

NAP Planning and Consulting is a rising Company seated in Kassel/Germany. NAP is the managing, coordinating and leading partner of cooperating teams of experts and specialist firms that will be tailor-made according to the characteristics of a project. Their subjects cover the fields of sustainable and integrated spatial planning and architecture worldwide. This especially includes advanced sustainable solutions for and discussions about urban planning and design, adapted transportation, public space, renewable energy, landscape, economy and ecology, as well as design of residential and non residential buildings and ensembles. Its activities range from feasibility studies, research, development, concept and master planning, to urban, architectural and traffic design, consulting, implementation, and evaluation projects.

NAP Planning and Consulting is cooperating with several international partners, who will join in for biddings and projects according to capacity and expertise demanded. Three of the main cooperation partners are:

- Urban and transportation planning and design: Consulting Büro Prof.v.Winning [www.verkehrsplanung.de](http://www.verkehrsplanung.de), Oberstaufen, Germany
- Urban and energy and water planning and design: Epolis Prof. Peter Droege [www.epolis.com.au](http://www.epolis.com.au), Sydney, Australia
- Urban Design and Architecture: Büro Baufrösche, [www.baufroesche.de](http://www.baufroesche.de), Kassel, Berlin, Germany

For vocational innovation and education Prof. Droege and Prof. v.Winning may offer their teaching capacities at

- University of Kassel, Germany, department for Urban planning, landscape planning and architecture, <http://www.uni-kassel.de/fb6/start/start.htm>
- University of Liechtenstein, Vaduz, Institute for architecture and planning <http://www.hochschule.li/Hochschule/Institute/ArchitekturundRaumplanung/tabid/149/Default.aspx>

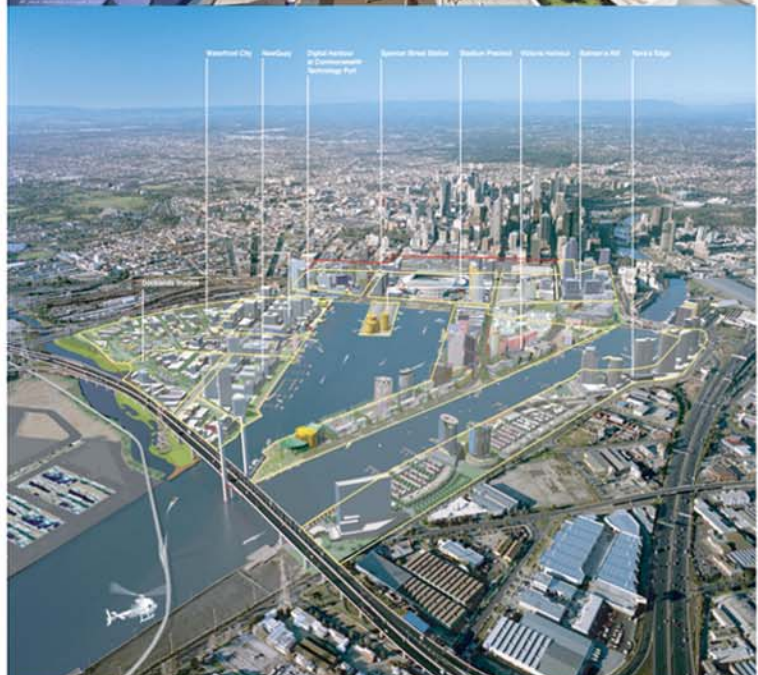
NAP  
Planning and Consulting





## Australia

### Melbourne Docklands



Project Name	Melbourne Docklands
Client:	Docklands Authority, later VicUrban
Location:	Melbourne, Australia
Investment Value:	Several billion Australian dollars total capital investment
Critical Issues:	To help guide stage master plan and urban design and as architectural and landscape development by a series of developer-architect teams.
Site Area:	2,000,000 m <sup>2</sup>
GFA:	2,100,000 m <sup>2</sup>

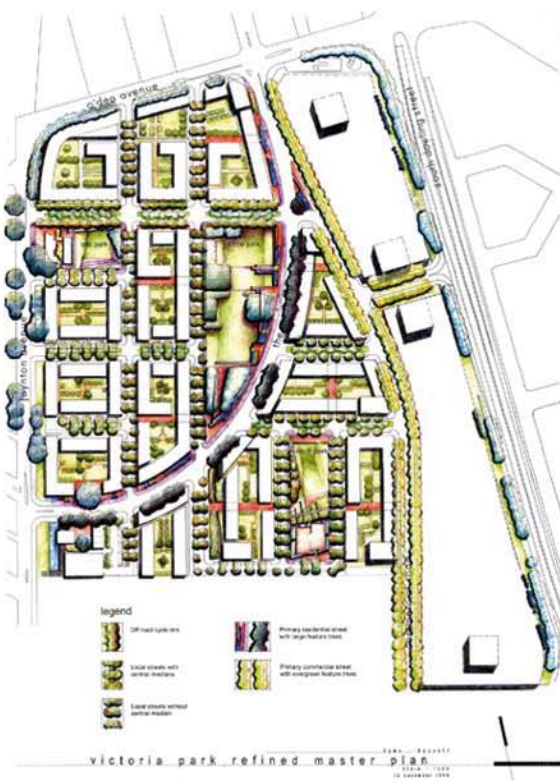
#### Melbourne Docklands Australia

Peter Droege served as a key expert in urban design and amenity during all major development stages from inception to construction peak (1995-2004), as well as urban environmental sustainability guide throughout the advancement of the shared, developer carried ESD (Sustainability) Guide.



## Sydney-Australia

### Victoria Park



Project Name	Victoria Park
Client:	Landcom, Australian state government development agency
Location:	Sydney, Australia
Investment Value:	Order of magnitude: one billion Australian dollars total capital investment
Critical Issues:	To guide and structure master plan, landscape and leading-edge water sensitive planning, urban design and architectural development by a series of developer-architect teams, for Landcom to be able to discharge its responsibilities as master developer. Today, while the very last parcels are being developed, Victoria Park continues to be a practical and financially lucrative showcase for the most advanced of developer-led environmental innovations, in water, energy, materials and lifestyle.
Site Area:	270,000 m <sup>2</sup>
GFA:	500,000 m <sup>2</sup>

#### Victoria Park Sydney, Australia

Peter Droege helped supervise, led and guided the design direction in master plan, design guideline, urban design and landscape design terms over the entire length of the project, from 1996 to 2007. He continues to advise on several projects today: mixed use, high-density precincts and integrated communities for the over-55.



