WALLACE ROAD SITE ANALYSIS AND CONCEPT DESIGN

STAGE 1A AND 1B SUBDIVISION AND LAND USE CONSENT
WITH ASSOCIATED ROADING AND INFRASTRUCTURE

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Wallace Road, Hamilton
Urban Design
Fast Track Consent
Rev B - 02/05/2024

Subject site address

461 Whatawhata Road & 27 Wallace Road

Prepared for

Andrew King / Lloyd Seeney (WA)

Document date

02 May 2024

Revision

B

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Contents

WIDER DEVELOPMENT SITE AREA

Legend:

Subject site (Stages 1A and 1B)

Wider development site (possible subsequent stages)

Viewpoints - refer to page 5 for site photographs

Scale. 1:5000 @ A3

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SITE PHOTOGRAPHS

Photograph 01: View from the south

Photograph 02: View from the south

Photograph 03: View from Wallace Road

Photograph 04: View from Wallace Road and Whatawhata Road intersection

Photograph 05: View looking north west from the adjacent paper road

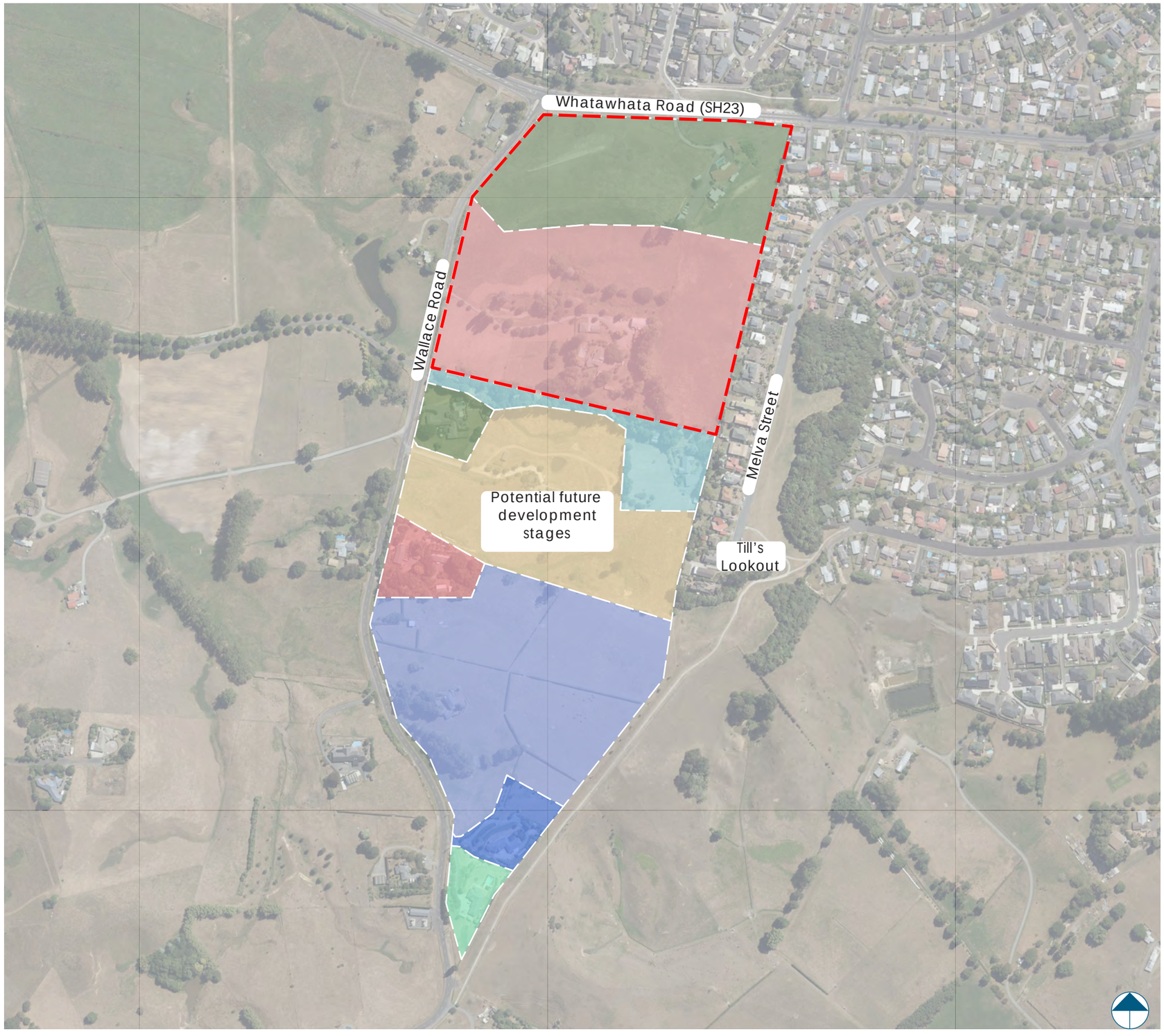
Photograph 06: View looking south from the adjacent paper road

Photograph 07: View from Wallace Road looking east

Photograph 08: View from Whatawhata Road looking east south

Photograph 09: View from Wallace Road looking north east

WIDER SITE OWNERSHIP



Legend:

- Subject site (Stages 1A and 1B)
- 461 Whatawhata Road
- 27 Wallace Road
- 37 Wallace Road
- 41 Wallace Road
- 45 Wallace Road
- 61 Wallace Road
- 73 Wallace Road
- 93A Wallace Road
- 93B Wallace Road

