

Kāinga Ora | Resource Consent



29 Hamilton Street, East Gore



CONTENTS

HAMILTON STREET

Site Analysis

- Regional Context	pg. 3
- Local Context	pg. 4
- Immediate Context	pg. 5
- Zoning Analysis	pg. 6
- Contour Analysis	pg. 7
- Site Survey - By Others	pg. 8
- Opportunities and Constraints	pg. 9
- Site Context	pg. 11
- Site Photos	pg. 12
- Benchmarking Precedents	pg. 13
- Materiality	pg. 14

Masterplan

- Ground Level	pg. 15
- Level One	pg. 16
- Area Plan	pg. 17
- Parking and Traffic Plan	pg. 18
- Enlarged FUD Unit Plan	pg. 19

Site Elevations	pg. 20
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Site Sections	pg. 21
---------------	--------

Sun Studies	pg. 23
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3D Perspectives	pg. 25
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Site Analysis | Regional Context

HAMILTON STREET

The site has a large street frontage onto Hamilton Street with three sites being combined into one large development.

Hamilton Street has the tendency to be busy throughout the day as a key thoroughfare through East Gore to the various schools/daycares as well as access to the surrounding parks. This street generates some noise typical of a collector road.

The site is generally east-west which receives sunlight over most of the day and into the evening. Limited obstructions surrounding the site means that sunlight drenches the entire site especially into the evening.

As with most sites in Gore, the wind will be predominantly from the west with lighter north-easterlies. Some of the existing urban form and planted foliage will stop the major effects of this wind, however not completely. The southerly wind will also be reduced to the site with the surrounding built form. The site will be very exposed to the north westerly winds.

There is currently no public transport in Gore however there is the InterCity Bus stop a mere 25min walk away. The sites are within 5-10 walking distance to the local school, kindergarten and parks.



Site Analysis | Local Context

HAMILTON STREET

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There is currently no public transport in Gore however there is the InterCity Bus stop a mere 25min walk away. The sites are within 5-10 walking distance to the local school, kindergarten and parks.



Site Analysis | Context

HAMILTON STREET

Residential Zone A (Gore District Plan)

Minimum Lot Size (subdivision only): 400m²
 No. Dwellings On-site: Up to 6 permitted
 Building Height: 8m max.
 Setbacks: 4.5m road boundary, 1m all other boundaries
 Site Coverage: 40% max.
 Outdoor Living Space: Not specified other than yard setbacks. *Refer K.O. Guidelines.*
 Landscaped Area: Not specified. *Refer K.O. Guidelines.*
 Parking: Not specified. *Refer K.O. Guidelines.*
 HIRB: Recession plane measured 2.6m above ground level at the boundary + 35-60deg. angle, dependent on which direction the boundary faces.



- SUMMMER SUN PATH
- WINTER SUN PATH
- - - SITE BOUNDARY
- + STREET LIGHT
- * ON-SITE STREET LIGHT
- ⊙ ON-SITE SIGNAGE



Site Analysis | Zoning

HAMILTON STREET

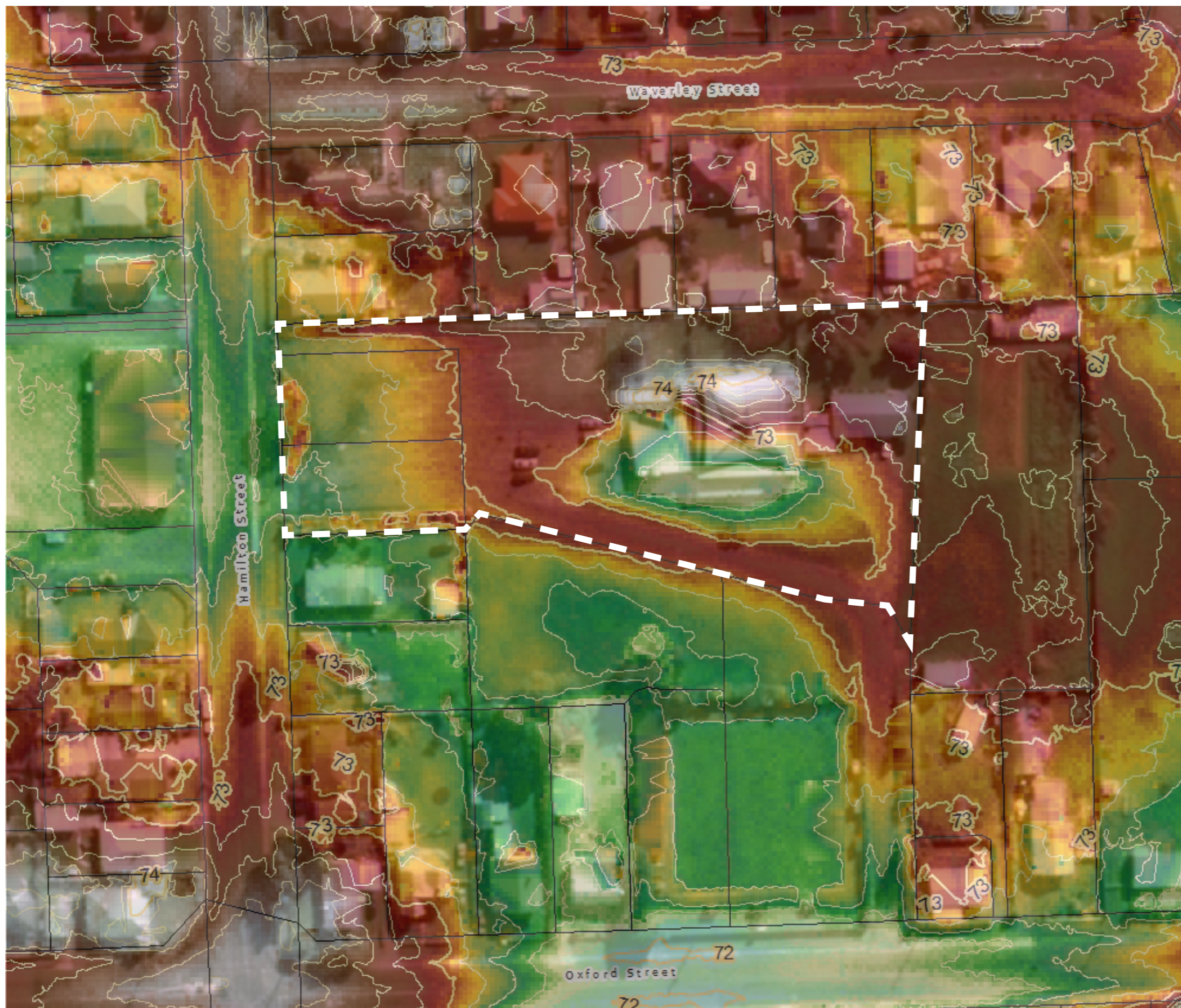
Residential Zone A (Gore District Plan)

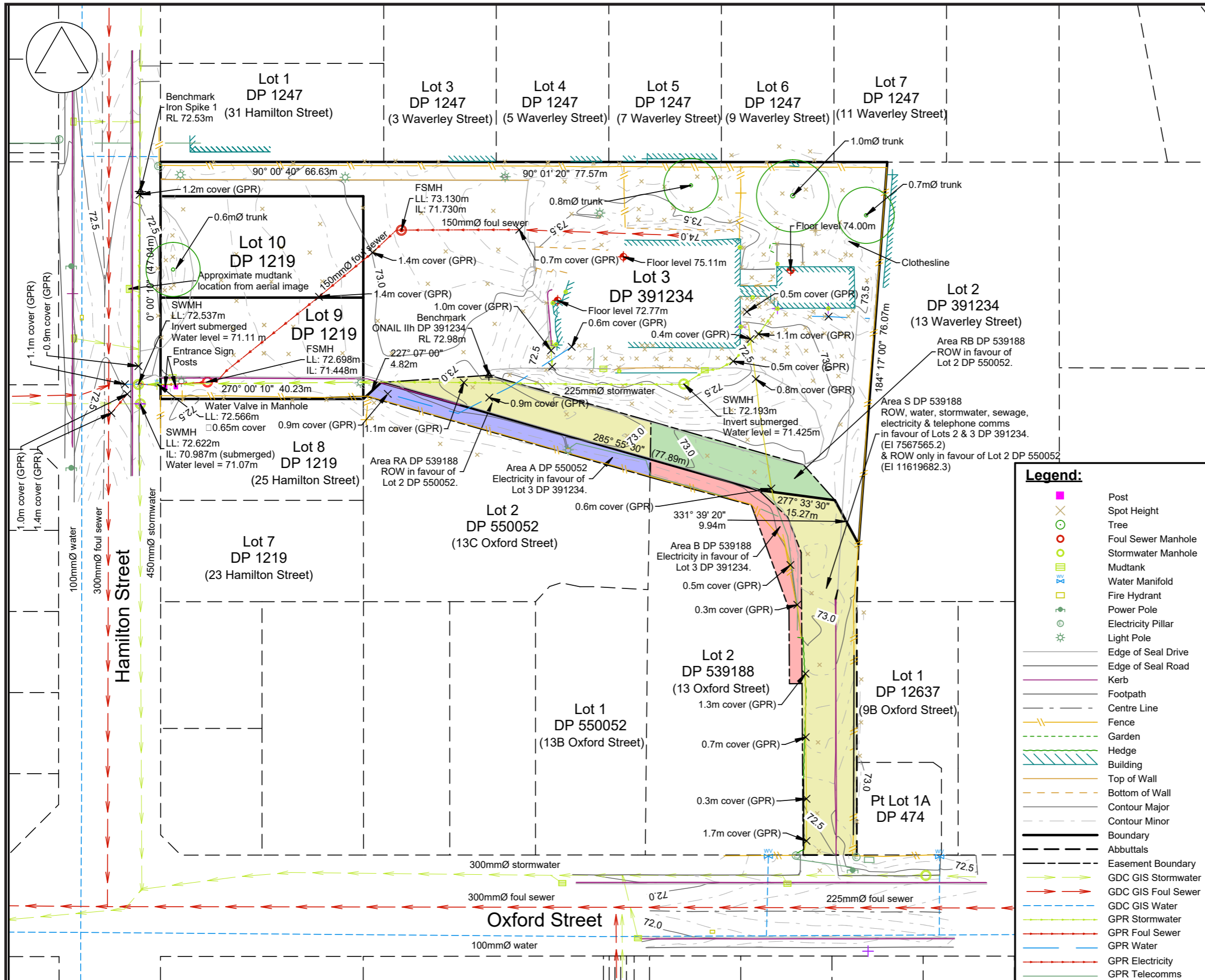
Minimum lot size (subdivision only): 400m²
 No. Dwellings onsite: Up to 6 permitted
 Building height: 8m max.
 Setbacks: 4.5m road boundary, 1m all other boundaries
 Site Coverage: 40% max.
 Outdoor living space: Not specified other than yard setbacks.
 Landscaped Area: Not specified
 Parking: Not specified
 Height in relation to boundary: Recession plane measured 2.6m above ground level at the boundary + 35-60deg. angle, dependent on which direction the boundary faces.

