

Attachment C:

Response to Design Queries

The following provides a response to RFI queries 11 and 12, which are reproduced below for ease of reference:

Design

11. *The AEE discusses an assessment by a “TAG Panel” consisting of urban design, planning and landscape experts. Provide this expert input/report relied upon in order to conclude the proposed development is appropriate.*

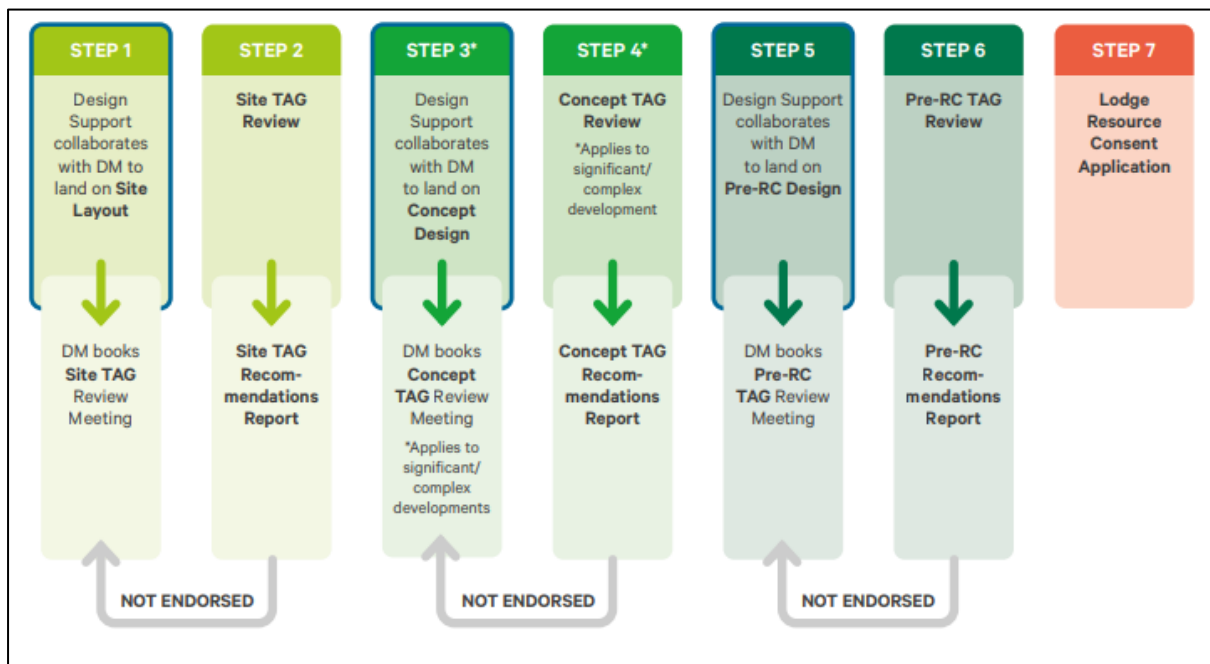
12. *The average density is proposed as 320m², however taking into account the non-developable areas (resultant developable area is approx.. 4922m²) the density is akin to 205m², this is considered to be at the higher end of a medium density development. This is markedly different from the surrounding environment and what is anticipated by the District Plan for this low density zone. Provide specific urban design comment assessing the effects on the environment of medium density development in this location, as well as effects on the immediately adjoining neighbours.*

To ensure that the proposed development achieves a high standard of design quality and is appropriate design solution, it was presented on three separate occasions to Kainga Ora’s Technical Advisory Group (TAG).

The TAG panel consists of three independent experts in urban design, architecture, landscape architecture and development delivery who are individually recognised as having experience within New Zealand’s design and development community.

The TAG provides both an independent design review process and a quality assurance checkpoint at key stages in the design process, ensuring the designs are best for the project and conform to the Kāinga Ora design guidelines and development expectations.

The TAG pathway is outlined below and illustrates the extent of urban design input that has occurred throughout the design process.



The TAG follows the following design principles:

- Planning: Aim to weave buildings, networks and natural landscapes together to create integrated, holistic environments.
- Place making: People-centred approach to planning, designing and managing an area. Aim to create a sense of belonging.
- Public spaces (spaces between and around buildings): Aim to create attractive, animated, well-used and well-supervised public spaces.
- Community: Aim to promote diversity and community wellbeing throughout social, environmental and economic dimensions.
- Sustainability: Aim for a holistic approach that embraces environmental, economic, social and cultural outcomes, meeting current needs without compromising the ability to meet the needs of future generations.

As noted in the attached pre-RC TAG review, “the Panel supports the overall design aesthetic and the desire to present a homogeneous development proposal that is sensitive to existing neighbourhood character, including choice of colours and materials”.

Copies of the TAG Review Recommendations are attached.