Scale. 1:5000 @ A3

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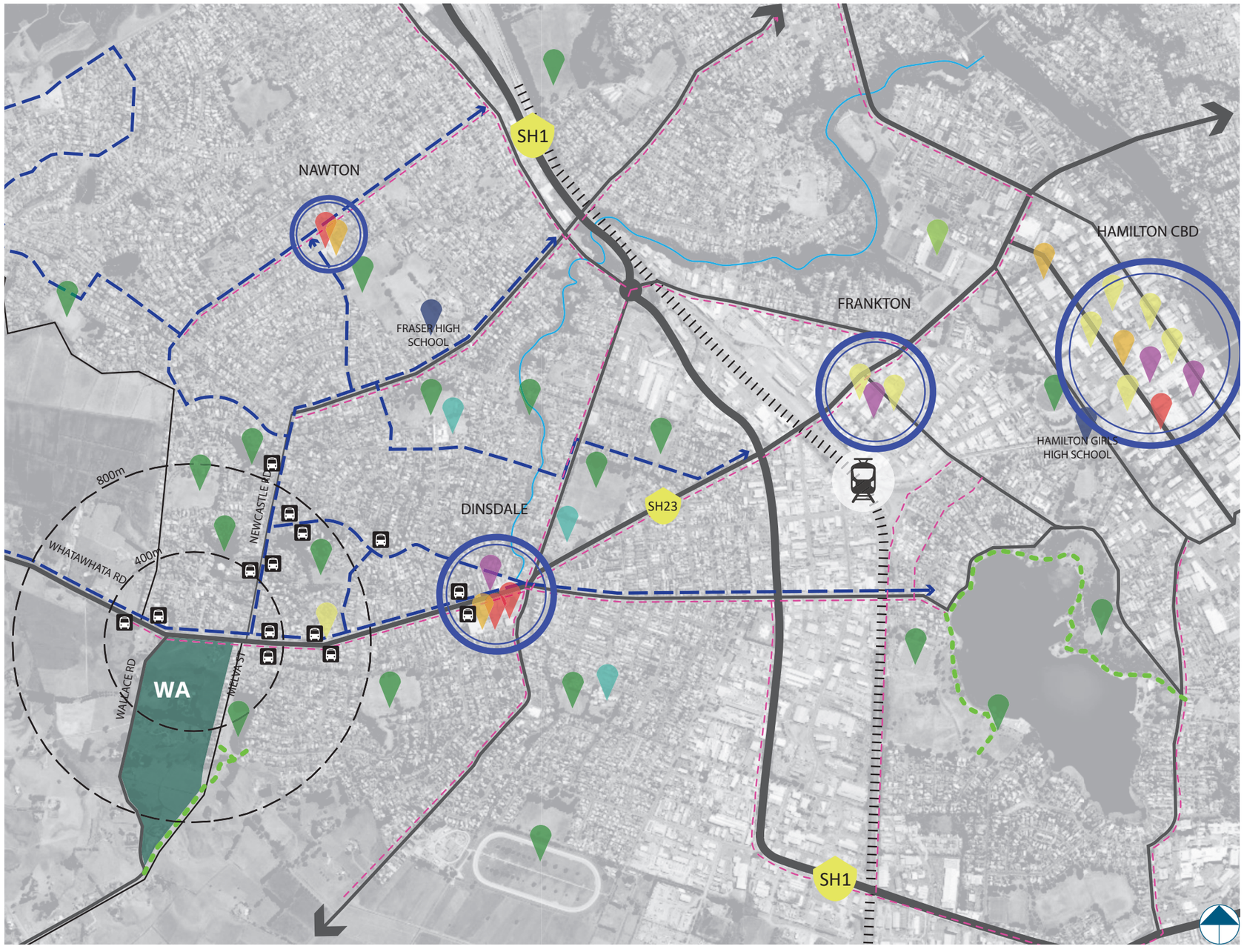
SITE CONTEXT



Legend:

- Wider development site area
- Supermarket
- Food/beverage
- Community facility
- Medical
- Open Space
- Stadium
- High School
- Primary School
- Centre
- Orbiter Bus Route
- Railway
- Bus Stop
- Train Station
- Cycleway
- Shared Path
- WDC/HCC Boundary

Scale. 1:20,000 @ A3

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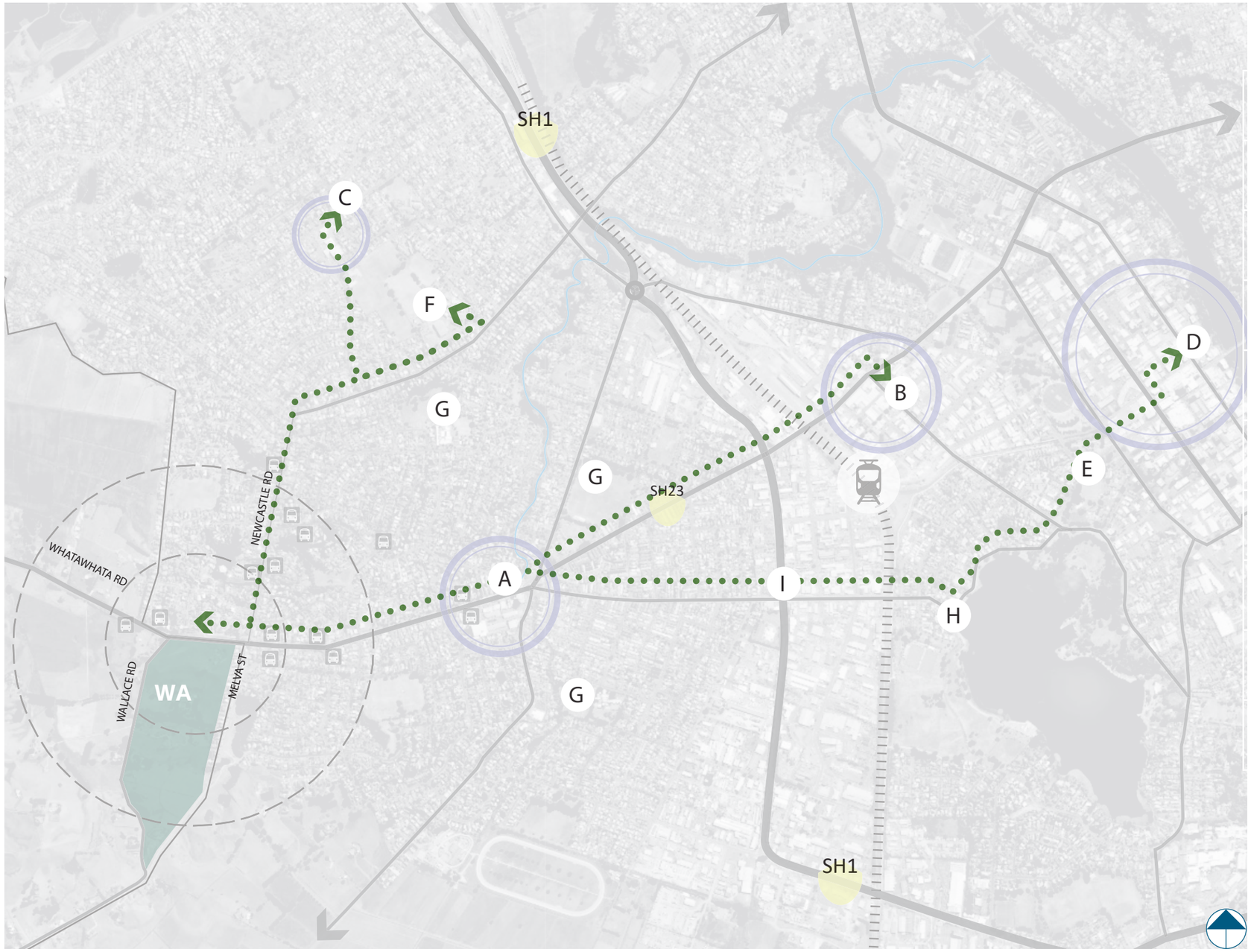

