NEIL CONSTRUCTION LTD - 28/10/22 - SKETCH DESIGN

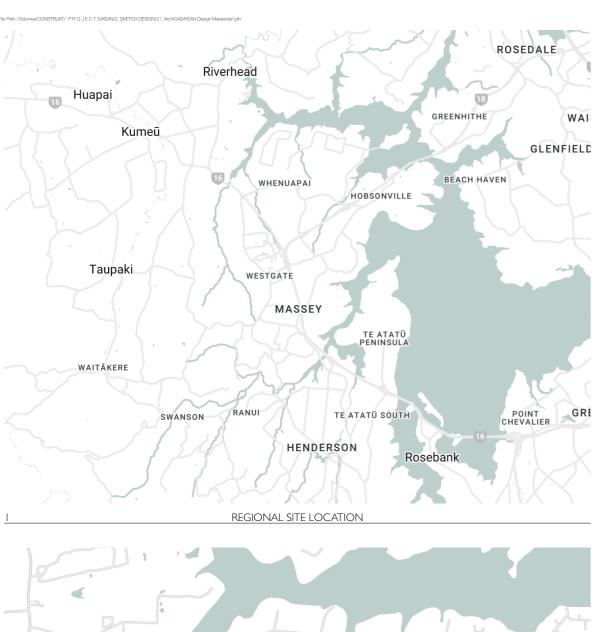
TOTARA LANDING

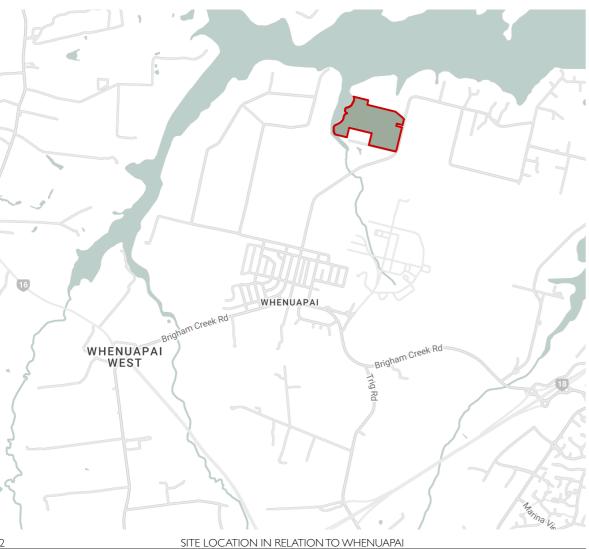
100-109 TOTARA ROAD RESIDENTIAL MASTERPLAN

MASTERPLAN

OTEN BUY				
	LAYOUT	PUBLISHED		REV
SK01	LOCATION PLAN		Α	
SK02	SITE ANALYSIS PLAN		Α	
SK03	DESIGN RATIONALE		Α	
SK04	CONCEPT MASTERPLAN		Α	
SK05	ILLUSTRATIVE MASTERPLAN		Α	









SITE ASSESSMENT

Address:

Legal description: Lot 3 DP 77541, LOT 1 DP 170291, LOT 1 DP 52677, LOT 1 DP 72379 100-109 TOTARA ROAD

