

LANDSCAPE DESIGN INTENT

The landscape design intent for the Oderings proposal aims to achieve the following outcomes:

- Include finishes and materials that provide for a high level of quality, amenity, and interest.
- Highlight the former land use and existing Oderings site by utilising nursery stock throughout the development. Provide vegetation throughout that softens and integrates the new residences within the broader established neighbourhood and ensure the development gives back to the community.
- Provide a streetscape layout and design that encourages a slow speed environment that is safe and welcoming for pedestrians and cyclists and promotes shared use.
- Incorporate innovative stormwater detention and treatment within the development.
- Enhance and restore the ecological and habitat value that the Karituwhenua Stream holds and ensure this can be used and celebrated by the community for an enhanced sense of place.

The proposal is for a 34-lot residential subdivision designed within the existing Oderings site at 57 Brookvale Road in Havelock North. The site is bound by Brookvale Road to the south, Romanes Drive to the east and Guthrie Park to the north and west. The development will include the existing Oderings commercial site with new car park and café facilities.

The landscape plan shows the subdivision with an intimate road network utilising a single access off Brookvale Road. The roadway hierarchy is shown through the change in corridor widths, materials, and finishes and road profile. Specifically, the 18m wide “Entry Road” is designed as a more traditional road with wider traffic lanes and non-mountable kerb and channel which will provide sufficient capacity for the Oderings commercial site. The entry road profile finishes at the roundabout situated fronting the new Oderings car park. The roundabout will allow traffic to filter into the car park or turn around an out, or flow into the residential “Loop Road.”

The entry road transitions into the “Loop Road” which is a two-way, laneway style shared environment which provides access to the residential lots. The loop road corridor is reduced at 11m wide with the roadway and pedestrian network designed as a flush environment, with no kerb and channel, instead incorporating in-line rain gardens to treat stormwater runoff from the development. The loop road will include a different materiality to the entry road, triggering a more relaxed slow speed shared area.

The roadway design prioritises continued movement off the roundabout heading north along the loop around in an anti-clockwise direction circling around to service the north-western jointly owned access lot (JOAL) and looping south back along the lots fronting Guthrie Park and back out onto the entry road and Brookvale Road.

The loop road also incorporates two (2) reserve connection links through to Guthrie Park. The northern reserve link is shared with vehicle access to Lots 14-19, and the southern link is pedestrian only connecting the park with Oderings, both visually and physically.

The Karituwhenua Stream is an existing drainage channel that runs along the north-eastern edge of the site and curves to the west to run through Guthrie Park and north to the Karamu Stream. This drain in its current form is a utilitarian drain with little ecological function. Further design and discussion are to be had with Hastings District Council to potentially re-vegetate and enhance the portion of the drain as a part of the Oderings development.