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ACCESSIBILITY ANALYSIS

	Location	Distance (km)		
A	Dinsdale Centre	1.5km	18 min	5 min
B	Frankton Centre	3.4km	40 min	10 min
C	Nawton Centre	2.2km	1 hr 4 min	16 min
D	Hamilton CBD	5.4km	26 min	7 min
E	Hamilton Girls High School	4.5km	54 min	14 min
F	Fraser High School	2.2km	26 min	7 min
G	Primary Schools	2km (average)	24 min	6 min
H	Hamilton Lake Domain	3.5km	42 min	11 min
I	Industrial Area	2.7km	32 min	8 min

Pedestrian speed = 84 meters per minute

Cyclist speed = 333 meters per minute

Indicative walking/cycling route

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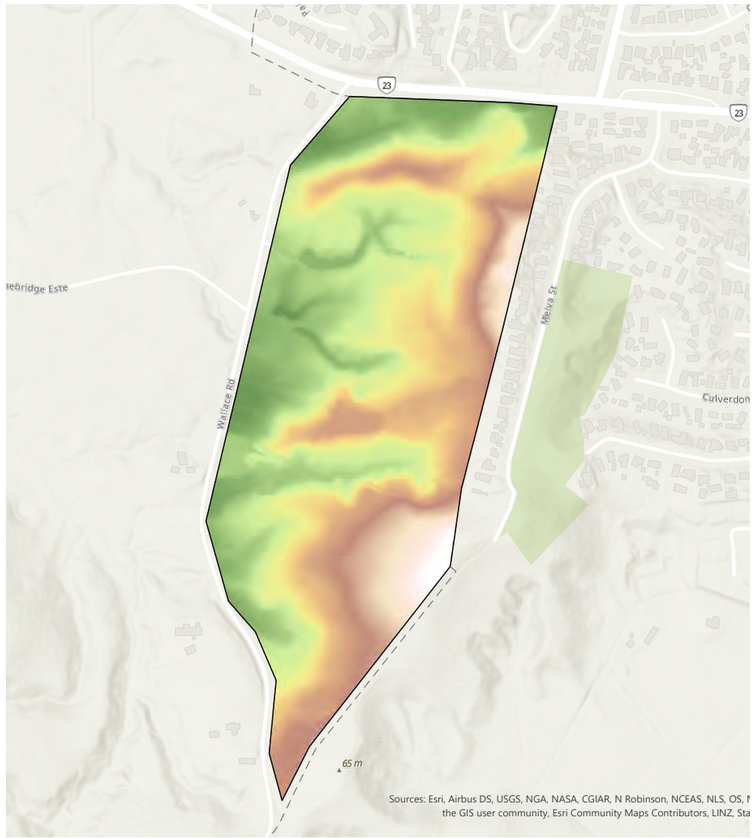
TOPOGRAPHICAL ANALYSIS