With respect to the query on density, the application site presents a large development opportunity in an established residential area, which the Applicant has been able to masterplan to provide a comprehensive housing development consisting of 24 homes, rather than designing a site for 2 or 3 homes at a time. This has allowed the development team to think about the whole site and creates efficiencies in the layout avoiding duplication of access roads and services etc. The proposed plan has been designed to be as efficient as possible allowing the development to prioritise the design of the street frontage, retain existing trees, create communal outdoor space and minimise site coverage. Due to this the impact of the increased density on the wider neighbourhood in terms of an urban design perspective is reduced compared to a permitted 400m² development and is considered appropriate. When viewed from neighbouring properties the use of duplex units also means that the density non-compliance is less visually obvious, as there are fewer individual buildings. This type of typology also encourages efficient use of the proposed individual lots by ensuring less wasted space or narrow site yards and provides for more usable outdoor living space in other parts of the site. In considering effects on neighbouring residents, it is further noted that the site has historically been dominated by non-residential activities and large areas of hardstanding, which is inconsistent with the residential use and associated level of amenity anticipated by the underlying zoning. Relative to the existing environment, it is considered that the proposed development will enhance the amenity of the site and is far more consistent with the surrounding environment and what is anticipated by the District Plan for the low density zone than what has currently exists.

The development has been designed to blend into the surrounding context of East Gore. The existing buildings surrounding the site are typical of higher density homes built around the 1950’s where buildings of this era were typically well built and were often clustered into suburbs during isolated housing boom periods. 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 reimagination of the built form surroundings. The typical houses immediately around the site is a single storey concrete tile roof and ‘newer’ homes with profiled metal roofs with either a hip or gable end. The cladding materials vary in type and colour however all are in similar colour range/tone. The development is sympathetic to this and looks to ‘tone-in’ with similar lighter tones and cladding types, mainly timber weatherboard.

The project design team has generally sought to relate the bulk to a suitable human scale perspective to avoid any unusually long or bulky building forms. In addition, the varying rooflines, and mixed pitches in the roof help to articulate the building mass. The variation in building materials (e.g., brick and weatherboard) also provides visual interest, noting the selected materials are solid, durable and attractive. Owing to the large size of the site, the density non-compliance will not be readily distinguishable when viewed from any adjoining property.

The proposed street frontage on Hamilton Street will have two storey homes fronting onto the street, with similar setbacks to the neighbouring properties. The existing trees on the street are retained, keeping a greenery on the street. This will provide continuity along the street and retain the low density residential feel on Hamilton Street.

Onsite amenity is provided for the new homes, easing pressure on existing community spaces in the area with all homes in the development having their own private outdoor space and a communal outdoor within the development.

The mix of homes, from 1 bed to 5 bed reflect the mix of families that currently live in the area.

Existing vehicle and pedestrian access to the site is retained and provided off both Hamilton Street and Oxford Street. By having 2 access points to the new homes it eases the pressure on both streets.

New homes are designed to ensure minimal overlooking and overshadowing into neighbouring properties. This is done by setting homes back from the boundary, orientating the homes so they face away from the neighbours and reducing the size of windows on upper floors.

The proposed scale of the new standalone and duplex homes and overall density of the development is considered appropriate within the residential zone. The units are generally compliant with the required external boundary setbacks and height in relation to boundary rules, other than Units 14 and 22-24, which partially intrude into the permitted recession plane. A detailed assessment of the effects of these recession plane intrusions is outlined in Cross Sections 1 & 2, and Long Section B below and concludes that any effects of these intrusions has less than minor effects on the neighbouring residents.

Regarding onsite landscaping, generous planting has been proposed for the entire development, both in the private garden areas and shared spaces and street frontage. As noted above, the proposal incorporates the retention of 4 existing trees and a minimum of 42 new specimen trees consisting of a range of species, with a minimum height of 2m (at the time of planting). Ground cover within the garden areas will include a mixture of hebe, flaxes and grasses and a selection of hedging shrubs. Overall, the proposed landscaping (gardens and lawn space) will occupy 2,484m² (32%) of the site.

In terms of green space proposed onsite, as noted above, the development includes providing each unit with generously proportioned, private outdoor spaces that include deck areas, garden areas and lawn space. The overall density of the development will also comply with the maximum permitted site coverage (in terms of buildings and impervious surfaces), ensuring an appropriate balance between green space and built and hard features.

In summary, the proposed development is supported by experts in urban design, architecture, landscape architecture and it is considered that the level of amenity created by the proposed design, relative to the existing environment, represents an enhancement in the amenity of the site and is far more consistent with the surrounding residential environment and what is anticipated by the District Plan for the low density zone than what has currently exists. It is therefore considered that the density

non-compliance does not create any adverse effects on neighbouring residents that are minor or more than minor.

