REFERENCE SCHEME

PLAN CHANGE PROPOSAL
M.I.T. OTARA CAMPUS BLOCK G-J

MINISTRY OF HOUSING AND URBAN DEVELOPMENT
8 July 2022

CONTENTS

HARRISON GRIERSON

Purpose

The purpose of this study is to explore the development potential of the sites at 3S, 5S & 7 Otara Road, Otara, Auckland.

This study will outline the potential for a low risk development including two to six story residential buildings with a minor number of commercial buildings. The development will demonstrate a proposal aligned with the objectives and policies of the Auckland Unitary Plan's Residential - Terraced Housing and Apartment Buildings (THAB) Zone.

Key Outcomes Sought

1) Adopting a range of housing typologies that fit for purpose and reflect economy in design suitable for Kiwibuild purchasers.
2) Utilise conservative transport design including road widths, parking and accessway layout.
3) Achieve a quality urban neighbourhood that balances high yield with good public and private amenity.

Target Density: 60dw/ha or greater (gross)
Target Yield: 70% (net residential land) or greater

Design Assumptions

We have adopted the following assumptions in preparing this Reference Scheme:

- The site will be re-zoned to THAB (or equivalent), and with a 6 storey/21m height limit.
- All existing development is removed (or could be removed) except for the electricity pylon.
- The site is virtually flat; no earthworks or major retaining walls are envisaged.
- A Planning, Infrastructure and Transportation Assessment Report (Calibre, 30 August 2018) prepared for this site has indicated that there are no particular constraints on development within the broad expecations of this zone.
- Housing Typologies have been adopted and agreed with M.HUD as a precusor to our design.
- The legal parcels are treated as one larger landholding for the purposes of development and no further amalgamation or subdivision with neighbouring properties is provided for.
- Any development proposal would be subject to Auckland Council design review and possibly Urban Design Panel review.

Name	Address	Legal Description	Area	Current Zone	Proposed Zone
Block G	7 Otara Road, Otara, Auckland	Pt. Lot 59 DP 60001	5,450m2	Special Purpose - Tertiary Education Zone	Mixed Housing - Urban / Suburban
Block H	5s Otara Road, Otara, Auckland	Lot 58 DP 55184	8,653 m2	Special Purpose - Tertiary Education Zone	Mixed Housing - Urban/Suburban
Block I & J	3s Otara Road, Otara, Auckland	Lot 52 DPP 55184	35,332m2	Special Purpose - Tertiary Education Zone	
			Total Area 5.13 Hectares		