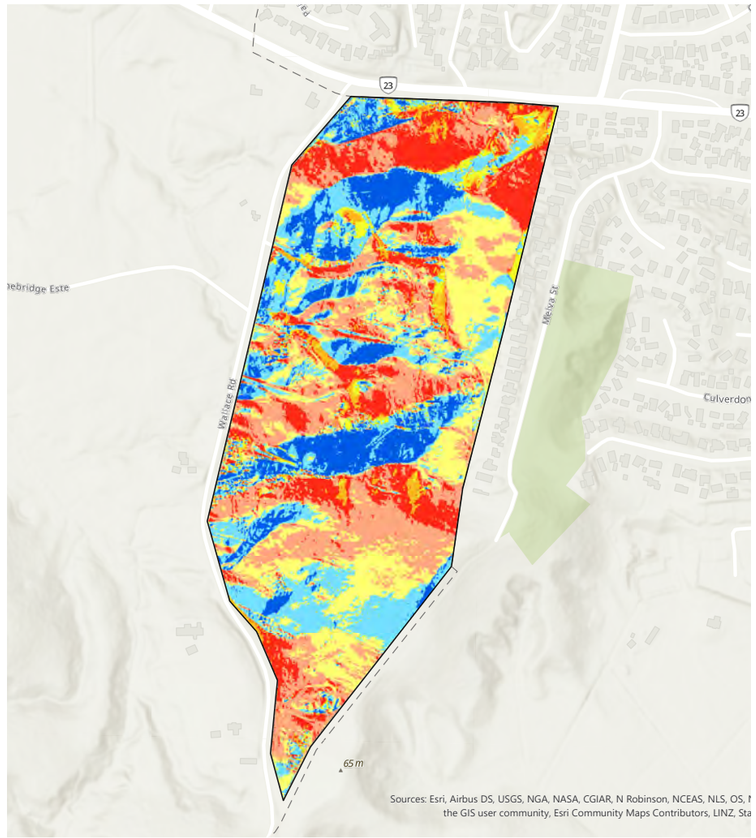
Elevation



76.053
35.242

Scale. Not to scale

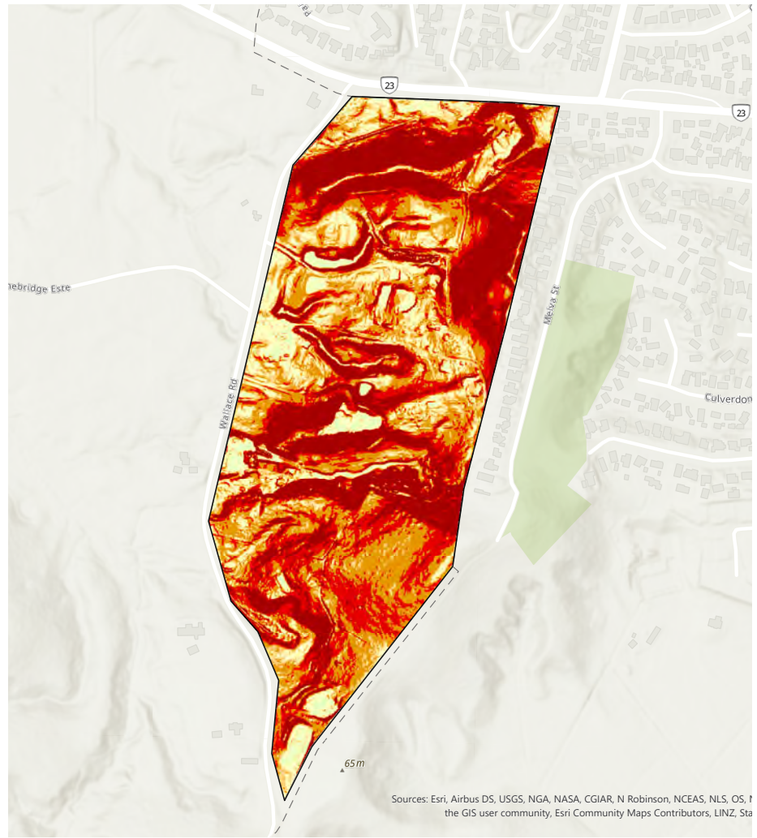
Aspect



North (0 - 22.5)
Northeast (22.5 - 67.5)
East (67.5 - 112.5)
Southeast (112.5 - 157.5)
South (157.5 - 202.5)
Southwest (202.5 - 247.5)
West (247.5 - 292.5)
Northwest (292.5 - 337.5)
North (337.5 - 360)

Scale. Not to scale

Slope

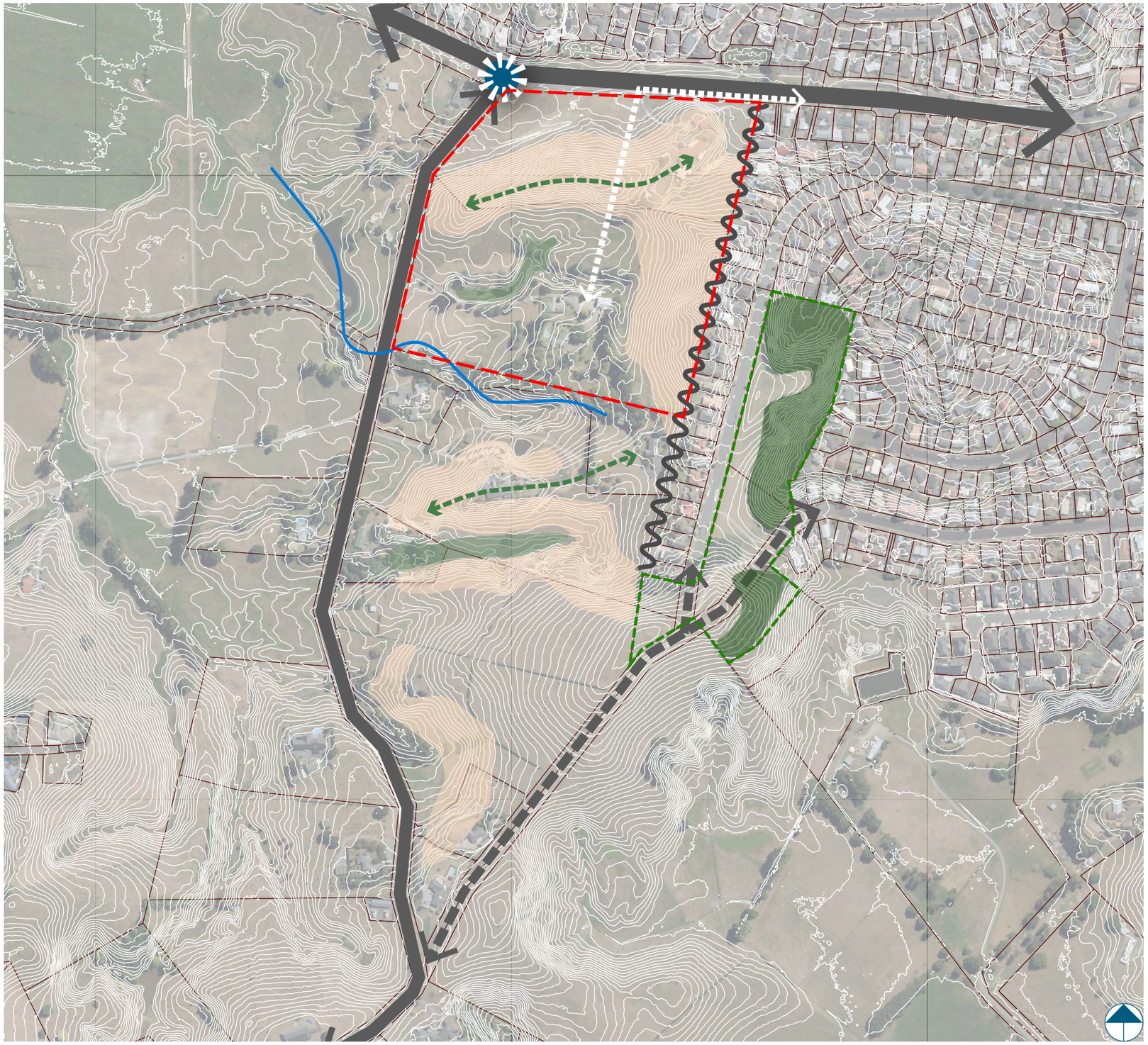


3.001 - 8
8.001 - 12
12.001 - 20
20.001 - 30
30.001 - 217.408752

Scale. Not to scale

Notes:
1. Maps have been generated utilising GIS mapping and data software.

OPPORTUNITIES AND CONSTRAINTS



Notes:
1. Survey, engineering and ecological input required to define the exact extents of the identified opportunities and constraints.