- **Matura River Floodplain:**
prone to flooding subsequent to a stopbank breach or stopbank overtopping
- **Waikaka Stream Floodway:**
subject to frequent flooding
- **Matura River Floodway**

Site Analysis | Contours

HAMILTON STREET

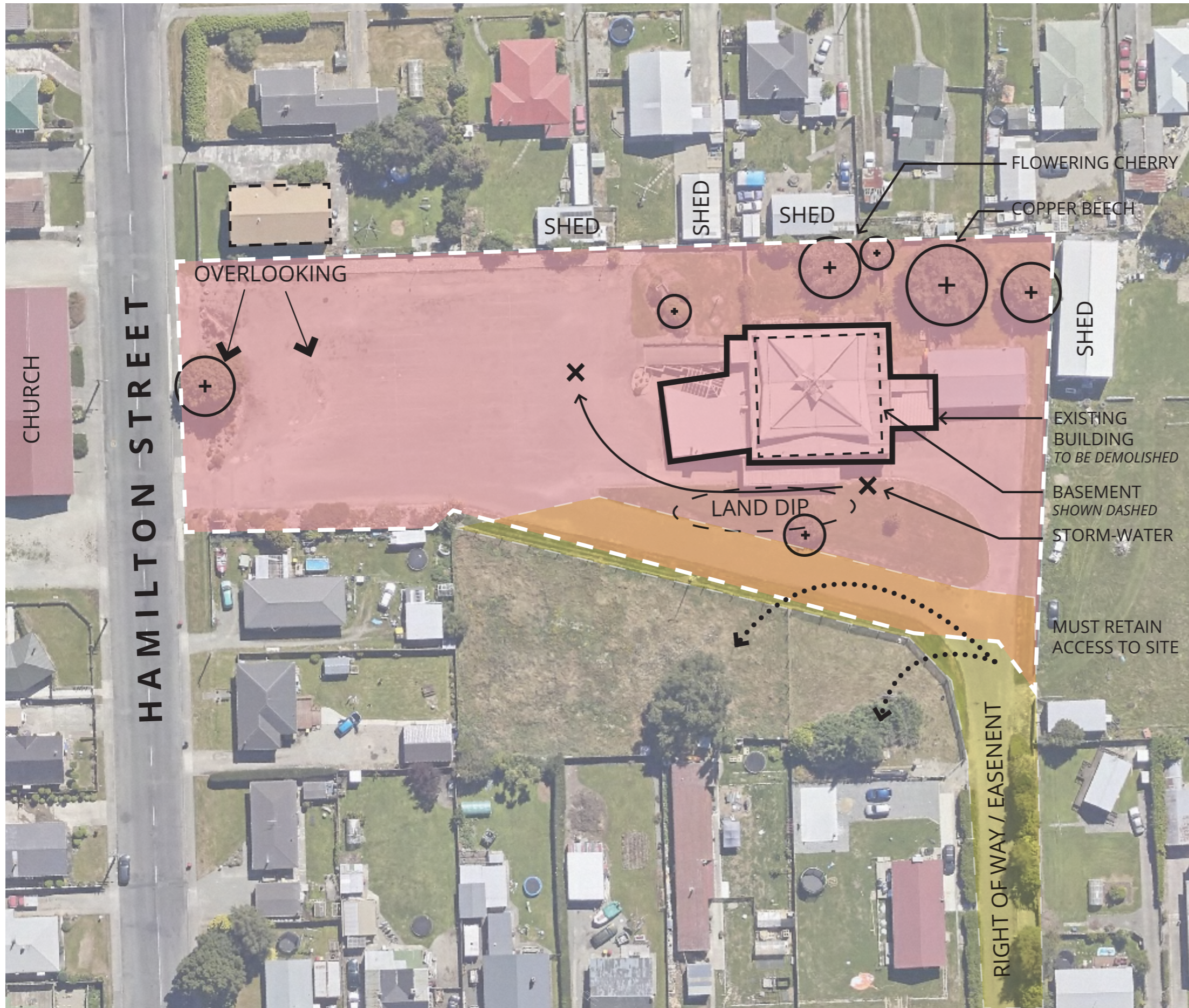




Legend:

■	Post
○	Spot Height
⊗	Tree
⊙	Foul Sewer Manhole
⊚	Stormwater Manhole
⊛	Mudtank
⊜	Water Manifold
⊝	Fire Hydrant
⊞	Power Pole
⊟	Electricity Pillar
⊠	Light Pole
—	Edge of Seal Drive
—	Edge of Seal Road
—	Kerb
—	Footpath
—	Centre Line
—	Fence
—	Garden
—	Hedge
—	Building
—	Top of Wall
—	Bottom of Wall
—	Contour Major
—	Contour Minor
—	Boundary
—	Abbuttals
—	Easement Boundary
—	GDC GIS Stormwater
—	GDC GIS Foul Sewer
—	GDC GIS Water
—	GPR Stormwater
—	GPR Foul Sewer
—	GPR Water
—	GPR Electricity
—	GPR Telecomms





Site Constraints

HAMILTON STREET

RESIDENTIAL / CHPT 4, LAND USE ACTIVITIES SUBDIVISION, LAND USE AND DEVELOPMENT BYLAW 2019

Site Density – More than one, and up to six residential units may be erected on a site within the Residential A and B Zones, provided that within the Residential A Zone the site area is no less than 400 square metres for each residential unit.

Height – 8m max.

Site coverage – 40% max.

Recession Plane - No building or other structure shall extend beyond the recession plane calculated from Diagram 4.2, measured from the boundary of the site.

Road/Front Yard Setback – 4.5m minimum. For residential units fronting the road, garages, and other accessory buildings shall be located at least 1.2 metres further from the road boundary than the front facade of any ground level habitable space of that unit.

Internal boundary setback – 1.0m minimum for all buildings. Eaves, gutters and associated downpipes on any building may project into a yard by up to 500 mm. This applies to any accessory buildings which does not exceed 6m.

Balcony and living area window setback – 4m min.

Parts of a balcony or any window of a living area at first floor level or above shall not be located within four metres of an internal boundary of a site, except that this shall not apply to a window at an angle of 90 degrees or greater to the boundary, or a window or balcony which begins within 1.2m of ground level (such as above a garage which is partly below ground level).

Minimum unit size – Minimum net floor area including toilets/bathrooms but excluding balconies:

- 1 bedroom - 45m²
- 2 bedroom - 60m²
- 3 or more bedroom - 90m²

Ground floor habitable space: Any residential unit facing a road or public space shall have a habitable space located at ground level. At least 50% of all residential units within a comprehensive development shall have a habitable space located at the ground level. Each habitable space located at the ground level shall have a minimum floor area of 9m² and a minimum internal dimension of 3 metres.

Outdoor living spaces

- **Two-bedrooms or more** – 30m² with a min. dimension of 4m.
- **One-bedroom units on the ground floor** – 16m² min. total private area for each residential unit. This shall have a min. dimension of 4m (i.e. 4m x 4m). Outdoor living spaces shall not be occupied by parking areas or access.

Additional Site Constraints

HAMILTON STREET

SUBDIVISION, LAND USE AND DEVELOPMENT BYLAW 2019

Road Reserve Width:

Ignite Comments on Road Reserve Bylaws:

- Wide berms often lead to illegal parking on these grassed areas which then becomes an enforcement issue for the Council
- Wider berms mean more ongoing maintenance.
- The 15m road reserve width will mean a reduction in the outdoor living spaces of the dwellings and good usable spaces for the homes, therefore favouring the car and vehicle dimensions over people and homes.
- Provision has been made to allow for parking on one side of the cul-de-sac.

Gore District Council Comments:

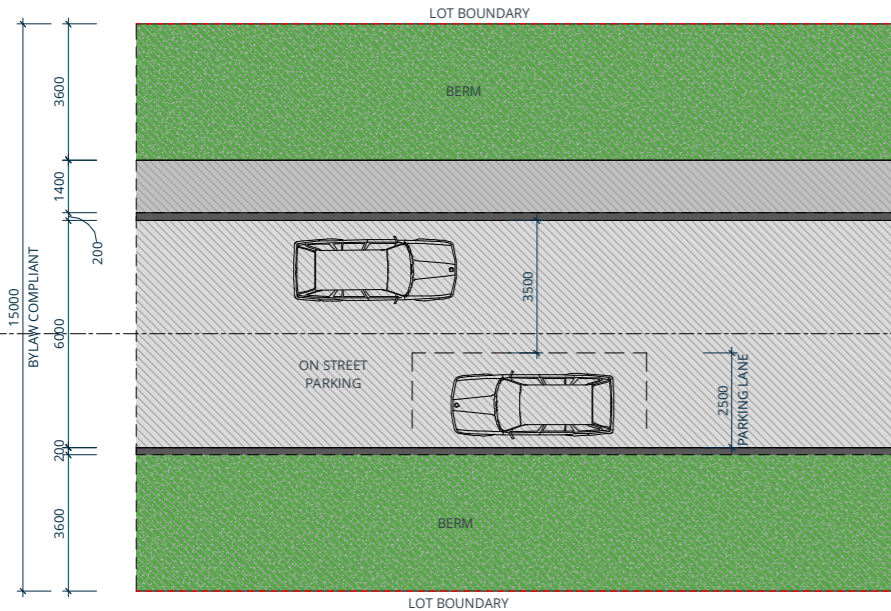
- Resource Consent / Dispensation will be required for the 4m reduction to road reserve, however proposed carriageway looks satisfactory.
- Lower volumes in vehicle movements are being suggested (will require supporting evidence for enable dispensation without creating a precedence).
- Reducing number of units coming off Cul-de-sac - improvement.
- Positive pedestrian connectivity through to R.O.W.
- Generally more comfortable with the current proposal.
- Line marking on one side of the cul-de-sac to avoid danger of parking.
- No issues of planting within cul-de-sac head as long as rubbish trucks can pass and limit planting height for visibility.
- Reduction of Road Reserve Corridor width compresses the space required for underground utilities - confirm with GDC Asset Manager.
- Advisement required regarding street trees.

Right of Way (R.O.W):

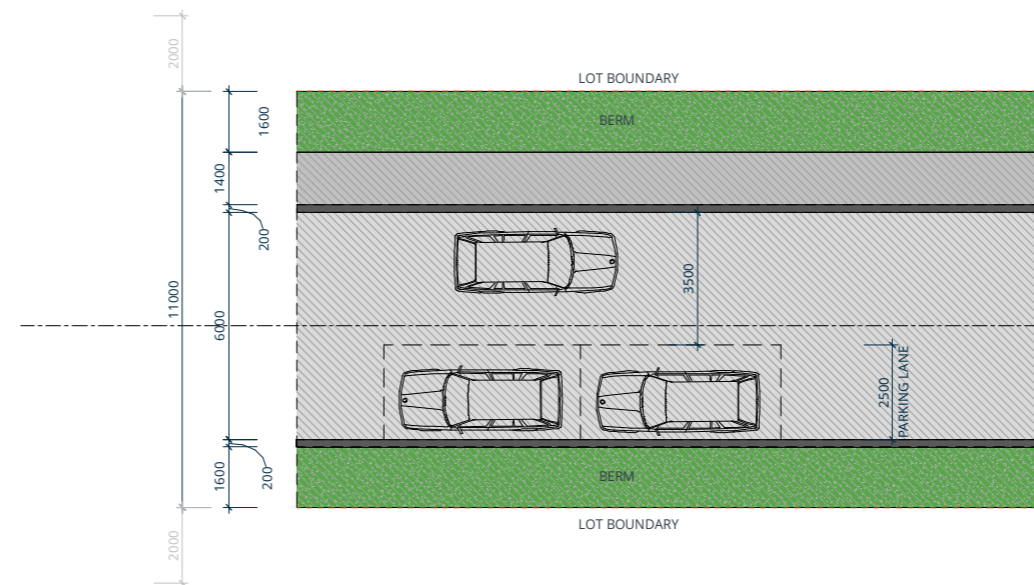
- Currently 7 units are proposed off the R.O.W where the Bylaw states that a legal road can't serve more than 6 units. This R.O.W also requires access 3 other properties therefore exceeding the allowance.
- Suggestion to increase width - not required as already allowing width for two-way traffic.
- No precedence will be created with increase of units coming off R.O.W as was previously used for Tavern traffic which should provide good supporting evidence to justify a dispensation.
- Ongoing maintenance is a potential issue - K.O. Land Conveyancing Team to comment/review.

Additional Notes:

- No pad requirement for rubbish bins for collection.
- Letterboxes to be located at berm for units.
- 1-bed units to have letterboxes off the cul-de-sac.
- Currently providing:
 - 2x Units from Hamilton Street
 - 7x Units from R.O.W
 - 15x Units from 'new' Vested cul-de-sac



TRAFFIC BYLAW COMPLIANT



CARRIAGEWAY COMPLIANT WITH BERM REDUCTION

Table 3.1 - Road design standards

Street Type	Units Served	AADT	Parking Lanes (m)	Traffic Lanes (m)	Carriageway Width (m) ^{Note 2}	Formed Shoulder Width (m)	Footpaths No. x m	Minimum Reserve Width (m)
Sealed Roads								
Commercial/Industrial								
Arterial		500+	2 x 2.5	2 x 3.5	12		2 x 1.4	20
Collector		100-499	1 x 2.5	2 x 3.5	9.5		2 x 1.4	20
Local		0-99	2 x 2.5	1 x 3	8		2 x 1.4	17
Urban Residential ^{Note 1}								
Arterial	> 100	500+	2 x 2.5	2 x 3.5	12		2 x 1.4	20
Collector	21 - 100	100-499	2 x 2.5	2 x 3	11		2 x 1.4	20
Local	50 max	0-99	2 x 2.5	1 x 3	8		2 x 1.4	20
Cul-de-sac / ROW ^{Note 3}	20 max		1 x 2.5	1 x 3.5	6		1 x 1.4	15
Private ROW ^{Note 3}								
	1 to 3				3.0			3.5 ^{Note 4}
	4				3.0			4.0
	5				3.0			4.5
	6				5.0			5.0
Rural/Rural Lifestyle ^{Note 1}								
Arterial		500+		2 x 3.5	7.5			
Collector		100-499		2 x 3.0	7.0			
Local		<100			6.5	1	1 x 1.4	20
Long cul-de-sac ^{Note 3}		10-20 max			5.5	1	1 x 0.9	15

TABLE 3.1 - GORE DISTRICT COUNCIL SUBDIVISION AND LAND DEVELOPMENT BYLAW 2019



Site Context Photos

BUILDING FORMS ON HAMILTON STREET & URBAN GRAIN

The existing buildings surrounding the site are typical of higher density homes built around the 1950's. Buildings of this era were typically well built and were often clustered into suburbs during isolated housing boom periods.