To	PJ Alberts
Date	15/03/2023
Site Address	Hamilton Street
Reviewers	Anthony Flannery, Hugh Smith

DESIGN STAGE

Desktop Review

OUTCOME

Endorsed

Endorsed Subject to comments

Not Approved

COMMENTS

Dear PJ

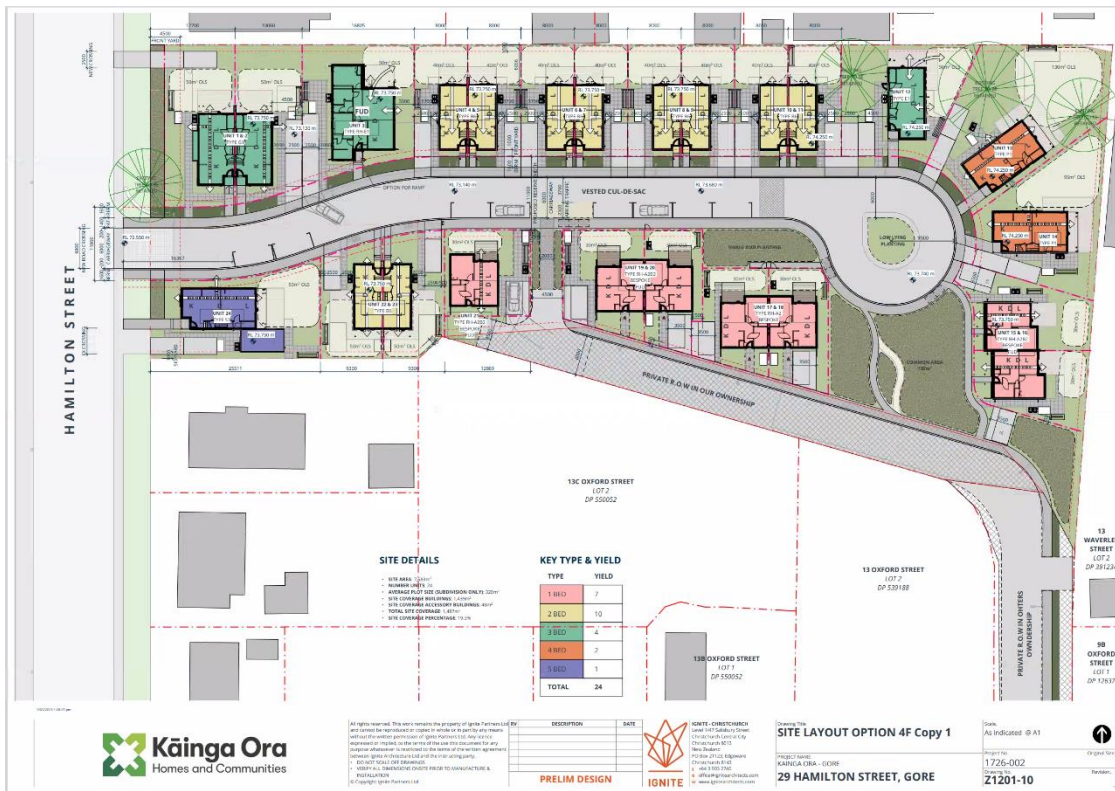
Following the Desktop Review of the revised Site Layout drawing package received on 10 March 2023 this drawing package has been endorsed subject to the comments noted below.¹ These items may not be necessary to resolve prior to Resource Consent lodgement but should be addressed in order to ensure there are no significant impacts on the current RC design.

A record of the plan reviewed has been included at the end of the document.

Thank you.

¹ This Desktop Review comprises confirmation of the endorsement of the revised proposals noted in Anthony Flannery's email to PJ Alberts on 15 March 2023 and includes the Landscape Panelist's comments referred to therein.

Plan reviewed:



Comments:

The Panel thank the Development Manager for taking time to address issues identified in the Site TAG Memo including in consultation with the People and Homes Team

The Panel also acknowledges and appreciates the time taken by Kerrie Young to provide detailed responses and explanations regarding specific issues raised in the TAG Review which offered important insights and assisted the Panel in understanding some of the site-specific considerations that have informed the design response.²

Having reviewed the revised development proposals – in light of the aforementioned email – the Panel considers matters raised in the Site TAG Memo to have been resolved as follows:

² Kerry Young Email to PJ Roberts dated 3 March 2023.

FUNDAMENTAL ISSUES

CPTED, Personal Security and Safety

Managed Vehicle Connection.

- Notwithstanding a general preference for managed vehicle connectivity between adjacent cul-de-sacs and dead-end laneways, the Panel consider the arguments against such connection outlined by Kerry Young to be reasonable and endorse the revised proposals.

Physical and Emotional Wellbeing including Fear of Crime (including Staff and Residents)

- The Panel note the considerations outlined in Kerry Young's email and endorse the proposals accordingly.

Accessibility, Particularly Regarding Car Parking Arrangements

Parking Arrangements for 1-Bed FUD units

- The Panel endorses the revised proposals including the provision of private driveways adjacent the front doors of the 1-bed FUD units.
- The Panel remain concerned that elevated floor levels required for flood risk mitigation may exacerbate universal access provisions for the FUD units within the development (1-bed and +1 units) and reiterate the need for sufficient detail to be provided at Pre-RC TAG to validate the design proposals in this regard.