LOCATION PLAN
Scale 1:7500

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DESIGN BRIEF

CLIENT: M.HUD
PROJECT: M.I.T. OTARA CAMPUS BLOCKS B-C & G-J
DATE: 09 November 2021
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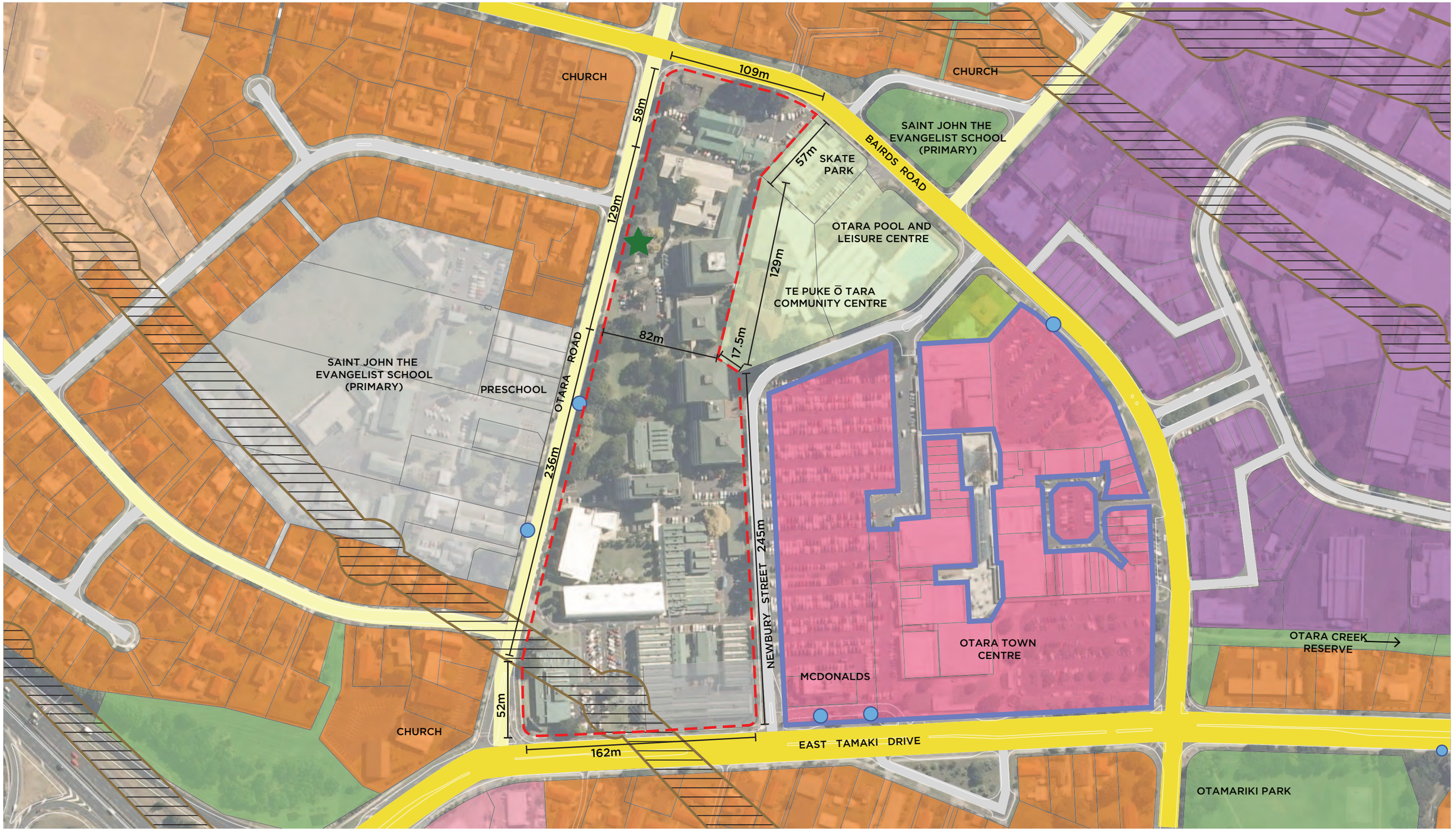

LEGEND

- RESIDENTIAL - THAB ZONE
- RESIDENTIAL - MIXED HOUSING URBAN ZONE
- BUSINESS - TOWN CENTRE ZONE
- BUSINESS - NEIGHBOURHOOD CENTRE ZONE
- BUSINESS - LIGHT INDUSTRY ZONE
- OPEN SPACE - SPORT & ACTIVE RECREATION ZONE
- OPEN SPACE - COMMUNITY ZONE
- OPEN SPACE - INFORMAL RECREATION ZONE
- SPECIAL PURPOSE - SCHOOL ZONE
- HEIGHT VARIATION CONTROL - 18m
- NATIONAL GRID CORRIDOR OVERLAY (BUILDING RESTRICTION APPLIES)
- PRIMARY ATERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- SITE BOUNDARY (TOTAL SITE AREA 5.13ha)
- NOTABLE TREE (APPROX POSITION)
- BUS STOPS

SITE CONTEXT

SCALE:	1:5000 - A3
CLIENT:	M.HUD
DATE:	11 OCTOBER 2021
STATUS:	DRAFT FOR COMMENT - NOT FOR CIRCULATION

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UD002-R0

OPPORTUNITIES

- The site, at 5 hectares, is exceptionally large within this local context and offers the opportunity to develop an integrated community, with a mixture of activities and housing options.
- Residents would have easy and convenient access to amenities within the Otara Town Centre and Leisure Centre.
- Public transport is provided adjacent to the site, on Otara Road and in the Otara Town Centre. This will support a low-vehicle-use community.
- Surrounding area is zoned THAB and other high-intensity uses, making it a good interface for similarly-intense buildings (5 storeys). This heigt would fit with the existing character of the site (up to 6 storeys in parts)
- Numerous vehicle entrances are available (but there is no obvious “main entrance”). Newbury Street is currently a good option but is essentially a car park entrance at present.
- Access to two entrences into Otara town centre, these could be used and extended into the site.
- Large mature trees located along Otara Road and Newbury Street could be retained and work into the design to buffer the effects of tall buildings on the surrounding streetscape.
- Existing pockets of gardens and trees could be incorporated into the deisgn as communal open space.
- Existing building could be retained and utilised for non-residential purposes; depending on condition.