Site Area: 14,6027m²

Zone: AUPOIP Future Urban



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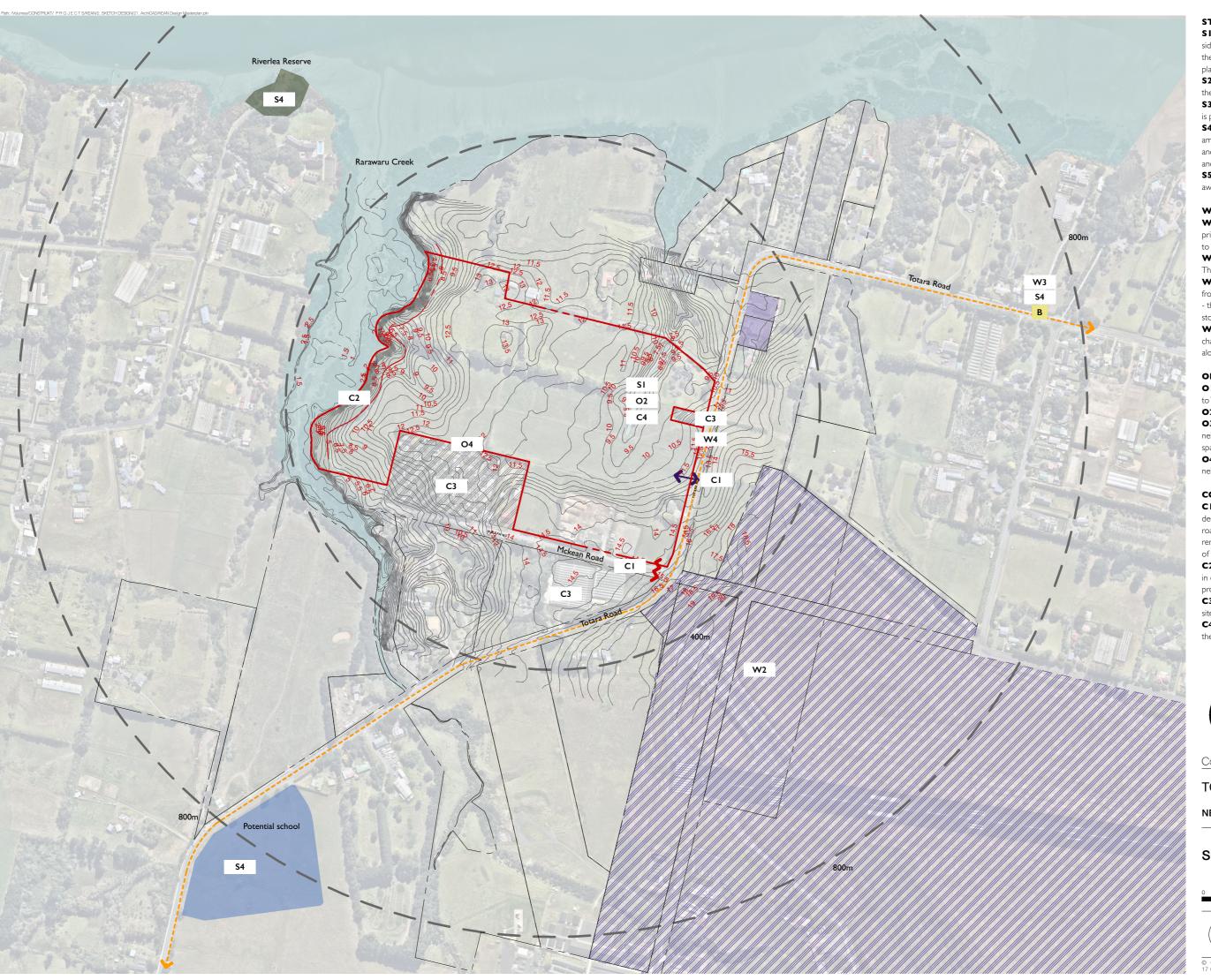
TOTARA LANDING

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LOCATION PLAN



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STRENGTHS

- **S1:** The site has a coastal edge on its western side and a wetland that runs into the site from the north. These will give the site a sense of place.
- **S2:** The site has a gentle slope, thus avoiding the many challenges of steep sites.
- **S3:** The site is within the Future Urban Zone. It is part of the northern growth of Whenuapai.
- **\$4:** The site benefits from some local amenities including a future school, a bus stop, and coastal reserves including Waimarie Beach and Riverlea Reserve.
- **\$5:** A supermarket is in the local area 1800m away (20-minute walk)

WEAKNESSES

W1: Because of its semi-rural/coastal location, private vehicle transport will likely be necessary to access employment and general amenities.

W2: The site is near the Whenuapai Air Base. There will be noise and visual effects.

W3: The bus stop is a 10-minute walk away from the site. This may be too far for residents - the NZTA walking catchment for a local bus stop is 5 minutes.

W4: Totara Road currently has an open/rural character and is likely to have vehicles driving along it at the maximum allowed speed.

OPPORTUNITIES

OI: Housing could present an attractive edge to Totara Road by fronting onto this street.

O2: Opportunity to orient sites for sun access.
O3: There is an opportunity to create a

neighbourhood park adjacent to natural open space amenity.

O4: Opportunity to allow for connections to neighbouring future developments

CONSTRAINTS

- CI: Site lines into McKean Road are not deemed safe therefore direct access into this road from Totara Road will need to be removed. Site access can not be within 140m of the existing McKean Road intersection.
- **C2:** Portions of the site can not be developed in order to achieve a 20m coastal buffer and provide space for the wetland.
- **C3:** Future developments on neighbouring sites are unknown.
- **C4:** The location of the wetland will impact the connectivity of the stream.