The existing houses in this suburb and around the site are primarily perpendicular to the street, and where there is a cul-de-sac, the houses/sections array to suit the curve. There does not appear to be any contextual reason for this, however this is a feature that any masterplanning design can build upon.

The typical houses immediately around the site is a single storey concrete tile roof and 'newer' homes with profiled metal roof with either a hip or gable end. Roofs are all roughly 20-40 degrees which allows for good water run off. Cladding materials vary in type and colour and range from weatherboard, plaster/fibre-cement sheeting and red brick.

Classic state house colours are apparent in a lot of the houses, typically cream, light blue or light green. Windows are all modest in size and painted white.

Other than the existing houses, there does not appear to be many two storey forms around the site and are by far the minority in the area.

Houses are typically isolated in the middle of their sections ranging in length between 10 to 15m. This isolation and elevation length establishes the urban grain pattern on the street frontage. All houses are set back from the road with a large front garden, low fencing (if any) and protective planting.

Road fronting garages are minimal with the house becoming the primary built form element. Houses often protect a back yard with limited views into the depth of the property.



Site Photos

HAMILTON STREET

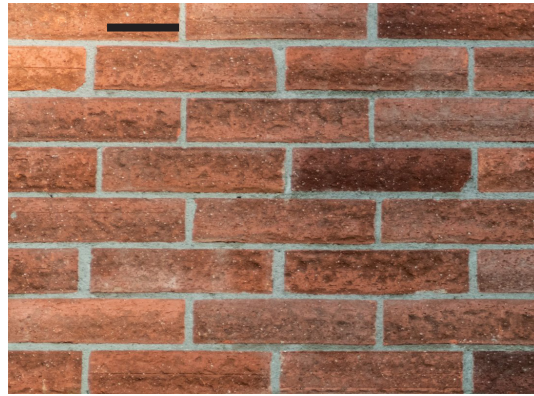


Benchmarking

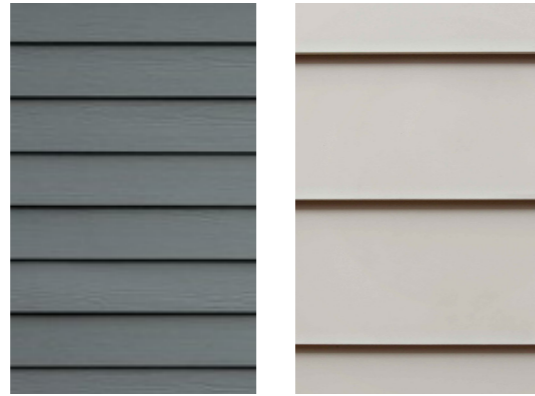
PRECEDENTS

The aspiration of the development aims to take cues from the local area in terms of geometric form, massing and materiality. The aim is not to replicate, but to assimilate and create a contemporary re-imagination of the built form surroundings.

Roof forms will take cues from the surroundings particularly the 40 degree gable end roof which is common in the area. Windows will be of a similar family throughout avoiding significant differences between the different typologies.



LOCAL RED BRICK



DARK & LIGHT WEATHERBOARD



GREY METAL PROFILE



TIMBER SHIPLAP FEATURE



Materiality

HAMILTON STREET

The buildings will all have a simple palette of simple robust materials such as Canterbury red brick, bevel back weatherboards of varying shades and vertical long run cladding both dark and light. The materials are co-mingled though the site to visually tie the different house typologies together.

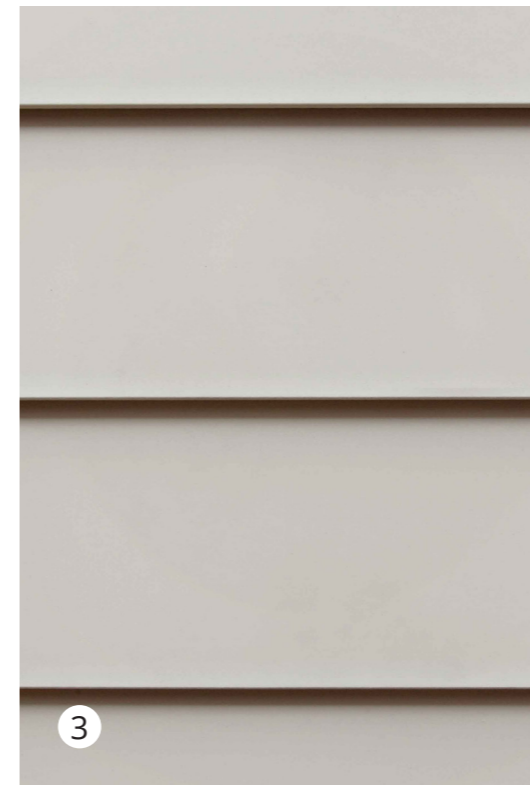
Local Red Brick is to be used for feature landscaping elements only and only where appropriate. If it appears disjointed then an alternative is to be considered.