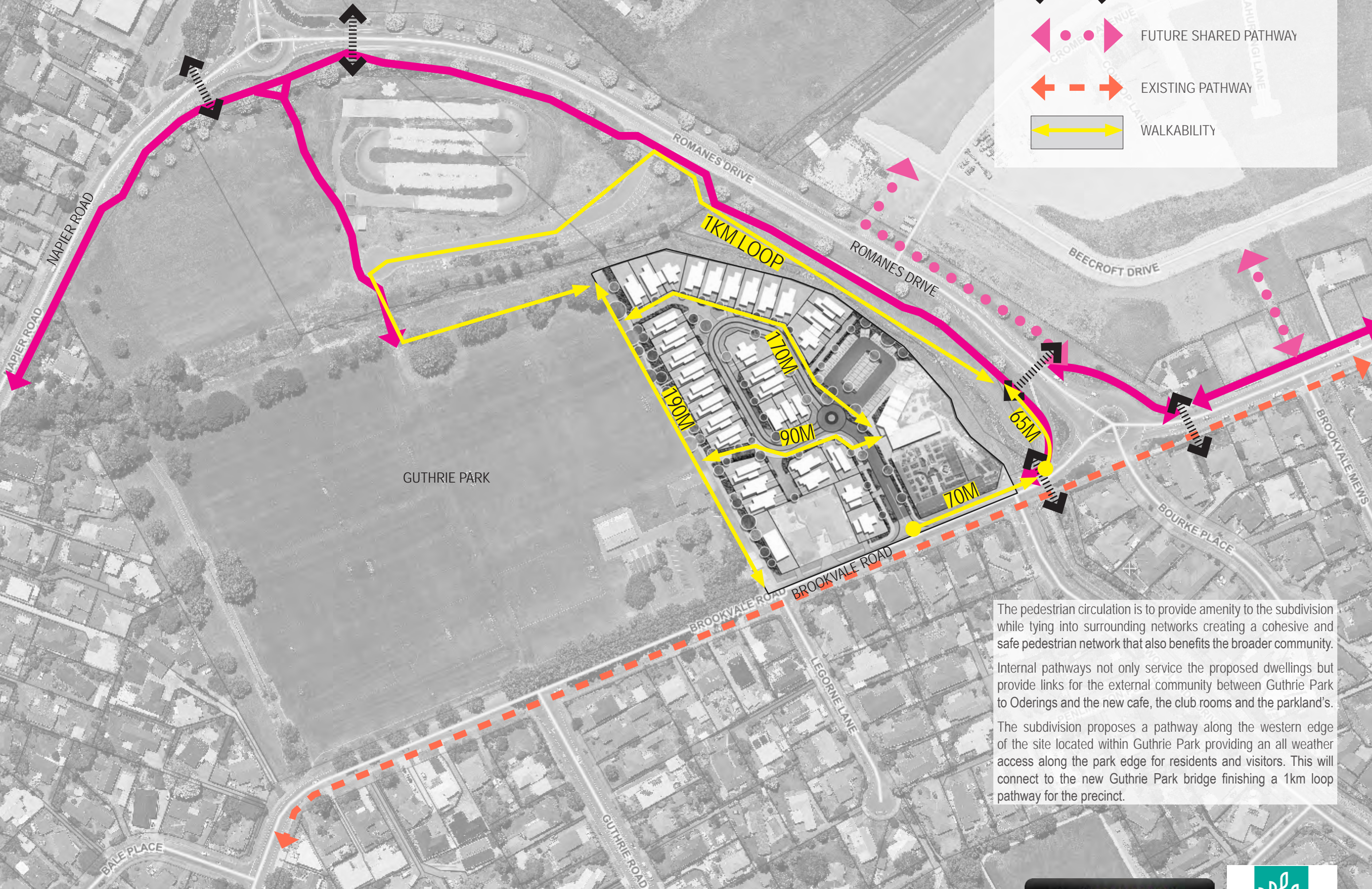
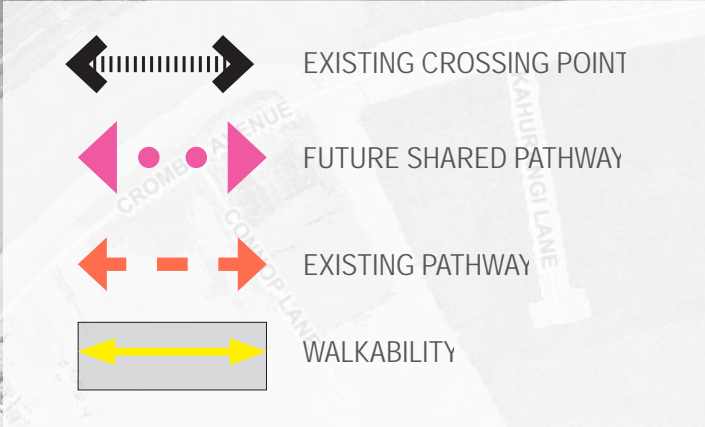


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57 Brookvale Road - ODERINGS SUBDIVISION LANDSCAPE CONCEPT



PEDESTRIAN CIRCULATION - Macro



The pedestrian circulation is to provide amenity to the subdivision while tying into surrounding networks creating a cohesive and safe pedestrian network that also benefits the broader community.

Internal pathways not only service the proposed dwellings but provide links for the external community between Guthrie Park to Oderings and the new cafe, the club rooms and the parkland's.

The subdivision proposes a pathway along the western edge of the site located within Guthrie Park providing an all weather access along the park edge for residents and visitors. This will connect to the new Guthrie Park bridge finishing a 1km loop pathway for the precinct.