Social Connectivity, and Potential for Social Isolation

Separation of 1-Bed FUD units

- The Panel believe the considerations outlined by Kerry Young to be reasonable. The Panel also notes design changes that have helped to address issues raised in the TAG Review and endorse the revised proposals accordingly.

Community Creation, and Visual and Environmental Amenity

Community Creation and visual and environmental amenity relating to the 1-Bed FUD units.

- The Panel note that some improvements have been made in this regard but would ask the following issues are addressed prior to the Pre-RC TAG Review:
 - Please ensure an adequate landscape strip is provided to the rear of the footpath along the vested cul-de-sac to mitigate negative visual amenity effects arising from the privacy fencing to the rear yards of the 1-Bed FUD units.
 - Please review the private garden layouts of 1-Bed FUD units 17-21 including accessibility, functionality and access to the vested cul-de-sac.

Adjacent Development Sites

- The Panel remain concerned at the potential negative effects emanating from development that may occur on the large properties to the south and east of the development site and ask the DM to continue to monitor this situation as far as practicable.
- The Panel would welcome any updates in this regard in the Pre-RC TAG Review.

ADVISORY NOTES

The Panel notes that the following issues identified in the Site TAG Memo still need to be addressed prior to the Pre-RC TAG Review:

Urban Design

- Further information regarding adjacent property relationships along the northern boundary.

Technical and Construction

- Outcomes of stormwater management and flood mitigation requirements.
- Clarification of ROW designations within the existing legal right of way connecting the southern part of the development site with Oxford Street.

Architecture

- Confirmation of the architectural design proposition including provision of entrance porch features to the 1-Bed FUD units.

Landscape Architecture – Site TAG Memo

- Possibility of planted buildouts within the vested cul-de-sac.
- Protection of front yard areas through fencing, bollards, or river stones.
- Provision, location and/or specification of garden sheds.

Landscape Architecture – issues arising from revised development proposals.

- Vehicle manoeuvring restrictions:
 - Suggest adding rocks or bollards to the roundabout and to the common space edge to prevent cars driving over and damaging planting.
 - North side of vested road (Units 1 – 14). Cars will have the opportunity to park on the front berms. Suggest low 900-1200mm high fence to prevent this. Fencing will also protect new planting to grow and get established.

- Vested Road:
 - Car parking on Vested Road. How is this managed? Is there opportunity to have trees in gardens beds in between/adjacent to the street carparks and could these help with mitigating storm water?³
- General
 - Clotheslines are required to be on concrete hardstands with pathway.
 - Unit 1 has two paths to the vested road. Suggest only retaining the path that connects to the front door.
 - Unit 1 extend the privacy fencing to the front (street-facing) boundary so the dining room has some privacy to Hamilton Street.

³ The Panel notes that further liaison is required with Council to determine acceptance of such proposals.

TAG Review Recommendations

To	PJ Alberts (Development Manager)
Date	28 Feb 2023
Site Address	Hamilton St 29 (AR110160)
Reviewers	UD Reviewer (Chair): Anthony Flannery Development Reviewer: William Parr Landscape Reviewer: Hugh Smith
Attendees	(Internal) Tika Hasan (UDP), Pippa Jopp (UD Support), Mark Whillans (LS), Pippin Wright-Stow (QA) (External) Jamie Irvine, Kaitlyn (Ignite), Maja Gobowicz (Southbase), Anne Wilkins (Novo Group)

INVESTMENT PROFILE

<input type="checkbox"/> Simple	<input checked="" type="checkbox"/> Standard	<input type="checkbox"/> Significant/Complex
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CURRENT DESIGN STAGE

<input checked="" type="checkbox"/> Site Layout	<input type="checkbox"/> Concept Design	<input type="checkbox"/> Pre RC
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OUTCOME OF TAG REVIEW

<input type="checkbox"/> Endorsed	<input checked="" type="checkbox"/> Endorsed Subject to comments and Desktop Review	<input type="checkbox"/> Not Endorsed
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NEXT STAGE

<input type="checkbox"/> Site Layout	<input type="checkbox"/> Concept Design	<input type="checkbox"/> Pre RC	<input checked="" type="checkbox"/> Desktop Review
<input type="checkbox"/> Final Memo			

The TAG panel thanks the applicant for their presentation.

SUMMARY

The Panel supports the scheme presented at the Site review and endorses it subject to a desktop review and the comments below. The desktop review by the Panellist is required prior to the project being submitted for Pre-RC TAG.

DESKTOP REVIEW (*Process and expectations*)

The desktop review turnaround time is one week after receiving the memo. If the Development Manager requires more time, they may indicate this to the panel by contacting:

TAGReview@kaingaora.govt.nz

The DM will coordinate with the architect and provide revisions to TAG Chair Anthony Flannery who will conduct the review in conjunction with Hugh Smith, Landscape Panellist. Anthony Flannery will complete the review and update the DM, UD, and TAG Admin (TAGReview@kaingaora.govt.nz) with the results of the review in the form of a TAG Desktop Review Memo. Upon completion, the Development Manager is responsible for filing the revised drawings in Objective.