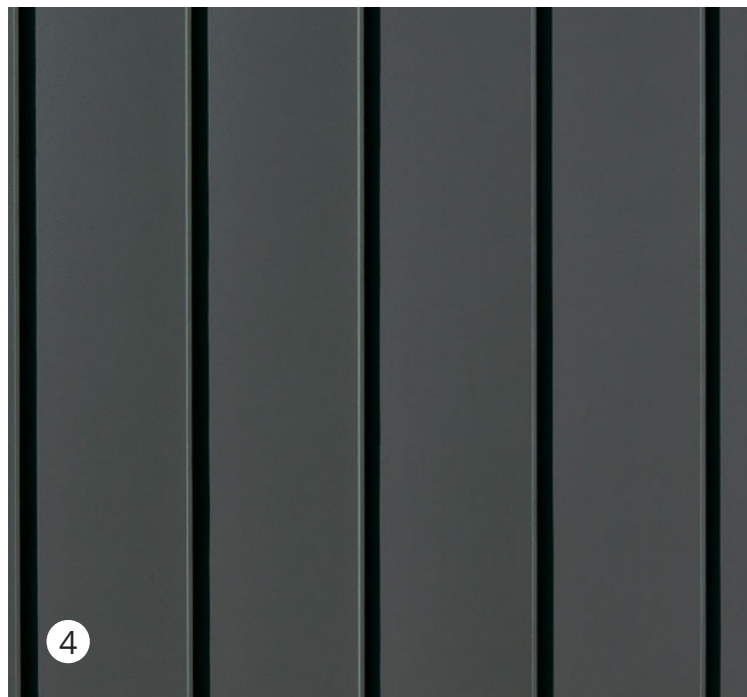
LOCAL RED BRICK
FEATURE LANDSCAPE ITEMS



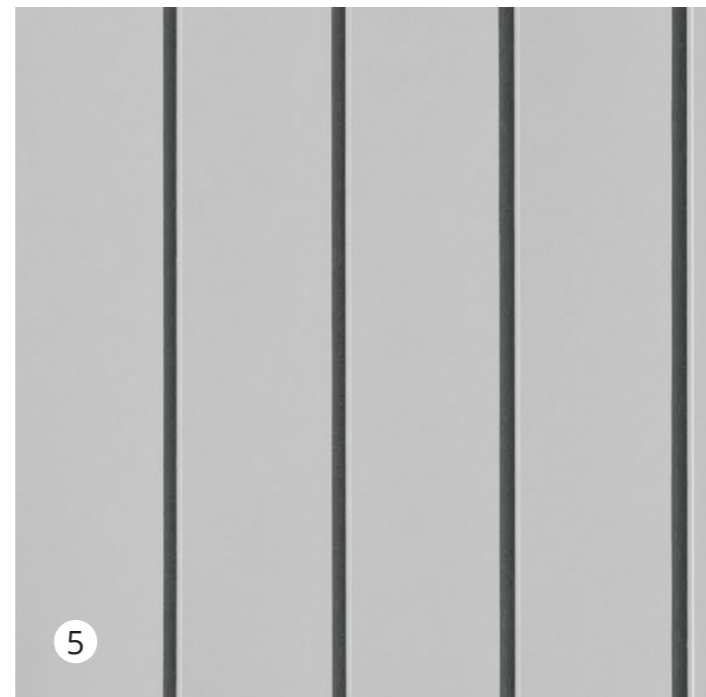
DARK WEATHERBOARD



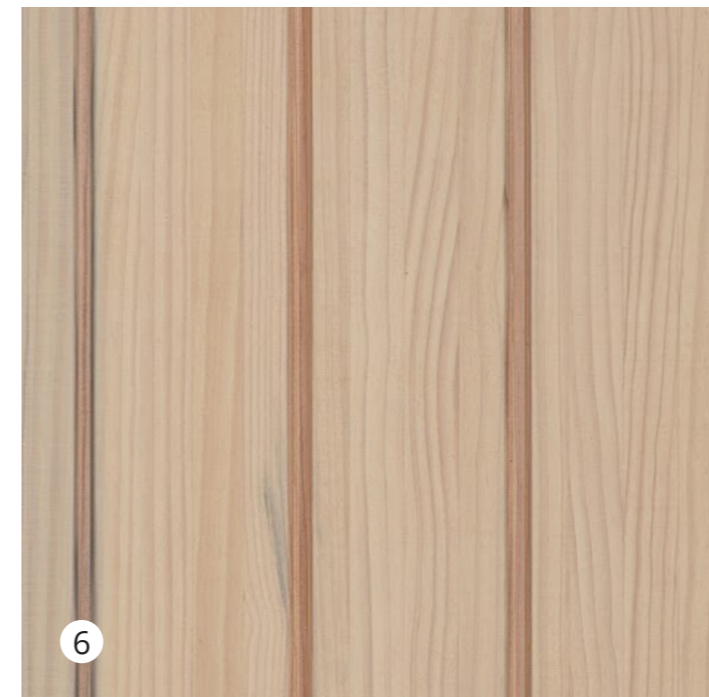
LIGHT WEATHERBOARD



DARK GREY METAL PROFILE



LIGHT GREY METAL PROFILE

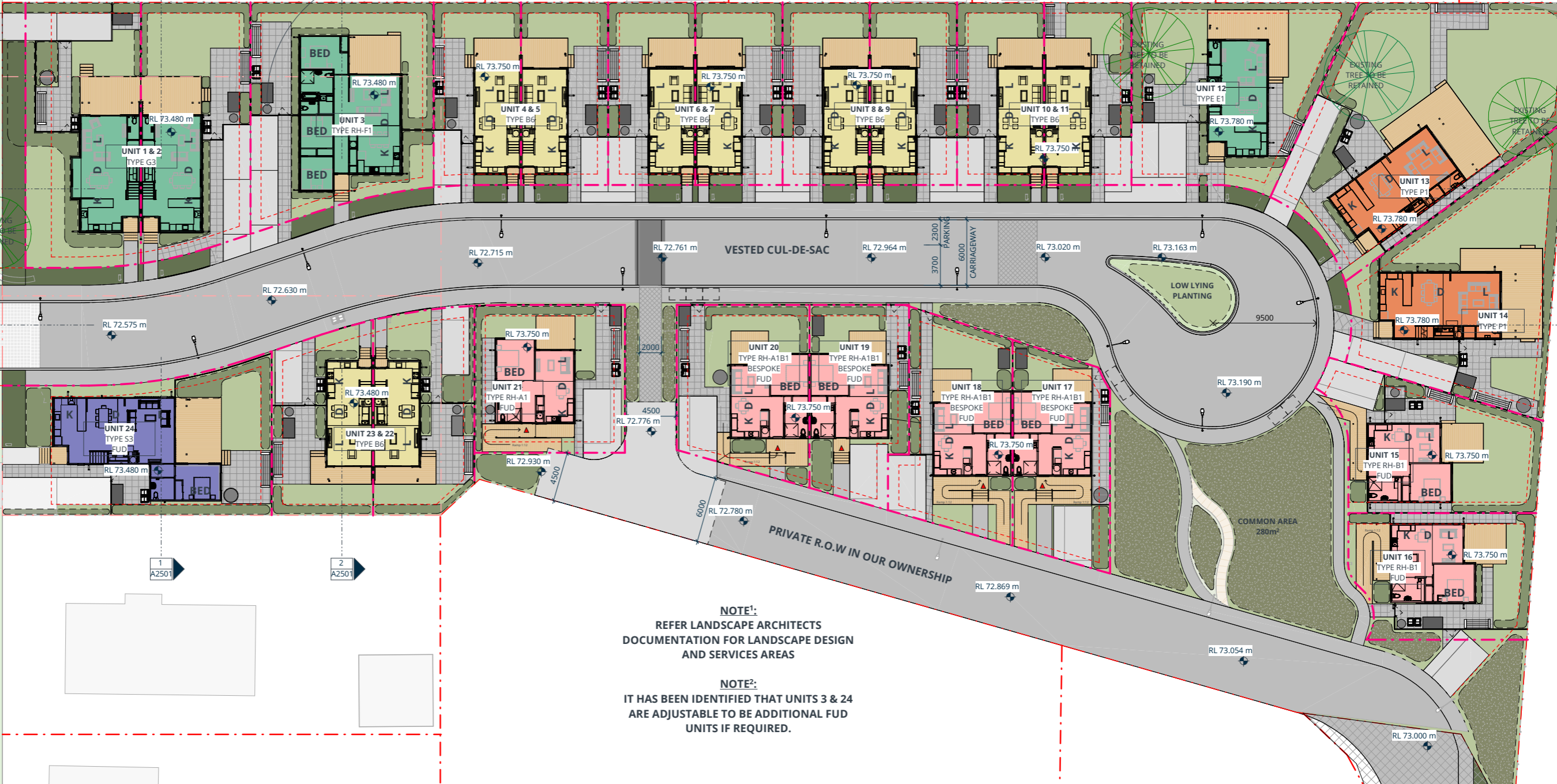


TIMBER FEATURE STAINED
I.E. ACCOYA OR ABODO

HAMILTON STREET

PROPOSED CROSSING
4500
2500
1400/200 6000/1 200/1400
CARRIAGEWAY
EX-CROSSING

INDICATIVE LOCATION FOR ATTENUATION TANKS
IF REQUIRED BY GDC



NOTE¹:
REFER LANDSCAPE ARCHITECTS
DOCUMENTATION FOR LANDSCAPE DESIGN
AND SERVICES AREAS

NOTE²:
IT HAS BEEN IDENTIFIED THAT UNITS 3 & 24
ARE ADJUSTABLE TO BE ADDITIONAL FUD
UNITS IF REQUIRED.

13C OXFORD STREET

13 OXFORD STREET
LOT 2
DP 539188

13
WAVERLEY
STREET
LOT 2
DP 391234

9B
OXFORD
STREET
LOT 1
DP 12637

SITE DETAILS

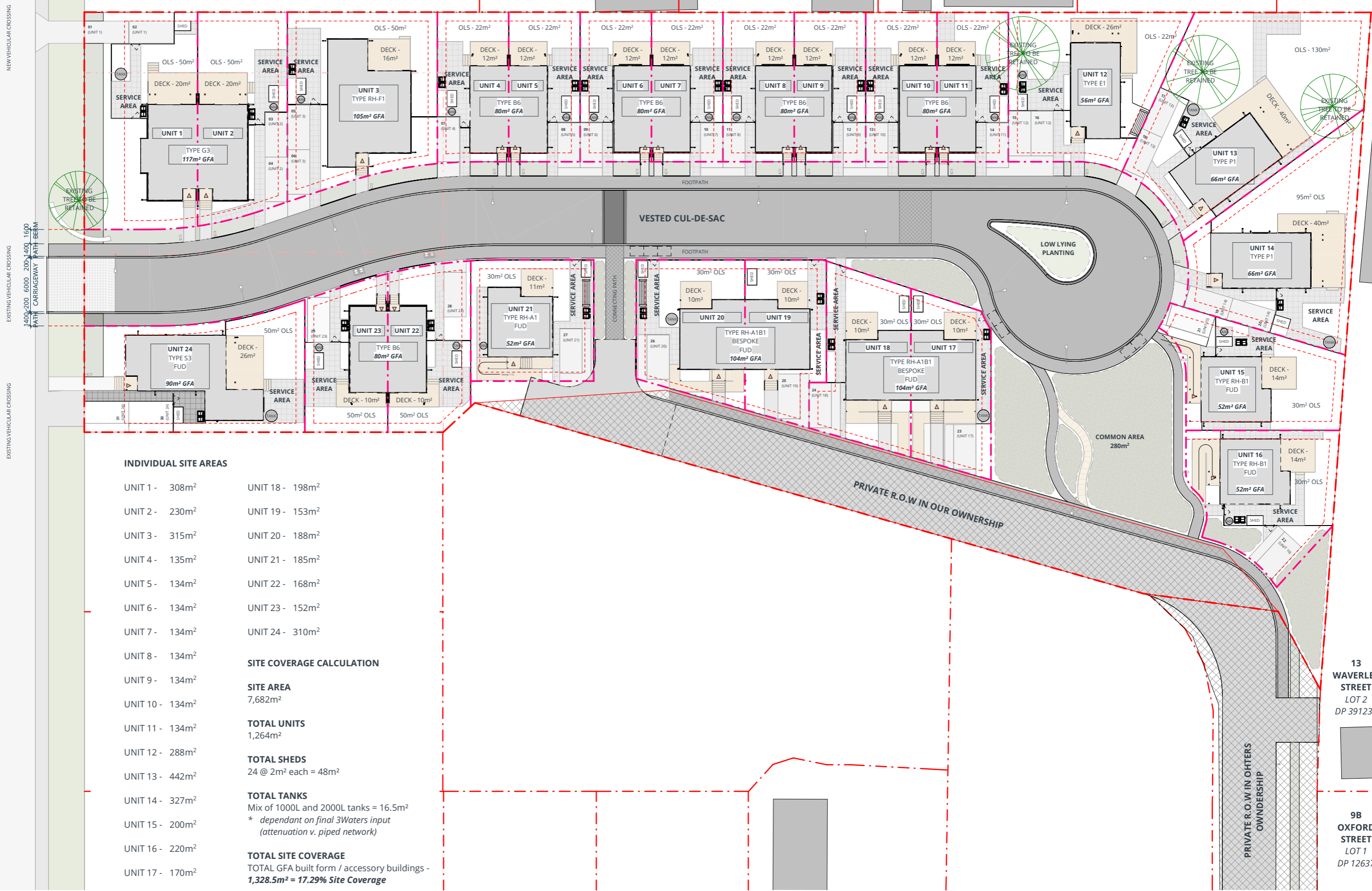
- SITE AREA: 7,683m²
- NUMBER UNITS: 24
- AVERAGE PLOT SIZE (SUBDIVISION ONLY): 320m²
- SITE COVERAGE BUILDINGS: 1,439m²
- SITE COVERAGE ACCESSORY BUILDINGS: 48m²
- TOTAL SITE COVERAGE: 1,487m²
- SITE COVERAGE PERCENTAGE: 19.3%

KEY TYPE & YIELD

TYPE	YIELD
1 BED	7
2 BED	10
3 BED	4
4 BED	2
5 BED	1
TOTAL	24

13B OXFORD STREET
LOT 1
DP 550052





INDIVIDUAL SITE AREAS

UNIT 1 - 308m ²	UNIT 18 - 198m ²
UNIT 2 - 230m ²	UNIT 19 - 153m ²
UNIT 3 - 315m ²	UNIT 20 - 188m ²
UNIT 4 - 135m ²	UNIT 21 - 185m ²
UNIT 5 - 134m ²	UNIT 22 - 168m ²
UNIT 6 - 134m ²	UNIT 23 - 152m ²
UNIT 7 - 134m ²	UNIT 24 - 310m ²
UNIT 8 - 134m ²	
UNIT 9 - 134m ²	
UNIT 10 - 134m ²	
UNIT 11 - 134m ²	
UNIT 12 - 288m ²	
UNIT 13 - 442m ²	
UNIT 14 - 327m ²	
UNIT 15 - 200m ²	
UNIT 16 - 220m ²	
UNIT 17 - 170m ²	

SITE COVERAGE CALCULATION

SITE AREA	7,682m ²
TOTAL UNITS	1,264m ²
TOTAL SHEDS	24 @ 2m ² each = 48m ²
TOTAL TANKS	Mix of 1000L and 2000L tanks = 16.5m ² * dependant on final 3Waters input (attenuation v. piped network)
TOTAL SITE COVERAGE	TOTAL GFA built form / accessory buildings - 1,328.5m² = 17.29% Site Coverage

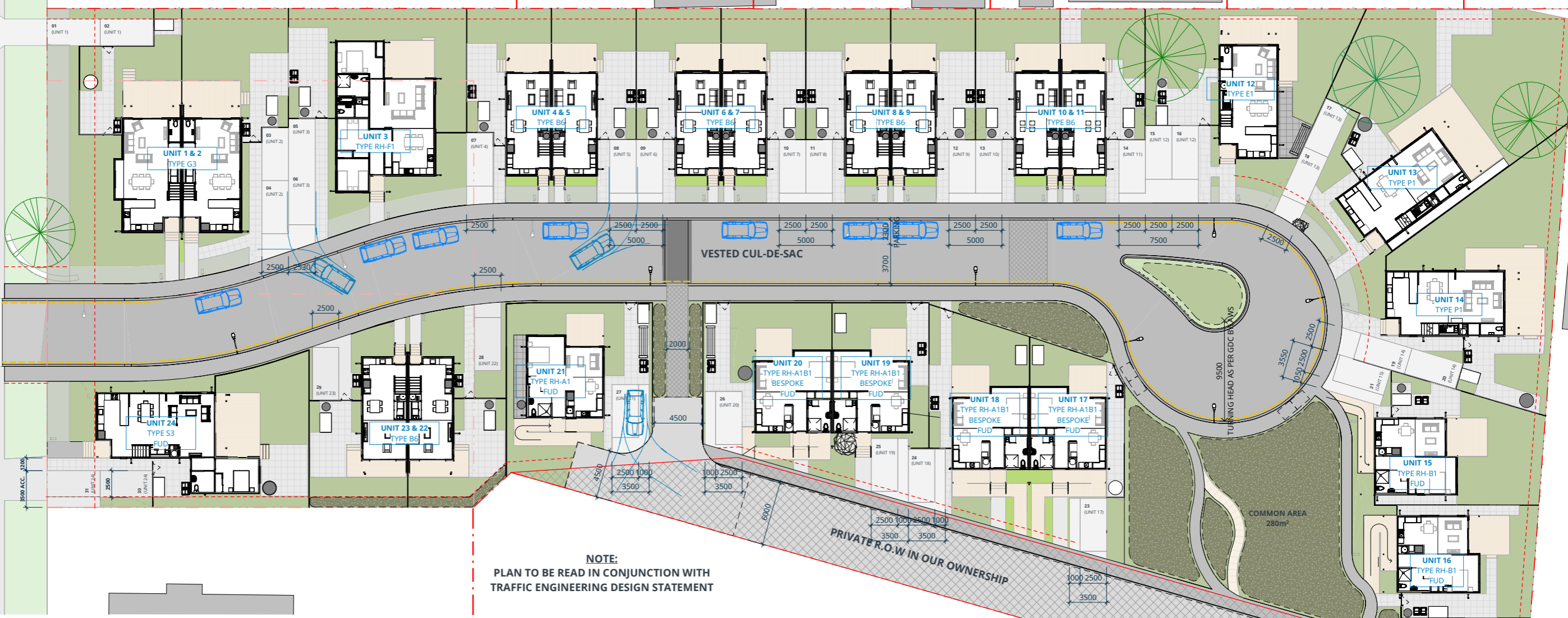
13
WAVERLEY
STREET
LOT 2
DP 391234

9B
OXFORD
STREET
LOT 1
DP 12637



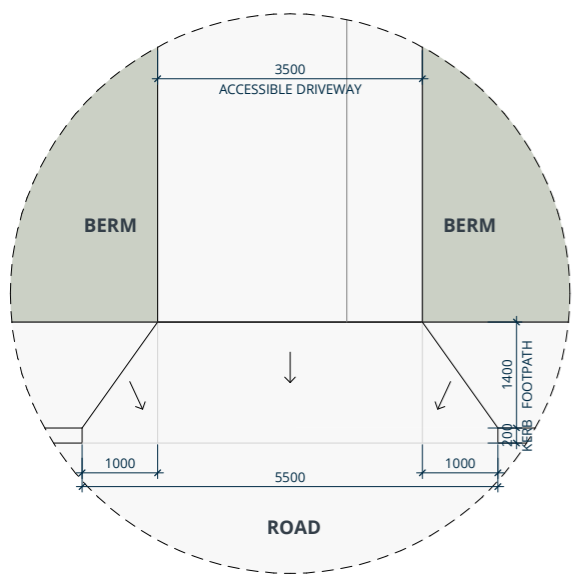
HAMILTON STREET

4500 PR. CROSSING
2500
11000 PROPOSED RESERVE WIDTH
600 202 5998 200 1400 1600
BERM CARRIAGEWAY PATH BERM
EX CROSSING
3500 ACC. 1200

