

STRENGTHS, WEAKNESSES, OPPORTUNITIES & CONSTRAINTS

Strengths

- S1.** Gentle site contours, relatively flat site.
- S2.** Proximity to public amenities including, Takanini School, Sri Kalgidhar Sahib, local playground, and a local cricket club.
- S3.** Shape and proportions of site are conducive to efficient rectangular subdivision.
- S4.** Proximity to Takanini train station, 12 minute walk away.
- S5.** Bus stops on Takanini School Road, 6 minute walk away.

Weaknesses

- W1.** Existing sanitary sewer pipe limits placement of dwellings.
- W2.** Existing trees have low retention value, there is significant over growth on the site.
- W3.** No significant views from site.
- W4.** Volume of traffic including heavy vehicles on Takanini School Road and Porchester Road due to proximity to the industrial zone.
- W5.** Proposed commercial development to north, likely to generate noise, traffic, potential overshadowing from buildings.

Opportunities

- O1.** Recently completed medium density development adjacent to the site sets a local precedent for medium density housing.
- O2.** Pedestrian/ vehicle connection through to Takanini School Road, north-western corner of site.
- O3.** Pedestrian/ vehicle connection to Manuroa Road via ROW easement, south-western corner of site.
- O4.** Porchester Road, opportunity to visually enhance the existing streetscape.
- O5.** Proposed commercial development to north of site, opportunity to co-develop roading, landscaping to northern boundary, create connection to Nancy Wake Street.

Constraints

- C1.** Residential sites located south of site will need consideration in regards to sun and privacy.
- C2.** Soil capacity, restricts design to lightweight construction.
- C3.** Porchester Road, proximity to roundabout restricts vehicle access points to site.
- C4.** Porchester Road, cycle way deems driveways to Porchester Road undesirable.



Figure 14. Strengths, Weaknesses, Opportunities & Constraints Plan.

PROPOSAL

Vision

To create a positive contribution to Takanini by creating an affordable neighbourhood with strong architectural character.

Urban structure

The proposal includes:

- Three public roads: one is the extension to Nancy Wake Street, running east-west along the northern boundary. The other two are loop roads that connect to the Nancy Wake extension.
- Three distinct pockets of housing: one pocket is clustered around Road B, one pocket is clustered around Road C, and the final pocket is a small group of houses that are accessed from Manuroa Road.
- Two JOALs. One larger JOAL that is accessed from Manuroa Road that serves five units, and one from Road B that serves four units and is adjacent to Porchester Road.

Yield

- The proposal is for 83 three bedroom, two storey, attached units.
- The development comprises of seven typologies:
 - 6 x 3G (3 bedrooms, 1 garage, 2 storeys)
 - 6 x 3G1 (3 bedrooms, 1 garage, 2 storeys)
 - 14 x 3G2 (3 bedrooms, 1 garage, 2 storeys)
 - 5 x 3J (3 bedrooms, 0 garage, 2 storeys)
 - 26 x 3U (3 bedrooms, 0 garage, 2 storeys)
 - 7 x 3U1 (3 bedrooms, 0 garage, 2 storeys)
 - 19 x 3U2 (3 bedrooms, 0 garage, 2 storeys)

Architectural form and character

The proposal will uplift the visual amenity of the area by presenting simple and visually balanced elevations to the street.

- Simplicity in design is envisioned to make a statement. There is one ordering element within façades to create identity.
- Dwellings are designed to be two storeys high to relate to the development to the west.



Figure 15. Perspective showing the strong architectural character - looking west through Road C.

