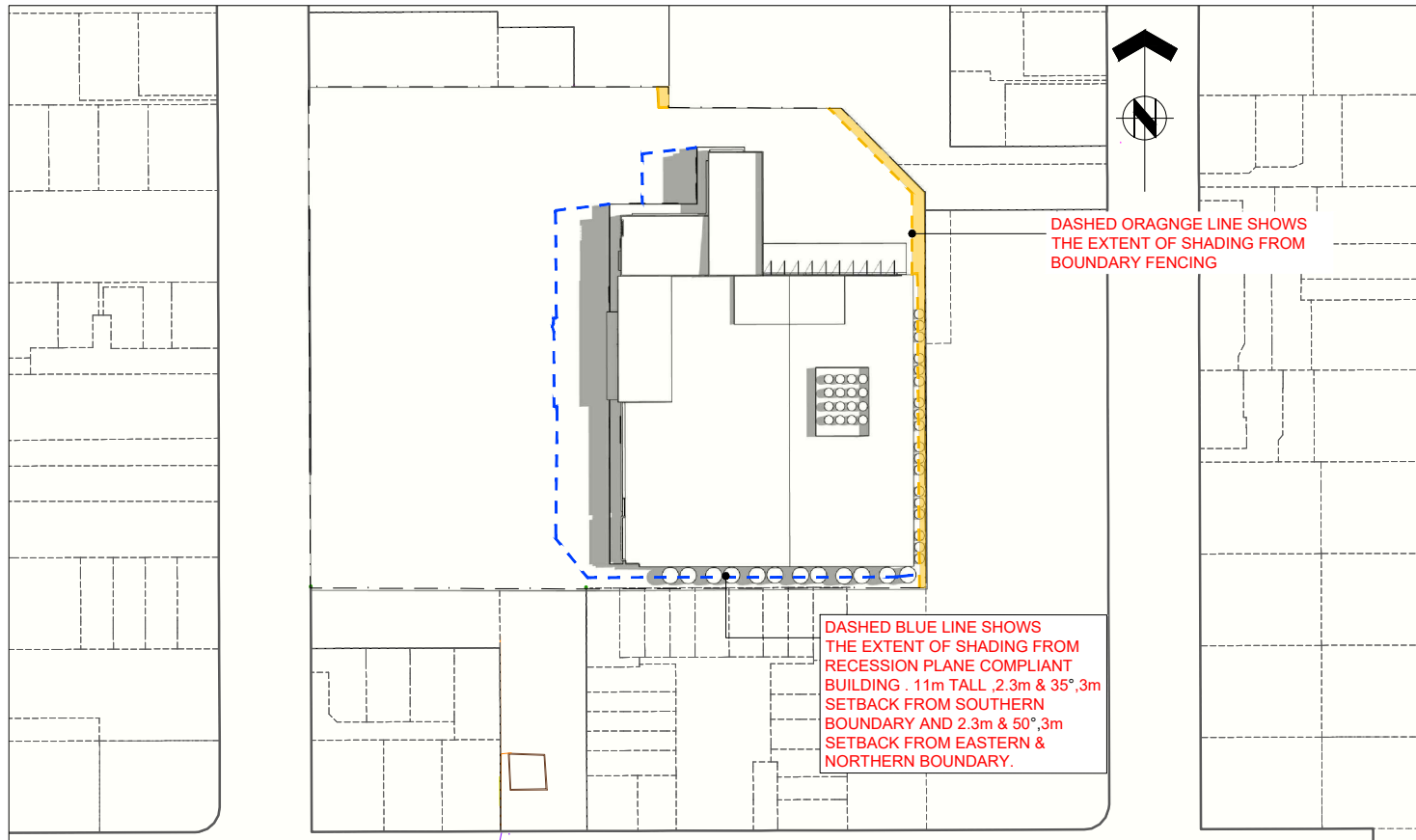
PROPOSED SECTION G
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