
**urban design assessment and neighbourhood
design statement**

70A & 70B LISLE FARM DRIVE, PUKEKOHE

for

SR & DS SMITH

by

IAN MUNRO

July 2023

Updated February 2024

executive summary

This report documents an independent analysis of a request for a Private Plan Change to re-zone approximately 18.65ha of Future Urban Zone, for SR & DS Smith. The request has been made to Auckland Council under the Resource Management Act 1991 (“**RMA**”) in terms of the Auckland Unitary Plan (Operative in Part) “**AUP: OP**”. The key conclusions of this report are that:

- a. The site has been identified as suitable for urban purposes through the Future Urban zone that applies to the land and the completed Council Structure Plan for Pukekohe-Paerata, 2019. The proposed residential use of the land is in keeping with that indicated in the Council’s Structure Plan and is the most appropriate in urban design terms for the land given the site’s opportunities and constraints, and adjacent land’s characteristics. Due to the presence of a streams and gullies, future drainage reserves would likely be required to be vested through a future subdivision.
- b. The proposal includes a Precinct Plan specifying key infrastructure improvements required. Relevant to urban design is provision for an arterial road corridor (Pukekohe North East Arterial) identified on the Council’s Structure Plan and spatially confirmed in discussion with the Supporting Growth Alliance infrastructure planning body.
- c. A concept master plan for the Site (also including 70 Lisle Farm Drive), and which is intended to act as an analytical aid to substantiate conclusions expressed as to developability of the Site, demonstrates that the land is capable of delivering an integrated, well-connected and spatially coherent urban form outcome in line with the outcomes sought by the AUP: OP.
- d. For the land to be developed a number of design decisions would need to occur and be integrated. The existing AUP: OP and proposed Precinct provisions require these matters to be addressed through normal consent requirements, usually via conditions of consent. I consider it very unlikely that the proposal would give rise to any subdivision or built form-related urban design effects ‘out of the ordinary’ from what typically occurs as urban expansion occurs or that could not be properly managed through the applicable consent requirements.
- e. At its closest point the Site is within 600m of a neighbourhood centre zone and it would otherwise logically connect with the existing extent of north-eastern Pukekohe. I consider that this is sufficiently located as to support urban-density residential development in a way that logically connects with both Lisle Farm Drive (although potentially by way of a pedestrian / cyclist-only link) and William Andrew Road.
- f. Although the adjacent residential land is currently zoned Mixed Housing Suburban zone, the proposal is for Mixed Housing Urban zone on the basis that the Resource Management (Enabling Housing) Amendment Act and its Medium Density Residential Standards have made it compulsory for Councils to enable a level of development commensurate with the Mixed Housing Urban zone in all urban area residential zones other than a Large Lot Residential zone. The Council’s PC78 has been notified to that end and it proposes all of the adjacent land to the Site to become Mixed Housing Urban subject only to an identified flood plain Qualifying Matter. In urban design terms it makes sense to seek a Mixed Housing Urban zone on the Site instead of a Mixed Housing Suburban one.
- g. The proposal will result in a number of adverse urban design effects, although none are considered to be unusual or severe in the context of urban land re-zoning. Positive urban design effects will also occur or be enabled through future subdivision. Overall, the proposal is consistent with the quality compact urban form sought by the AUP: OP and the specific matters set out in Chapter B2: Urban Form. It is consistent with the Council’s Structure Plan and the specific urban design principles that accompany it in a Neighbourhood Design Statement.

The private plan change application could be accepted and approved on urban design grounds.

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1. introduction

- 1.1 This report documents an independent analysis of a request for a Private Plan Change to re-zone approximately 18.65ha of Future Urban Zone, for SR & DS Smith. The request has been made to Auckland Council under the Resource Management Act 1991 (“**RMA**”) in terms of the Auckland Unitary Plan (Operative in Part) “**AUP: OP**”.
- 1.2 For full details of the proposal, the application and planning analysis (s.32 report) is referred to.