The scope of the desktop review is as follows:

- Reconfiguration of southern part of the development site (comprising the 1-Bed single-level townhouses) to address issues and comments identified in this memo.

COMMENTS FOR ESCALATION

The Panel has not identified any matters for escalation. However, the Panel asks the DM to re-engage with People and Homes to clarify requirements regarding the integration / non-integration of the proposed 1-bed FUD units with the rest of the development, including in the context of Fundamental Issues identified below.

KEY SITE ASPECTS (*Site opportunities and / or constraints*)

The site is significant in that it will likely comprise the full extent of Kainga Ora state housing provision in Gore. Other important site features include:

- The site is located within the Mataura River Floodplain and could be severely impacted in the event of a stopbank breach or overtopping. Commentary to this effect is included below.
- The site is close to East Gore School and there is widespread consensus that the development proposal should facilitate improved pedestrian access from both the proposed townhouses and Hamilton Street to the school site on Wentworth Street.
- A right of way easement runs along the southern boundary of the site which provides vehicle access to three large adjacent landholdings from Oxford Street in addition to the site itself. The nature of potential future development of these landholdings is unknown.

GENERAL OVERVIEW

The Panel considers the underlying structure plan of the Preferred Planning Option to be sound. However, the full endorsement of the Site TAG proposals is conditional on receipt and endorsement of revised proposals comprising a reconfiguration of southern part of the development site (comprising the 1-Bed single-level townhouses) to address issues and comments identified in this memo, including:

- CPTED, personal security and safety
- Accessibility, particularly regarding car parking arrangements
- Social connectivity and potential for social isolation
- Community creation
- Visual and environmental amenity

FUNDAMENTAL *(Requirements that must be addressed)*

CPTED, Personal Security, and Safety

In principle, the Panel supports the separation of the cul-de-sac from the right-of-way as shown in the preferred option. However, the Panel believes there should be a managed vehicle connection connecting them which would commonly comprise a 3m width paved strip with removable / pneumatic bollards placed at each end to prevent casual vehicle use. Such arrangements are commonly used on other Kainga Ora developments. Advantages of such an arrangement include:

- Ability for police and/or security patrol vehicles to monitor the development – including at times when issues and/or complaints may occur – without risk of accusations of police intimidation that can arise from cul-de-sac road layouts.¹
- Improved access for large service vehicles, including for refuse collection, and furniture removal.
- Improved emergency vehicle access – particularly during hazard situations such as extreme weather events where one or other vehicle access point may be compromised, and residents may need to be evacuated.

Accessibility, Particularly Regarding Car Parking Arrangements

The Panel consider car parking arrangements for the 1-bed FUD units to be problematic.

- Car parking for six of the seven 1-bed units is disconnected from the property, with residents of Units 15 & 21 having to travel almost 20m from the car door to the front door of the house.
- The Panel does not consider this to be an acceptable outcome for the likely anticipated tenant cohort – including with reference to Kainga Ora’s Accessibility Policy and associated standards and requirements. Such concerns are exacerbated by issues noted above regarding CPTED, personal safety and security.

The Panel are also concerned that elevated floor levels required for flood risk mitigation may further exacerbate universal access provisions for the FUD units within the development (1-bed and +1 units) and ask that sufficient detail is provided at Pre-RC TAG to validate the design proposals in this regard.

Social Connectivity, and Potential for Social Isolation

The Panel acknowledges that 1-bed units tend to be occupied by particular tenant cohorts.

- The inherent nature of some of Kainga Ora’s 1-bed customer cohorts has the potential to create problems for other residents in the community including families with children.
- In other situations, proximity and social connectivity with other residents such as families with young children can be hugely important – particularly for the elderly, people of limited mobility, or to promote and facilitate intergenerational living within a community.

In this instance, the Panel consider the lack of separation of communal garden areas and pedestrian connections between the two cohorts, combined with the pro-active provision of a safer and more convenient pedestrian route from the 2-level townhouses to the nearby school tend to suggest the

¹ The 1-bed FUD units provide accommodation that could be tenanted by elderly and/or disabled residents who are amongst the most vulnerable of our customers. Any CPTED and/or ASB issues arising from either the communal garden area and/or the right-of-way are likely to impact on these residents most of all – including psychologically resulting from a ‘fear of crime’ as opposed to a specific incident.

primary provision is for the latter. If this is indeed the case, the apparent preference to separate the 1-bed units from the rest of the development appears counter-intuitive – particularly given the cohort that will likely be occupying the 1-bed units.²

Community Creation, and Visual and Environmental Amenity

The Preferred Planning Option raises additional concerns regarding community creation, and visual and environmental amenity – largely arising from the layout and configuration of the 1-bed units.

