



3 October 2014

Fletcher Residential Ltd
Private Bag 99922
Newmarket
Auckland New Zealand

Att: Mr Bernie Chote

Dear Sir

RE: Response to Council Feedback on Fletcher Residential Ltd Draft Private Plan Change 15H-1(26 August 2014 and 24 September 2014)

We are writing to address the above and are pleased to submit additional information to the issues raised in Council's feedback pertaining to Masterplanning, Urban Design and Architecture.

Our response to individual items raised in Council's feedback are enclosed herewith.

Thank you.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D. Randerson', written in a cursive style.

David Randerson
Director
dKO Architecture
NZ Registered Architect (Registration No. 5099)

Council Feedback: Planning 1.6(15H1)

Concept Plan: 'Secondary access' points link to primary road network. Please confirm how the hierarchy of these points and roads is unclear.

Response

Concept Plan updated to show both northern (off Mount Eden Road) and southern (off Grahame Breed Drive) access points as primary access points to the site. The Grahame Breed Drive access point is key for access from Mount Eden Road to the existing Three Kings town centre as well as the proposed town centre plaza. This access point leads into the development via the Entry Boulevard proposed along the south-western edge of the site and serves dwellings and key amenities in the southern portion of the site.

The other primary access point is at the north-eastern corner of the site, off Mount Eden Road. This access point leads to the Bush Road, which serves apartments and terraces in the northern portion of the site.

Council Feedback: Planning 1.7(15H1)

Concept Plan: Walkway/Cycleway over existing western open space is shown as a meandering line – unsure how this would provide direct accessible connections to the residential areas from the west.

Response

Walkway/Cycleway path updated in Concept Plan. A distinct hierarchy of boulevards, streets and laneways are proposed throughout the development that would also accommodate pedestrian and cyclists in the form of footpaths and shared paths. A series of pedestrian paths are designed through the proposed open spaces to ensure safe and convenient pedestrian access to and through the site. Most of these pathways are faced by apartments and terraces with active frontages – which helps to provide passive surveillance of these pathways.

The masterplan has also considered the provision of universal access whilst managing the existing topography of the site. From the town centre plaza, a mixture of stairs, ramps and potential lift would enable pedestrians and cyclists to navigate the topography of the site. A switchblade ramp has also been designed to connect pedestrians and cyclists from the site to adjoining dwellings and open spaces on Smallfield Avenue.

Council Feedback: Open Space / Reserves 5.6 (15H1) Please provide additional cross sections from north to south (approximately three) that provide more detail at the southern end of the development (up to the Fickling Centre) showing how the development interfaces between the sports fields, the southern apartments and Grahame Breed Drive, to assess impacts and connections between the proposed open space areas.

Response

Additional cross sections around the southern end of the development provided. See Appendix V.

Council Feedback: Open Space / Reserves: 5.7 (15H1)

Please provide additional cross section from north-west to south east that show the slope of the connections between the proposed sports field and the Three Kings Reserve, to assess impacts on the proposed open space areas.

Response

Additional cross sections provided. See Appendix VI.

Council Feedback: Open Space / Reserves 15(15H1)

In the Plan Change text (page 1) scaling unclear to show the proposed zonings and changes, particularly to the south.

Response

Map 01 updated. See Appendix I

Council Feedback: Open Space / Reserves 16(15H1)

Has consideration been given to the open space connection between the existing and proposed fields compared to creating the link between the proposed fields and town centre?

Response

Equal emphasis has been placed on the connections between the proposed football fields, the existing Three Kings Park and the existing Three Kings town centre. The proposed stair, ramp and potential public lift would connect residents and visitors from the proposed football fields to the Town Centre and Three Kings Park.

The proposed Town Square is located at the intersection of these 3 key amenities on both sides of Grahame Breed Drive. It would function as a civic space that would integrate and accommodate commercial, community and cultural activities.

Within the proposed Town Square, the 2 cascading apartment buildings are proposed to have active commercial or retail uses on the ground level. These mixed use buildings are key activation nodes at the Town Square, and would function as an extension of the existing retail and community facilities of Three Kings town centre.

Council Feedback: Landscape 6.1 (15H1)

Please confirm the angles of the proposed view shafts. This will help to guarantee the intention and the quality of the view shaft.

Response

See Appendix VII. The proposed view shaft analysis diagram highlights 5 sightlines towards the maunga from the edges of the site. Sightline 1 affords views to the maunga at the northern primary access point to the site. Sightline 2 allows a visual connection to the maunga from the proposed park on Mount Eden Road. Sightlines 3 and 4 afford views from the proposed Town Square stairs and pedestrian ramp. Lastly sightline 5 affords views to the maunga as one walks, cycles or drives along the entry boulevard.

Council Feedback: Landscape 6.2 (15H1)

Please provide reasons and an assessment for the chosen locations for the view shafts and how the concept plan will ensure that these views are protected.

Response

There are currently very few view opportunities to the maunga. This is a result of the quarry operator investing heavily in mitigation screening of the quarry activities over the last twenty years.