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PEDESTRIAN CIRCULATION - Micro

POTENTIAL TO CONNECT TO EXISTING FOOT BRIDGE

NORTHERN RESERVE CONNECTION

GUTHRIE PARK

SOUTHERN RESERVE CONNECTION

EXISTING CLUB BUILDING

CAR PARK

CAFE

ODERINGS GARDEN CENTRE

ENTRY ROAD

BROOKVALE ROAD

- 2.5M WIDE PATHWAY
- 1.5M WIDE PATHWAY
- PUBLIC ACCESS WAY
- FLUSH SHARED SLOW SPEED PEDESTRIAN / VEHICLE ENVIRONMENT

The pedestrian circulation within the development is to help orientate users to key points in the site, while creating a safe and inviting environment.

The internal loop road will function as a slow speed shared environment with flush pathways and roadway designed to facilitate circulation in order of priority as follows:

1. Along the park pathway (2.5m wide path and southern link) or
2. Along the eastern berm (1.5m wide path).

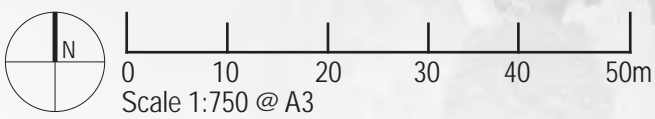
This does not preclude people walking along this stretch of low-speed access lane but the design approach helps to:

- Minimise potential vehicle pedestrian conflicts
- Create more activity in the park (CPTED)
- Strengthen linkages to, and utilisation of, public parking areas over the stream to the north

The 'Entry Road' is a formal kerb and channel 'traditional' roadway mainly facilitating the Oderings nursery and cafe, with kerb and channel terminating at the roundabout. The roadway then transitions into the 'Loop JOAL' is a slow speed shared environment utilising flush pavement and road side rain gardens. The area is flush encouraging slow speed to allow pedestrian hierarchy in the area, provide a more "laneway" style treatment.

A 2.5m wide footpath provides the main pedestrian route into the development from Brookvale Road. This pathway is on the western berm of the entry road and heads west exiting the development onto Guthrie Park, adjacent the club rooms. This "Southern Link" has been designed to provide a strong physical and visual connection between the park and commercial site for safety, amenity and wayfinding and permeability.

A 1.5m wide off-road pedestrian connection has been provided on the eastern berm into the development heading towards the north and then west exiting into the park through the "Northern Link". This link is a shared space functioning as vehicle access to lots 14-19 and pedestrian access to Guthrie Park.

