



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-2 (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)

dKO Architecture (NZ) P/L
Level 10 West Plaza Tower
1-3 Albert Street Auckland 1010
T +64 9 973 4309
info@DKO.com.au
DKO.com.au

Council Feedback: Landscape 6.1 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 III. The proposed view shaft analysis diagram highlights 2 sightlines towards the maunga from the edges of the site.

Council Feedback: Landscape 6.2

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

The opportunities for view corridors are significantly less than 15H-1.

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. Under this proposal we can only deliver the view shaft from Mt Eden Road. The view shafts are proposed from the primary access road and from the pedestrian accessway to the Riu. This will ensure that the view to the maunga are protected and not affected by built form.

Council Feedback: Landscape 6.3

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 IV

Council Feedback: Landscape 6.4 (15H2)

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 Graeme 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 Tātua 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: Urban Design 7.1 (15H2)

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 avoided. 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 7.4 (15H2)

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.

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.

List of Appendices

Appendix I	Map 02
Appendix II	Map 01
Appendix III	Concept Plan
Appendix IV	East West Section AA