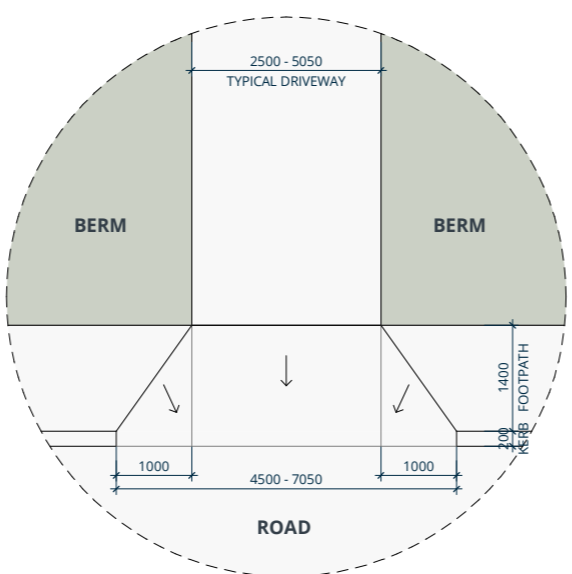


NOTE:
PLAN TO BE READ IN CONJUNCTION WITH
TRAFFIC ENGINEERING DESIGN STATEMENT

PRIVATE R.O.W IN OUR OWNERSHIP



1 Detail - Typical Accessible Crossing
SCALE @ A1: 1 : 50



2 Detail - Typical Crossing
SCALE @ A1: 1 : 50

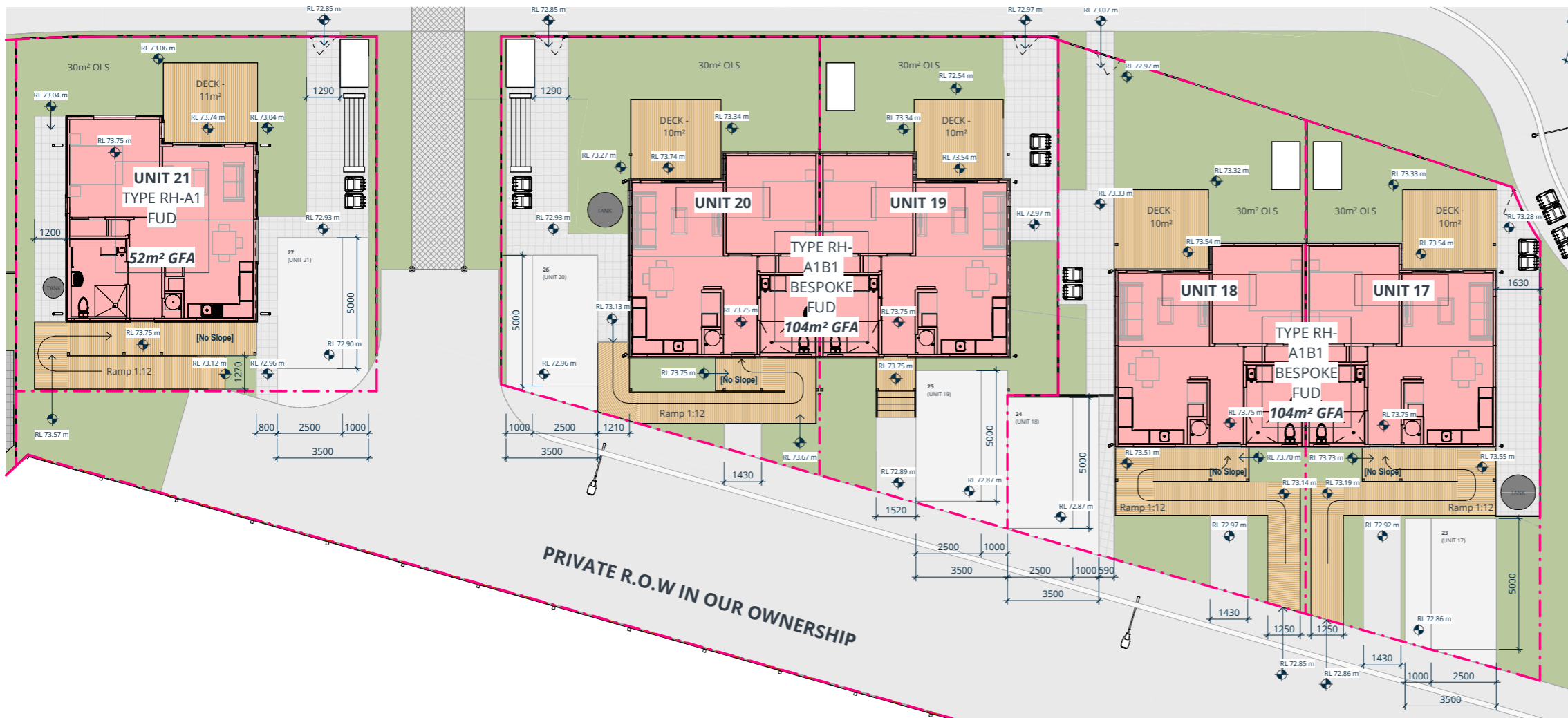
13C OXFORD STREET
LOT 2
DP 550052

13
WAVERLEY
STREET
LOT 2
DP 391234

9B
OXFORD
STREET
LOT 1
DP 12637

PRIVATE R.O.W IN OTHERS
OWNERSHIP





MASTERPLAN - ENLARGED UNITS

17-21

SCALE @ A1: 1 : 100



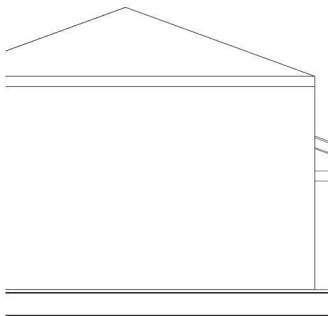
MASTERPLAN - ENLARGED UNITS

15&16

SCALE @ A1: 1 : 100

Site Elevations

HAMILTON STREET



WEST ELEVATION - HAMILTON STREET

SCALE @ A1: 1 : 100



EAST ELEVATION

SCALE @ A1: 1 : 100



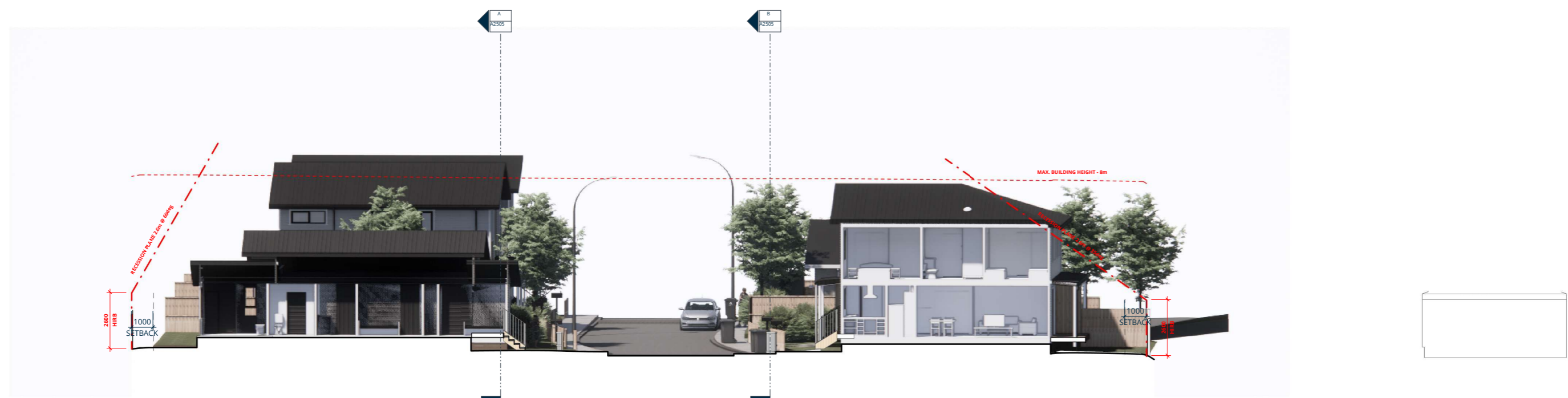
Site Sections

HAMILTON STREET



1 CROSS SECTION 1

A1001 SCALE @ A1: 1 : 100



2 CROSS SECTION 2

A1001 SCALE @ A1: 1 : 100



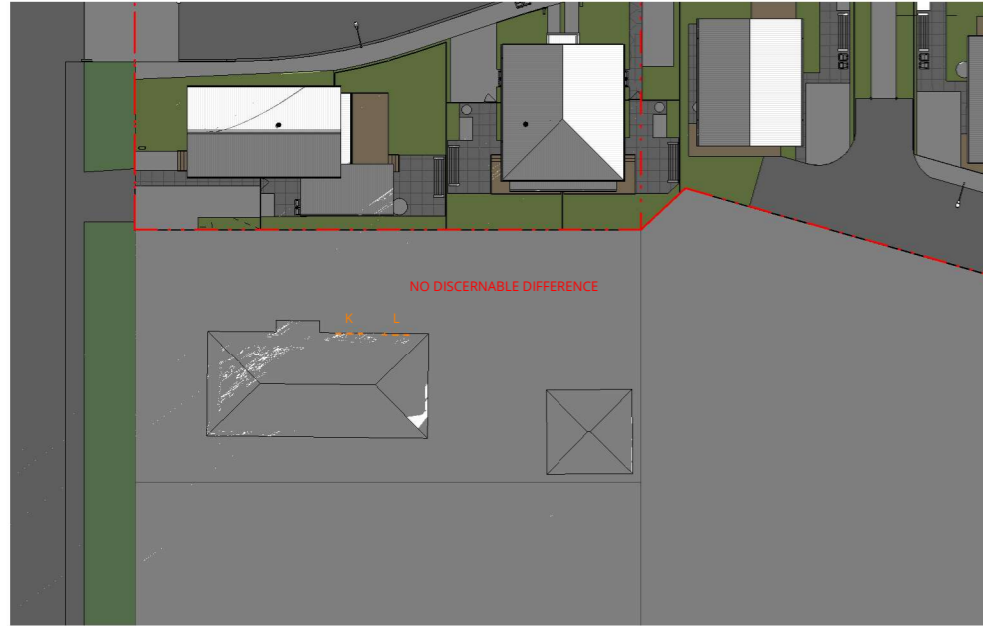