## Ningbo-China

### New Cicheng



Project Name	New Cicheng
Client:	Cicheng Ancient Town Development Company
Location:	Ningbo, China
Investment Value:	AS 100 million first stage infrastructure and construction
Critical Issues:	To facilitate a development capable of anchoring a major new urban expansion centre in a superior and water sensitive fashion, and in a way that enables early cash flows to fund substantial amenity improvement and heritage reconstruction projects in a historical town to the north of the development. In 2005 Epolis (Peter Droege) was commissioned to assemble and lead the team to plan for the regeneration of Old Cicheng, a historical city with a more than 1,000 year history. The new city development is one of the earliest and largest application of water sensitive urban design in China, and Peter Droege was able to use the project to apply the know-how gained on the 27ha Victoria Park projects – but here 20 times the area.
Site Area:	5,500,000 m <sup>2</sup>
GFA:	10,000,000 m <sup>2</sup>

#### New Cicheng Ningbo, China

Peter Droege led the team that won the original competition in 2003. This is a new urban centre for 50,000 inhabitants and workers, situated at the north-western frontier of greater Ningbo, not far from the new Hangzhou Bay Bridge links to Pudong and Shanghai.



## Ningbo-China

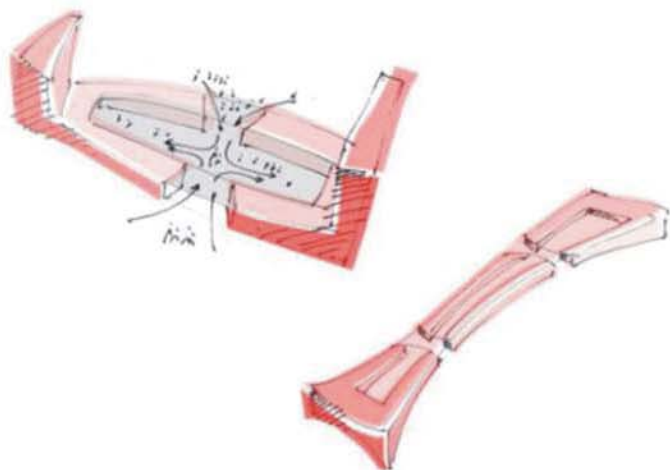
### Cicheng Old City



Project Name	Cicheng Old City	<p><b>Cicheng Old City</b> Ningbo, China</p> <p>Peter Droege is the initiator and director of this large international consultancy involving Australian, Chinese and German experts since 2005.</p> <p>[This page documents only aspects of the overall plan: the north-eastern precinct.]</p>
Client:	Cicheng Ancient Town Development Company	
Location:	Ningbo, China	
Investment Value:	Unspecified	
Critical Issues:	This is the second stage of a social, economic and environmental planning and public space design project focused on the 1200 year old city of Cicheng. The community consists of 27000 inhabitants and the aspiration is to engender broad and equitable urban regeneration without further displacement of the existing population. The main concepts are focused on historic preservation and reconstruction and sustainable water, energy and land management practices.	
Site Area:	3,000,000 m <sup>2</sup>	
GFA:	3,600,000 m <sup>2</sup>	

## China

### Chongqing Fortune Plaza



Project Name	Fortune Plaza
Client:	Hong Kong Investments, Beijing
Location:	Chongqing, China
Investment Value:	AS 600 million first stage
Critical Issues:	To devise a world-class entertainment, wellness and lifestyle themed retail complex and upmarket office environment anchoring a major regional residential centre in the new mixed use development district to the north of downtown Chongqing, currently the largest city in the world (33 million inhabitants). Water sensitive urban design and energy efficiency/cogeneration were a key part of the concept.
Site Area:	450,000 m <sup>2</sup>
GFA:	1,350,000 m <sup>2</sup>

#### Chongqing Fortune Plaza China

Peter Droege assembled and directed the international team that won First Prize in this competition, in 2004. The project is now being completed under local guidance.



## Dresden-Heindenau-Süd

### LEG-Award, conversion of a 1930s train station in Heindenau-Süd

#### Call for Competition and Concept:

The design was to develop a utilization concept for the station square and the listed station building that on the one hand would be both economically sustainable and adequate to the central location and significance of the site. Furthermore, it had to represent the character of the quarter Heindenau-Süd.

The concept tries to preserve the existing historic building fabric and townscape. On the one hand, the urban development concept interacts with the fragments of the city ground-plan which border the station square. On the other hand, it relates to the public green spaces opposite the station. It also establishes a relationship to the neighbouring landscape of the river Elbe.

The concept intends to fill the urban development gap formed by the station square and the public green spaces by inserting some playing elements that connect the two ground-plans.

The playing elements create an urban spatiality that integrates into its environment and densifies the site. At the same time, their shape and content establish a relationship to the river Elbe. They also refer to the cycle path along the river Elbe and to the spa hotel included in the concept.