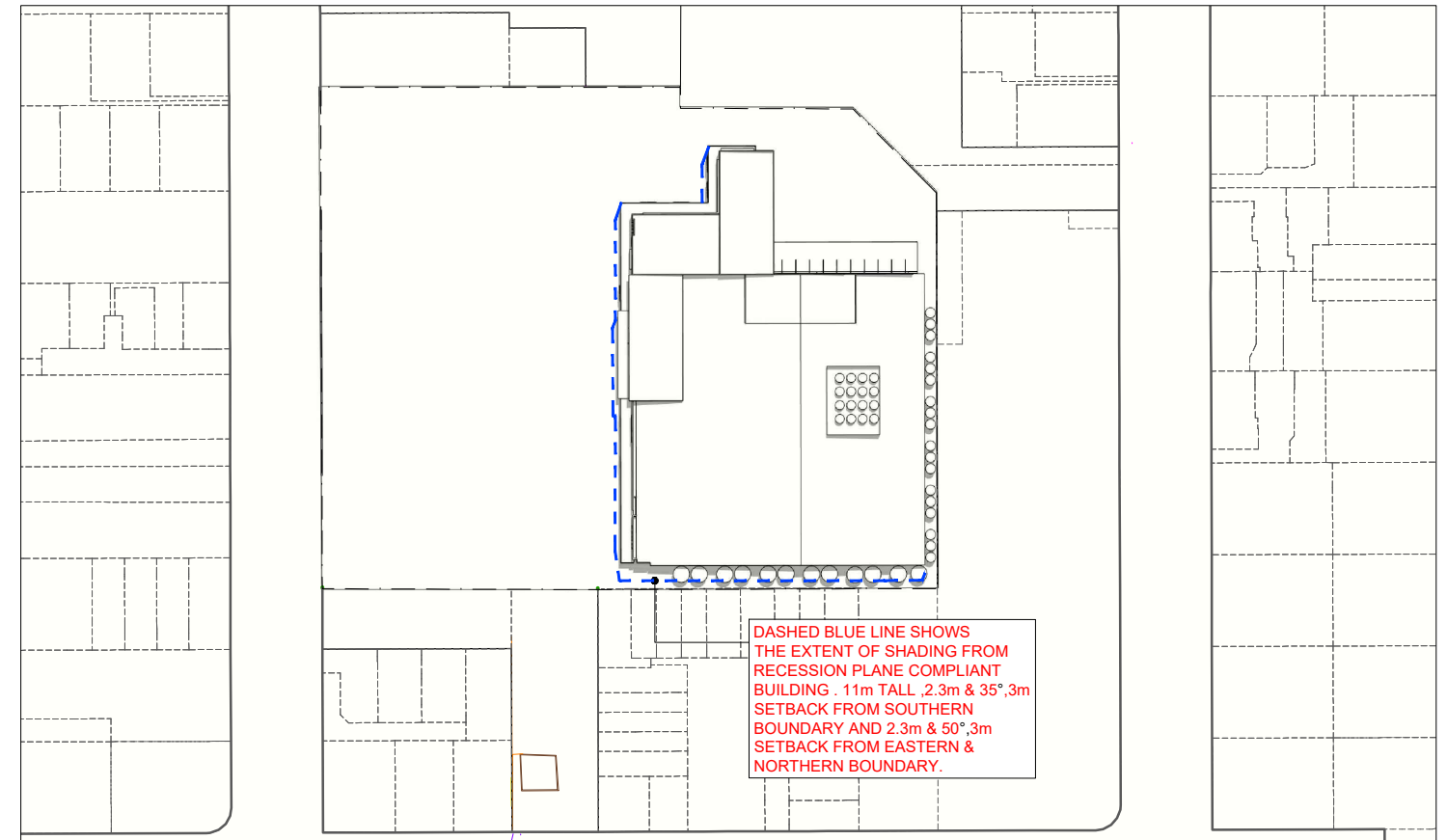
WINTER SOLSTICE SHADOW STUDY (21 JUN)