2. background, scope and involvement

- 2.1 Ian Munro was appointed by SR & DS Smith in 2022 as an independent urban design consultant.
- 2.2 The process followed to undertake this urban design assessment is as follows:
 - a. Provisions of the AUP: OP were read and considered, as well as the Council’s Pukekohe-Paerata Structure Plan 2019 and its associated technical reports. A neighbourhood design statement was prepared as part of that, and it included a number of additional guidelines to consider.
 - b. Briefing meetings with the applicant’s expert team were held, and a site visit to the Site and its surrounds was undertaken.
 - c. The Government enacted the Resource Management (Enabling Housing) Amendment Act 2022 alongside its National Policy Statement on Urban Development 2020, and these led to the Council notifying Plan Change 78. These three matters have collectively had the effect of making the Mixed Housing Urban zone the ‘standard’ residential zone across Auckland, although at this time PC78 has not been finalised (but permitted activity standards (the MRDS) are already in effect).
 - d. PC78 and the Government’s directives were factored into the on-going design and testing work that was being undertaken for the Site.
 - e. The proposal and various design / urban structure iterations were undertaken and commented on by the wider team, and a preferred master plan concept was arrived at. This included 70 Lisle Farm Drive, already zoned Mixed Housing Suburban zone and subject to the Council’s PC78 (signalled to be re-zoned to Mixed Housing Urban zone), as it is controlled by the applicant and wound in urban design terms be included in any future development of the land.

- f. The proposed Plan Change provisions and accompanying concept plan and associated plans were settled on.
- g. An urban design report was prepared in July 2023.
- h. Updated information relating to property easements led to refinements to the proposal and this updated report dated February 2024.

3. urban design framework

- 3.1 Although historically focused on the way in which private space and development impacted on public space, 'urban design' now encompasses a wide range of potential considerations. This is best evidenced by the breadth of matters included in MfE's 2005 New Zealand Urban Design Protocol. As a result of this breadth urban design analyses, when based only on preferred or 'ideal' urban design prerogatives, do not always match well with the specific matters relevant to Resource Management Act proceedings. Practical challenges faced by urban designers working under the RMA, and which have been factored into this assessment, include that:
 - a. urban design outcomes only apply to the extent that they are relevant to the specific resource management issues relevant to each specific application (primarily the relevant objectives and policies applicable to a specific plan change);
 - b. RMA plans need to be generally interpreted in light of what the specific objectives and policies mean and with reference to the methods used by each Plan to implement those provisions – not against what outcomes an urban designer might consider to be preferred or ideal in pure urban design terms; and
 - c. the RMA provides for positive environmental effects and outcomes but does not require them (unless a NPS or Plan requires them).
 - d. The RMA plan change s.32 test of "most appropriate" means "best suited and reasonable to the circumstance", and does not mean "perfect" or "ideal" in terms of specialist inputs including urban design.
- 3.2 In this instance, the proposal is for a scale and type of land use and development that is in line with the plan-making and land use frameworks set out within the AUP: OP. As such, for this assessment it is not considered necessary to identify urban design outcomes or precedents beyond the provisions of the AUP: OP. However, based on direction at AUP: OP Appendix 1.3, the Auckland Plan, Auckland Design Manual, and the Franklin Local Board Plan (2017) have been reviewed and considered. The Council's Pukekohe-Paerata Structure Plan

2019 has been regarded as a particularly critical input. It is noted at the outset that the proposal is considered to be generally compatible with the Council's Structure Plan and the Local Board Plan.

- 3.3 The key provisions of the AUP: OP relevant to the proposal in urban design terms are **Appendix 1** (structure plan guidelines); **B2** RPS (urban growth and form); **E38** (urban subdivision); and **H5** (mixed housing urban zone). Although the concept plan includes future open spaces (drainage network) these would be determined and, it is assumed, vested through a later subdivision process and so cannot be soundly 'zoned' as public open space ahead of that.
- 3.4 The Council Structure Plan also includes a Neighbourhood Design Statement ("NDS"). The Statement does not explain the content of the Structure Plan, but instead is presented as an implementation tool to guide further and future work. It is not understood that the Appendix 1 AUP: OP provisions operate in this manner and that any NDS content would need to be incorporated into the AUP: OP as case-by-case Precinct provisions for this to occur. Where a plan change did not include a Precinct overlay, then there would be no opportunity to incorporate such additional matters into the AUP: OP. In any event, the NDS contains five key principles that seem to function as a form of high-level design guideline. These are:
 1. **Neighbourhoods that vary in density and mix of uses according to their locational attributes.**
Supports compact quality development - the design should demonstrate the ability to increase density over time as the area is built out.
 2. **Neighbourhoods with many safe choices of movement with good access to services and amenity.**
Promotes a safe, connected and permeable street pattern, enabling multi modal transport options
 3. **Neighbourhoods with many choices of use and activity that reflect the changing needs of the community and the sub-region.**
Enables a diverse built form that supports a mix of land uses to establish over time
 4. **Neighbourhoods that celebrate their unique identity and are attractive, safe and easily understood.**
Promotes a sense of character and positive identity
 5. **Neighbourhoods that protect and enhance the natural environment while enabling urbanisation.**
Protects the natural environment for climate resilience
- 3.5 These principles address what I would describe as fairly standard design starting-points, and are not considered to include any content that is not already addressed in the AUP: OP RPS B2 objectives and policies. The NDS report does include a vision statement for Pukekohe-Paerata and this sets out a number of specific opportunities and constraints that future development is