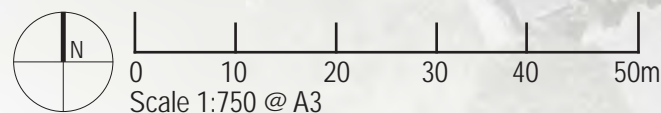


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LANDSCAPE MASTER PLAN

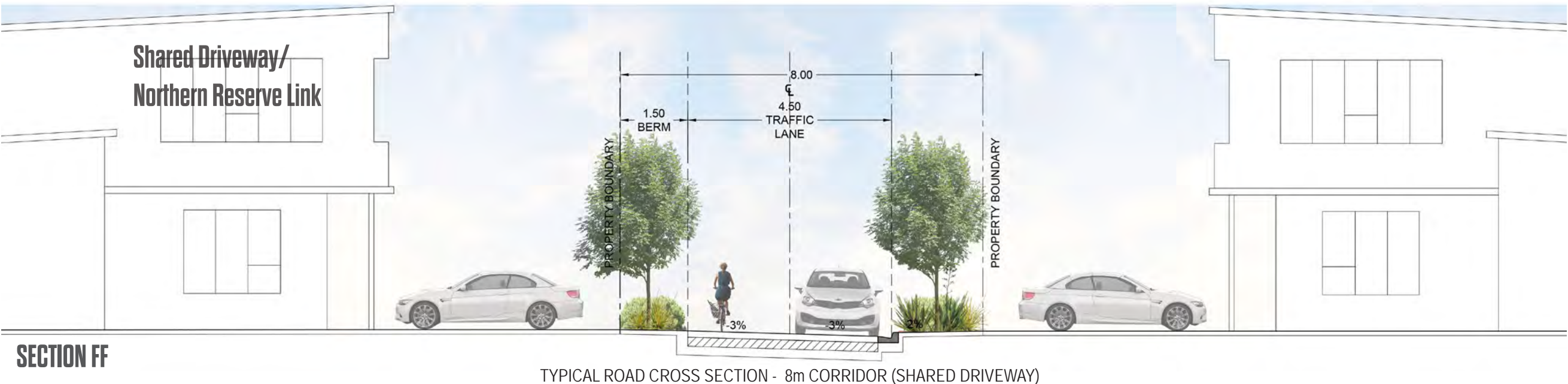
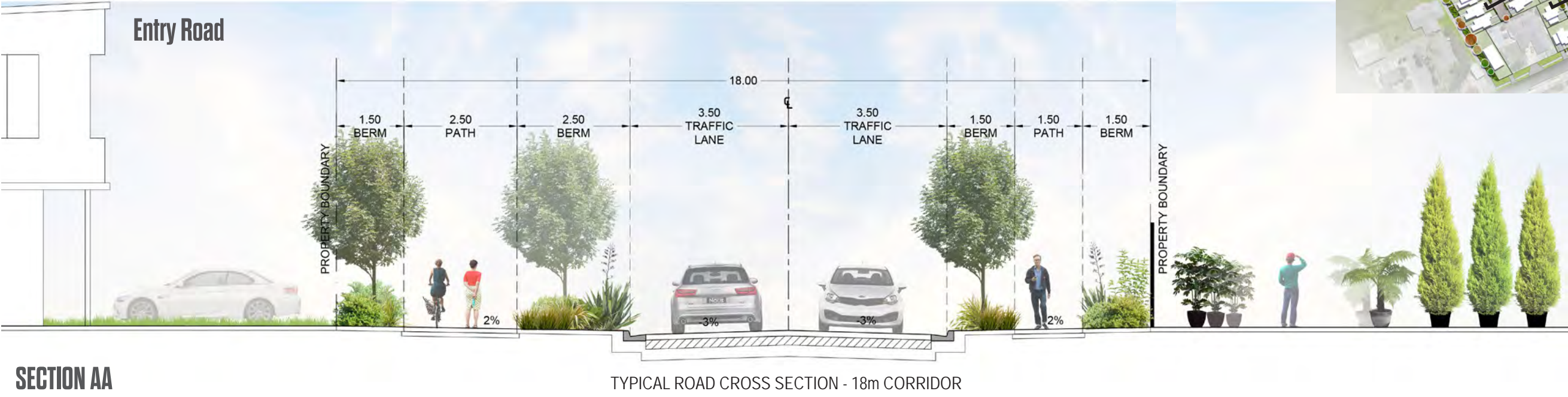