CONSTRAINTS

- Notable tree located in north of site should be retained along with cluster of trees surrounding it.
- Large sections of mature trees are an opportunity for green spaces but could constrain development area.
- Arterial road along southern boundary restricts access (access is only left in left out). Limited vehicle access points from Otara Road (west boundary) due to bus route.
- Otara Town Centre’s car park is a low-amenity feature in terms of residential outlook.
- A National Grid Overlay restricts development in the dashed area (south-western part of the site). The tell pylon in this location is unattractive.
- Large buildings and trees within the Community Centre could negatively impact resdiental amenity in the part of the site adjcent. Intensive recreation within the Skate Park could also ipmact the residential interface.
- Lack of adjacent communal green spaces for residents - closest amenity is Otamariki Park.

LEGEND

- SITE BOUNDARY
- ARTERIAL ROAD FRONTAGE (RESTRICTED ACCESS)
- INTERFACE WITH COMMUNITY CENTRE
- POTENTIAL THROUGH-SITE CONNECTIONS
- PEDESTRIAN CONNECTION TO KEY AREAS
- EXISTING VEHICLE ACCESS POINTS
- EXISTING TREES AND LANDSCAPING
- NOTABLE TREE (POSITION NOT VERIFIED)
- FLOOD PLAIN
- OVERLAND FLOW PATH
- NATIONAL GRID OVERLAY AREA
- OTARA TOWN CENTRE PEDESTRIAN MALL

OPPORTUNITIES AND CONSTRAINTS

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SCALE:	1:5000 - A3
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UD003-R3

DESIGN COMMENTARY

1. Buildings are considered to be "end of life" and are cleared, with the exception of M.I.T. culinary school building and carpark; these lie within the Electricity Transmission Line corridor and, if removed, it would be unlikely that any new building would be able to locate there. Instead, a renovation of the building for a commercial use would be a good fit for this corner site on a busy intersection.

2. The existing Power Pylon, at approx 40m tall, is a 'landmark' of the southern part of the site; not an attractive outlook for residential units. Carparking underneath this pylon is a suitable response to the constraints of building-restrictions and low amenity.

3. The main entrance to the site will likley be via East Tamaki Road into Newbury Street (a legal road of 20m width). Other vehicle entry opportunities are highlighted in red and aligned to existing vehicle crossings; maintain these will avoid issues related to bus lanes, car parking and other A.T. assets along these busy corridors. Cycle lanes may be added in future, so minimising the number vehicle crossings onto existing roads is an important consideration in this development.

4. Existing trees on the site are mature and provide a very effective "Frame" for the future development. Trees of this scale will effectively balance the adverse effects of tall buildings along on the lower-scale of the existing streetscape, and will offer considerable amenity and well-being to residents. They may also provide useful wind and water management roles.

   The only scheduled tree (green outline, likely to be a Kauri) is a good specimen and approx 25m in height. It is part of a cluster of mature trees which should be retained as a cluster, if possible.