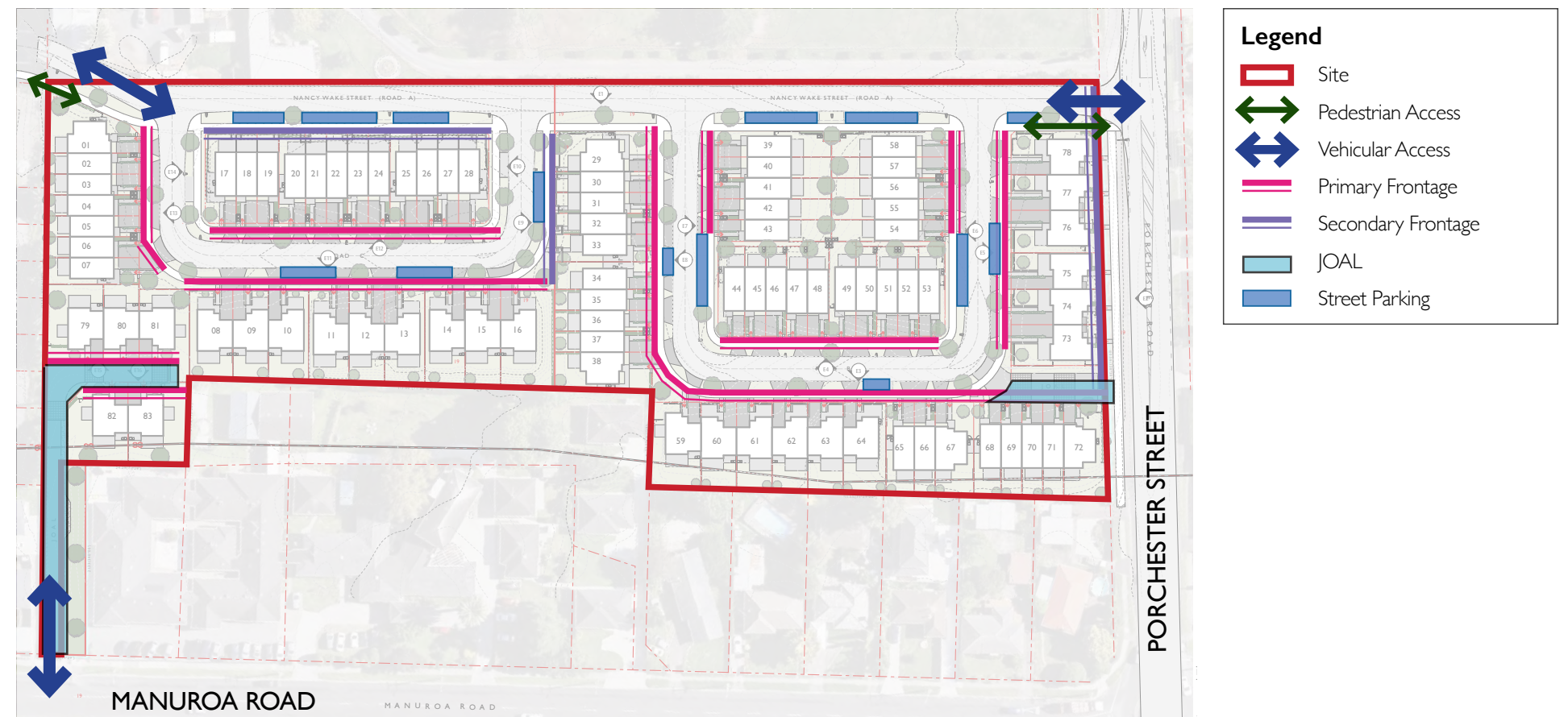


Figure 16. Design Proposal with key design elements highlighted

Movement

- Nancy Wake Street has been designed for connection. It has a 6m carriageway, 1.8m footpath, and 3m planted berm.
- Road B and Road C have been designed for access. They are 16m wide, include a 6m carriageway, two 1.8m footpaths, and 2.2m planted berm/parking areas.
- The southern JOAL is 5-10m wide with a 3.5m slow movement carriageway, 1m pedestrian pathway, and a passing bay.
- The eastern JOAL is 9m wide with a 7m shared space for pedestrians, cyclists, and vehicles.

Building materials

- The building materials proposed are natural and painted brick, and timber weatherboard.

Dual frontage lots

- The layout of the street network has resulted in a number of lots that front onto two streets. To ensure the street network is activated on both sides of these lots, dwellings have been designed with a dual frontages. This means they will appear to have two front façades, and both façades will have a pedestrian path leading to them from the street. To create privacy in their front yards, fencing is up to 1.5m high.

Interface with Porchester Road

- With consideration to the character of Porchester Road, dwellings along this road have vehicle access from Road B.

- Dwellings along Porchester Road are dual frontage lots - therefore will have articulated façades and front paths facing out to Porchester Road.

Infrastructure

- There is a sewer line located on the southern end of the site. Care has been made to ensure built form is either set back from it however some is within its line of influence.

Response to topography

- The site is relatively flat, however the south-eastern corner is proposed to be raised by a metre to create a natural fall for stormwater.
- There is one small retaining wall which is located adjacent to Nancy Wake Street. This is proposed to be a keystone wall as it is highly visible from the public realm.
- Batters have also been used to deal with small level differences.

Built form setbacks

- Dwellings have been set back more than 3m from the street to create generous front yards.
- Sides of corner dwellings infringe the 3m front yard building line setback.



Figure 17. Perspective showing the secondary frontage (including fencing) of dual access lots.

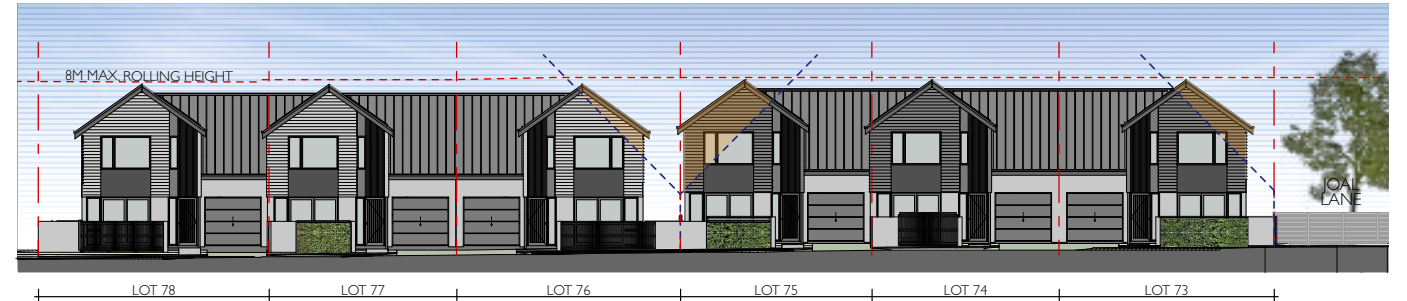


Figure 18. Elevation of dual frontage units 73-78 along Road B (primary frontage)



Figure 19. Elevation of dual frontage units 73-78 along Porchester Road (secondary frontage)

ELEVATION LEGEND	
	Lot boundary
	8m Max height limit
	HIRB 2.5m + 45deg
	Extent of 8m maximum height infringement
	Extent of HIRB infringement