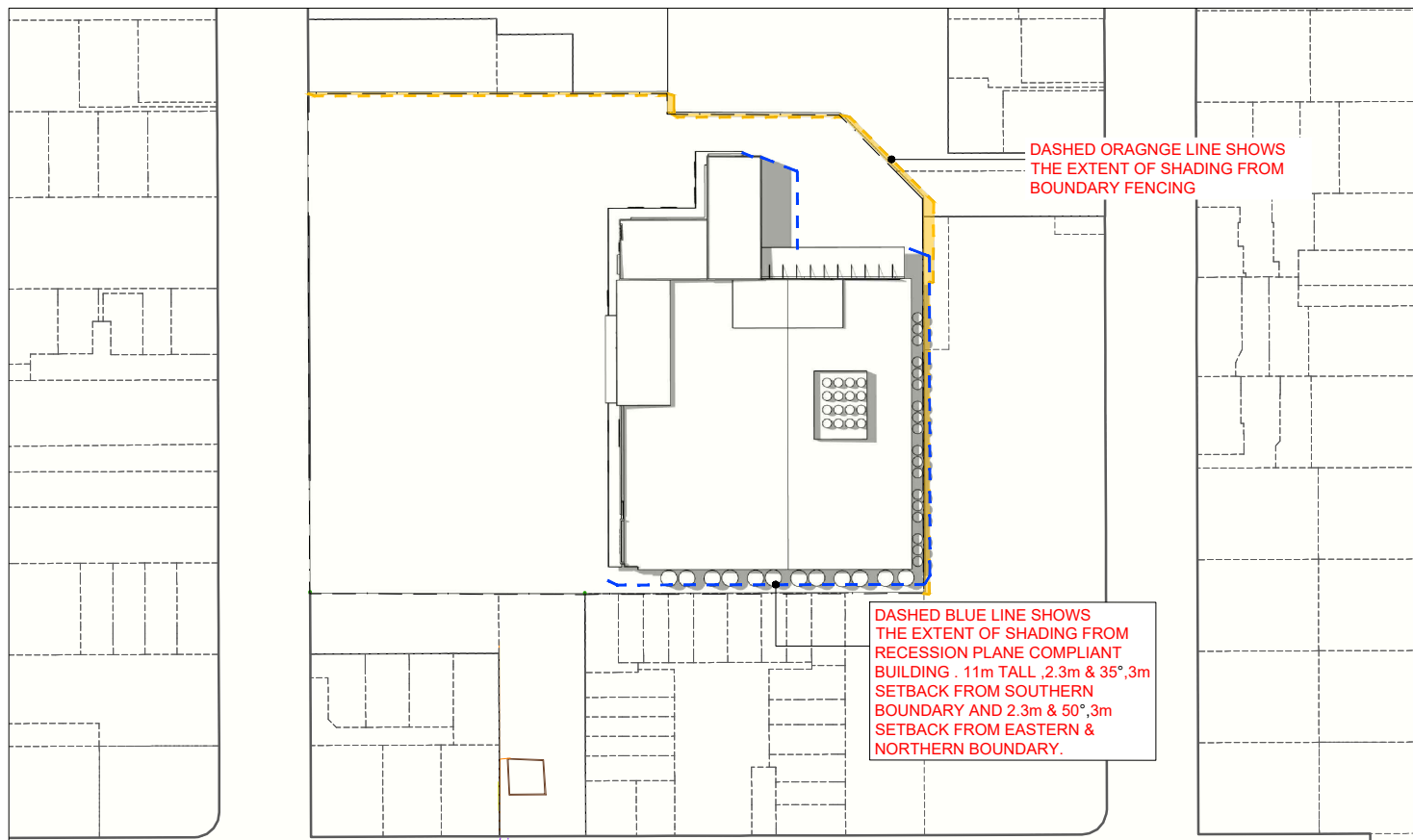
EQUINOX SHADOW STUDY (21 MAR & 23 SEPT)