SITE FEATURES TO RETAIN

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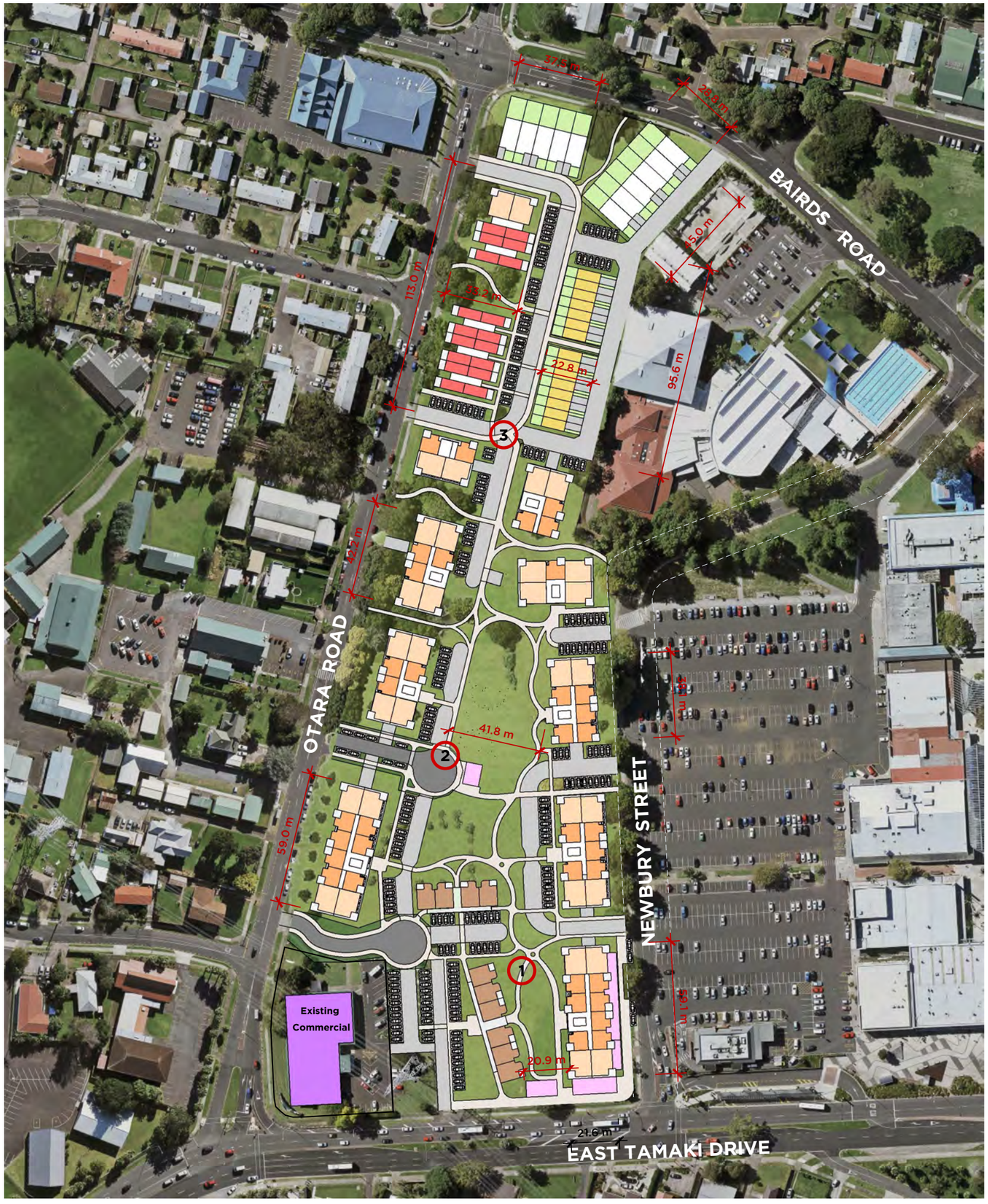

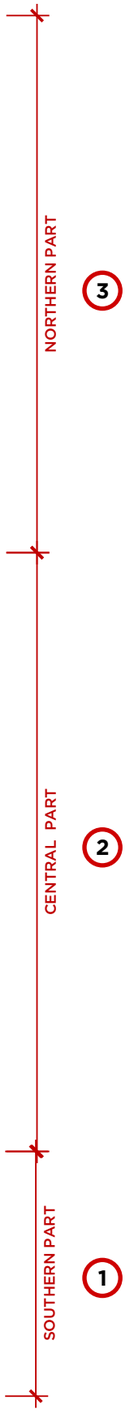

POTENTIAL YIELD

	NUMBER	LOT AREA	GFA	STOREYS	CAR SPACES
5 Bed Terrace	11	200	200	2	2
4 Bed Terrace	15	113	152	3	1
3 Bed Apartment	134	-	105	1	1
2 Bed Apartment	155	-	62	1	1
3 Bed Walkup	18	-	97	2	1
2 Bed Walkup	30	-	81		
1 Bed Walkup	18	-	49	1	1
TOTAL	**381 Residential Units**			**Gross Dwellings per Hectare: 74**	
Visitor Car Parks	**87**				
Extng Commercial	1	3637	1280	1	31
New Retail	7	-	147/unit	1	-

DESIGN COMMENTARY

1 The southern part of the site is defined by the East Tamaki Road corridor and Otara Town Centre, with existing Pylon and parking area a key constraint. The response in this area is to provide taller buildings, to capitalise on the open-ness of the space, and buildings that back on to the lower-amenity areas. Car parking is concentrated under the electricity corridor.

New retail is proposed around the corner of Otara Rd/Newbury Street, to capture passing trade and to eliminate the adverse effects of placing residential use at ground level.