A LONG SECTION 1

A1001 SCALE @ A1: 1 : 200



B LONG SECTION 2

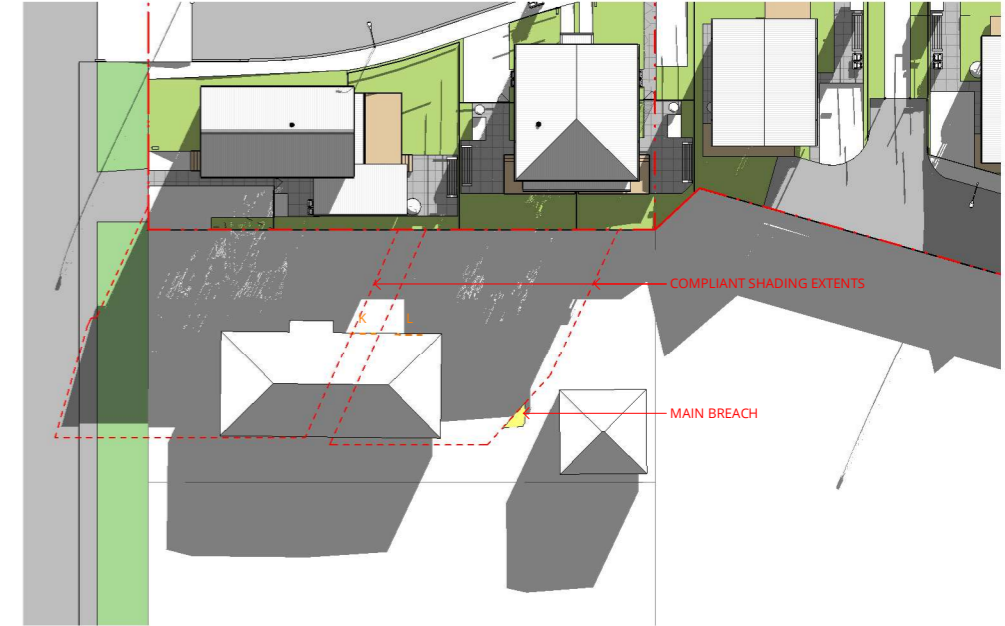
A1001 SCALE @ A1: 1 : 200



1 SHADING STUDY - 21 JUNE - 8.00
SCALE @ A1: 1 : 300



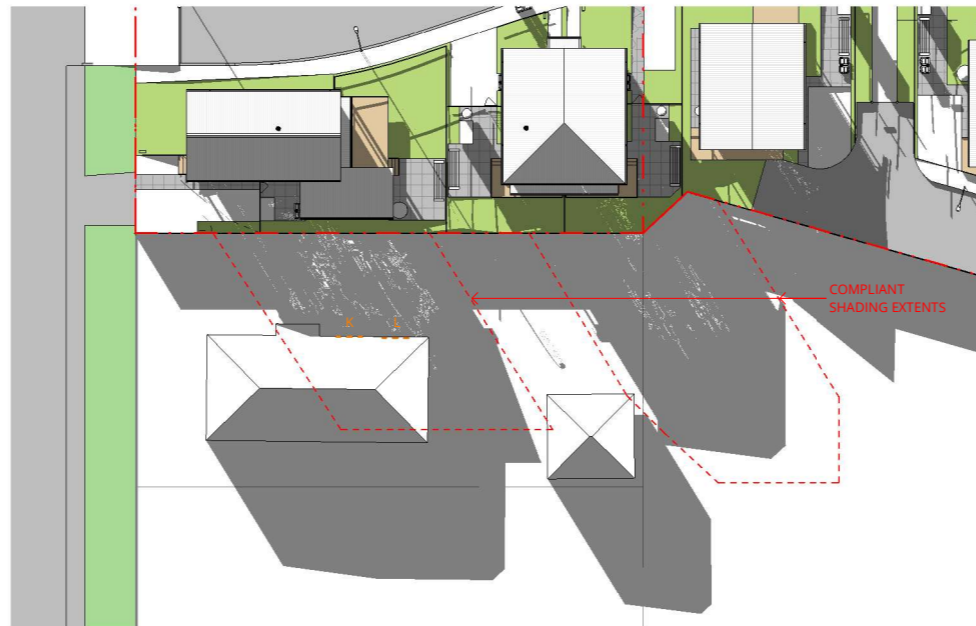
2 SHADING STUDY - 21 JUNE - 10.00
SCALE @ A1: 1 : 300



3 SHADING STUDY - 21 JUNE - 12.00
SCALE @ A1: 1 : 300



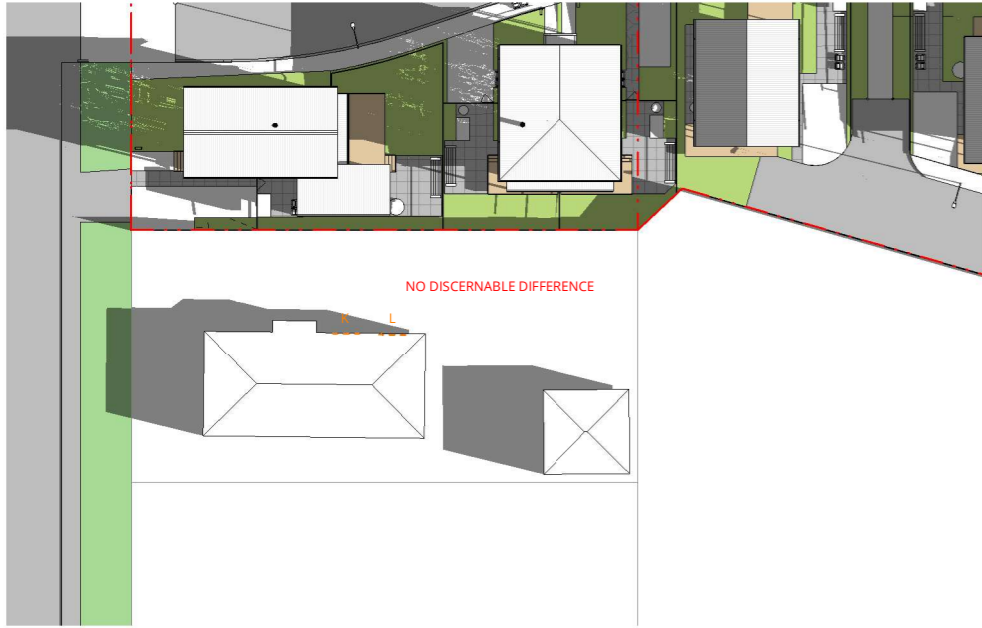
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SCALE @ A1: 1 : 300



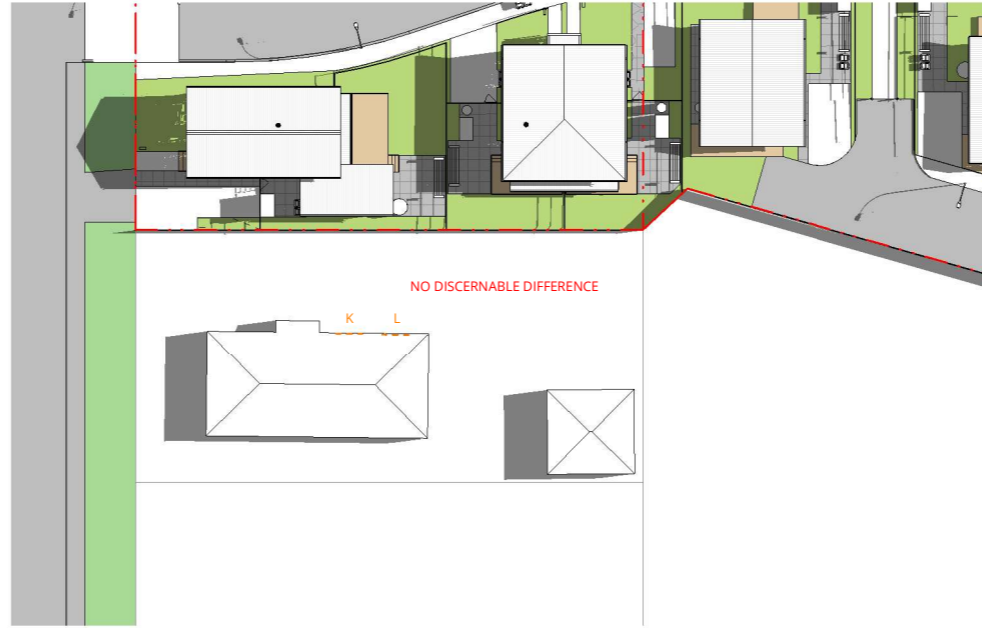
5 SHADING STUDY - 21 JUNE - 16.00
SCALE @ A1: 1 : 300



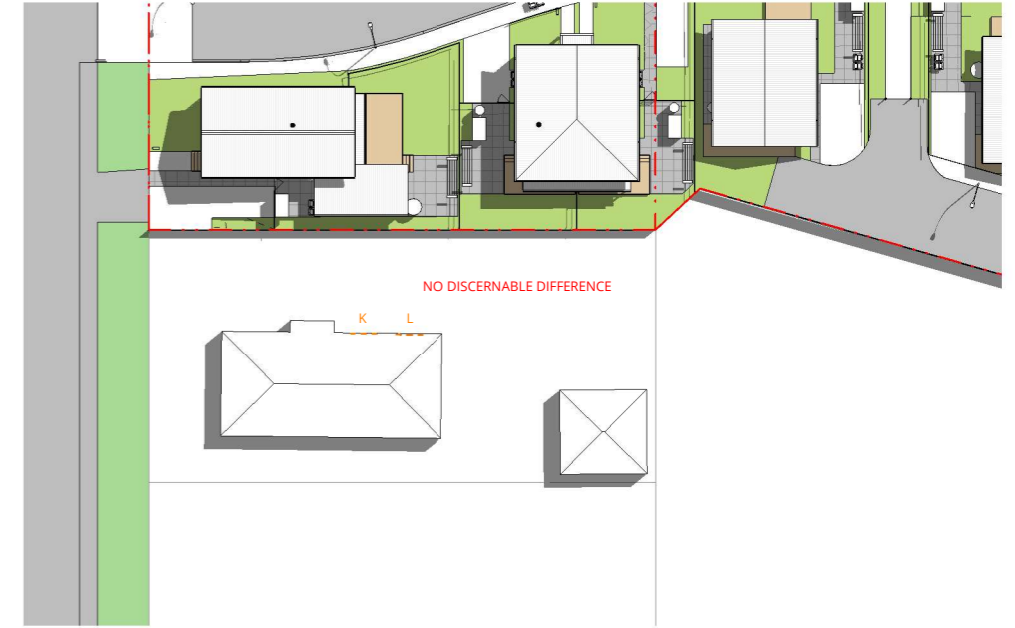
6 SHADING STUDY - 21 JUNE - 18.00
SCALE @ A1: 1 : 300



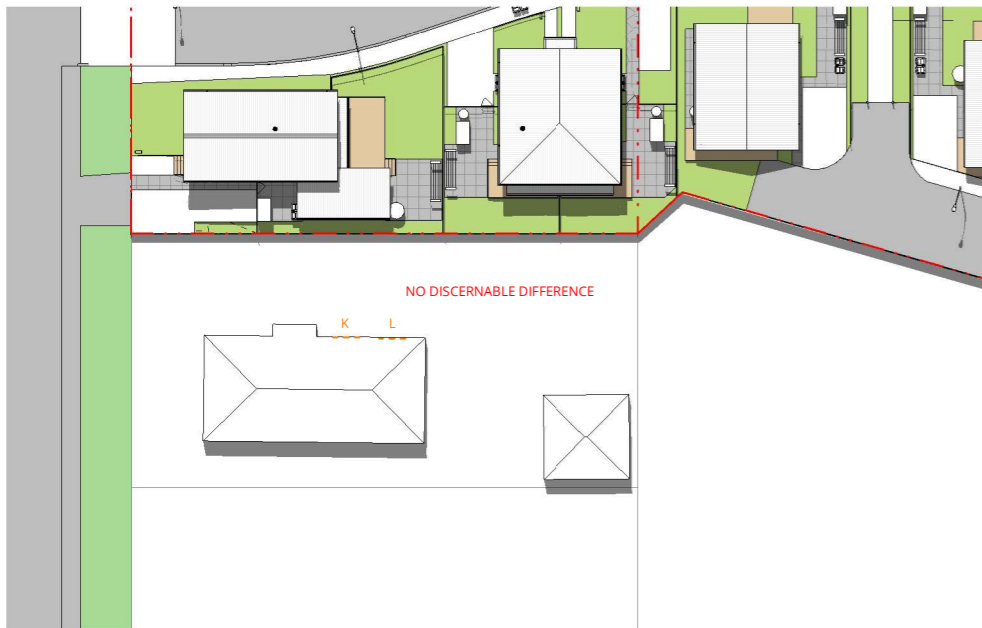
1 SHADING STUDY - 21 DEC - 8.00
SCALE @ A1: 1 : 300



2 SHADING STUDY - 21 DEC - 10.00
SCALE @ A1: 1 : 300



3 SHADING STUDY - 21 DEC - 12.00
SCALE @ A1: 1 : 300



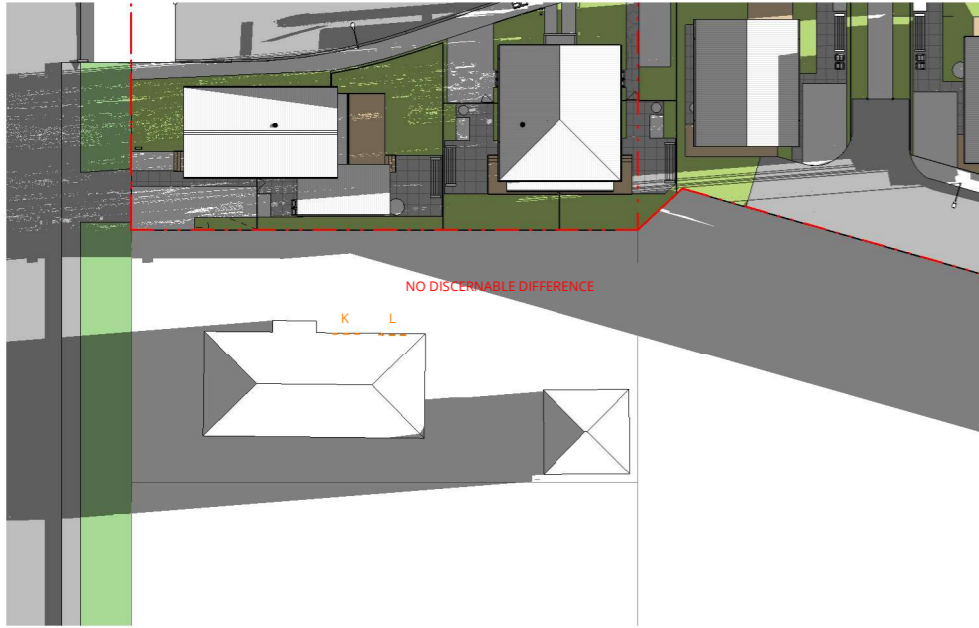
4 SHADING STUDY - 21 DEC - 14.00
SCALE @ A1: 1 : 300