expected to incorporate but again I consider the underlying AUP: OP provisions already provide a management framework for these.

- 3.6 I prefer to be guided by the statutory AUP: OP RPS objectives and policies, and in this report I will place most importance on them. However, the NDS content will also be considered as a form of generalised and supporting design guideline.
- 3.7 The Council has recently completed a draft Future Development Strategy and at the time of this report was seeking public comment on that. This is a planning strategy required under the National Policy Statement on Urban Development 2020. In summary the Council has signalled that it seeks to remove or at least defer much of the existing Future Urban zone around Auckland and instead rely on intensification opportunities within the existing zoned area augmented by PC78. At the time of this report, PC78 has not been landed and implementing the adopted / final FDS would also likely require a number of subsequent plan change processes. The draft FDS signals that the current FUZ should remain but that the timeframe for urbanisation should be somewhere after 2040. In terms of that timing, I am advised that the NPS: UD that mandates the FDS also requires Councils to be responsive to plan change requests that are not 'in sequence' so I am unsure how to weight the Council's indicative sequencing in any event. Overall and at this time the draft FDS does not provide any additional or otherwise relevant urban design matters that would inform my assessment of the proposal.
- 3.8 In preparing this report I have also relied on the following:
- a. Concept plan and zone plan set prepared by Birch Land Development Consultants Ltd, dated July 2023.
 - b. Planning report and appendices prepared by Scott Wilkinson Planning Ltd, dated July 2023.
 - c. Landscape assessment prepared by LA4 Landscape Architecture Ltd, dated July 2023.
- 3.9 Having considered the relevant provisions of the AUP: OP and related documents identified above, the planning outcomes and environmental effects to be addressed can be synthesised (for simplicity) into the following topic headings:
- a. The development should contribute to a quality compact urban form that supports and enhances the local area.
 - b. The development should achieve a well-connected, integrated built form outcome, with residential areas having high amenity, and being healthy, attractive and safe.
 - c. Non-residential activities support the needs of people and the local community.

- d. The development should maintain or enhance the character of the local area, and provide adequately for infrastructure.
- e. Open spaces should be well integrated and physically connected where possible.
- f. Reverse sensitivity effects with adjacent land uses are managed.
- g. The proposal should demonstrate how the site's opportunities and constraints have been positively responded to.
- h. Overall urban design merit.

4. site and context analysis

site analysis

- 4.1 The Site has been described in the planning assessment and the LA4 assessment, and I agree with those descriptions. I refer also to **Attachments 1** (2019 Structure Plan); **2** (existing AUP: OP zones); and **3** (Proposed PC78 zones). In urban design terms the Site's key characteristics are:

The site

- a. The Site is in total approximately 18.65ha, and is comprised of two underlying allotments being 70A (10.13ha) and 70B (8.517ha) Lisle Farm Drive. In coarse terms, the Site has a generally rectangular shape (east-west long dimension), connecting to both Lisle Farm Drive in the west and William Andrew Road (north). I have also included in my analysis 70 (5,378m²) Lisle Farm Drive. This smaller allotment already has an urban zone but is controlled by the applicant and would in any scenario form part of a future development scenario.
- b. The Site has an undulating form and in places quite steep and deeply incised stream gullies. These are generally well-vegetated, and the principal feature on the Site is part of a continuous stream corridor that spans the northern half of the Site's eastern boundary. It then follows the boundary on the immediately adjoining site's side along the southern half of that boundary. But in total, there is a continuous bush and stream gully feature separating the usable part of the Site from the usable part of the neighbouring property.
- c. Other than the steep gullies and for the amenity of an established dwelling and accessory buildings, the Site is in grass reflecting its historic agricultural use.

