

LANDSCAPE STRATEGY: FAST TRACK SUBMISSION

470 GREAT SOUTH ROAD, PAKAKURA NEIGHBOURHOOD PARK PREFERRED OPTION

JUNE 2022

114070



LANDSCAPE LOOK AND FEEL/
PRECEDENTS



LOCAL RESERVE AMENITIES



- A INFORMAL PLAY/ CONNECTION TO LOW IMPACT DESIGN
- B ENTRY STATEMENT ARRIVAL
- C SEATING SOCIAL INTERACTION
- D PLAY ELEMENTS MUTED TONES
- E SIMPLE ROBUST MATERIAL PALETTE
- F NZ NATIVE MIX WITH PATHWAY CONNECTION
- G OPEN SPACE GRASS FOR INFORMAL ACTIVITIES
- H WELL CONNECTED PATHWAY NETWORK
- I OPEN INTERFACES WITH RESIDENTIAL HOUSING

SURROUNDING CONTEXT

GREAT SOUTH ROAD



CORNER PARKS AD OPEN SPACE



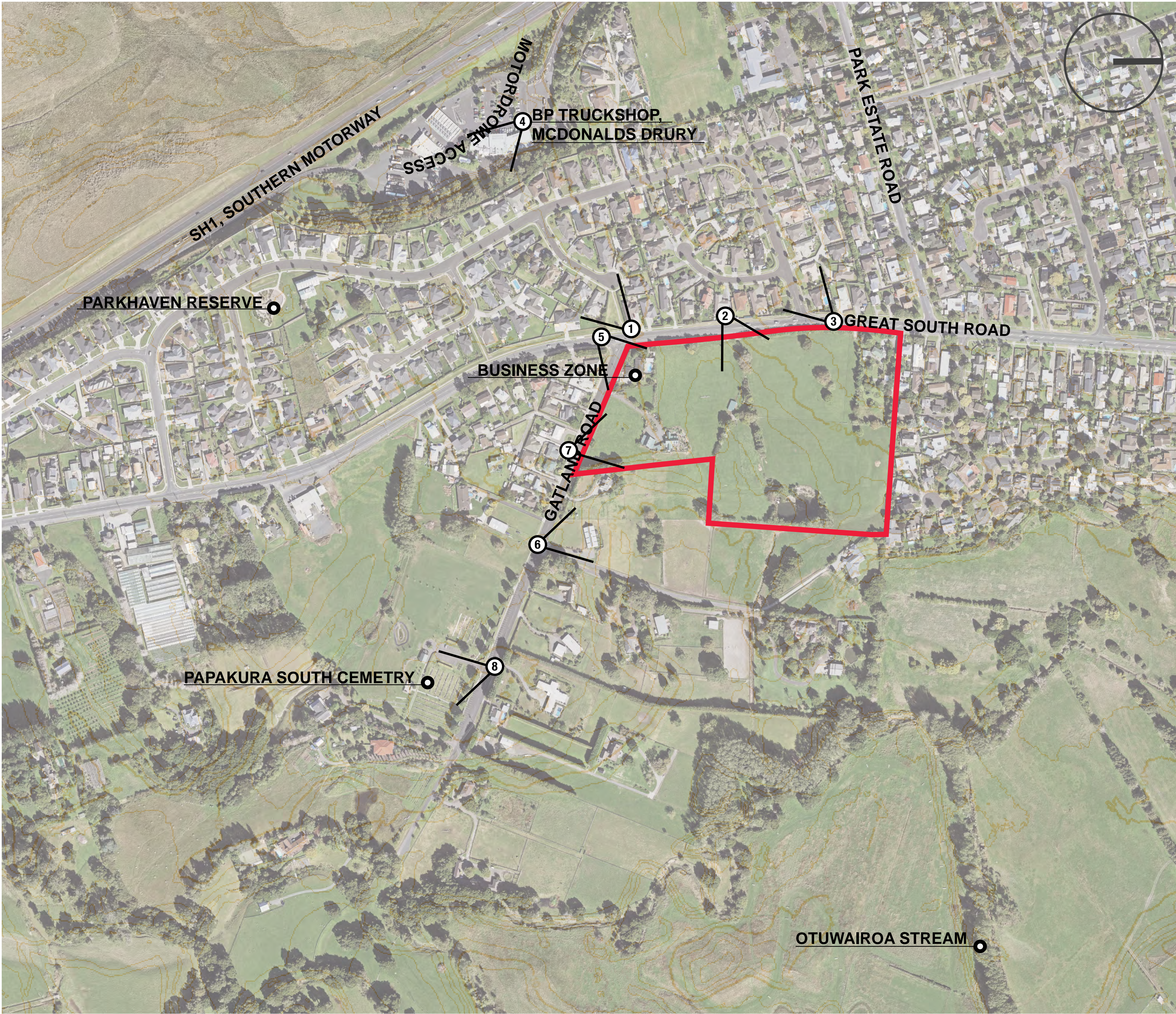
SHELTER BELTS, CUSP OF URBAN BOARDER



90'S ENTRY SUBDIVISION



HIGHWAY 1 SOUTH AUTOBARN



GATLAND ROAD



CORNER OF GREAT SOUTH ROAD AN GATLAND ROAD



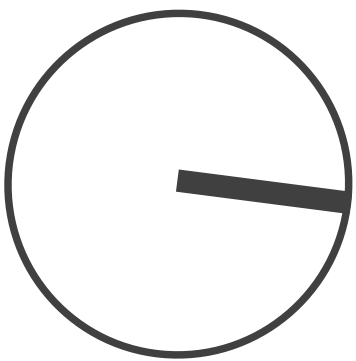
LARGE RURAL SHEDS/BARNS



RURAL LIFESTYLE BLOCKS




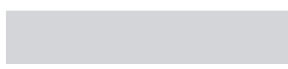




PAPA KURA SOUTH CEMETERY









EDGE CONDITIONS



-  BUSINESS ZONE FOR FUTURE RETAIL/HOSPO/OFFICES
-  RESIDENTIAL EDGE
-  RESERVE
-  FUTURE URBAN ZONE / RURAL LIFESTYLE BLOCK
-  FUTURE URBAN ZONE / RURAL LIFESTYLE BLOCK
-  GREAT SOUTH ROAD / GATLAND ROAD

SITE ACCESS/ CONNECTIVITY

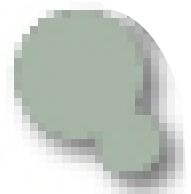




-  STREET VEHICLE ACCESS
-  PEDESTRIAN ENTRY POINT (PROPOSED)
-  BUS STOP
-  SITE LOW POINT WITH PROPOSED STORMWATER POND
-  GREAT SOUTH ROAD / GATLAND ROAD
-  FUTURE ACCESS OPPORTUNITIES