## Tehran-Iran

### Design of Tehran's BRT Network

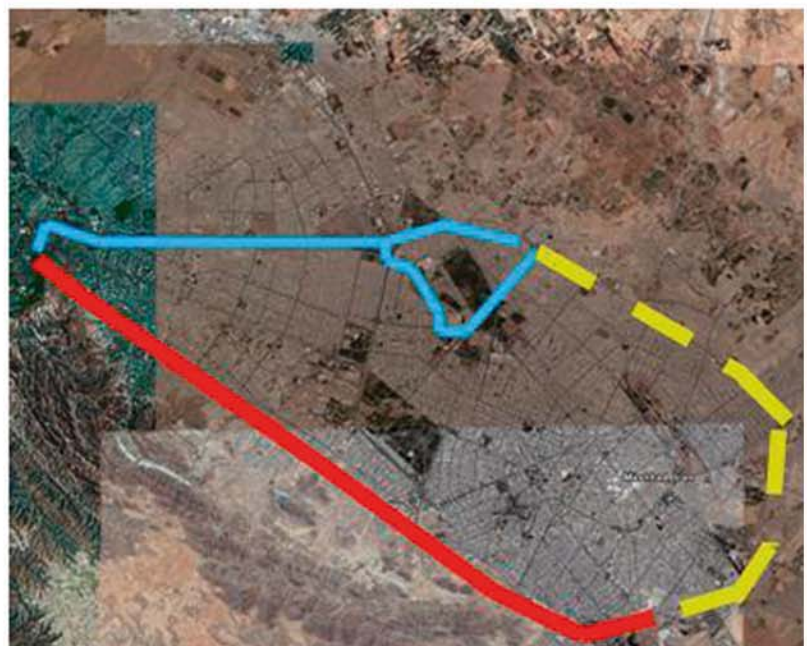
In this project the BRT network has been designed due to the severe problems in Tehran's public transportation system and upon the request of Tehran's municipality in association with Amirkabir University. Different methods have been used for network design such as; topological analysis, demand analysis and the use of Genetic Algorithm (GA). Finally AHP has been used to select the most appropriate network.



## Mashad-Iran

### Mashad monorail feasibility study

In this study some corridors have been proposed for detail study. In this project a MCDM method has been used to propose the initially appropriate corridors for detail study.



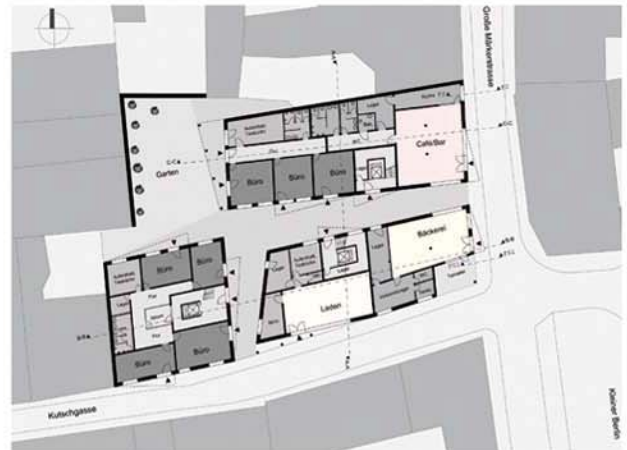


## Halle-Saale-Germany

### Brandwand sucht Anschluss ("Firewall looking for Connection")

#### living space for young families:

On the one hand, the intention of the concept is to strengthen the economic importance of the historic part of the city in consideration of its former role as the centre of housing, service, culture and business of Halle. On the other hand, it wants to preserve the historic structure and the existing building fabric. Three different elements will be constructed on the site. The new elements take up the alignment of the surrounding development and complete the corner Märkerstraße/ Kutschgasse. In combination, they form different urban spaces, an interaction between close and broad streets. The three elements form a unit but at the same time keep their independence and appear as three buildings on their own.





## Wilhelmshöhe Alle-Kassel-Germany

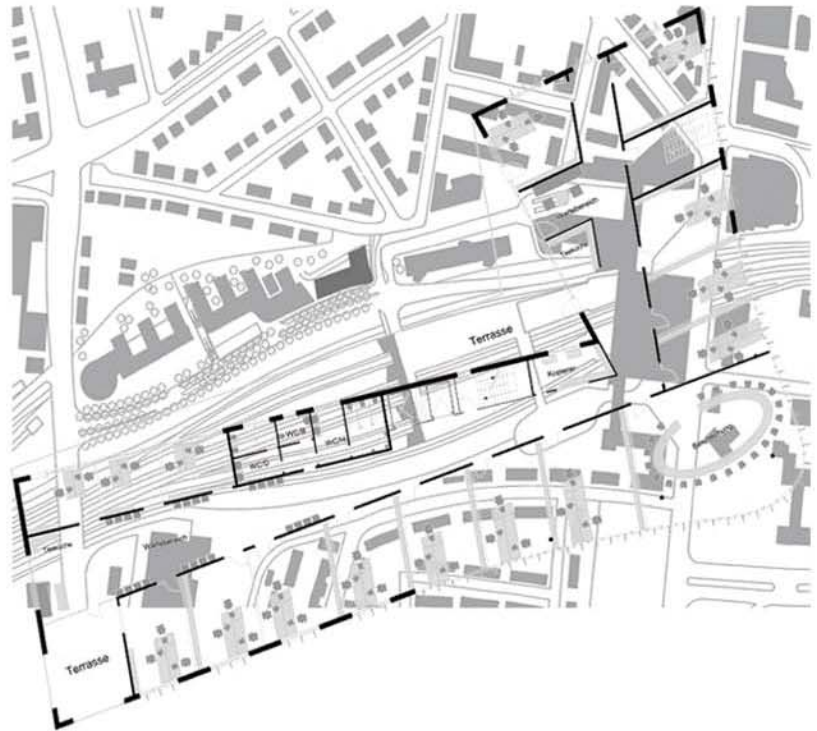
### Envelope treatment\_Planning of an administration building

#### Concept:

The new administration building will be integrated into the existing urban context. It will be designed as energy-efficient as possible. The new structure completes the building line between Bertha-von-Suttner Straße and Bertha-von-Suttner-Weg.

Due to its height, the platform roof and the chosen front materials, it corresponds well with the surrounding property.

The plastering will be dark grey, complemented by light grey aluminium windows as well as a glass façade on the eastern side. The movable, colored sun blinds on the windows and the glass façade contrast very nicely with the grey plastering.