- d. The Site undulates between a high point of approximately 95m elevation (in the west), dropping to approximately 47m elevation at the lowest point (a stream) at its eastern end.
- e. An existing farm / commercial building occupies 70 Lisle Farm Drive close to the road, and it has an unremarkable 'barn' form. A fairly expansive dwelling, accessory building, pool and tennis court sits on 70A Lisle Farm Drive but is secluded well away from any public viewpoint.
- f. Because of the Site's quite undulating aspect, a more curvilinear road and development pattern would be likely, especially also in light of the irregular and sinuous form of the stream gullies and their extents. This is of itself not an urban design concern one way or the other, although it is fair to observe that linear boundaries and non-linear street and block patterns on slopes typically do give rise to a greater probability of rear lots eventuating.
- g. The Site is predominantly zoned Future Urban zone at this time and was included in the Council's Pukekohe-Paerata Structure Plan 2019. Of note is that 70 Lisle Farm Road is already zoned Mixed Housing Suburban and in the Council's PC78 it is proposed to be changed to Mixed Housing Urban. On that basis there is an argument that the plan change request does not, strictly speaking, need to include that allotment. I prefer it be included for completeness.
- h. However, the configuration of Lisle Farm Drive and existing allotments (including a recently constructed access lot to a recreation reserve with a retained cut down from # 70) means that although a potential road connection at or adjacent to 70 Lisle Farm Road is somewhat obvious, one could now not be assured without additional land purchase beyond the plan change or agreements to vary existing easements.

Adjacent sites

- i. To the west is a new urban subdivision of allotments in the 700m² – 900m² range. The subdivision will create Lisle Farm Drive as a loop connecting at its northern end to Twomley Drive, and at its southern end across Twomley Drive to the intersection of Valley Road and Reynolds Road. The subdivision presents allotment 'backs' to the Site, which is the normal response I would expect. Currently the land adjacent to the Site is vacant. Immediately west along 70 Lisle Farm Road is an access strip to the Glens Hill reserve (which is generally enclosed by allotments rather than having road frontage of any note).
- j. To the south-west is a hilltop reserve, Glens Hill. This rises to approximately 96m elevation and forms part of the natural crest of a rise that includes the Site. The reserve has quite steep slopes around its western and southern sides in particular, with a flatter (but still sloped) crest at its top. East of and adjoining Glens Hill is a large site comprising

13 Nanjing Lane that is currently the subject of a subdivision and land use consent proposal. That is zoned Mixed Housing Suburban. Currently the land adjacent to the Site is vacant.

- k. East of that again is 97C Runciman Road, part of a Mixed Rural zoned area beyond the identified Pukekohe Future Urban zone. The part of 97C Runciman Road adjacent to the Site is clear of any structures or substantial vegetation (it is a grass hilly paddock). There are quite steep slopes (up to 1:2) on the part of that site closest to the Site.
- l. East of the Site is 109 Runciman Road. This is largely vacant and has a 'farmed hill country' character in keeping with 97C Runciman Road (and the Site at this time). It is separated from the Site including, along the southern half of the common boundary, by a well-vegetated stream / gully system approximately 30m-50m wide. This neighbour is zoned Future Urban.
- m. North of the Site are 50, 35 and 37 William Andrew Road; 45 William Andrew Road; and Lot 8 DP 117254. 50, 35 and 37 William Andrew Road are conventional residential sections ranging from 1,100m² to 2,500m² in area. 45 William Andrew Road is a larger 1.87ha site occupied by a single dwelling and which is predominantly otherwise in grass. All of these 4 properties have a northern aspect, noting that a right of way extending from William Andrew Road adjoins the Site boundary between it and 35 and 37 William Andrew Road. East of 45 William Andrew Road is Lot 8 DP 117254. That is a 20.3ha site and has the same farmed hill country character as other sites I have identified. It contains no buildings or structures. 50 William Andrew Road is zoned Single House and the remainder of the sites identified here are within the Future Urban zone.
- n. In summary and on the whole, live urban zones are to the west and a majority of the south of the Site's boundary. To the north and east the Future Urban zone continues. Mixed Rural zoned land sits to the south-east.

