STEPPING UP TO THE CHALLENGE
AFFORDABLE TERRACES WORK WITH THE SLOPE
OVERVIEW

Cost effective and designed to reflect the slope.

PROJECT SUMMARY

This project involved the redevelopment of seven existing houses by Housing New Zealand Corporation (HNZC) into 14 two-storey three and four bedroom houses.

HNZC wanted to provide new family accommodation for social housing in a very high demand area and replace small, ageing houses that were on large sites.

The existing houses were moved off, refurbished and became affordable housing stock in remote areas in the Far North and East Cape.

The key design goals were to create a medium density housing typology that would respect an existing historical suburban setting which is unlikely to undergo much change in the near future. To do this, the presentation of the houses to Duke Street had to be of a very high quality – the design had to resolve the slope, level changes and create private open space next to the street.

The project successfully creates a high quality design that fits into an existing neighbourhood of private housing, while meeting HNZC’s budgetary constraints for cost-effective low-maintenance housing.
### Key Project Information

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<th>Housing Type</th>
<th>Density</th>
<th>Architect &amp; Design Team</th>
<th>Year Completed</th>
<th>Site Area</th>
<th>Project Type</th>
<th>Client/Developer</th>
<th>Price Band</th>
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<tr>
<td>Terraces</td>
<td>31 DW/HA</td>
<td>Bailey Architects</td>
<td>2011</td>
<td>4456 m²</td>
<td>Terrace Housing with Rear Lane Access</td>
<td>Housing New Zealand Corporation</td>
<td>Mid-Range</td>
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The site is located in the heart of Three Kings.

The site is in close proximity to many bus stops.

The prominent corner site rapidly slopes up from bottom of Duke and Parau Street intersection towards Hamon Avenue.

**Parking**

**Rear Lane Access**

Two car parks per unit (1 in garage, 1 on driveway)

Three visitor car parks provided on the 'shared' rear accessway.

A mid-range project would typically have a current build cost of $2000 - $3000 per m², exclusive of land costs, professional services and regulatory fees.
UNDERSTANDING THE NEIGHBOURHOOD

1. The project successfully creates a redevelopment of high quality design that fits into an existing neighbourhood of private housing, while meeting HNZC’s budgetary constraints for cost-effective low-maintenance housing.

2. The development incorporates high quality landscaping to integrate with an already well established ‘green’ and highly landscaped environment.

3. Regional connections are good as the development is well-connected to the road network and good bus services.

Looking towards the overall development from the intersection at Parau Street and Duke Street.
4. The development displays a strong local identity in its character through consistent gable pitch roof forms that follow the slope, building style, the use of local materials and subtle colour variations.

Looking down the rear access lane from Hamon Avenue.
GETTING IT RIGHT DESIGNING THE SITE

1. The houses are designed to step down the slope in pairs – each pair is on a level site.

2. The height of the retaining walls are minimised by incorporating most of the level changes in the shared wall between the houses.

3. The cost of the retaining is kept down as it is incorporated into the structure of the building.

The sites and houses are designed to follow the slope on Duke Street.
4. Sharing a wall on the boundary means there are no awkward ‘leftover’ spaces between the buildings.

5. All visible retaining is stepped, to incorporate landscaping.

6. As the sites step up the slope, all the houses can see the view towards Mount Wellington.
1. The houses have a private open space on the north side of the building next to the street.

2. There is a good balance between providing privacy to the residents, while still having a sense of openness against the street edge.

3. The level change means most of the open space is above the street, so is less easily viewed and more private the closer you get to the house.

4. The street edge is landscaped with a mix of stepped retaining made out of volcanic stone, timber and landscaping of native plants to reflect the local context. Fencing is black and permeable.
GETTING IT RIGHT ACCOMMODATING THE CAR

1. Duke Street curves and drops, which restricts visibility for cars coming down the hill. The rear lane access to the garages means there are no driveways on Duke Street – car movements are safely managed on the rear lane and cars leave the site facing forwards.

2. Providing a rear lane meant more houses could be built on this site.

3. Having the garages at the rear of the house provides more space for the open space on the north side of the house along Duke Street.

4. The lane is open, very well landscaped, includes visitor parking and seating and uses high quality materials. Fencing is low and permeable and privacy to the houses is provided through screening and planting. It is designed to be an attractive, useful space.

5. The lane is overlooked and addressed by the houses and feels like a street – which makes the lane safe and secure.

Looking up the rear access lane from Parau Street.
Site layout reflecting how buildings are integrated with the hard and soft landscaping elements of the site.
GETTING IT RIGHT SITE PLAN

Typical ground level floor plan.
Typical upper level floor plan.
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