Scale. 1:5000 @ A3

Legend:

- Site boundary (Stages 1A and 1B)
- Existing road connections
- Indicative waste water connection point
- Existing contours (1m intervals)
- Existing ridgelines
- Areas of steep topography
- Low lying areas - ecologist input required
- Mapped 'river' - Waikato Regional Council (subject to ecologist and survey input - this river does not appear to be daylighted within the subject site)
- 'Backs' of properties - inability to connect through to the eastern neighbourhood
- Existing paper road connections
- Extent of Open Space Zone (Hamilton City Council)
- Approximate extent of Broadleaved Indigenous Hardwoods
- Future signalised intersection

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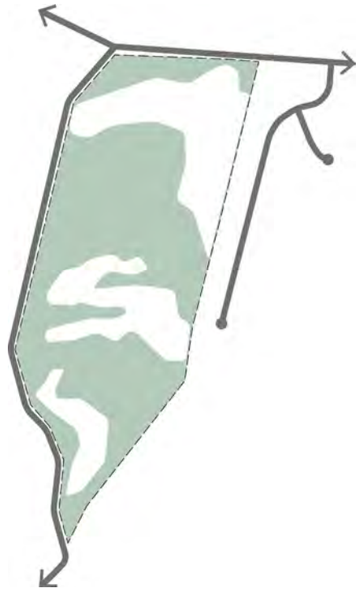
KEY MOVES

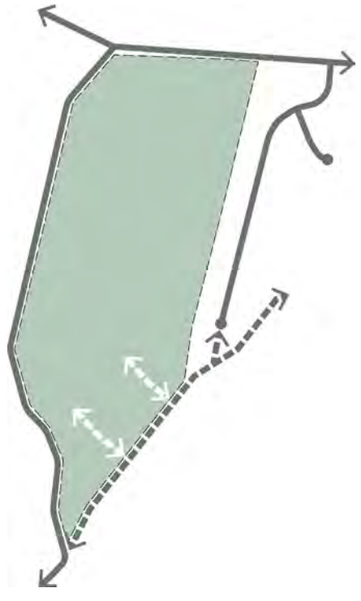


MANAGE AND MAXIMISE TOPOGRAPHY, ASPECT & SLOPE

Work with the existing topography and slope in a sensitive manner.

Leverage opportunities that these existing features can create i.e. aspect, open space, road alignments.

Locate lower density lots / buildings on more level sites to reduce retaining requirements and possible implications on amenity.

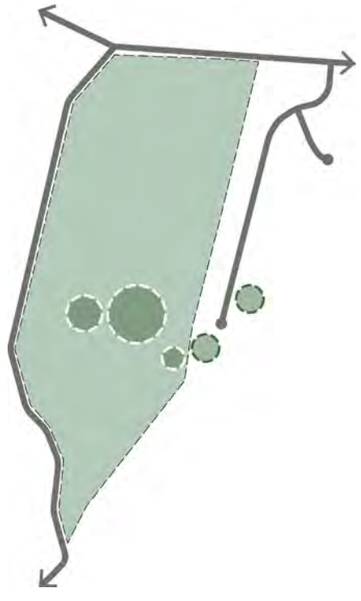


LEVERAGE PREVIOUSLY PLANNED CONNECTIONS / PAPER ROADS

Leverage opportunities to create greater levels of connectivity between sites.

Future proof possible connections between neighbourhoods.

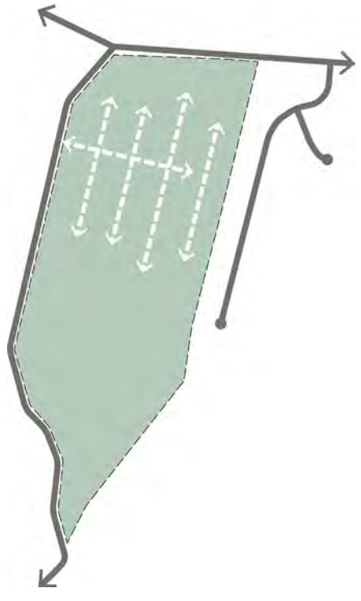
Leverage the existing paper roads to unlock the development potential within the subject site and adjacent sites to the east.



PROTECT, ENHANCE AND CELEBRATE EXISTING NATURAL FEATURES

Identify and leverage existing natural features including areas of significant slope and potential wet / low lying areas.

The existing natural features can make a significant contribution to the amenity and sense of place of a development while also contributing to the ecological and water enhancement.



CREATE A PERMEABLE & WELL CONNECTED BLOCK STRUCTURE

Where topography permits, utilise north south orientated blocks so dwellings can enjoy both morning and afternoon sun.

Where public road connections cannot fully connect, cycle and pedestrian connections can be utilised in place to promote active modes of transport and permeability within the block structure.