The neighbourhood

- o. The Site sits on the north-eastern quadrant of Pukekohe, formed by the main railway line (north / south), and East Street / Pukekohe East Road (east / west). This is a predominantly residential suburban area that is in a largely already-developed state and to generally conventional suburban residential densities between 600m² – 1,000m² per site.
- p. Other than the usual range of drainage and recreation reserves that one would expect, residential land uses are only interrupted by occasional Neighbourhood Centre zones and community uses such as schools that are typical within residential neighbourhoods.

- q. The neighbourhood has a reasonably poorly-connected street network that can only partially be explained by undulating topography and barriers such as streams or the railway line. In my opinion there are many more cul-de-sacs and many more rear lots than would have been ideally the case, made more unusual given that most of this quadrant of Pukekohe has been developed after 2000 (when preferences for generally more connected neighbourhoods were quite well-established). But in any event, key road links do exist and provide higher-level connectivity including Valley / Belgium Road, Reynolds Road / Lisle Farm Road, and Cape Hill / Grace James Road.
- r. Are noted earlier, most of the existing residential area is zoned Mixed Housing Suburban, with an outer fringe at the north-east zoned Single House. These are identified within the Council's PC78 as changing to Mixed Housing Urban. Also within the zone is a fairly substantial Possum Bourne Retirement Village, which includes a variety of dwelling types from detached (generally still duplex) units to 3-storey apartment buildings.
- s. My assessment is that due to the predominant lot sizes, and positioning of existing dwellings, and that most are less than 20 years or even 10 years old, I do not see significant obvious dwelling capacity for intensification without demolishing dwellings in many instances. Conversion of an existing dwelling into two smaller dwellings would be the more likely opportunity.
- t. The neighbourhood, measured at a 1000m walk from the approximate centre of the Site, is mostly residential, public open space, and neighbourhood centre. The Pukekohe Town Centre and rail station, amongst other destinations including employment areas, are generally beyond a convenient walk and would require either a bicycle / e-vehicle, or motor vehicle. This does suggest that the post-MDRS 'default' residential zone of MHU would be appropriate, but that higher-intensity zones such as THAB would not.
- u. Because of the location of the Site that it can only be accessed (from principal routes) indirectly and through existing residential streets, I see no urban design reason to suggest that non-residential use of the Site would make sense.

Planning / urban form context

- v. The Pukekohe Structure Plan 2019 identifies Single House zone for the FUZ in Pukekohe's north-east and including the Site. It is identified as area D1 within the Structure Plan.
- w. Other than protection of stream corridors, a potential local park-type open space (0.3 – 0.5ha) is identified for or in the vicinity of the Site. I understand that the Council makes its decisions on new reserves at the time of land subdivision after zone decisions have been made. A larger

open space 3-5ha open space is also identified within the FUZ further east of the Site.

- x. The structure plan also identified an arterial ring road / orbiter around the north east and south east of Pukekohe. This is shown crossing the Site in a north-south direction at the Site's eastern end (west of the principal stream). Subsequent discussions between Birch Land Development Consultants Ltd and the Supporting Growth Alliance has confirmed a preferred route for this that crosses the site further to the east based on how to best navigate existing topography and stream crossings, amongst other things.

5. the proposal

- 5.1 The Proposal is to re-zone the Site from Future Urban Zone to Mixed Housing Urban zone. This is denser than shown in the Council's Structure Plan but is in keeping with PC78 and the RMA Enabling Housing Amendment Act / MDRS.
- 5.2 The process has been a design-led one, which I have been involved with from its inception working closely with Birch Land Development Consultants Ltd but also LA4 Landscape Architecture, Scott Wilkinson Planning Ltd, and other project consultants.
- 5.3 A concept plan (**Attachment 4**) has been developed as a means of analytically testing the Site – noting in particular the Site's slopes and other constraints that will limit plausible road and block alignments. It is not and should not be mistaken as a de-facto subdivision proposal and if it was the basis of a subdivision consent application I confirm there are numerous and more detailed refinements or adjustments that would be likely sought but that have not been investigated for the purposes of supporting a high-level zone change.
- 5.4 The concept plan is based on typically 400m²-600m² allotments (derived from what has been subdivided to date locally), and uses industry-standard assumptions regarding road widths and block lengths. It also indicates future drainage reserves associated with the stream network, and provides for the agreed (with Supporting Growth Alliance) alignment for the future arterial road supported by way of minimal access points to it. Where possible, the alignment of roads adjoins areas of potential public open space.
- 5.5 The concept plan shows that it is possible to connect to William Andrew Road and provide a generally well-connected series of urban blocks stepping down the Site's slope to the low-point drainage reserves, wetlands, streams, and area of bush. A sinuous east-west spine road links to Lisle Farm Drive (although this may not be achievable as a full public road) to the future arterial, following the landform. A series of cul-de-sacs will likely be necessary in relation to the edges of the bush / open space area and the future arterial in particular. Where rear lots are likely to prove necessary, wider JOALs that could accommodate