- The 1-bed units place their private rear yards to cul-de-sac. Whilst this is good for solar access, it inevitably raises concerns about balancing natural surveillance requirements with visual privacy to private garden areas. Semi-permeable 1.5m high fencing is usually specified in such situations (as it has been here) but it always produces a sub-optimal and often compromised outcome. The fact the refuse collection for the 1-bed units is from the cul-de-sac via a gate in their rear boundary fence only serves to exacerbate these issues as the primary social interaction between the 1-bed units and the 2-storey townhouses is likely to comprise “putting the bins out (in somebody else’s street)”.

The Panel is strongly of the opinion that community wellbeing outcomes would benefit from a more meaningful and positive relationship between the various tenant cohorts within the development.

Adjacent Development Sites

Fundamental concerns identified above are further exacerbated by not knowing what sort of development may occur in the large properties to the south and east of the development site, and which would need to be provided with vehicle access via the right-of-way that runs along the southern site boundary and connects to Oxford Street.³

CPTED (*Crime Prevention Through Environmental Design*)

The note that the psychological aspect of CPTED (i.e. the fear of crime and/or impact of anti-social behaviour) is as important to the physical and emotional wellbeing of people as the physical manifestation of crime itself.

- The Panel believe that fundamental issues raised above are intrinsically linked to the physical and emotional wellbeing of our customers, particularly the sort of vulnerable cohorts that might occupy the 1-bed units.
- The Panel have advised the DM to liaise closely with People and Homes to better understand the particular needs and sensitivities of Kainga Ora customers in the context of this development site and to ensure any response to issues raised above is appropriately informed by people with local knowledge and customer expertise.

ADVISORY (*Suggestions for improvement*)

² Notwithstanding the nuances of short-term occupancy cohorts the anticipated lifetime of the developments it is such that the 1-bed units will likely be occupied by elderly and/or vulnerable residents at some time – and potentially for most of the units’ lifetime. In such circumstances the potential for social isolation becomes problematic, including for reasons outlined above.

³ Given the nature and extent of fundamental issues identified, combined with potential wellbeing and liveability consequences arising from sub-optimal development of adjacent sites, the Panel have asked the DM to review issues raised regarding the 1-Bed FUD Units with People and Homes. The Panel have also appended an ‘Alternative Site Development Study’ to this memo that illustrates one way in which these issues might be addressed.

Technical and Construction

Northern Boundary

- The Panel note the presence of existing buildings and structures along the northern boundary, several of which seem to be very close to the boundary interface.⁴
 - The Panel ask that sufficient site survey information is provided in the Pre-RC TAG review to provide a clear and unambiguous understanding of the location and relationship of existing buildings along the northern boundary, including relative site levels of adjacent properties.
 - Pre-RC TAG proposals should also include any mitigation measures including site boundary treatments any retaining works that may be required.

Stormwater Management and Flood Mitigation

- The Panel note that civil engineering advice has been sought and that the development proposal will be informed by the outcomes of that advice, including relative internal floor level requirements.⁵
- The Panel also highly recommends an analysis of groundwater levels and the potential risk of units being lifted off their foundations in the event of torrential rain.⁶

Existing Legal Right of Way

- The Panel note the existing legal right of way connecting the southern part of the development site with Oxford Street, and the complex ROW designations within it.
 - The Panel ask the DM to provide further information at the Pre-RC TAG review, including to identify any issues of concern and/or to confirm that the proposed development (and Kainga Ora customers) will not be adversely impacted upon by any encumbrances.

Urban Design and Architecture

Circulation and Accessibility

- The Panel reiterates concerns noted in the Fundamental Issues section above, including
 - The disconnection between allocated parking spaces and their associated 1-bed FUD units which raises accessibility and personal safety and security concerns.
 - The lack of a managed vehicle connection between the cul-de-sac and the right-of-way.
 - Refuse collection arrangements for the 1-bed FUD units.
- The Panel also highlighted the opportunity to use the common open space as a managed 'traffic-controlled' thoroughfare (narrow vehicle lane with removable and/or pneumatic bollards at each end) which would allow emergency and service vehicles to pass between the ROW and vested road as required. The design team is asked to consider this option when reviewing the reconfiguration of the southern part of the development site, including in respect of the following:

⁴ The panel also note that the proximity of these buildings to the northern site boundary is inconsistent across the architectural drawing package with some drawings suggesting these buildings breach the boundary line itself.

⁵ The Panel stress the importance of including sufficient internal / external FFL information within the Pre-RC TAG drawing package to enable the Panel to fully evaluate the proposal, including regarding FUD accessibility requirements.

⁶ The Panel advise the civil engineer to review the Kainga Ora development in Ventura Street, Mangere, Auckland where a recent torrential rain event resulted in houses being lifted off their foundations while tenants were inside them, and to ensure such risks are appropriately mitigated in the foundation design for this development.