Our first analysis was based on the recent view shafts in the Regional Plan, the recent plan change dealing with regional volcanic view sightlines, and the Proposed Auckland Unitary Plan. No new view shafts were promoted through these planning instruments. The existing view shafts are acknowledged and unaffected by this plan change.

The second part of our analysis was to look to the Three Kings Precinct Plan (now called Three Kings Plan). This identified the importance of view shafts and sought one view from Mt Eden Road and subsequently from the town centre. The view shafts are proposed within open spaces or along primary access roads to ensure that the view to the maunga are protected and not affected by built form.

The third part of our analysis was to undertake a detailed urban design assessment of view opportunities. In actual fact, we believe we can provide a series of views from a range of different locations. Some of these views we have identified from existing public spaces such as the proposed open space along Grahame Breed Drive. Others are from views within the precinct such as the significant opportunities created by the active recreation carried out in the new sports fields.

The cumulative impact of this analysis is to provide a number of view sightlines of the maunga from a range of different parts within and around the precinct which helps local people and visitors to identify Te Tatua Riukiuta as a dominant landscape and cultural feature of this area.

The key view shafts outlined above are chosen based on their locality within key congregation points and key entry points to the site. As a result there are views from the primary access roads, the key open space adjacent to the Town Centre and the primary pedestrian stairs accessing the Riu. In addition while not protected under the private plan change the effect of this form of development will allow distant views of Maungakiekie from the Smallfield Avenue primary entrance to the site and of Maungawhau from the stairs adjacent to the Town Centre.

Council Feedback: Landscape 6.3 (15H1)

Please confirm existing contours/heights in cross sections to get a better understanding of what changes are being made especially around the edges where there may be no change to existing.

Response

See Appendix VI

Council Feedback: Landscape 6.7 (15H1)

Please provide information on the precinct or building/road typologies. Please clarify why this typology is proposed in each precinct. This will enable assessment of landscape treatments such as front yards and street frontage.

Response

A considered approach has been taken during early masterplan stages to distribute housing density around the site. Denser building typologies are generally placed around key amenities such as parks, desirable views and solar access.

The consideration of density, accessibility and locality has resulted in the creation of distinct precincts within the masterplan, namely Town Square, The Green, Western Terraces, Hill Top, Bush Precinct, and Riu Precinct.

Each precinct is unique through variations of density, housing mix and landscape features.

The Town Square precinct consists of cascading apartment buildings on Grahame Breed Drive, the proposed Town Square civic plaza, stairs and ramps connecting residents and visitors from the existing Three Kings town centre with the proposed park spaces in the centre of the development. This precinct will have a more civic character, with potential commercial uses on the ground level of apartment buildings adjacent the plaza. The cascading apartment typology in this precinct is located against the existing quarry slopes along the southern boundary. This typology faces north to take advantage of good solar and view amenity. Each cascading apartment will have carparks against the quarry slope, lined with residential frontages facing streets. Ground level residential units will have a front yard interface to proposed streets of generally 2-3m in depth.

The Green consists of the proposed football fields, wetland terrace and apartment buildings on the edges of these open spaces. Generally, denser dwelling typologies have been located around the

edges of the open spaces. Medium rise apartment buildings to the north of the football fields will be designed as garden style apartments with balconies and habitable spaces facing the open spaces.

Two rows of terrace dwellings are proposed in the Western Terraces precinct, lining the edges of the existing football field in the western parcel of the development. These dwellings will have rear-loaded garages with laneway access. The gently sloping landform allows the proposed terraces to step down towards the east.

The Hilltop precinct is accessed directly off Mount Eden Road, and consists of a mixture of terrace and apartment buildings. The existing character of Mount Eden Road is reflected by the proposal of 3-4 storey buildings with this precinct. Terrace and apartment dwellings on ground level will have a frontyard of generally 2-3m deep from the street.

The character of the Bush precinct is derived from the proximity to Te Tatua a Riukiuta. Built form within this precinct are designed to maintain view opportunities to the maunga.

2-3 storey terrace dwellings are located in the Riu precinct. This precinct will be characterised by high quality streetscapes where each terrace dwelling will have its own frontyard interface with streets. Rear loaded garages are designed to reduce the number of crossovers on main streets to encourage continuous footpaths and walkability throughout the precinct. Upper level habitable spaces are strategically located above garages at terminations of rear laneways to provide passive surveillance.

Council Feedback: Landscape 6.4 (15H1)

Please consider providing north-south cross sections showing relationship between cascading apartments and existing town centre

Response

See Appendix V.

Council Feedback: Landscape 6.5 (15H1)

Please consider providing cross sections showing the stairs leading down from plaza. This is to better understand access and distance (can be done like those shown on page 11 of the SDI Landscape Description).

Response

See Appendix V.

Council Feedback: Urban Design 40

More detailed shading analysis should be provided for the whole development, particularly showing the impact of the taller apartments and the Grahame Breed Drive extension.

Response

See Appendix VIII.