2 The central part of the site becomes wider and is framed with tall trees on Newbury Street and Otara Road. Here, buildings are placed along edges that enclose a large area of communal open space. The front entrances of buildings also open into this communal space, making it a focal point.
Car parking lanes are short, and as compact as possible.

3 The northern part is focussed around an internal street. Block width does not allow for significant internal open space, but small pockets of space are allocated, surrounding the protected tree cluster.

The eastern edge of the northern site is lined with a rear-lane because it is in proximity to tall buildings on the neighbouring site.
The northern and western edges are provided with more open space or front yard setbacks, to harmonise with the character of surrounding streets.

CONCEPT PLAN: OPTION A

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DESIGN COMMENTRY

1. A winding network of pedestrian & cycle paths is key to defining the development as a whole, and one benefit of this large, integrated design. Apartment buildings entrances will tend to face "internally" toward the pedestrian and recreational space.

2. Access for this site is considered to be best provided through small lanes and driveways. This will encourage slow speed and multi-modal use. Vehicular through-traffic is not provided for, except occasional loop accessways for rubbish and emergency vehicles. Pedestrians and cyclists will have excellent access throughout and across the site .

3. Three lanes are indicated as "public" and could be vested or maintained with a public easement over them.
The larger lane in the north is designed to take on a more traditional 'street' role in that it is linear and provides access to fee-simple units, as opposed to the Body Corporate that would manage the lower half of the site.

4. The Car Parking Strategy for apartments is to provide all apartment blocks with a lift core with a semi-basement level; open to the air, and raising the ground level of the building approx 1.5m above the surrounding area. This is an effective balance of cost/amenity and will enable the land surrounding each building to be utilise for communal recreation space.

5. Small accessways are shown at ~7m in width to enable 90-deg parking. These are distributed around the site to attempt to avoid the large at-grade parking areas, and place car parks in close proximity to residential units for better surveillance and convenience. In future, some of these external car parks could repurposed into open space.

CIRCULATION: OPTION A

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SCALE: 1500 - A3
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UD202-R1

Note; Assumes a flat site. Does not provide for Roof Volumes.

PERSPECTIVE FROM SW: OPTION A

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UD203-R1

Note; Assumes a flat site. Does not provide for Roof Volumes.

PERSPECTIVE FROM SE: OPTION A

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UD204-R1

DIAGRAMMATIC ELEVATION FROM WEST (OTARA ROAD)

Scale 1:1500

DIAGRAMMATIC ELEVATION FROM EAST (NEWBURY STREET)

Scale 1:1500

Note; Assumes a flat site. All features are indicative.

ELEVATIONS: OPTION A

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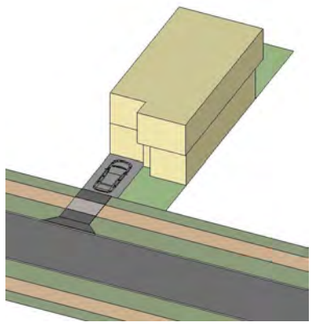