- Locating the managed vehicle connection at the western end of the ROW would help to reduce the sense of isolation of Units 20 & 21.
- Incorporating the managed vehicle connection within the communal reserve area may help to activate this communal space and further mitigate CPTED and ASB concerns. However, it would not mitigate the need to provide a full turning head at the western end of the ROW, and the combination of these two elements may result in an over provision of impermeable surfaces.
- Regardless of the location of the managed vehicle connection, a pedestrian connection would still be required at the western end of the ROW.⁷

Architectural Design of 1-Bed Units

- The Panel note that whilst the overhanging roofs of the 1-Bed Standard Plan FUD units is shown on the 3D visualisations, this provision does not appear to have been included in the Preferred Planning Layout drawing.
- The Panel believe this is problematic as it considers the 1-Bed Standard Plan FUD units to be inherently compromised regarding architectural design quality and that removal of the entrance porch feature may result in these units not meeting Kainga Ora's architectural design quality expectations.⁸

Landscape Architecture

- The vested road car parking solution appears to offer an opportunity for planted buildouts and/or garden beds to help mitigate stormwater overflow and promote facilitate traffic calming. This will also provide further planting amenity to the street and enhance the sense of pedestrian priority and amenity.
 - The design team is asked to liaise with council to determine the extent of streetscape enhancement and traffic calming devices that might be acceptable.
- Please consider low fencing or layered planting with rocks or bollards on the units addressing the vested road and the FUD units along the ROW to prevent car parking on the berm. This will also support planting to establish.
- Garden sheds located along the boundary of adjacent units will either need to be offset from the boundary by 1m or will require the boundary interface between the two units to be fire rated.
- The Panel appreciates the team for retaining the existing trees.

ADDITIONAL ADVISORY COMMENTS *(Additional comments not raised or discussed in the review)*

- No additional comments have been received.

⁷ On balance, the Panel consider a managed vehicle connection at the western end of the ROW to be preferable but are happy to consider proposals to the contrary if the design team reaches a different conclusion.

⁸ The Panel notes the spatial planning restrictions evident in the southern part of the Preferred Planning option, including as illustrated by Units 17, 18 and 19 where the driveway extends almost to the face of the dwelling unit. The 3D visualisations however appear to incorporate the full-width porch feature from the 1-Bed Standard Plan FUD units. The Panel believe this further reinforces the need to reconfigure the site layout in the southern part of the development.

Plans reviewed:



Alternative Site Development Study



Hamilton Street 29, Gore Drawing showing possible alternative layout for 1-bed units as discussed in the TAG meeting on 28/02/2023

Overview

During the Site TAG meeting the Panel attempted to offer suggestions as to how issues raised in the review might be addressed. Unfortunately, limitations of Zoom communications made this difficult. Consequently, the Panel advised the team that it would append a drawing to the TAG memo that would better explain its concerns and show a possible way in which that issues might be addressed.

Key elements of the attached 'alternative site development study' include:

- 1-bed units have been re-orientated in an east/west direction which allows them to enjoy an effective 'front door relationship with both the cul-de-sac and the right-of-way. This east/west orientation also enhances natural surveillance and community stewardship over the communal garden areas and the pedestrian / managed vehicle connection.
- All 1-bed units now have their car parking spaces located immediately adjacent the unit. Units also incorporate the full-width porch feature that is incorporated on the Standard Plan layouts, but which had been omitted from the Preferred Planning Option presented at the TAG meeting.
- Private garden areas for the 1-bed units are similar or larger than the Preferred Planning Option and the main communal garden space has also been increased in size.
- A 'managed vehicle connection' has been introduced at the western end of the right-of-way – as per the outline specification above.

- It is also worth noting that the 'alternative site development study' does not appear to breach the maximum vehicle loading of the cul-de-sac and incorporates a full turning head at the end of the right-of-way (geometry shown shaded in dark grey).

IMPORTANT NOTE

The 'Alternative Site Development Study' has been provided for information purposes only, and to better illustrate design considerations the Panel tried to communicate in the review. The project design team retains full responsibility for the project and its associated design proposals and is welcome to offer an alternative (and potentially better) way of addressing issues raised in the TAG meeting, including those summarised above. However, the attached 'alternative site development study' does seem to show that it is possible to address the Panel's concerns whilst maintaining the underlying structure plan of the proposals and the integrity of the overall spatial vision.

TAG Review Recommendations

To	PJ Alberts – Team 5 (Development Manager)
Date	18 April 2023
Site Address	29 Hamilton Street - Gore
Reviewers	Anthony Flannery (Chair), Marian McDonald (Development Reviewer), Hugh Smith (Landscape Reviewer)
Attendees	<p>(Internal) Tika Hasan (UDP), Pippa Jopp (UD Support), Mark Whillans (Landscape Support), Carmen Knobloch (C&I), Pippin Wright-Stow (QA)</p> <p>(External) Jamie Irvine, Kaitlyn G (Ignite), Maja Gibowicz (Southbase), Anne, Natasha (Novo)</p>

INVESTMENT PROFILE

<input type="checkbox"/> Simple	<input checked="" type="checkbox"/> Standard	<input type="checkbox"/> Significant/Complex
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CURRENT DESIGN STAGE

<input type="checkbox"/> Site Layout	<input type="checkbox"/> Concept Design	<input checked="" type="checkbox"/> Pre RC
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OUTCOME OF TAG REVIEW

<input type="checkbox"/> Endorsed	<input checked="" type="checkbox"/> Endorsed Subject to comments	<input type="checkbox"/> Not Endorsed
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NEXT STAGE

<input type="checkbox"/> Site Layout	<input type="checkbox"/> Concept Design	<input type="checkbox"/> Pre RC	<input type="checkbox"/> Desktop Review
<input checked="" type="checkbox"/> Final Memo			

The TAG panel thanks the applicant for their presentation.

