

IN THE MATTER of the Resource Management Act 1991
("RMA" or "the Act")

AND

IN THE MATTER of an application to **AUCKLAND
COUNCIL** for private plan change 51 to
the partly operative Auckland Unitary
Plan by **KARAKA AND DRURY
LIMITED**

JOINT WITNESS STATEMENT OF EXPERTS IN RELATION TO URBAN DESIGN

5 AUGUST 2021

Expert Witness Conferencing Topic: Urban Design

Held on: 5 August 2021

Venue: Berry Simons, Auckland

1. ATTENDANCE

- 1.1 The list of expert attendees is in the signatory schedule to this Statement. All expert attendees are qualified urban designers.
- 1.2 Mark Tollemache (planner on behalf of the Applicant) attended the initial part of the conference to update the urban designers on relevant progress with other conferences and the Applicant's proposed Plan provisions. David Mead (planner on behalf of the Council as consent authority) observed this briefing.

2. BASIS OF ATTENDANCE AND ENVIRONMENT COURT PRACTICE NOTE 2014

- 2.1 All participants agree as follows:
- (a) The Environment Court Practice Note 2014 provides relevant guidance and protocols for the expert conferencing session.
 - (b) They will comply with the relevant provisions of the Environment Court Practice Note 2014.
 - (c) They will make themselves available to appear at the hearing in person if required to do so by the Hearing Panel (as directed by the Hearing Panel's directions).
 - (d) This report is to be filed with the Hearing Panel.

3. INFORMATION SESSION

- 3.1 Mark Tollemache provided an update on transportation and planning caucusing (and additional integrated transport assessment provided 30 July 2021), in terms of:

- Relocation of signalised intersection / principal Precinct access to intersection of main street/SH22, and realigned Burberry to be left in and out (as consequence of McPherson underpass closure), Mainstreet to be identified as a collector road with cycle provision.
 - Public transport, pedestrian and cycle networks identified in the additional integrated transport assessment.
 - Indicative esplanade reserve on Precinct Plan to include reference to provision of pedestrian network.
- 3.2 The information presented by Mark Tollemache has been previously circulated with the agenda for the planning and transportation conference scheduled for 10th August.

4. **AGENDA – ISSUES CONSIDERED AT EXPERT CONFERENCING**

- 4.1 The significant issues identified as forming the agenda for conferencing were:
- (a) Location, size and type of the proposed Drury West Centre in relation to the indicative Train Station and connectivity between the two;
 - (b) Building height in the town centre zone; and
 - (c) Building height in the THAB zone.
- 4.2 The following sections of this Joint Witness Statement address each of these issues or questions, noting where agreement has been reached and, in the event of disagreement, the nature of the disagreement and the reasons for that disagreement. NR has only expressed an opinion on item (c).

5. **ISSUE ONE: LOCATION, SIZE AND TYPE OF THE PROPOSED DRURY WEST CENTRE IN RELATION TO THE INDICATIVE TRAIN STATION AND CONNECTIVITY BETWEEN THE TWO**

Areas of agreement

- 5.1 RS and IM agree that a business centre zone would be appropriate within the PC51 area of land.

Areas of disagreement (with reasons)

- 5.2 RS considers that a train station should be adjacent to or as close as possible to a commercial centre zone. Therefore, RS does not support the PC51 proposed town centre zone because of the physical separation and lack of integration with the proposed train station (now indicated by Kiwirail as west and south of Jesmond Road). RS would support a physically smaller local centre zone in the PC51 area. Given that the location of the train station has moved from that indicated in the Council Structure Plan, RS considers that the Structure Plan should be re-visited.
- 5.3 IM supports the PC51 proposed town centre zone, location and extent. The structure plan did not envisage a co-located train station and town centre zone. There are many factors that influence where a centre should be located. IM agrees with the Council's technical work accompanying the structure plan that approximately 10% of the factors influencing centre location are based on access to passenger transport. The majority of factors supporting the PC51 proposed town centre location and extent have not changed as a result of the re-located train station. IM considers that that the PC51 proposed town centre is still within an acceptable proximity (walking and cycling) to the re-located train station.

6. **ISSUE TWO: BUILDING HEIGHT IN THE PROPOSED TOWN CENTRE ZONE**

Areas of disagreement (with reasons)

- 6.1 Note: In the AUP business town centre zone, there is a height standard (H10..61) but it refers exclusively to the height variation control on the AUP maps. There is no "basic" height standard as with the other centre zones. Therefore, it is necessary to include a height variation control if the town centre zone is approved.
- 6.2 RS's position is that if this is to be a town centre zone, the maximum height should be reduced from 27m to 21m. RS considers that 21m is an appropriate scale for this location.
- 6.3 IM considers that there are no relevant urban design effects between 27m and 21m tall buildings given the restrictions of discretion (RDA) that apply to all new buildings, and the context and location of the zone. IM supports the 27m on the basis that it is desirable to maximise density and development opportunity in a town centre including in this instance because of the acceptable proximity to the indicative train station.

7. **ISSUE THREE: BUILDING HEIGHT IN THE THAB ZONE**

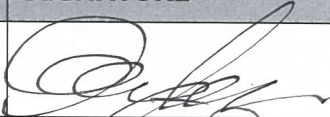
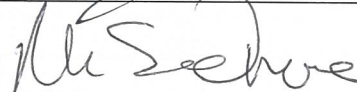
Areas of agreement

- 7.1 We agree that a height variation control to 19.5m would be acceptable within the proposed PC51 THAB zone as requested by Kainga Ora.

8. **PARTIES TO JOINT WITNESS STATEMENT**

- 8.1 The signatories to this Joint Witness Statement confirm that:
- (a) They agree with the outcome of the expert conference as recorded in this statement;
 - (b) They have read Appendix 3 of the Environment Court's Practice Note 2014 and agree to comply with it; and
 - (c) The matters addressed in this statement are within their area of expertise.

SIGNED ON 5TH AUGUST 2021

EXPERT NAME	PARTY	SIGNATURE
Ian Munro (IM)	Karaka and Drury Limited	
Rebecca Skidmore (RS)	Auckland Council (as regulator)	
Nick Rae (NR)	Kainga Ora	