SITE VEGETATION AND TOPOGRAPHY



-  EXISTING VEGETATION
-  NATURAL DRAINAGE THROUGH SITE
-  CONTOURS

FUTURE GREENSPACE AND EXISTING CONNECTIONS



-  OPEN SPACE CONNECTIONS TO FUTURE URBAN ZONING
-  EXISTING CONNECTION AND INFORMAL DESIRE LINES ACROSS SITE
-  EXISTING PRIVATE ACCESS TO PUBLIC PROMINADE

DESIGN PRINCIPLES

- PROVIDE A WELL CONNECTED PEDESTRIAN NETWORK BETWEEN COMMON AND PUBLIC SPACES/PUBLIC TRANSPORT
- SOFTEN AND BREAKUP THE EXPANSE OF CARPARKING SPACES AND PRIORITISING PEDESTRIAN ORIENTATED DEVELOPMENT ENSURING SLOW SPEED ZONES.
- PROVIDE INDIVIDUALIZED MULTIFUNCTION COMMON SPACES THAT CATERS TO AN ARRAY OF ACTIVITIES FOR ALL AGE GROUPS AND ABILITIES.
- CREATE AND ACTIVATED AND CONNECTED STORMWATER RESERVE AS A PUBLIC SPACE.
- LANDSCAPE DESIGN TO REINFORCE THE EXISTING CONTEXT AND FOLD IN THE NEW LAND-USE.
- PROVIDE CYCLE FACILITIES AND EASY STORAGE OPPORTUNITIES.
- BOLD LANDSCAPE OPPORTUNITIES FOR CORNER-SITES AND BREAKUP UP THE LONG EXPANSE OF BUILDING FRONTAGES
- TREE LINED AVENUES ALONG THE NEW ROADS WHILST PROVIDING OPPORTUNITY FOR STREET AMENITY GARDENS AND SOCIAL OPPORTUNITIES
- RECOGNISE AND BUILD ON SENSE OF PLACE
- RELATE APPROPRIATELY TO THE EXISTING CONTEXT
- LEVERAGE THE SINGLE OWNERSHIP OF LARGE SITE
- ESTABLISH A LEGIBLE NETWORK OF VEST ROADS, PRIVATE LANES AND COMMON SPACES
- PLAN FOR GOOD SOLAR ACCESS TO GREEN SPACES AND DWELLINGS
- DESIGN FOR DIVERSE, INCLUSIVE COMMUNITY FOR THE WELLBEING OF ALL