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STREET PROFILES

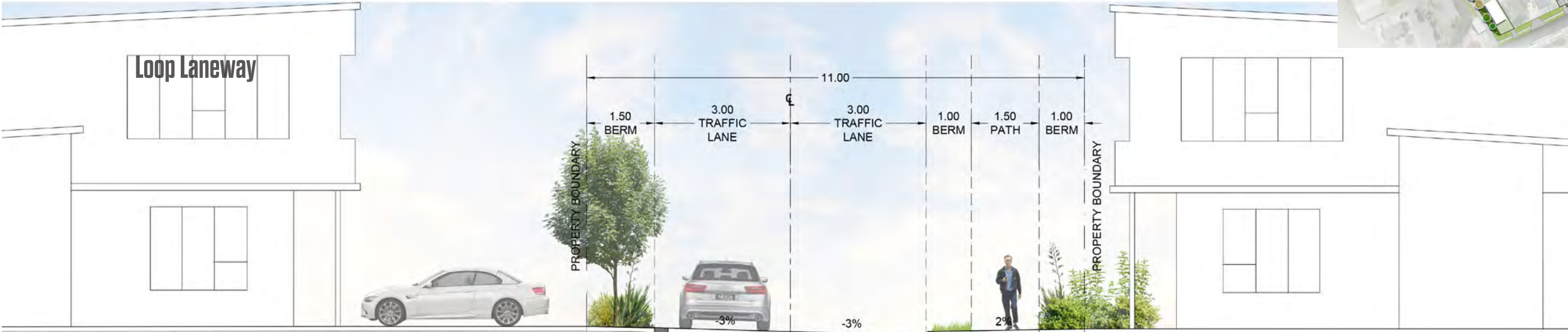


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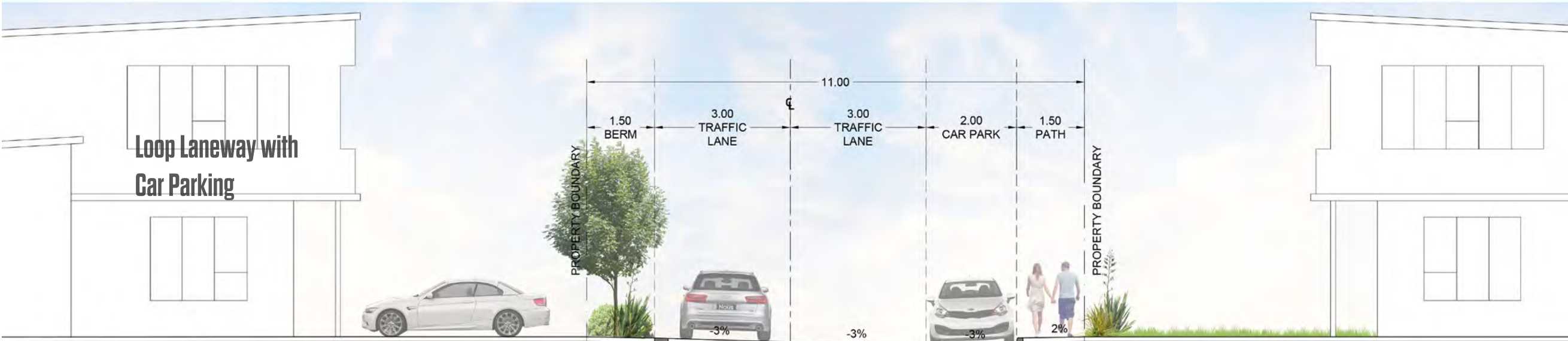


STREET PROFILES



SECTION DD

TYPICAL ROAD CROSS SECTION - 11m CORRIDOR