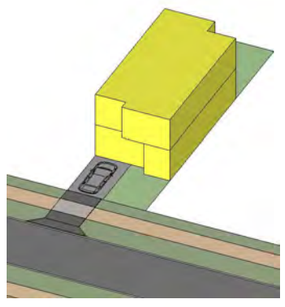
5 Bedroom Terrace

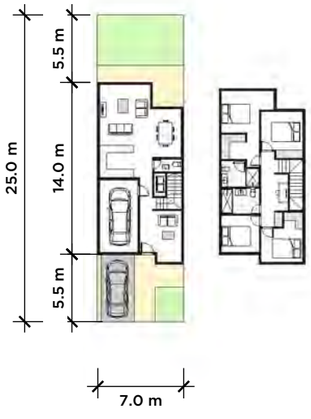
Two Storey

200m^2 GFA

Minimum Lot Size 188m^2

2 Car Park Spaces





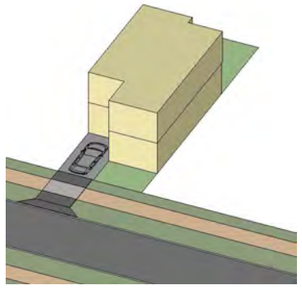
4 Bedroom Terrace

Two Storey

188m^2 GFA

Minimum Lot Size 175m^2

2 Car Park Spaces



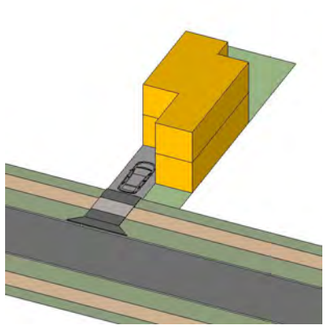
4.5 Bedroom Terrace

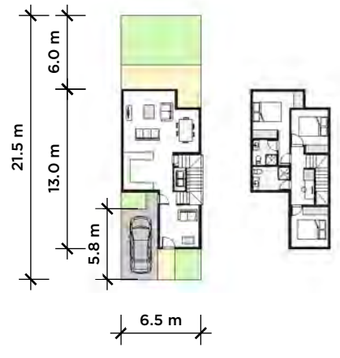
Two Storey

176m^2 GFA

Minimum Lot Size 171m^2

1 Car Park Space





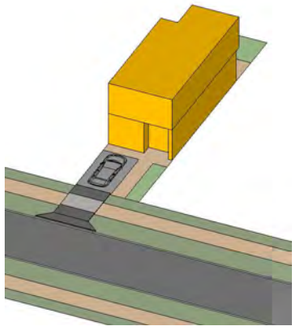
3 Bedroom Terrace

Two Storey

130m^2 GFA

Minimum Lot Size 140m^2

1 Car Park Space



3 Bedroom Terrace

Two Storey

137m^2 GFA

Minimum Lot Size 175m^2

1 Car Park Space

(Requires Side Yard)

NOTES

1. The minimum lot width considered acceptable for Street-fronting lots is 6.5m; this provides suitable spacing between vehicle crossings, assuming one driveway per unit.

2. All areas are "minimums" and would increase in certain cases; for example end-of-block units (to accommodate additional yards) or where south - facing gardens would occur (requiring additional outdoor space for solar access).

3. All units shown are "generic" typologies for site planning/layout purposes and are not intended to provide architectural, civil or landscape details. Further specific design is required in all situations.

HOUSE TYPOLOGY STUDY: STREET-FRONTING LOTS

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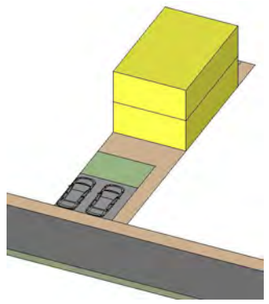
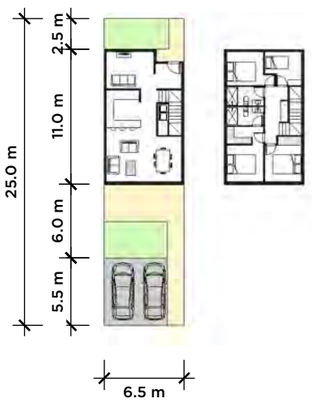