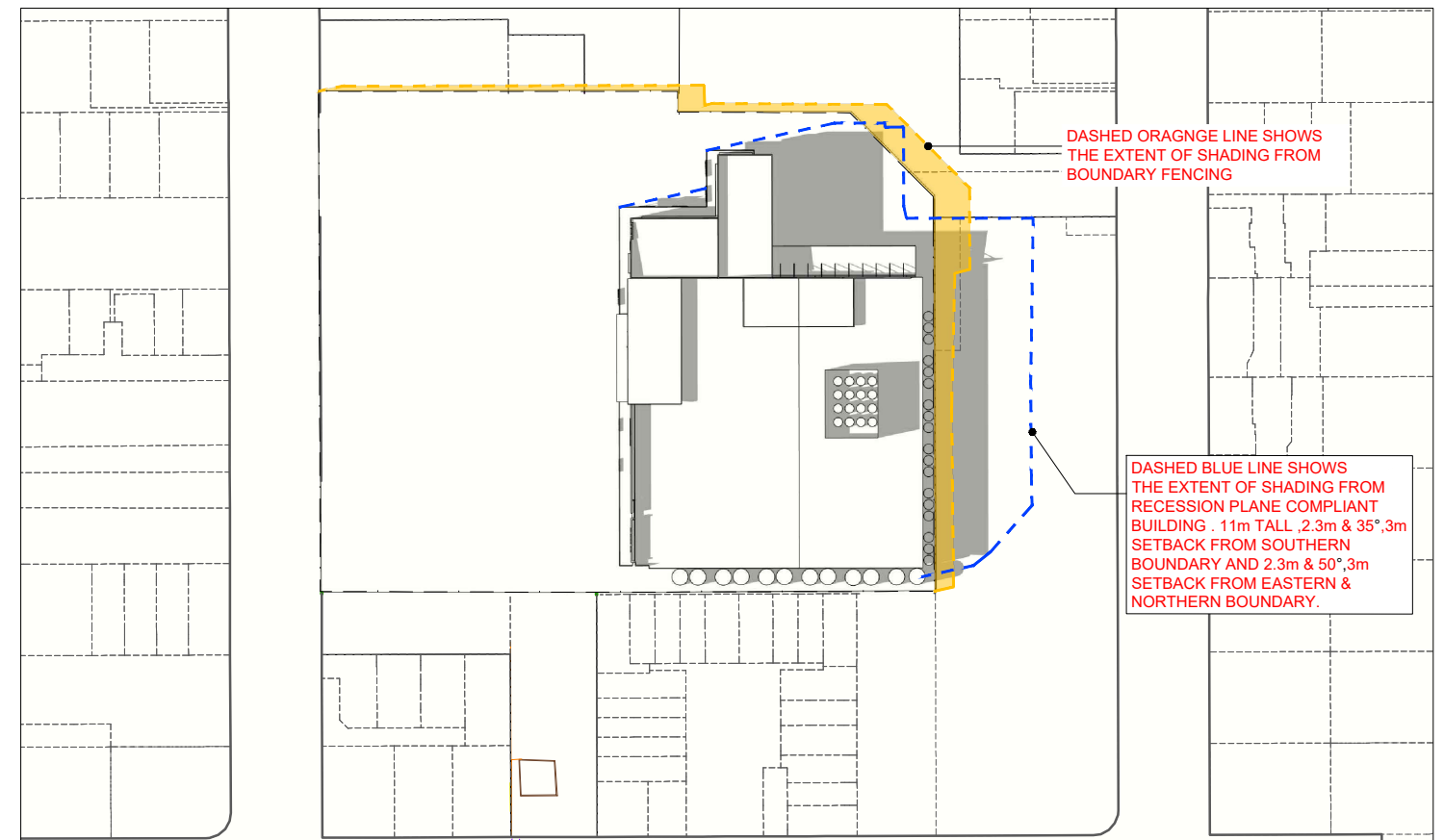
09:00AM



12:00PM



03:00PM



06:00PM

SUMMER SOLSTICE SHADOW STUDY (21 DEC)

ARCHITECTURAL DESIGN STATEMENT

WOOLWORTHS SUPERMARKET, MADRAS STREET

By Woodhams Meikle Zhan Architects
November 2024



A. INTRODUCTION

The proposed development consists of three key components, with the key anchor being a 3550 sqm supermarket with 150 sqm online facility, a retail strip in front of the Supermarket facing Madras Street, and a 2-level retail / commercial block to the North of the Supermarket. The Northern block consists of 860 sqm of small format retail plus a first floor of 530 sqm of non-retail commercial or community activities.

B. SITE AND CONTEXT

The site is situated to the east of Madras Street, Christchurch. It adjoins Residential Medium Density Zone to the North, East and Southeast and Commercial Local Zone to the Southwest. The site has one street frontage.

The proposed site plan has been developed based on the considerations of site geometry, traffic circulation, street frontage activation, customer access and the supermarket's core functional requirements.

The scheme placed the proposed building to the rear of the site and positioned the main car parking area between the Supermarket and Madras Street. This approach allows for a high degree of visibility to the customer car parking from Madras Street and a strong customer connection to the Supermarket building.

From a retail design point of view, the shopfront and the main entry must be clearly identifiable and immediately accessible from the main carpark and for this reason is the standard site configuration for suburban supermarkets. The scheme provides two customer entry and exit points off Madras Street, with the supermarket truck entering the site from the north crossing only. This is designed to minimise the delivery truck's impact on the customer car park by providing a simple direct internal route from the entrance to the loading bay.



The design of the car park focuses on public safety, as well as easy and efficient circulation for pedestrians and cars. Movements of delivery vehicles are for the most part separated from customer areas to reduce traffic accidents.