SECTION EE

TYPICAL ROAD CROSS SECTION - 11m CORRIDOR WITH CAR PARK

PARK CONNECTIONS



SECTION BB

TYPICAL CROSS SECTION - 8m RESERVE CONNECTION



SECTION CC

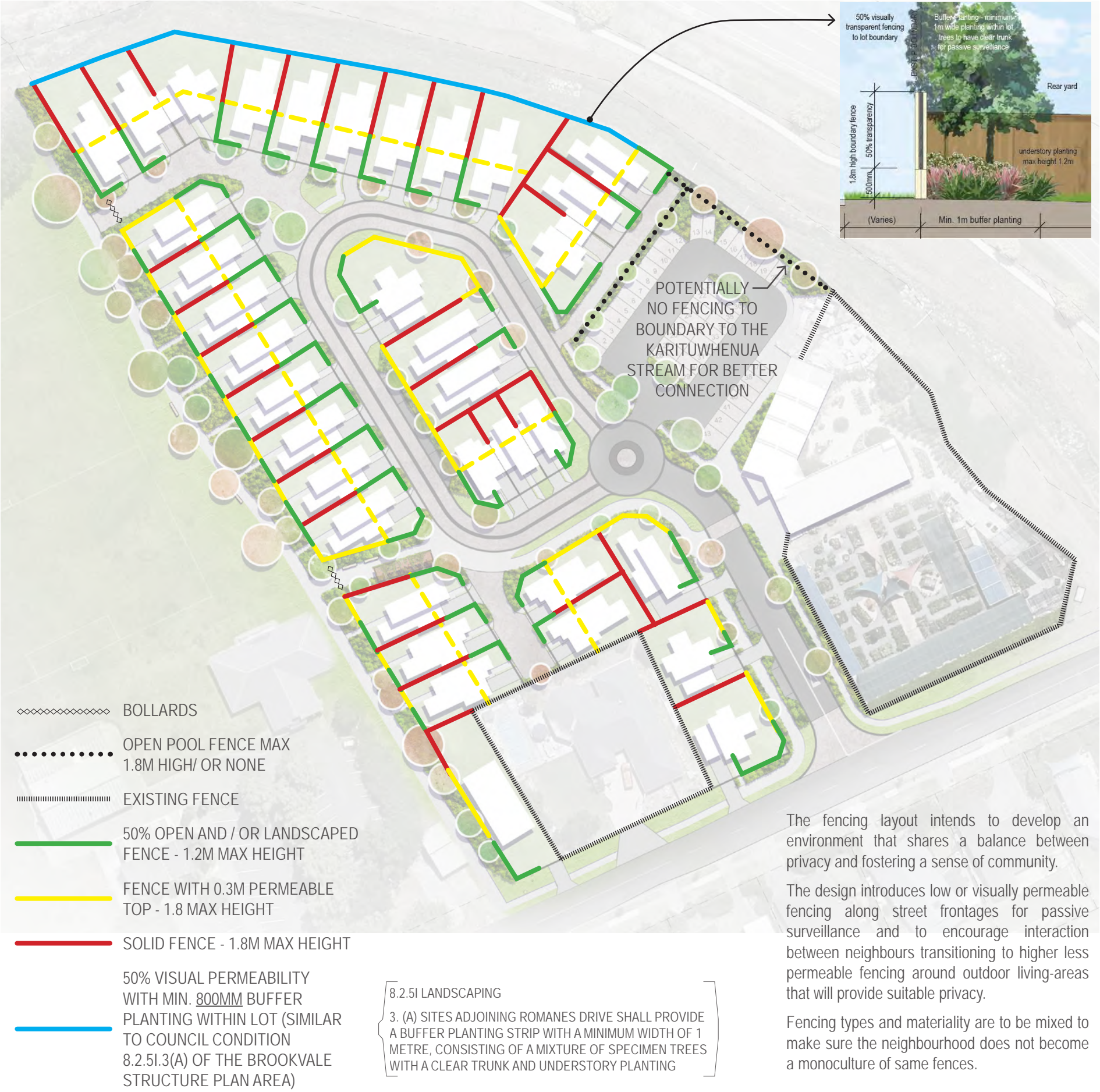
TYPICAL GUTHRIE PARK INTERFACE CROSS SECTION