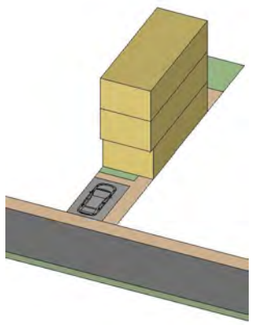
3.5 Bedroom Terrace

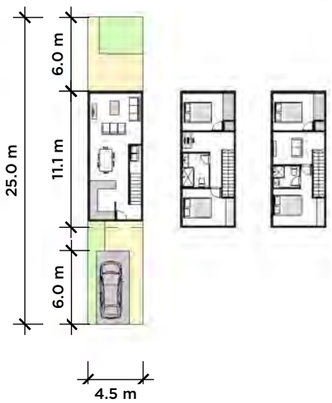
Two Storey

96m^2 GFA

Minimum Lot Size 162m^2

2 Car Park Spaces





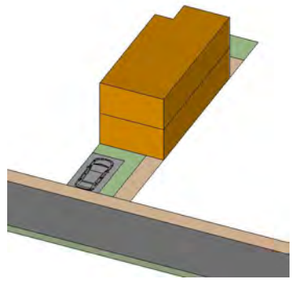
4 Bedroom Terrace

Three Storey

152m^2 GFA

Minimum Lot Size 113m^2

1 Car Park Space



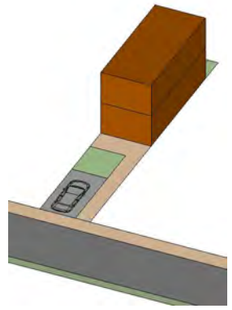
3 Bedroom Terrace

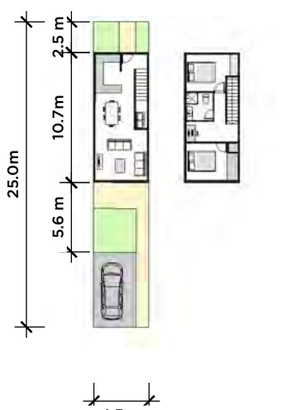
Two Storey

140m^2 GFA

Minimum Lot Size 143m^2

1 Car Park Space





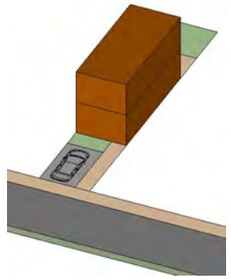
2 Bedroom Terrace

Two Storey

96m^2 GFA

Minimum Lot Size 113m^2

1 Car Park Space



2 Bedroom Terrace

Two Storey

102m^2 GFA

Minimum Lot Size 113m^2

1 Car Park Space

(Front Yard Living Space)

NOTES

1. The minimum lot width considered acceptable for Street-fronting lots is 6.5m; this provides suitable spacing between vehicle crossings, assuming one driveway per unit. Widths of less than 6.5m would be possibly only if used in combination with other widths or in duplex/detached configuration.

2. All areas are "minimums" and would increase in certain cases; for example end-of-block units (to accommodate additional yards) or where south - facing gardens would occur (requiring additional outdoor space for solar access).

3. All units shown are "generic" typologies for site planning/layout purposes and are not intended to provide architectural, civil or landscape details. Further specific design is required in all situations.

HOUSE TYPOLOGY STUDY: REAR LANE LOTS

CLIENT: M.HUD
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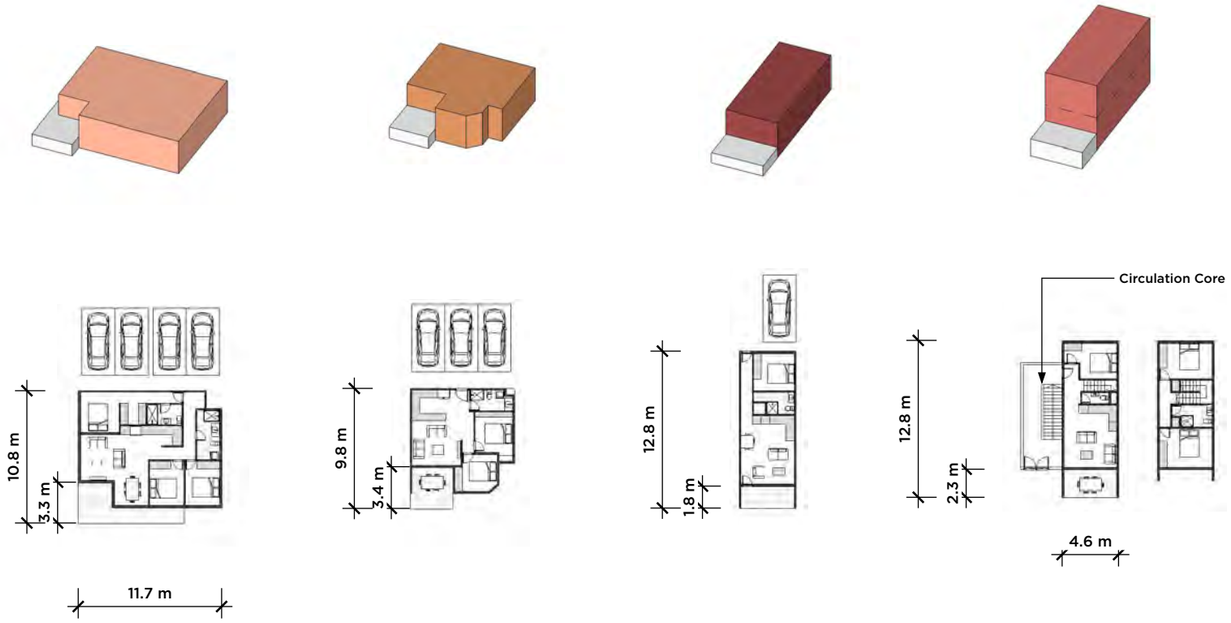