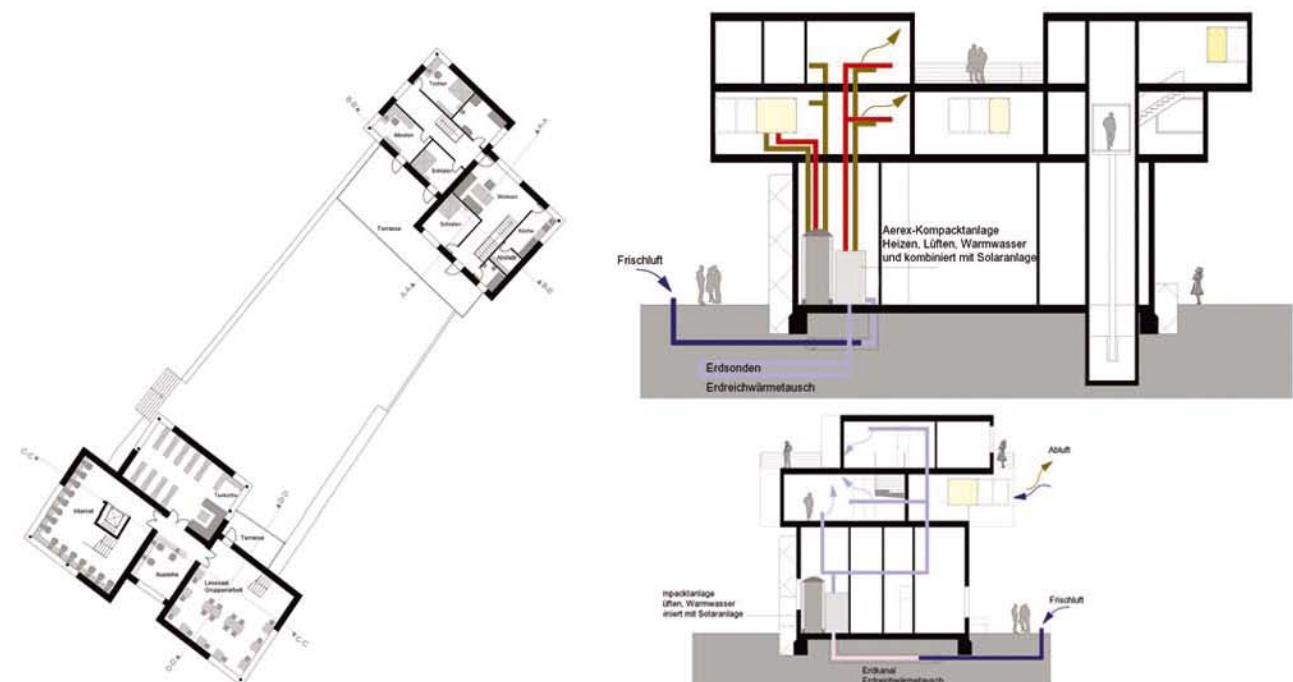
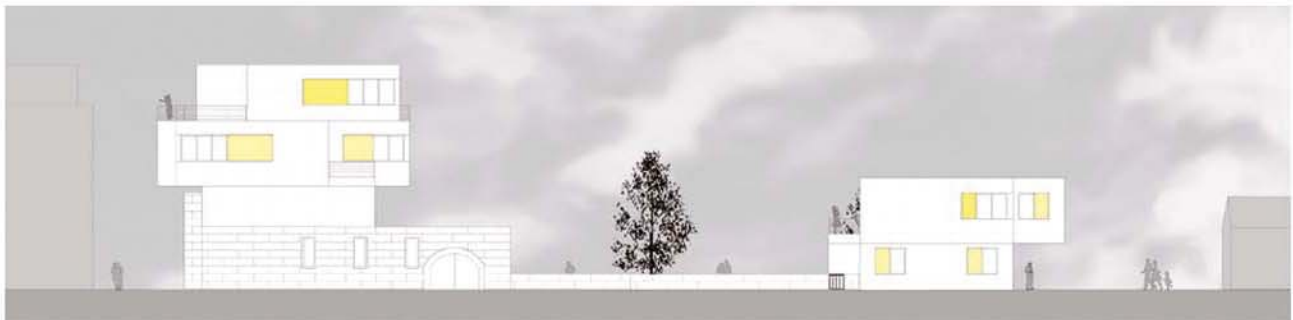
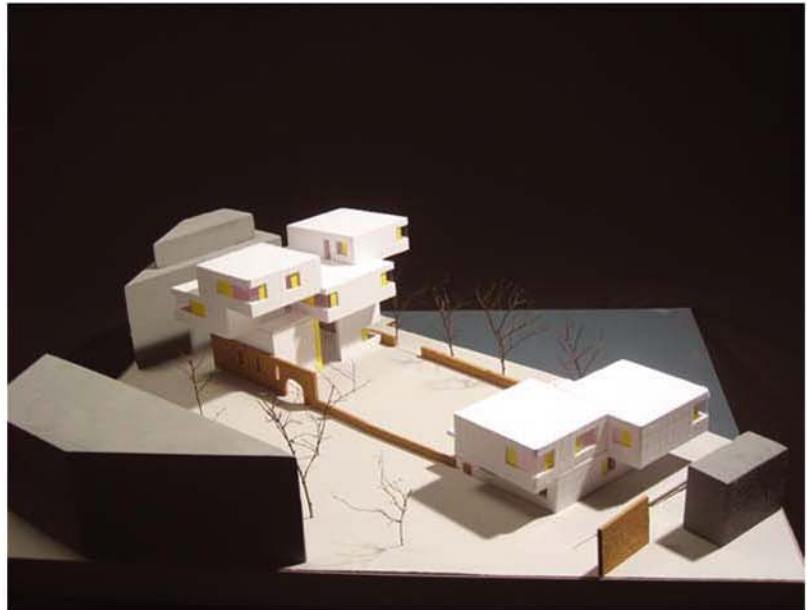


## Unterneustadt-Kassel-Germany

### Zero\_Planning of a research institute and living space for scientists

#### Concept:

Two structures will be built on the estate. These new buildings divide the premise into two areas, one private and one public. Due to their difference in height and their platform roofs, they perfectly fit in with the surrounding buildings and the townscape but – as an entity – still keep their independence from the listed wall and their surrounding development and appear as two buildings on their own. To counteract the high exposure towards direct sunlight and the related rise of temperature within the buildings, they will be equipped with ample windows. Also, photovoltaic modules will be integrated into the panes. Inside, an Aerex-compact system is going to manage the complete HVACR: Heating, ventilation and hot water supply in combination with a solar plant. Fresh air will be lead through a heat exchanger and preheated. The heat exchanger and the heat pump heat up the additional air up to the preferred temperature. No additional heating is required. Water will also be heated by the water pump. A 300 liter process water reservoir provides hot water (60° C) at all times.