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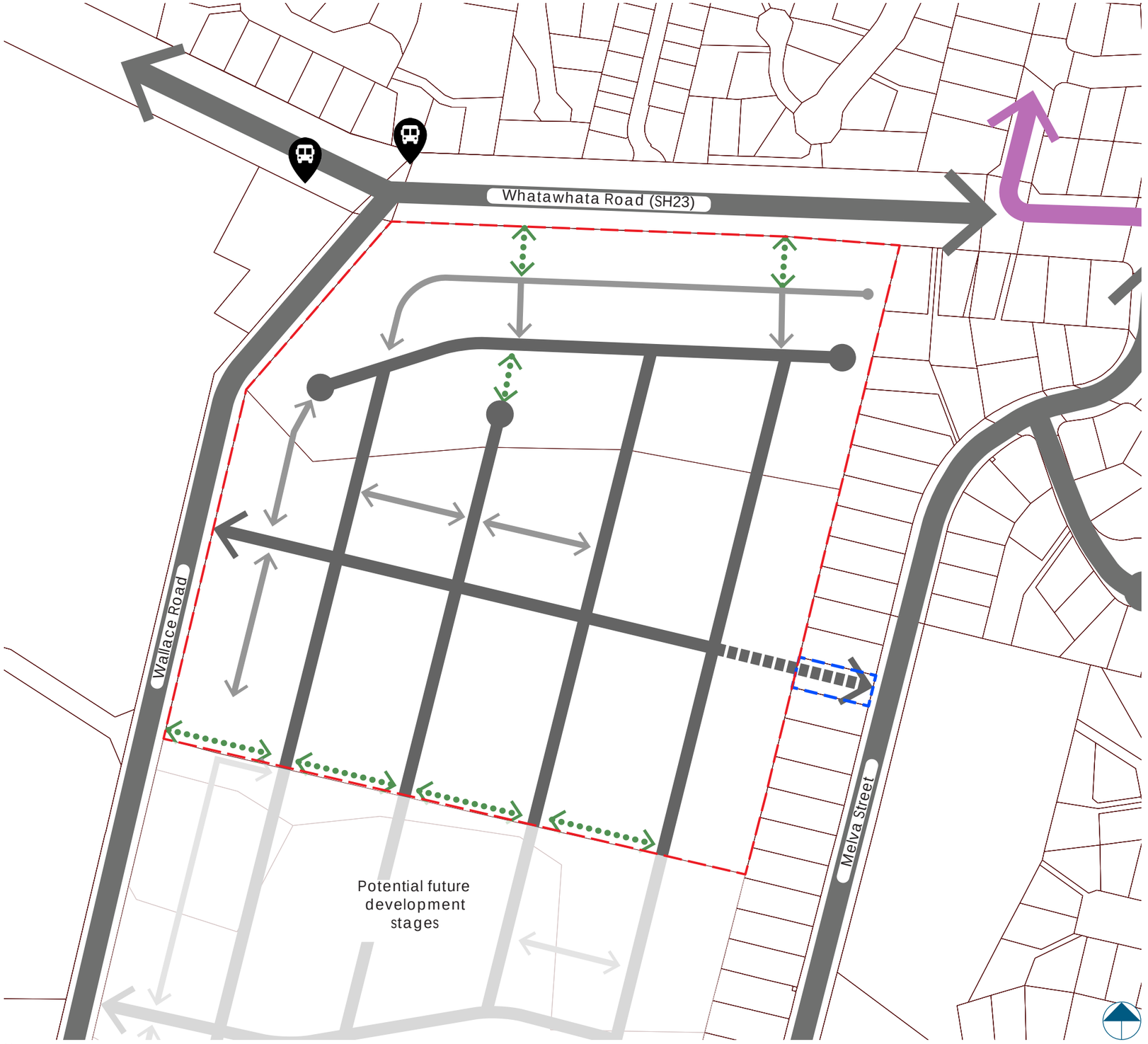
STAGES 1A AND 1B CONNECTIVITY



Legend:

- Site boundary (stage 1a and 1b)
- Existing road connections
- Proposed local road 16m
- Proposed pedestrian / cycle connections 8m
- Proposed rear lanes 8m
- Existing paper road
- Possible future road connection 16m
- Orbiter bus route
- Bus stops
- Possible acquisition (34 Melva Street) to enable further connectivity to Melva Street

Notes:
1. Survey, engineering and ecological input required to define the exact extents of the identified opportunities and constraints.
2. Site design could be subject to change upon receipt of survey, engineering and ecological input.

Scale. 1:2,500 @ A3

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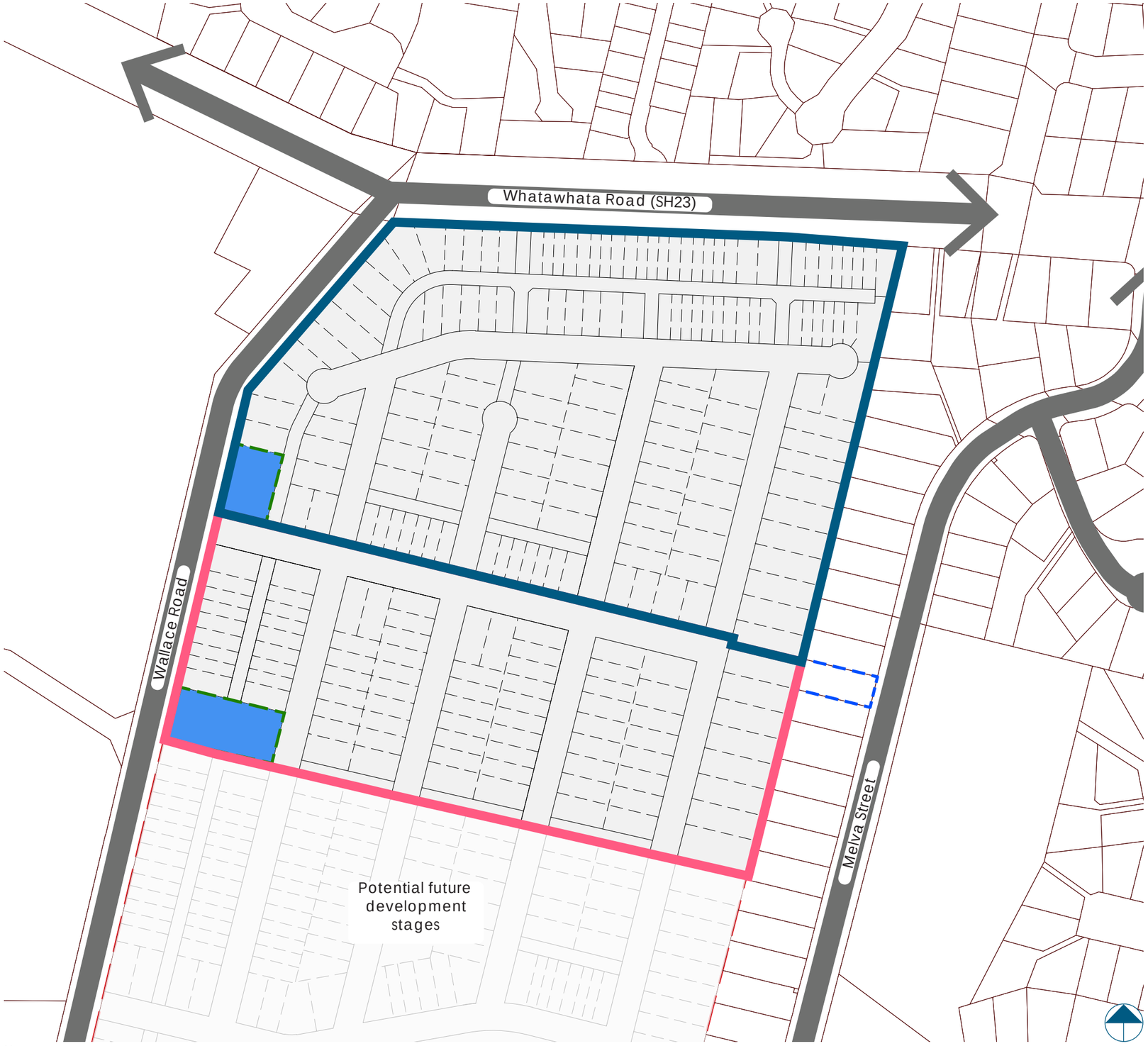
PROPOSED STAGING PLAN (STAGES 1A AND 1B)