Council Feedback: Urban Design 7.2 (15H1)

Please confirm how the 'cascading apartment' typology will be assessed? This is not a typology which is anticipated by the Residential 8b zone and there are limited assessment criteria in the Plan Change. For example, how can we ensure that vehicle access is limited to Mt Eden Road? Does the applicant need to propose specific assessment criteria or a frontage control for the Mt Eden Rd or Graeme Breed Drive interface? How do we assess shading impacts of the taller buildings into the quarry? Can the applicant propose a methodology to ensure there are some views from the public realm (Mt Eden Road, Graeme Breed Drive, public and other roads) through the buildings and into the quarry land? Preferably they would be of the Te Tātua a Riukiuta. How can we assess the specific building qualities of this typology? (i.e. 4 stories on one side, potentially 10 stories on the other with apartments sleeving the carparking which is against the quarry wall).

Response

The cascading apartment typology is designed to respond to the unique topography of the site. The apartment design makes use of the height difference on the quarry slope to accommodate on-site carparking, whilst providing activated residential frontages to both the high and low streets.

In our opinion, the following urban design qualities are key attributes that need to be considered when assessing this typology:

Residential Frontages

Activated residential frontages (such as balconies, terraces or other habitable spaces) will need to address public spaces. Ground level dwellings should be setback from the street frontage to accommodate frontyards and outdoor living spaces.

Solar Amenity

Residential units should be designed to take advantage of northerly, or east/westerly aspects to optimise daylight access to internal spaces. Units with solely south-facing aspect should be minimised. Cascading apartments located against Grahame Breed Drive on the southern portion of the site should be designed with apartments that orientate north as much as possible. Whilst cascading apartments along Mt Eden Road should maximise east and west orientations.

Natural Ventilation

Habitable spaces should be designed with direct access to fresh air and to assist in providing thermal comfort to occupants. Where possible, corner apartments or units with double-frontages should be encouraged. These apartment types take advantage of natural breezes to allow the building to respond more appropriately to the local climate.

Overshadowing Impacts

Overshadowing impacts onto adjoining dwellings and open spaces are minimised through the placement of these apartments. These apartment buildings are not placed to the north of other low rise dwellings to prevent overshadowing onto private open spaces.

Traffic & Carparking

On-site carparking should be provided in the form of sleeved carparking levels built against the quarry slope. These carparks will be sleeved by residential units facing the street. These carparks will be accessed on both high and low streets to diffuse traffic through the proposed development and the existing street network. Apartment buildings against Mt Eden Road will have primary carpark access off Mt Eden Road because this is the most direct path of access for vehicles arriving at the development.

Heights and Setbacks

A 2-3m setback should be adopted from both the high and low street. The upper portion (Level 6-9) of the cascading apartment should be set further back from the podium (Level 1-5) to reduce the bulk of the building when viewed from the low side. An additional setback could be introduced on the top levels of some of these apartments to present a recessive element on the topmost storey to reduce the overall bulk. When views from the high side, only the uppermost 4 storeys are visible.

Building Frontage

Activated frontages should be presented onto all facades against public spaces. This can be achieved by having habitable spaces or outdoor terraces onto streets, laneways and parks.

Excessively long building frontages should also be avoided to allow 'gaps' in the built form that would afford views through Grahame Breed Drive and Mt Eden Road frontages. These gaps are located in line with the proposed key view shafts to maximise opportunities of views towards the maunga.

Housing Mix

Each apartment building should contain a mixture of unit sizes depending on the local housing market demand and demography. This would encourage the opportunity for a diverse range of residents and family types that would occupy the proposed development.

Safety and Visual Privacy

Ground level apartments should generally have frontyards that orientate onto adjacent streets and laneways to provide passive surveillance to these spaces. Visual privacy to units within the development as well as adjoining dwellings should be considered in the façade design of these apartment buildings. A degree of user control of any screening elements is encouraged to suit a variety of lifestyles and user preferences.

Council Feedback: Urban Design 7.5 (15H1)

Please demonstrate how the provision of roads and access ways is legible, permeable and a high quality street environment that promotes walking and cycling – and how this can be assessed.

Response

A distinct hierarchy of roads, laneways and shared paths are proposed and defined within the masterplan. The proposed network of footpaths, pedestrian trails and open spaces encourage walkability throughout the site. The proposed road network will also accommodate cycling and vehicular traffic. Refer to item Planning 1.7(15H1) above.

Council Feedback: 71 (Feedback Received 26 august 2014)

It would be useful to develop a separate plan showing the walking and cycling links/network across the site. This would provide a clearer picture of the penetration and connectivity of the non-motorised infrastructure within the site and with the surrounding environment.

Response:

Walkways/cycleways are identified in the Concept Plan. See Appendix III. Refer to item Planning 1.7(15H1) above.

List of Appendices

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Appendix II	Map 01
Appendix III	Concept Plan
Appendix IV	View Analysis of Western Parcel
Appendix V(i)	Section through Town Centre Stair
Appendix V(ii)	Section through Town Centre Mixed Use Building
Appendix V(iii)	Section through Town Centre Ramp
Appendix VI(i)	North South Section CC
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Appendix VII	View Shaft Analysis
Appendix VIII	Shadow Analysis of Town Centre