separated footpaths and landscaping separate to the vehicular carriageway could be provided for.

- 5.6 I have marked up as **Attachment 5** alternative connection opportunities to Lisle Farm Drive should a public road not be achievable (it might require purchase of 72 Lisle Farm Road). Because of the number of connections possible, a requirement that subdivision provide at least a pedestrian / cycle connection to Lisle Farm Drive is a matter best left to the subdivision stage to resolve.
- 5.7 The concept plan, although indicative, produced 187 allotments. Noting that the proposed MHU zone would provide for higher densities than has been shown, but also noting that the Site is not adjacent to a major urban centre or other 'density driver' that might otherwise support terraced houses, I consider it appropriate to contemplate a range of 175 – 350 dwellings could be delivered based on dwellings being detached or semi-detached. A yield higher than 350 units would require more extensive rows of attached buildings, which of note have not occurred in this part of Pukekohe to date.
- 5.7 Other than guiding the placement of roads and other key infrastructure, the proposed re-zoning does not seek to vary or change any provisions of the underlying zones. Subdivision and land use development would be governed (in urban design terms) by the underlying provisions of E38 and H5.

6. assessment

the development should contribute to a quality compact urban form that supports and enhances the local area

- 6.1 This topic is primarily derived from B2.2.1(1), B2.2.2(4), B2.6.1(1), B2.6.2(1), and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 1 and 3.
- 6.2 In my opinion the proposal will successfully contribute to the quality compact urban form sought for Auckland, and also both support and enhance Pukekohe's east. My key reasons for this are:
 - a. The proposal will integrate logically to existing urban-zoned land and development to the immediate south and west, and provide for the planned expansion of Pukekohe including provision for a new arterial road.
 - b. Residential activity is identified on the Council's structure plan as appropriate and the proposed MHU zone would provide for that. Public open space could be provided at the time of subdivision if required by the Council, although due to the undulating character of the land, a large flat playing area may be difficult to achieve.

- c. The Council's structure plan showed Single House zone as part of a tapering pattern away from the town centre of THABZ, MHUZ, MHSZ and then SHZ. As a consequence of the Resource Management (Enabling Housing) Amendment Act and the MDRS, the ability to use zones in such a prescriptive tapering fashion has been semi-retained, to the extent that the Council has proposed via PC78 a Low Density zone where specific qualifying matters apply (none are obvious in urban design terms). This still allows THABZ and other zones enabling successively greater heights again up and towards a centre zone. I see no other fundamental need for a SHZ-type (lower-density) zone on the Site based on my assessment of its characteristics and involvement in developing the concept plan, and if anything having a flexible zone that allows clustering of density on part of sites around and between sensitive features or steep slopes is a more flexible approach than a more uniform lower density zone. Ultimately the MHU does not require high density development, and it can support larger lots and lower densities where site conditions justify that. I note that in PC78 the Council has not sought to retain any existing SHZ or use a Low Density zone in its place; all zoned residential land adjacent to the Site is proposed to become MHU.
- d. As noted earlier, a concept plan based on existing allotment sizes and patterns has been developed (in the range of 400m² – 600m²) but based on the MHU provisions requested, higher density than this could eventuate. Because there is an existing large retirement village in the neighbourhood it is hard to see a second one likely within the Site, and absent such a facility I have not seen any suggestion of high-density low-rise apartments likely in suburban Pukekohe. But existing development that can be seen in nearby 17-35 Anselmi Ridge Road (lots as small as 220m²), Roto / Paddock Lanes (250m² sites) or Ridge View Crescent (350m² lots) are indicative of what could come to be proposed on parts of the Site, offset by larger lots on the steeper slopes or subject to ecological features. But in my opinion the range of densities and dwelling types likely are comparable to and compatible with what can already be seen in parts of the neighbourhood.
- e. The concept plan demonstrates one potential way that streams, wetlands, areas of existing bush and other sensitive parts of the Site can be protected and enhanced (relevant to policies E38.3(14) and (18)). Due to the intersecting alignments and geometries of these features, site boundaries, and land slope, it will not in my opinion be possible to achieve direct road abutments along the majority of the edges of these features although I consider it will be possible to achieve partial abutment along the lines shown on the concept plan. In my opinion this is a practical and appropriate outcome for a site such as this.
- f. Based on the concept plan, I am also confident that a block structure that generally works with and along the natural landform's contours (although bulk earthworks would still be required) is possible and this would be one