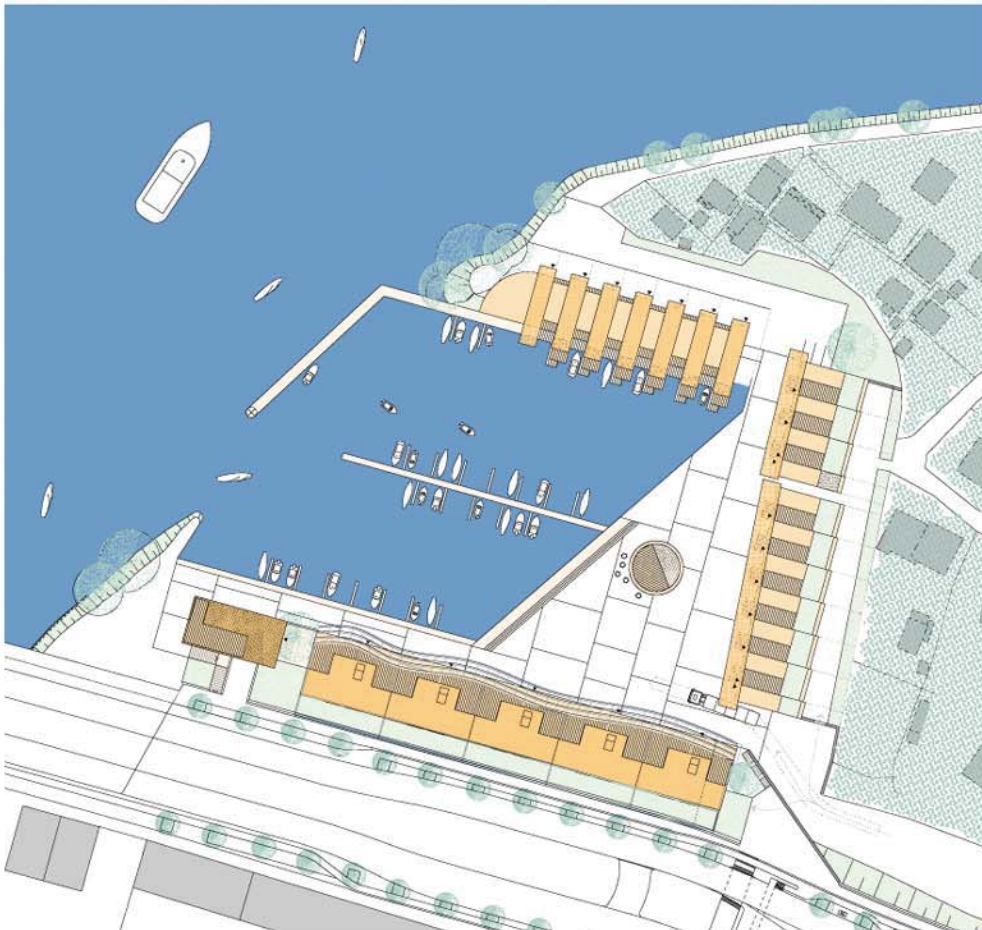


## Berlin

### Marina "Spandau Haveleck"

Urbanistic expertise: 2002  
Customer: "Wasserstadt GmbH Berlin"

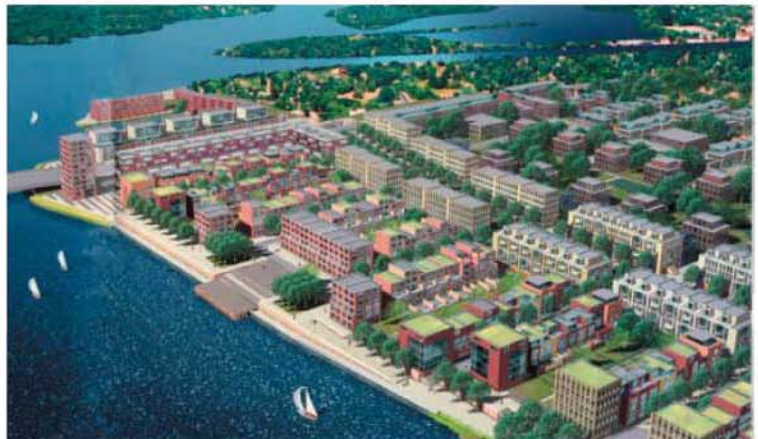
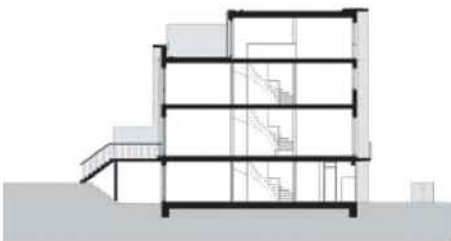
The development designs an ensemble of a hotel complex, captain houses with a pier, terrace houses with roof gardens and office buildings with a great view over the beautiful landscape.



## Berlin Townhouses "Haveleck"

Finishing: 2003  
Customer: "Wasserstadt GmbH Berlin"

This is the start-up project of terrace houses next to the Havel-promenade in Berlin. There are three types of houses with 4,50, 5,50 and 8,00 meters width. Exclusive living is possible in the "Belle Etage" with rooms 3,00 meters high and a studio on deck with a wide view over the water landscape of Haveleck.