SUMMARY

The Panel supports the scheme presented at the Pre RC review and endorses it subject to the comments below. Following this review, a sign off from QA regarding site level, flooding and accessibility is required prior to resource consent process.

- Please also note comments made in the Key Site Aspects section below

COMMENTS FOR ESCALATION

- N/A

KEY SITE ASPECTS *(Site opportunities and / or constraints)*

- Notwithstanding their endorsement of the design proposals presented for review, the Panel note that several design and technical issues remain unresolved which could have a significant impact on the development proposals. Specifically:
 - Stormwater management and flood risk mitigation requirements, finalisation of which is needed before site levels and relative FFLs of residential units can be confirmed. Consequential impacts include accessibility provisions, and neighbouring property interfaces including visual privacy and overlooking.
 - Council's road reserve requirements which appear to have changed from earlier advice received (from Council) and have the potential to fundamentally undermine the development proposal, including anticipated development yields.¹
 - Legal and planning risks relating to the existing Right of Way (RoW) serving the southern 1-bed townhouse units. Risks include:
 - The capacity of the RoW to serve the number of units intended given that it already provides access to adjacent landholdings.
 - Potential for notified consent from neighbouring properties emanating from RoW capacity and/or impact on future development potential of adjacent landholdings.²

FUNDAMENTAL *(Requirements that must be addressed)*

- Other than issues noted above in the Key Site Aspects section, no Fundamental Issues have been identified in the review.

CPTED *(Crime Prevention Through Environmental Design)*

- The Panel have concerns about CPTED issues potentially arising from development proposals on landholdings to the south and east of the development site, particularly regarding the Row and associated unit interfaces. However, the Panel acknowledge that it is not possible to determine the nature of such potential risks until such time as development proposals for adjacent landholdings are forthcoming and simply ask the Development Manager and the local development teams to continue to monitor developments in this regard.
- The Panel also noted that the placement of storage units in the front yard areas of units facing the RoW would be problematic regarding CPTED. However, the Panel note that the DM has already identified this issue and has instructed these storage units should be relocated to the rear yard areas.

¹ The Panel note that discussions with Council are ongoing and that there is a possibility that this matter may have been resolved before this memo is formally issued.

² The Panel note that resolution of these issues lies within the Development Manager's remit and that the TAG review is limited to proposals as presented for review. The Panel asks that should any of these issues have a materially significant impact on the development proposals that a further TAG review is requested by the Development Manager.

ADVISORY *(Suggestions for improvement)*

Technical and Construction

- The Panel raised concerns about the risk to Unit 21 with stormwater coming down the right of way. The Team confirmed that it is designed to follow the curb and flow away from Unit 21. Nevertheless, the Panel ask that this issue is reviewed and signed-off as part of the Pre-RC QA Design Review.

Urban Design and Architecture

- The Panel supports the overall design aesthetic and the desire to present a homogeneous development proposal that is sensitive to existing neighbourhood character, including choice of colours and materials. Nevertheless, the Panel believe there are opportunities to enhance the visual amenity of the development - including character and identity and natural wayfinding – by judicious visual enhancement of key townscape units.

Landscape Architecture

- The Panel note that the current proposals for treatment of the traffic roundabout at the end of the JOAL are problematic regarding vehicle tracking requirements, including refuse trucks. The Panel ask the traffic engineer to work closely with the landscape architect to affect a solution that meets functional vehicular requirements whilst still delivering an outcome that meets Kainga Ora’s design quality expectations, including visual and environmental amenity.³
- Please review the front yard designs for units 17, 18, 19, and 20.
 - The Panel note that Units 17 & 18 may need to be positioned further away from the JOAL to resolve issues raised in the review.
- Fencing plan:
 - Unit 20-17 seems a bit too tall? Suggest a slight setback and planting
 - Unit 14-15 please consider headlight from JOAL
 - Unit 16: public-private delineation and revise design proposal accordingly
- The Panel notes Council requests regarding tree species but also encourages native planting where possible but comfortable with the current scheme. Current proposals appear to be reasonably balanced in this regard.

ADDITIONAL ADVISORY COMMENTS *(Additional comments not raised or discussed in the review)*

- No additional comments have been received

³ The Panel believe that simply removing the landscape feature from the centre of the roundabout would not meet Kainga Ora’s design quality expectations. However, a smaller landscape feature with appropriate planting and/or landscape features would be acceptable.

Plans reviewed:



Site Plan

1.0 LANDSCAPE CONCEPT PLAN
1:500



Landscape Plan