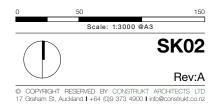


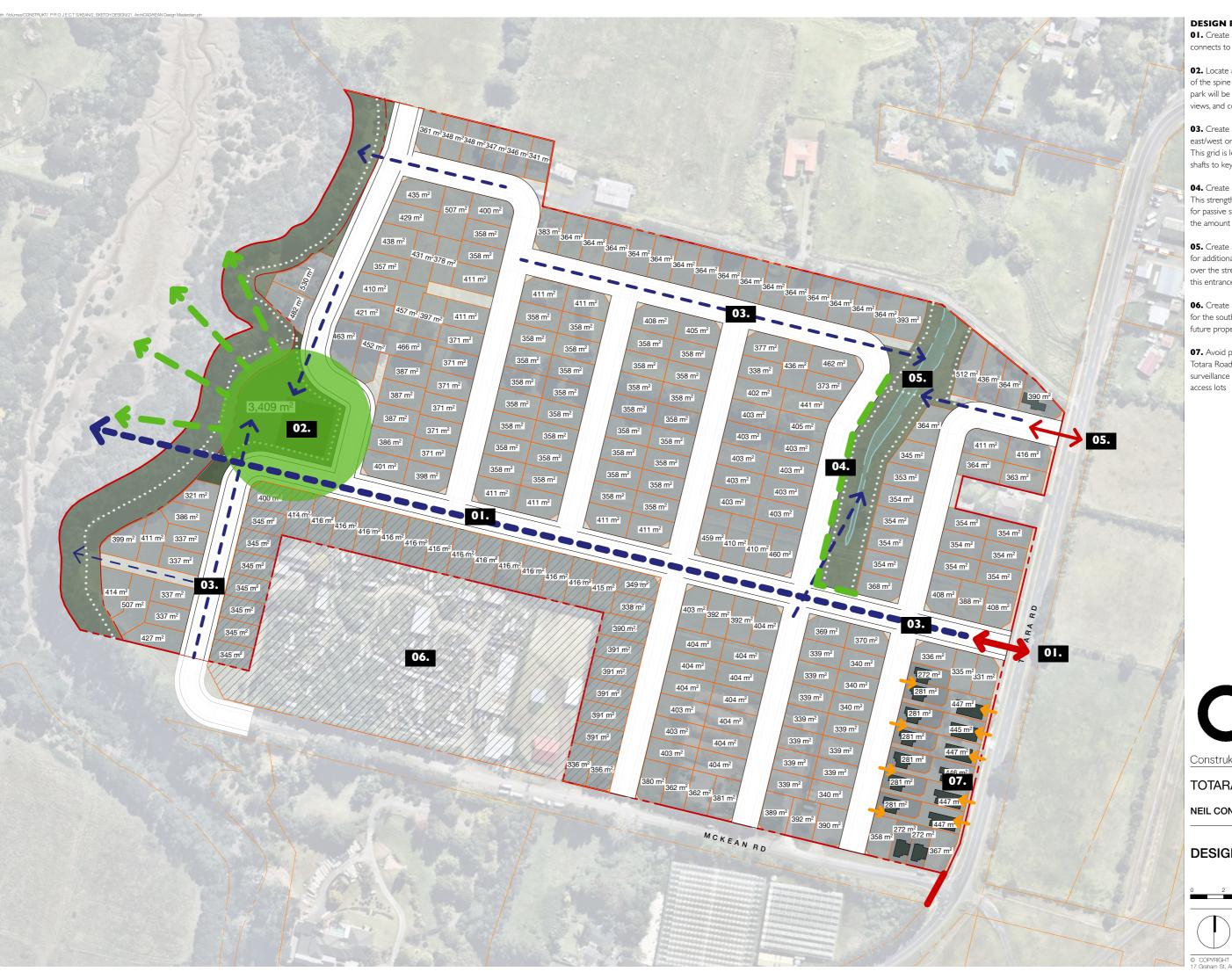
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SITE ANALYSIS PLAN





DESIGN RATIONALE

- **01.** Create a centralised spine road that connects to the coastline
- **02.** Locate a neighbourhood park at the end of the spine road, along the coastal edge. This park will be easily accessed, have attractive views, and connect with the coastal walkway.
- **03.** Create a grid street network which offers east/west orientation for the majority of lots. This grid is legible, permeable, and has view shafts to key features.
- **04.** Create a park-edge road to the stream. This strengthens accessibility, increases chances for passive surveillance / activation, and reduces the amount of units backing onto the stream.
- **05.** Create a secondary entrance to the site for additional connectivity. A pedestrian bridge over the stream can offer pedestrian access to this entrance from the west.
- **06.** Create a flexible scheme that gives options for the south-western section of the site if future property acquisition takes place.
- **07.** Avoid private vehicle access from Totara Road below the spine road. Retain surveillance and activation with dual access lots

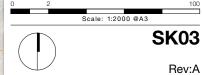


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DESIGN RATIONALE



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ILLUSTRATIVE MASTERPLAN