Vision



Haustyp Classic Achsmaß 5,50 m



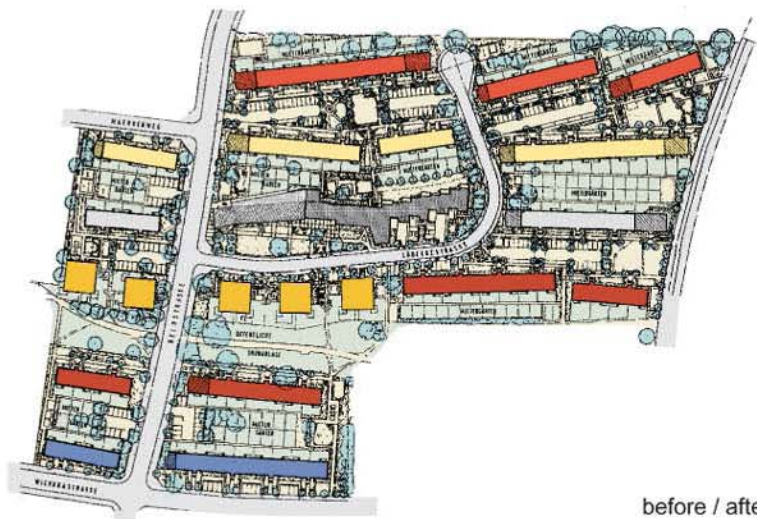
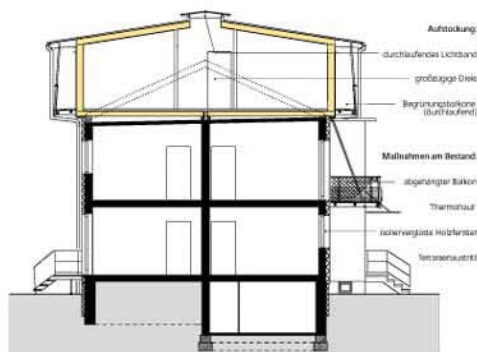
## Berlin

### "Settlement "Beiß-/ Lüdecke Straße Lankwitz"

Finishing: 2001  
Building costs: 28 Mio €  
Scope of work: general planning  
Customer: "GSW Gemeinnützige Siedlungs- und Wohnungsbaugesellschaft"  
= Charitable settlement and building society

There were three guiding ideas developed for this project:

- 1.Utilization and advancement of the existing settlement structure and gardens
- 2.No demolition of the solid houses but repairing and modernisation (148 flats)
- 3.Accentuation of the qualities of the settlement through completing the existing building



before / after





## Kassel Finanzzentrum Altmarkt

Wettbewerb Dezember 2005  
In Zusammenarbeit mit Steidle Architekten  
Auslober: Hess. Immobilienmanagement,  
Wiesbaden  
Bieter/GU: Godbeck (Bielefeld / Kassel)

Das Plangebiet befindet sich im Gründungsbereich der Stadt Kassel. Mit dem Wiederaufbau nach dem Krieg ging die mittelalterlich geprägte Struktur des Altmarktes verloren.

Unser Vorschlag für die Neubebauung des Areals bewahrt und verstärkt den guten städtebaulichen Ansatz, der auch schon mit dem Bau des dort noch bestehenden Polizeidienstgebäudes in 1957 verfolgt wurde:

Ein deutlich positioniertes Gebäude bildet klare Raumkanten entlang der Weserstraße und am Altmarkt. Das Gebäude weicht von der Altmarktkreuzung soweit zurück, dass einerseits eine großzügige Vorfläche als Stadterrasse erhalten bleibt und, von der Kurt-Schumacher-Straße kommend, der Blick über den Fluss frei bleibt.

Die Stadterrasse und der weitergeführte Panoramaweg entlang dem neuen Gebäude auf der Flussseite bleiben auf Stadtniveau und stellen eine wertvolle Verbindung zur neuen Fußgänger- und Fahrradbrücke am Karlishospital her.

Zum Altmarkt und zur Weserstraße gibt sich das Gebäude kompakt und raumbildend, die sich dahinter verborgene Fingerbebauung ist anhand der Höhenstaffelungen ablesbar.

Der Altmarktfinger dominiert in der Höhe, kommuniziert mit den umliegenden Gebäuden auf 'gleicher Augenhöhe' und bildet mit ihnen bis zum Haus der Jugend auf der anderen Flussseite einen großmasstäblichen Stadtraum als Eingang zur Innenstadt.



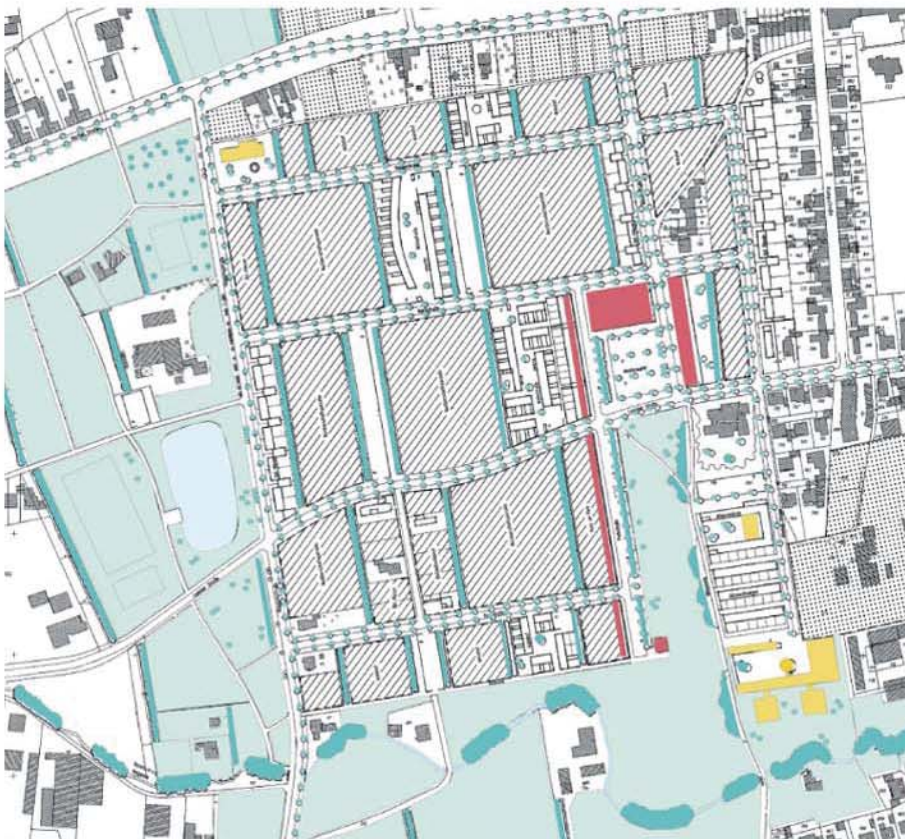


## Bocholt

### Quarter "Feldmark" - New development area of 1000 flats

Urbanistic Competition: 1. Rank, 1994  
Start of work/construction: 1996  
Finishing: 2005

The designed structure is mainly marked of east-west running streets and common used parcels in between. For this reason it is still possible to form the buildings in competitions and to fix the street after this process. Characteristic for this idea is the size of the parcels which allow to build not only one house but the whole neighbourhood all at once.