SHARED ENVIRONMENT - MATERIALITY

The overall design intent is to create a shared, slow speed environment that allows for a pedestrian friendly environment throughout the site while also providing two way access for cars and service vehicles. This is achieved through the use of a flush urban environment allowing for a greater sense of pedestrian priority throughout the site. The inset garden beds will provide a dual purpose of visual amenity while also being utilised as stormwater treatment devices.



BOUNDARY TREATMENT

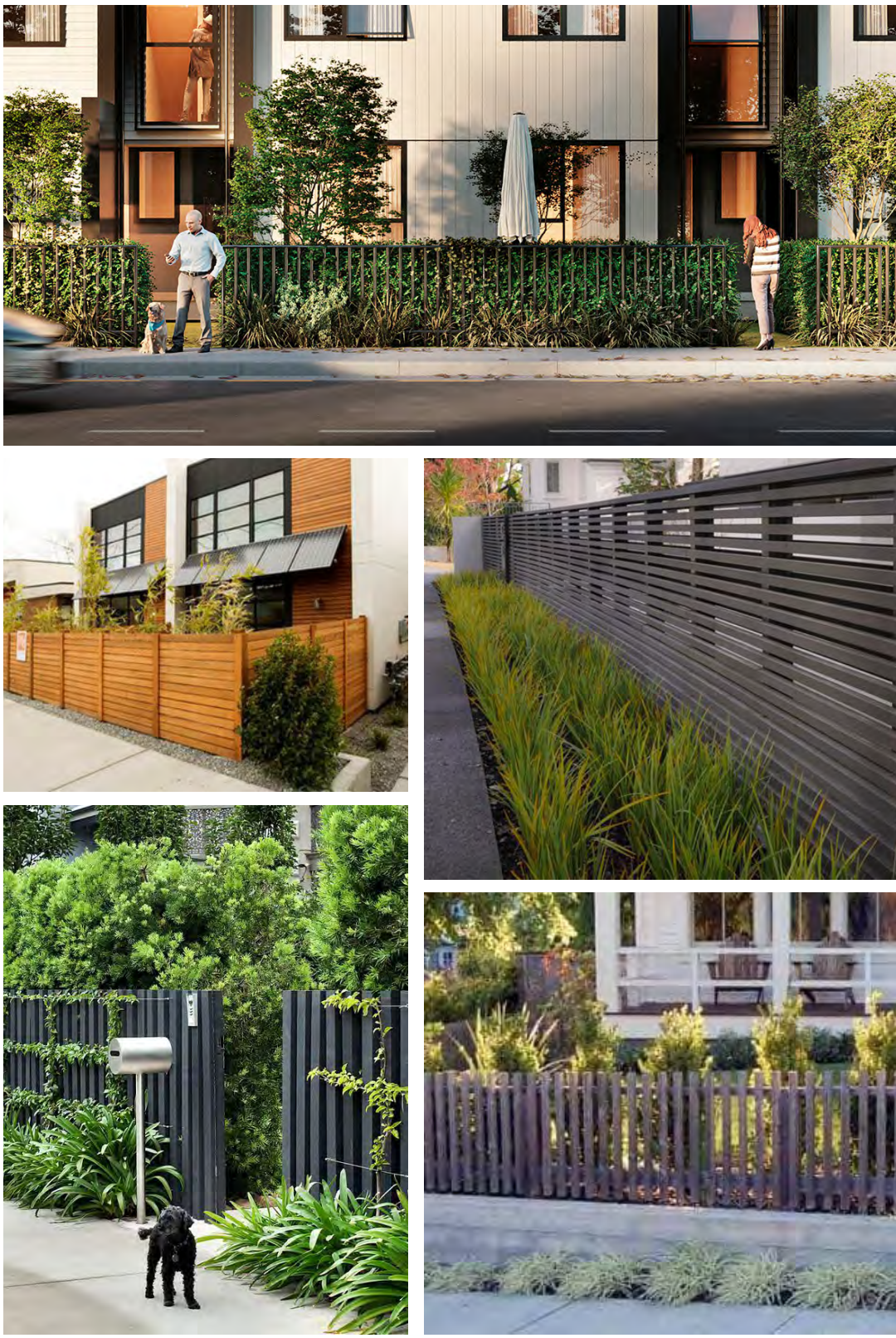


The fencing layout intends to develop an environment that shares a balance between privacy and fostering a sense of community.

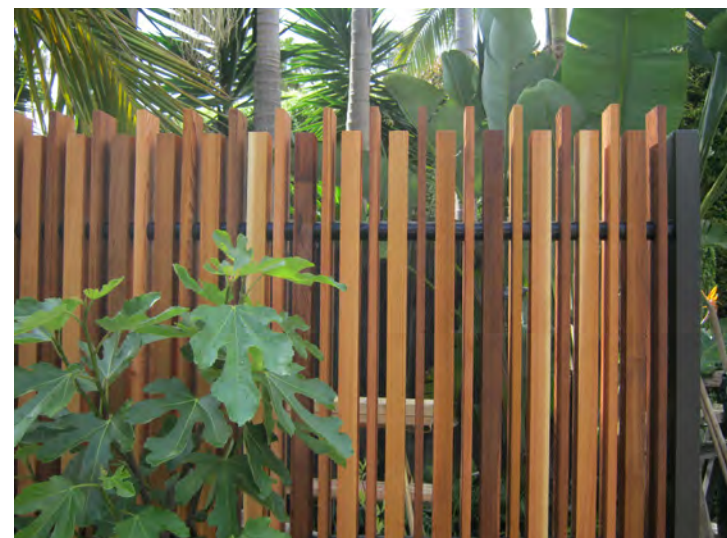
The design introduces low or visually permeable fencing along street frontages for passive surveillance and to encourage interaction between neighbours transitioning to higher less permeable fencing around outdoor living-areas that will provide suitable privacy.

Fencing types and materiality are to be mixed to make sure the neighbourhood does not become a monoculture of same fences.

Front Boundary Interface



STREET INTERFACE



- Visually permeable or low fencing to front boundaries
- Vegetation and hedging can be used in lieu of physical fencing
- “Eyes on the street” kitchen and living orientated towards street for passive surveillance
- Use garden planting to celebrate Oderings history
- Fencing types and materiality are to be mixed for character and individuality

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PARK EDGE INTERFACE



- Visually permeable or low fencing to boundaries adjoining public realm
- Vegetation and hedging can be used in lieu of physical fencing
- Gates onto the park provide activation of park edge

- Kitchen and/ or living to be orientated towards the park, second storey will provide additional passive surveillance over the park
- Fencing types and materiality are to be mixed for character and individuality

- Establish row of parkland trees for separation, amenity, shade and privacy
- all weather access along boundary of park, planting between house and open space will provide defensible boundary while providing additional amenity to both the park and development

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