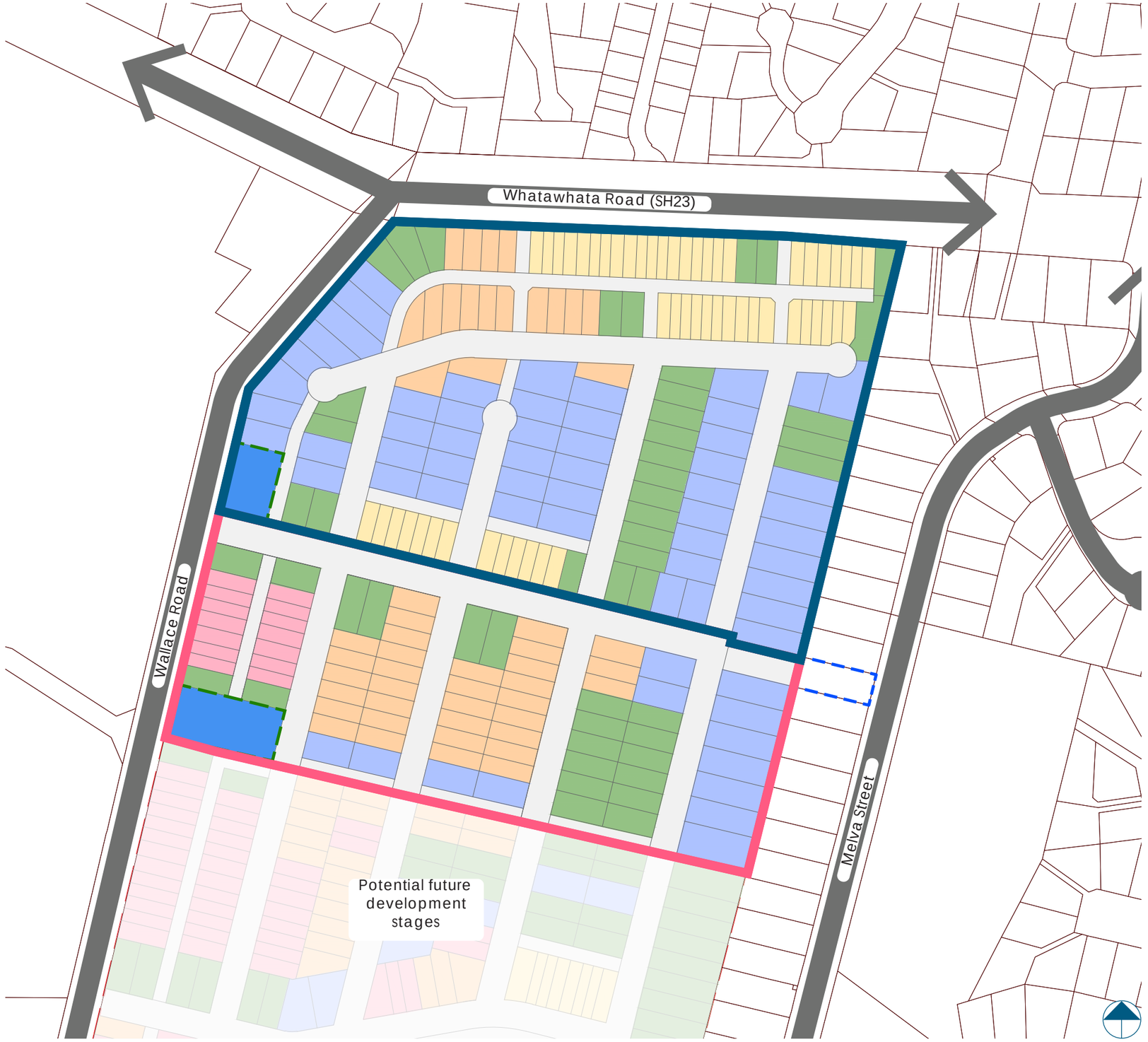


Legend:

- Stage 1A boundary
- Stage 1B boundary
- Proposed lot layout
- Possible acquisition (34 Melva Street) to enable further connectivity to Melva Street
- Proposed stormwater ponds

Notes:
1. Survey, engineering and ecological input required to define the exact extents of the identified opportunities and constraints.
2. Site design could be subject to change upon receipt of survey, engineering and ecological input.

Scale. 1:2,500 @ A3



STAGE 1A AND 1B TYPOLOGY MIX

Legend:

- Stage 1A boundary
- Stage 1B boundary
- 6m wide lots (attached 2 storey typologies - 7.5m wide lots proposed for end units to accommodate side yards).
- 7.5m wide lots (attached 2 storey typologies - 9m wide lots proposed for end units to accommodate side yards).
- 10m wide lots (detached 1 / 2 storey typologies).
- 12m wide lots (detached 1 / 2 storey typologies).
- 15m wide lots (detached 1 / 2 storey typologies).
- Proposed stormwater ponds

Provisional density mix

Stage 1A - Total Site Area - 7.01ha

6m wide lots	54	36%
7.5m wide lots	0	0%
10m wide lots	17	11%
12m wide lots	29	19%
15m+ wide lots	50	34%
Total	150	100%

Stage 1B - Total Site Area - 4.52ha

6m wide lots	0	0%
7.5m wide lots	14	18%
10m wide lots	33	41%
12m wide lots	20	25%
15m+ wide lots	13	16%
Total	80	100%

GRAND TOTAL	230	

Notes:
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ILLUSTRATIVE CONCEPT SKETCH

Development Metrics Stages 1A and 1B	
Total yield (stage 1a and 1b)	230
Dwellings p/ha	12.4
Gross site area	11.53ha
Total developable area (excluding roads, stormwater ponds, open space and pedestrian connections)	8.48ha (approx)

- Pedestrian connections providing access to Whatawhata Road (8m)
- Higher density dwellings serviced by a rear lane (8m wide) fronting Whatawhata Road
- Lower density dwellings with deeper lots located where topography is a significant constraint
- Indicative wet area / stormwater pond (to be determined upon receipt of ecological input). To include recreational trails / pedestrian connections.
- Higher density dwellings serviced by a rear lane (8m wide)
- Potential road connection providing access to Wallace Road.
- Proposed future road connection through to Melva Street (16m). To be converted to a residential lot if the acquisition of 34 Melva Street is unachievable
- Indicative wet area / stormwater pond (to be determined upon receipt of ecological input). To include recreational trails / pedestrian connections.
- Proposed pedestrian connections (8m wide)

Notes:
1. Survey, engineering and ecological input required to define the exact extents of the identified opportunities and constraints.
2. Site design could be subject to change upon receipt of survey, engineering and ecological input.