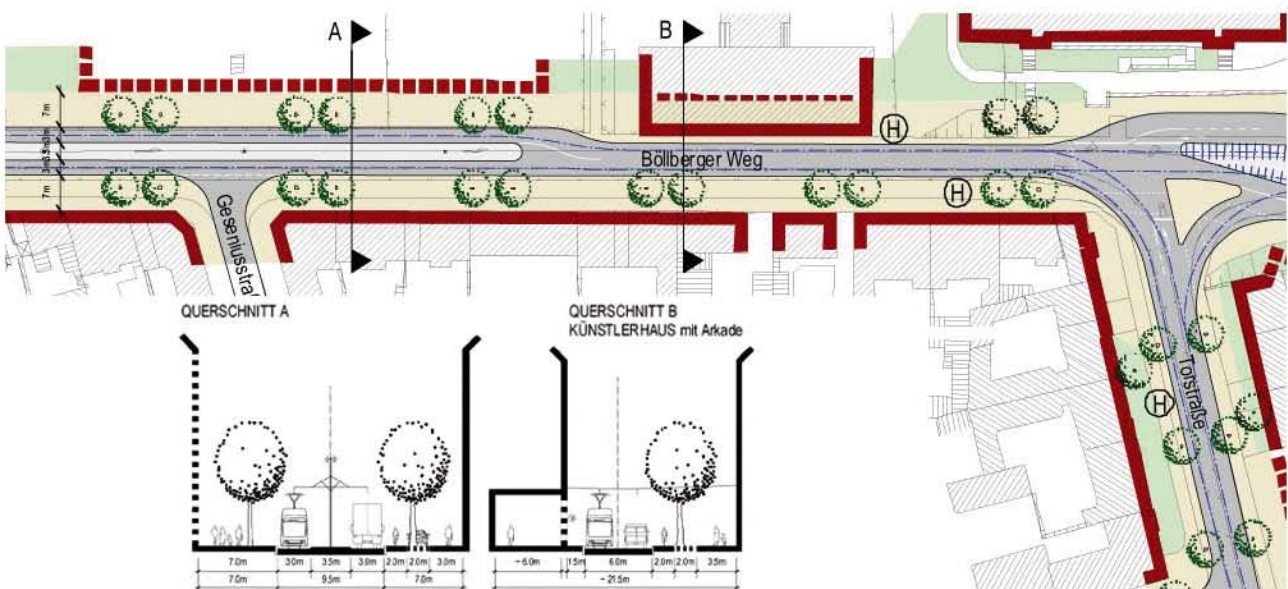
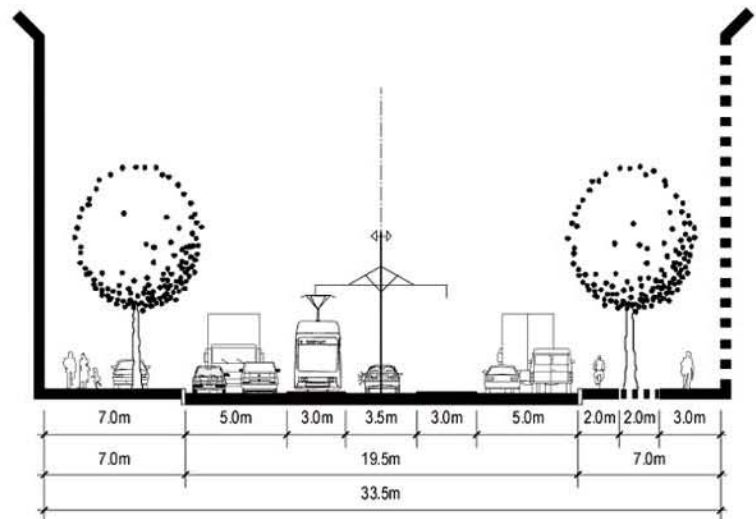
# Halle-Saale-Germany

## Urban planning and urban street design



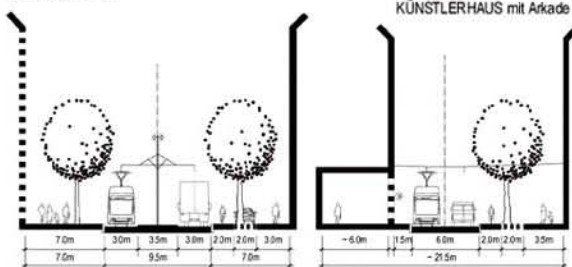
QUERSCHNITT A

Planning of an urban adapted PT/streetcar network. Sections with mixed traffic and sections with dedicated lanes and PMC congestion management. Network and details for integrated urban planning and urban street design.