A secured Supermarket loading yard is located at the rear of the site, hidden behind the “L” shape retail block, avoiding negative sound and visual impact of the loading activities on the shopping areas at the front.

Public access throughout the site has been given priority in site layout design. A covered walkway forms a central pedestrian spine route across the site, connecting Madras Street with the Supermarket entry. A feature canopy is designed at the Madras Street frontage as a strong point of entry to the site.



Landscaping and outdoor space design are also an integral part of the design. The creation of an outdoor landscaped plaza to the north of “L” shape retail building, provides an activity hub for the place. Arrays of trees are introduced to soften the appearance of the carparking area and to divide a large open space into smaller landscaping bays.

C. ARCHITECTURE

Recognising the importance of the site context, the design set out to achieve an engaging and interesting architecture that reflects its mixed-use nature and relates to its residential and local surroundings. Careful manipulation of building forms and façade articulations as well as material / colour selection have played a key role in achieving the design goals.

The main façade facing Madras Road is broken down into five smaller sections including three protruding building blocks and two recessive ones. The Supermarket entry has a double-height space with a full-height glazed shopfront, Acting as the heart of the development. This is the converging point for pedestrians and traffic flow around the Supermarket. The entry is also at the centre of the overall car park area providing the shortest travel distance for customers through the car park. The Online offer is located on the South side providing Pickup parking spaces covered by a curved canvas canopy.

At the center of the building façade is the supermarket entry lobby with extra ceiling height to visually emphasise it as the key pedestrian entrance. Its pavilion-like structure gives customers an inviting and airy impression.

In front of the supermarket is a cluster of strip retail tenancies at a much smaller scale. All of them have fully transparent shopfronts to provide a visually interesting façade treatment to the street. This sleeved strip of small format stores also help to partially screen and provide a transition to the larger massing of the supermarket behind.

The Northern Block has an “L” shape plan. This is ideal for food & beverage as the Plaza is north-facing with a generous seating area. The ground level facade largely consists of glazing around the Plaza.

The northern building block has a number of retail tenancies on the ground floor and non-retail commercial/ community space upstairs. It engages with the public area and the supermarket with its main entry placed next to the main walkway between the building and the main carpark. The building then branches out towards the east and then the north wrapping around a public outdoor plaza. This arrangement allows a maximum amount of northern aspect for all tenancies and provides a sheltered, north and west-facing outdoor plaza to support outdoor tables and activation.



The façade is vertically divided into two by a cantilever canopy which provides good weather protection for the shops as well as for pedestrians. The area below the canopy is mostly a curtain walling system. This approach created a strong horizontal flow and made the building more related to pedestrians in terms of scale and visual interest. A small section of textured concrete panels is proposed on the front façade to complement the black glazed joinery. All proposed vertical steel members are painted in black or charcoal.

The upper level of the building is clad in light-weight standing-seam metal panels with elongated slot windows, a horizontal element to break down the building façade. The slot windows allow for sight lines into the Plaza area but restrict the amount of sunlight into the office tenancies.

The supermarket loading zone is located behind the retail block with a 5m high and 6m wide canopy cantilevered off the precast wall façade for weather protection.

East Façade: At around 5m high, the east facade is the lowest and is mostly hidden from the public. The cladding is primarily made of a series of 3m wide full-height painted precast concrete panels. With the water tanks positioned along those façades, it is prudent to select low-maintenance cladding.

South Façade: Similar to the east façade, the south façade is in precast concrete panels with differentiated colour and texture to provide visual interest. The façade is partially screened from neighbouring sites to the south by existing 2m high boundary fencing, which will be complemented by proposed landscaping between the supermarket, stormwater attenuation tanks, and the southern boundary. A gable end roof along this façade was chosen to reduce the building mass with a roof ridge at approximately 7m high. The roof profile has intentionally been kept at a shallow pitch to minimise overall building height, noting that neighbouring RMD zoned sites are able to build to 11m in height as of right.

D. Material and finish Selection:

The proposed structure is comprised of a reinforced concrete slab, a steel portal frame with insulated roofing.

The proposed material palette consists of textured concrete, painted precast concrete, profile sheet metal cladding, shopfront glazing and compressed sheets. Architectural elements such as cantilever canopy, vertical louvres, horizontal Aerofoil louvres, vertical steel posts and curved canvas canopy add finer details to the development. All of the exterior building colours are of a natural tone, which works well with bright corporate colours “Green Paw Paw and “Grass Court”.