Scale. 1:2,500 @ A3

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WIDER DEVELOPMENT ILLUSTRATIVE CONCEPT SKETCH

This sketch illustrates how proposed Stages 1A and 1B could efficiently tie in with potential future development stages further south in terms of a wider street, pedestrian and open space network.

Notes:
1. Survey, engineering and ecological input required to define the exact extents of the identified opportunities and constraints.
2. Site design could be subject to change upon receipt of survey, engineering and ecological input.

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BUILT FORM PRECEDENT IMAGERY

Standalone / detached typology

High quality rear lanes providing the primary frontage to dwellings

Stand alone dwellings overlooking open space

Duplexed typologies overlooking open space

Duplexed typologies on sloped topography

Terraced typologies

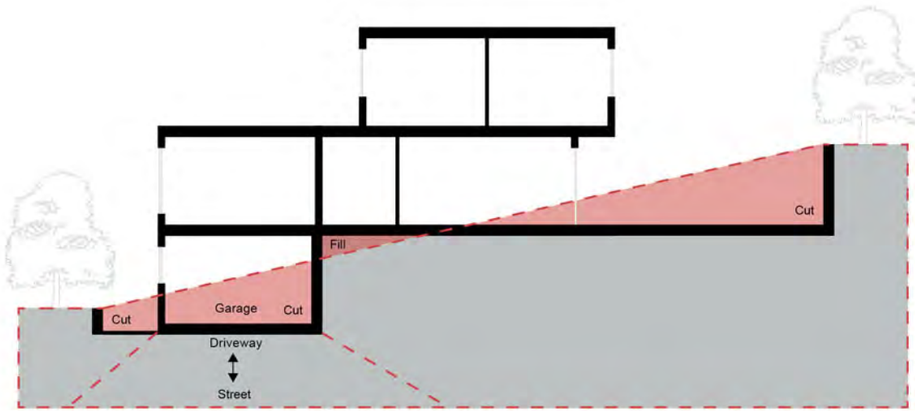
Dwellings serviced through rear lanes

Stand alone dwellings located alongside gully planting

Terrace typologies on sloped topography

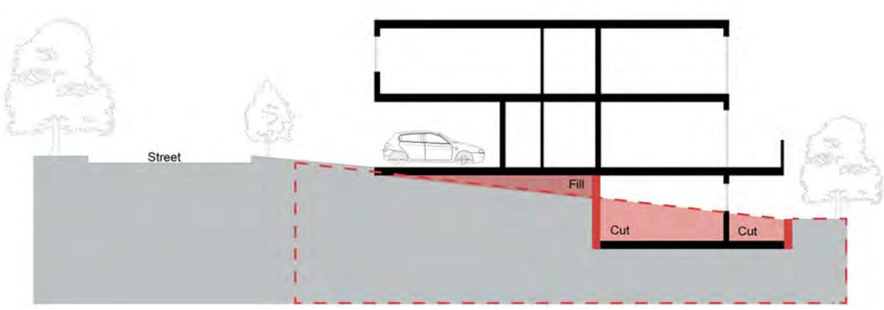
TOPOGRAPHICAL STRATEGY

Soft landscaping integrated with the retaining wall elements



Dwelling design responding sensitively to the topographical constraints

Low level high quality retaining along public realm frontages



Dwelling design responding sensitively to the topographical constraints

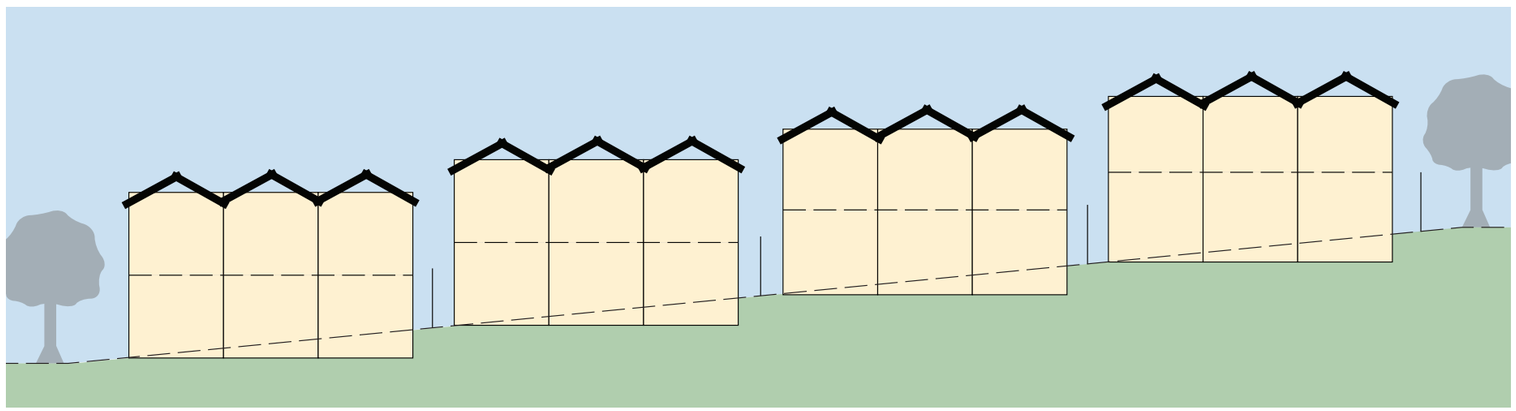
Premium typology responding to and directly accessed from a ridgeline road connection

TOPOGRAPHICAL STRATEGY

Stepped terraced typologies responding to the existing slope

Utilise topography to create high quality public realm features

Utilising retaining to create separation and privacy



Stepped terraced typologies responding to the existing slope

Utilising natural elements to structure urban development

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