QUERSCHNITT A

QUERSCHNITT B  
KÜNSTLERHAUS mit Arkade

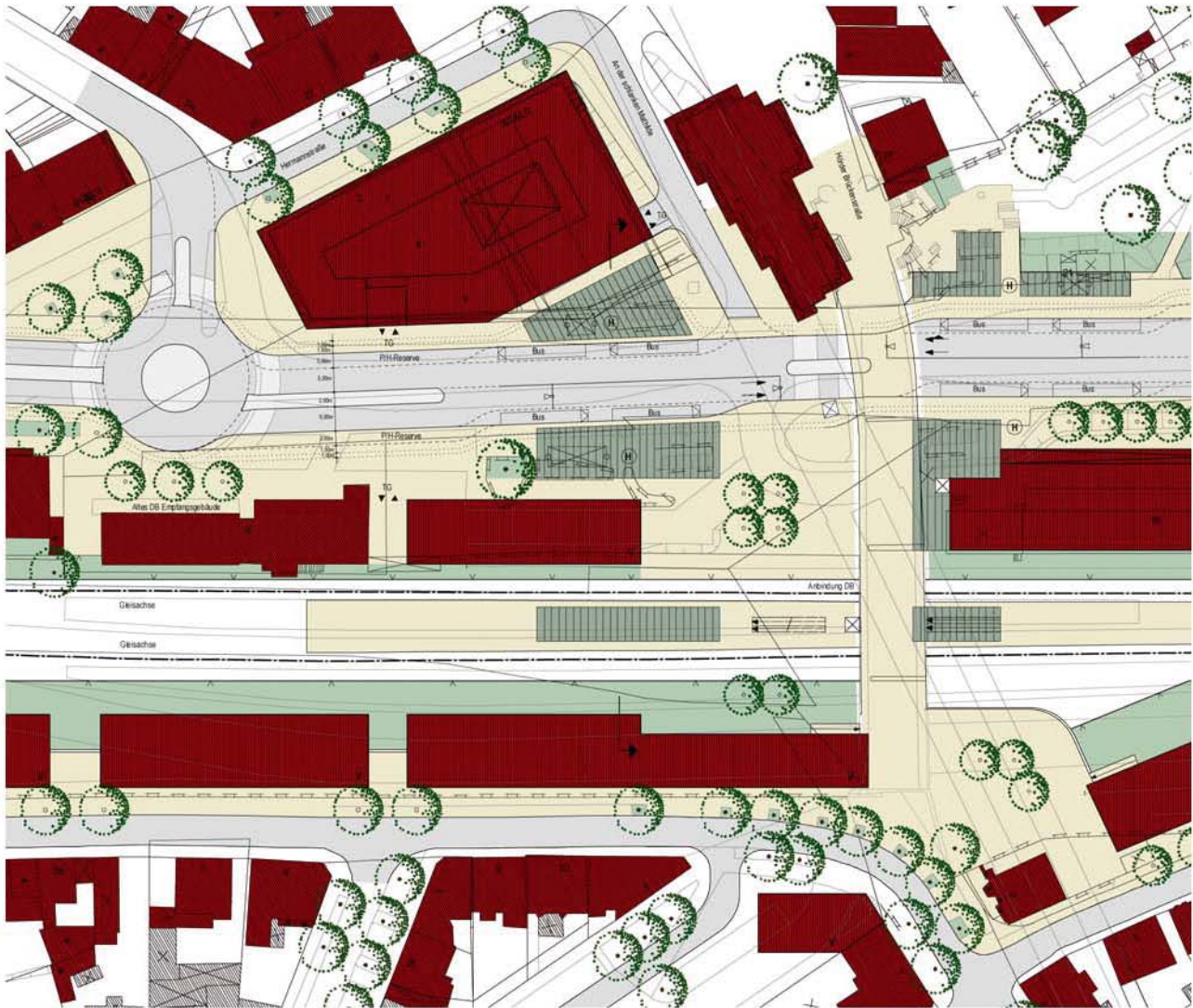




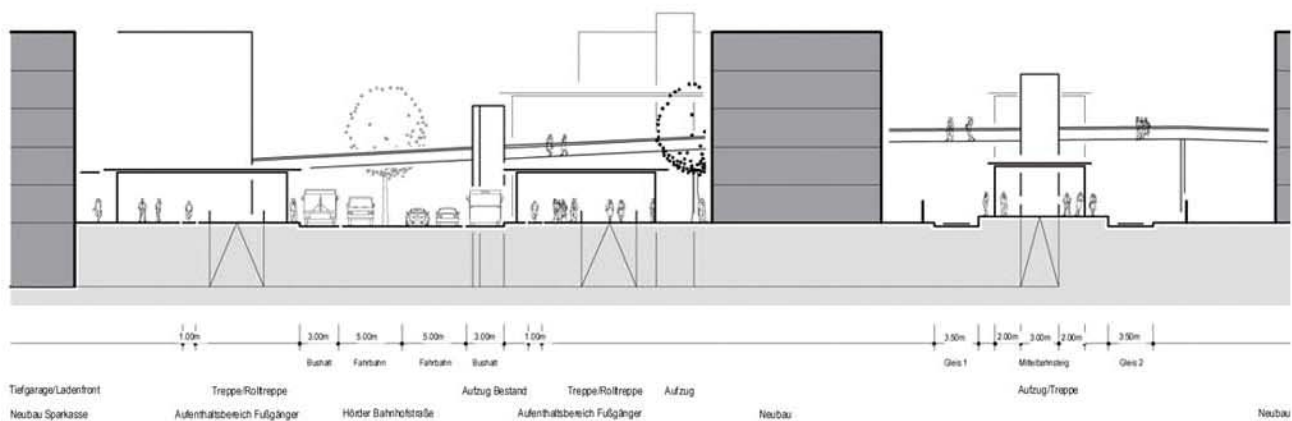
# Dortmund-Hörde-Germany

## Central Bus Station

Planning of a new urban environment including an urban adapted Central Bus station and connection to local underground streetcar station and regional train station.



Schnitt Hörde Bahnhofstraße









# Frankfurt metropolitan area-Hanau-Germany

## Transportation development master plan for a small town

Shows a transportation development master plan for a small town within the Frankfurt metropolitan area. Its focus is on traffic calming, public transport, bicycle and pedestrian traffic, as well as integration of traffic into urban development.

"[www.verkehrsplanung.de/Hanau/index.html](http://www.verkehrsplanung.de/Hanau/index.html)"

The detail shows an example how to treat a main street for cars at the same time as a public boulevard:

"[www.verkehrsplanung.de/Hanau/Z11.pdf](http://www.verkehrsplanung.de/Hanau/Z11.pdf)"