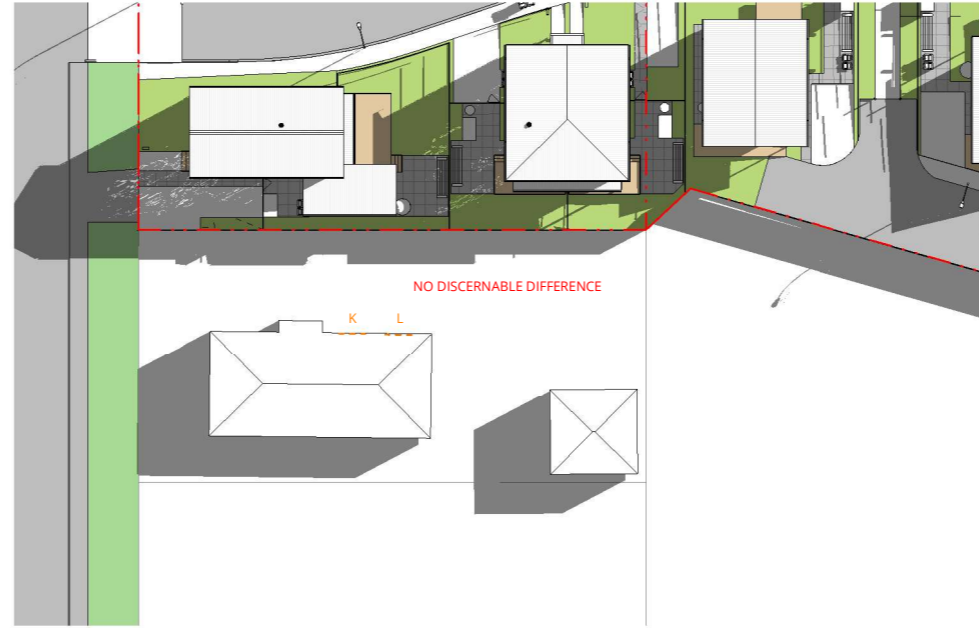
5 SHADING STUDY - 21 DEC - 16.00
SCALE @ A1: 1 : 300



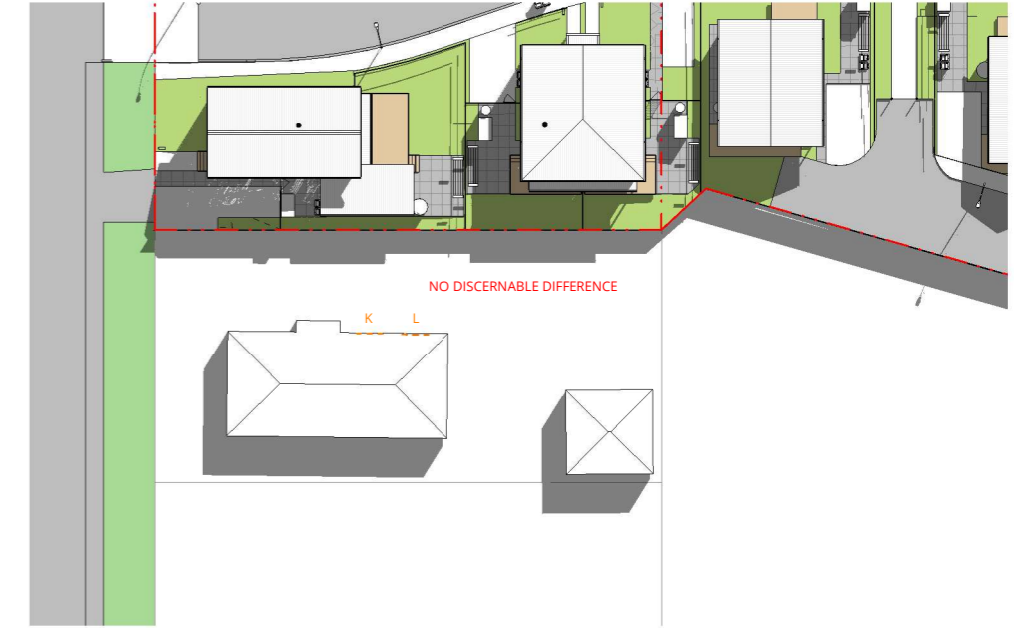
6 SHADING STUDY - 21 DEC - 18.00
SCALE @ A1: 1 : 300



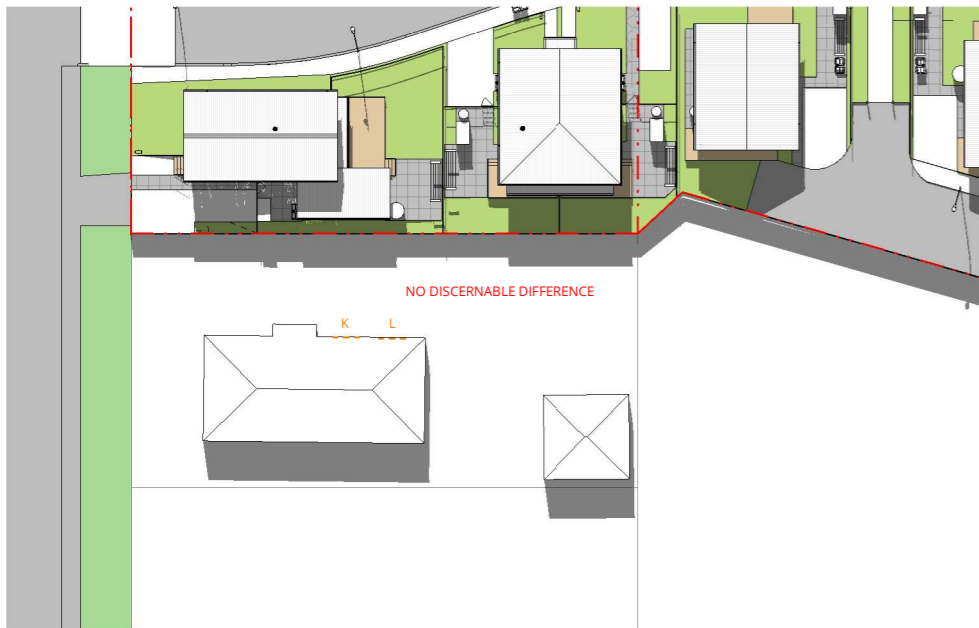
1 SHADING STUDY - 21 SEPT - 8.00
SCALE @ A1: 1 : 300



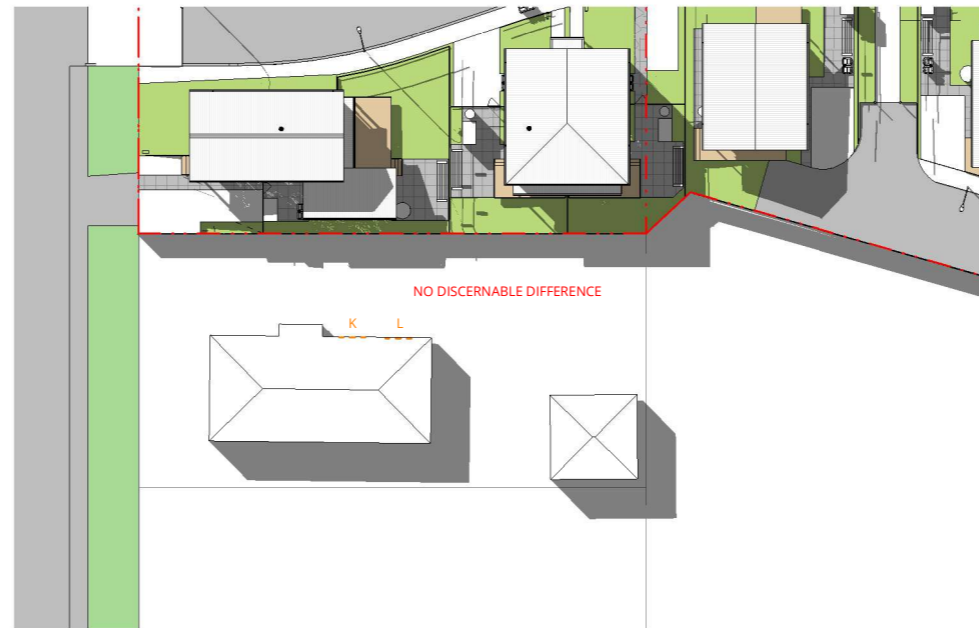
2 SHADING STUDY - 21 SEPT - 10.00
SCALE @ A1: 1 : 300



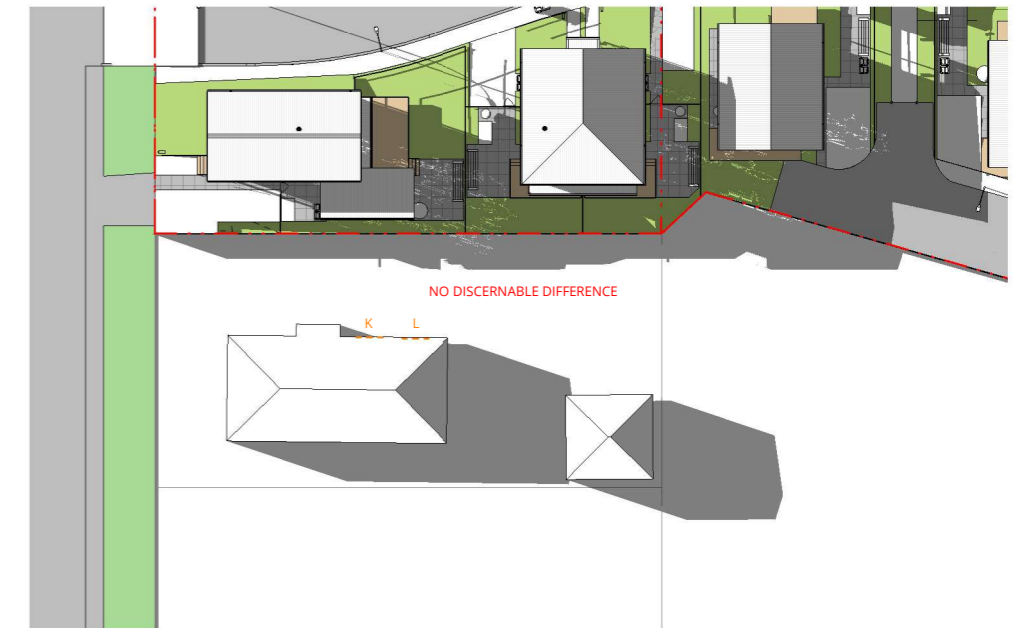
3 SHADING STUDY - 21 SEPT - 12.00
SCALE @ A1: 1 : 300