3 Bedroom Apartment

One Level

105m^2 GFA

Min. Balcony 20m^2

2 Bedroom Apartment

One Level

62m^2 GFA

Min. Balcony 12m^2

Studio Apartment

One Level

48m^2 GFA

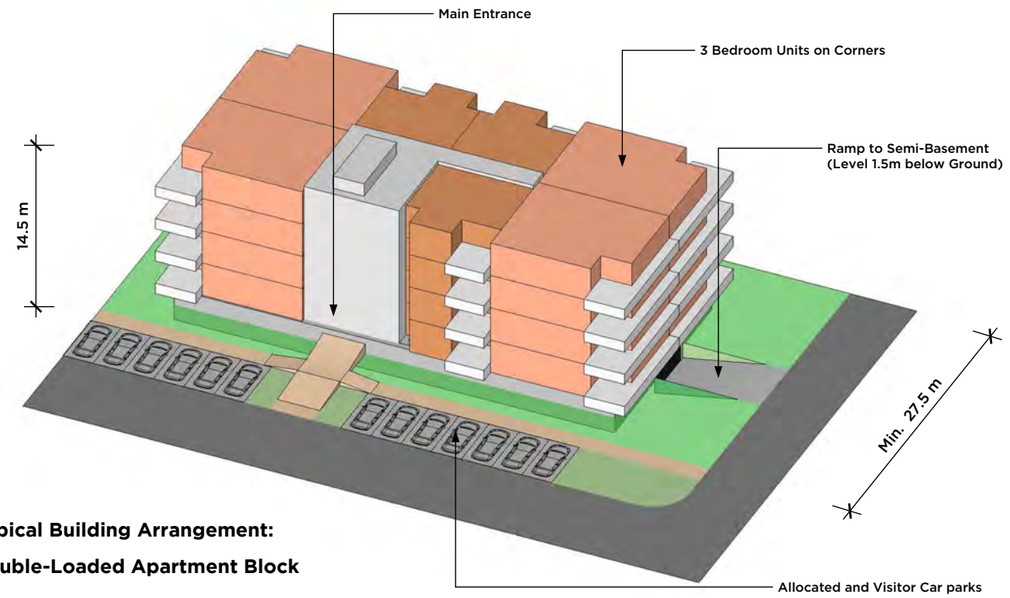
Min. Balcony 8m^2

3 Bedroom Walk-up

Two Levels

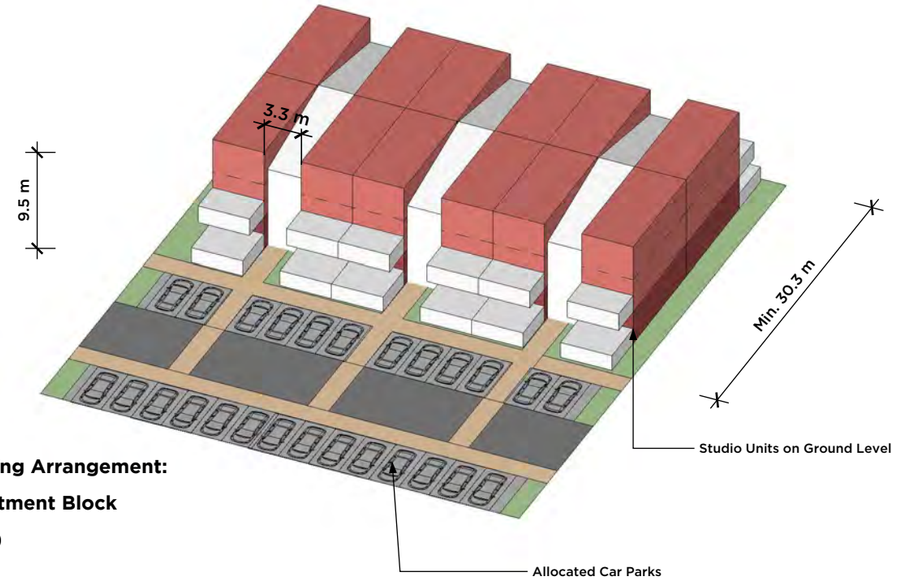
97m^2 GFA

Min. Balcony 8m^2



Typical Building Arrangement:

Double-Loaded Apartment Block



Typical Building Arrangement:

Walkup-Apartment Block

(Dual Aspect)

HOUSE TYPOLOGY STUDY: APARTMENTS

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