4 SHADING STUDY - 21 SEPT - 14.00
SCALE @ A1: 1 : 300



5 SHADING STUDY - 21 SEPT - 16.00
SCALE @ A1: 1 : 300



6 SHADING STUDY - 21 SEPT - 18.00
SCALE @ A1: 1 : 300

3D Perspective | Wider View

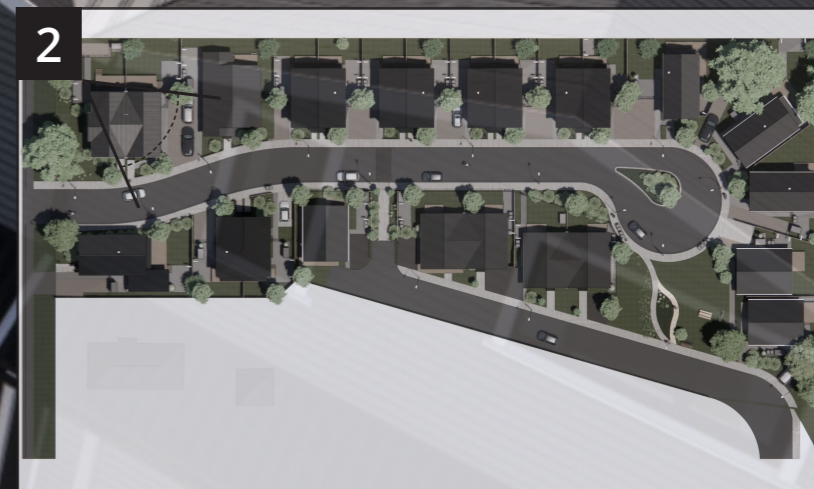
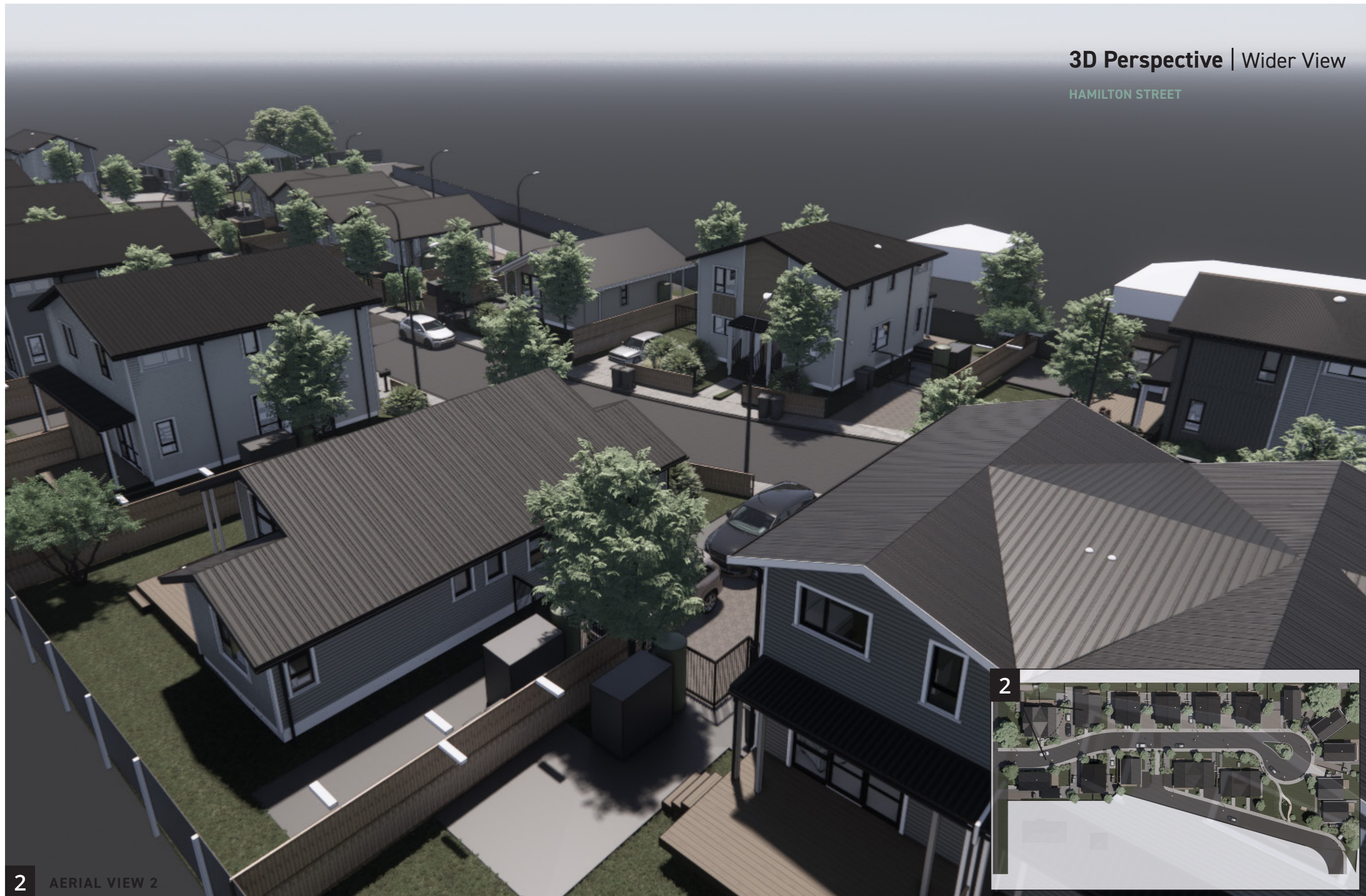
HAMILTON STREET



1 AERIAL VIEW 1

3D Perspective | Wider View

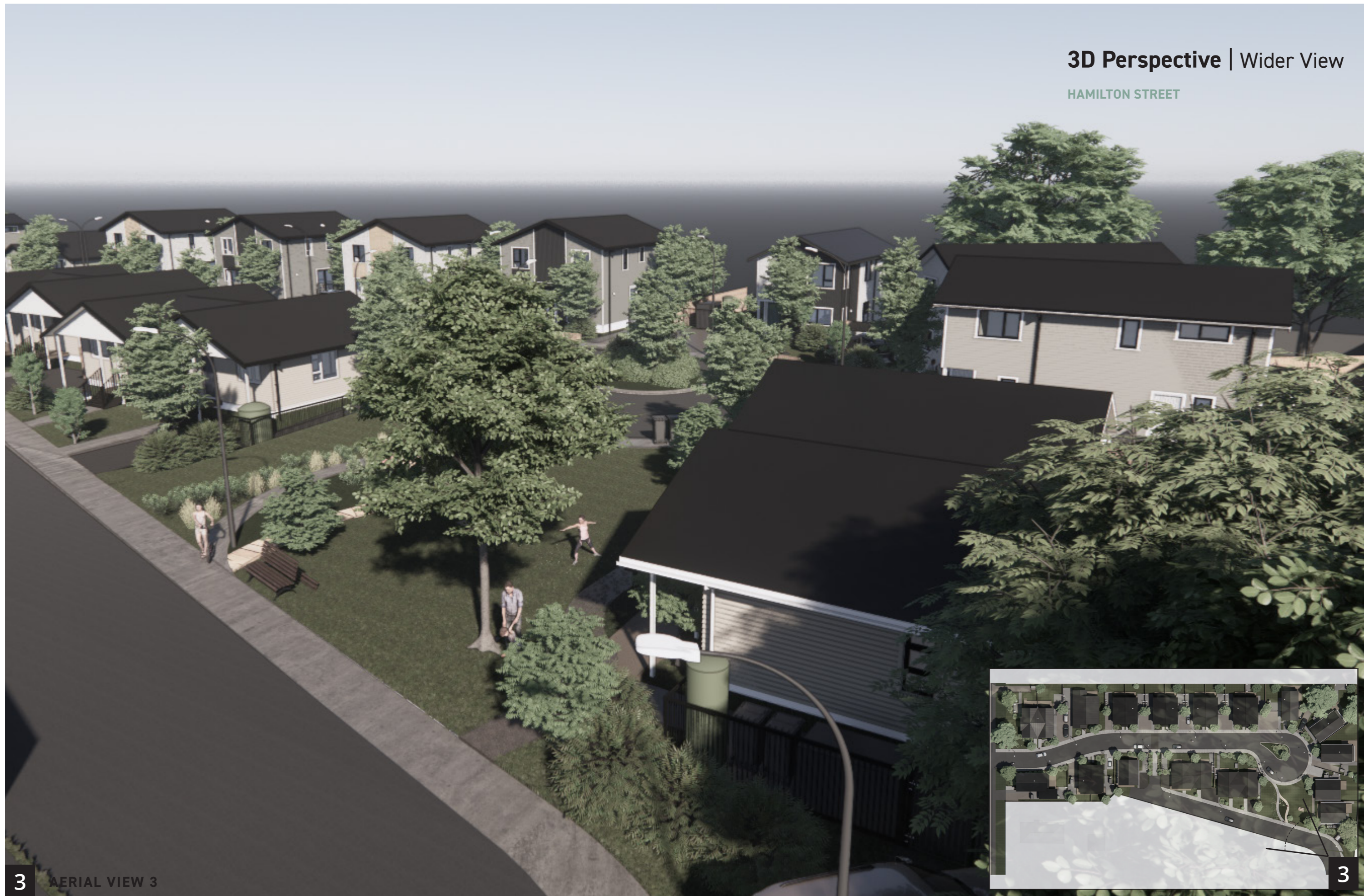
HAMILTON STREET



2 AERIAL VIEW 2

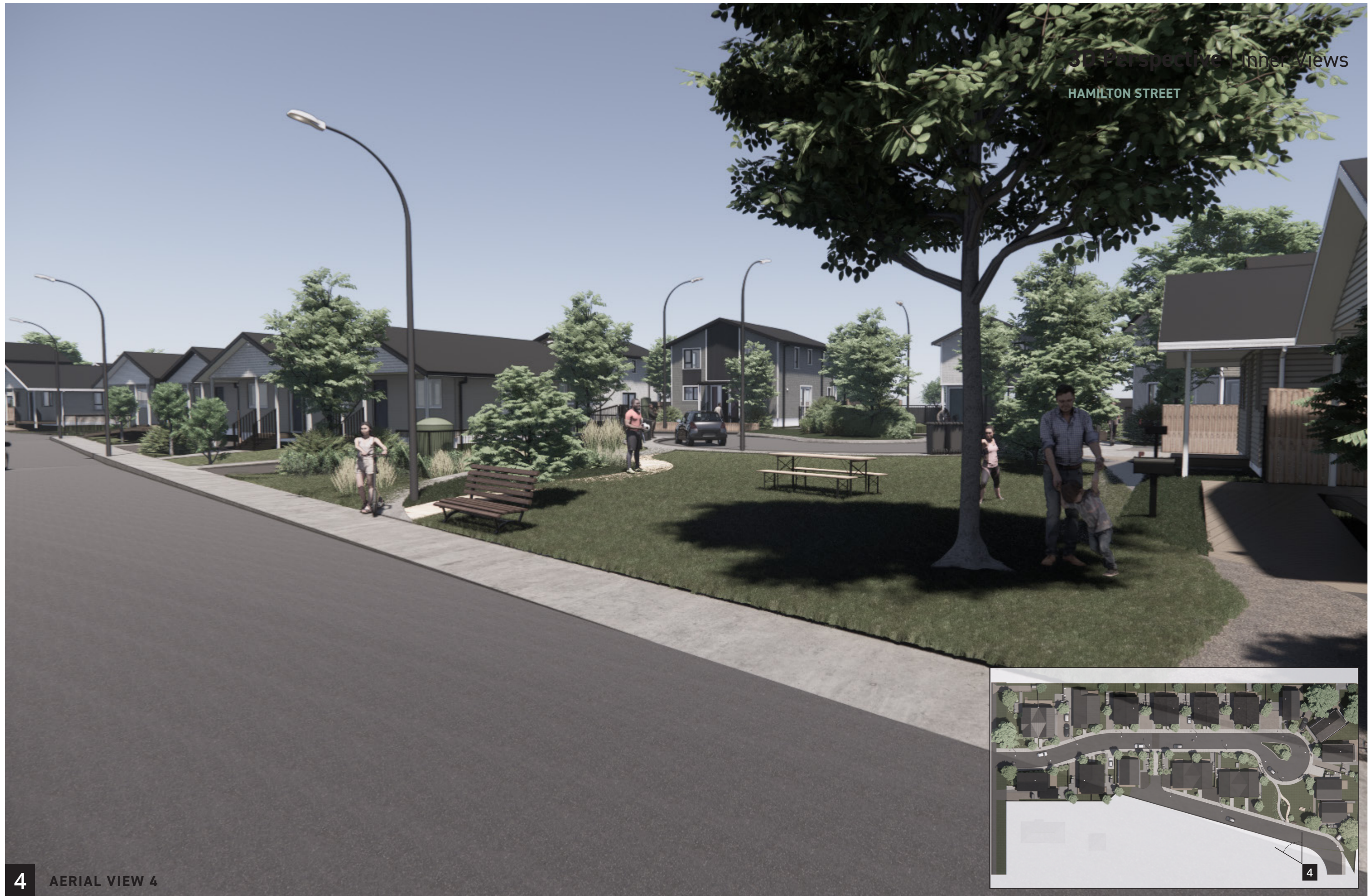
3D Perspective | Wider View

HAMILTON STREET



3 AERIAL VIEW 3

3



4 AERIAL VIEW 4

3D Perspective Inner Views

HAMILTON STREET



7 AERIAL VIEW 7

3D Perspective | Inner Views

HAMILTON STREET



8 AERIAL VIEW 8