way of providing a distinctive sense of character on the Site (relevant to policy E38.3(3)).

- g. I am also satisfied, again based on the concept plan, that solar access will be readily achievable to future allotments. As can be seen on the concept plan, following the landform lends itself to two generally east-west roads across the Site, connected by a series of short north-south streets akin to rungs on a ladder. Such a subdivision pattern would provide a majority of lots in an east-west alignment, which is a generally preferred approach where possible so as to maximise solar access in a way that could allow outdoor living spaces to also be very private, positioned behind a dwelling and away from a street (although as can be seen there will still also be many instances of unavoidable north-facing lots where outdoor living spaces may need to be positioned in front of a dwelling) (relevant to policies E38.3(10), (11), and H5.3(3), (4), (5) and (6)).
- h. Looking only at the north-eastern quadrant of Pukekohe bounded by the railway line (north-south) and East Street / Pukekohe East Road, the Site will have convenient access (although in many cases beyond a convenient walking distance), to numerous public open spaces, neighbourhood-scale shops and services, healthcare / medical facilities, Valley Primary School, numerous pre-school / early childhood learning facilities, and at least one church.
- i. Looking more generally at the extent and form of Pukekohe, it is a quite asymmetric settlement bulging substantially north and south of the centre (to the extent that its northern extent has been given the name Paerata). The Site (in its entirety) will be closer to the train station (**Attachment 6**)¹ and town centre main street (**Attachment 7**)² than some existing and developed parts of Pukekohe, and approximately 1/3 to 1/2 of the identified Future Urban Zone. I consider that this does allow the Site to be described as consistent with the goal of a compact settlement at Pukekohe; I am particularly supportive of proposals such as this that 'fill in' the gaps of the catchment around the town centre rather than extend its far northern, southern and south-western extents. Notwithstanding this is also notable that in Auckland's principal metropolitan urban area, there are tens of thousands of existing dwellings located much further than up to 2,600m from the nearest train or RTN station or up to 2,850m from the nearest town centre; in its regional context the Site remains reasonable proximate to both of these key amenities.
- j. Notwithstanding access to the train station, the Site is also within a convenient walk (ranging from approximately 400m – 1,000m, but on average approximately 800m) of existing bus stops and services giving access to central Pukekohe as well as other neighbourhoods around that.

¹ Between 1,850m and 2,600m at a coarse 'as the crow flies' distance.

² Between 2,100m and 2,850m at a coarse 'as the crow flies' distance.

- k. In terms of development quality, I have no reason to consider that the outcomes sought by the E38 and H5 provisions that would guide future subdivision and land use applications could not be properly achieved on the Site.
- l. I have no concerns with a MHU zone abutting boundaries with other land within the FUZ, but also in the Site's south-eastern corner a limited extent of Mixed Rural zone. As a consequence of the Resource Management (Enabling Housing) Amendment Act the default urban / rural 'edge' zone based on the MDRS would be something equivalent to a MHU zone, and I note that in the Council's PC78 there are extensive lengths of urban / rural edge proposed to have just such an 'edge'. In this respect, I note that the existing abutment of MHU zone with Mixed Rural zone at 13 Nanjing Road provides a similar type of interface (proposed in PC78 to become a MHU / Mixed Rural edge) – directly continuing around 97C Runciman Road from the Site.

6.3 On the basis of the above, I consider that:

- a. In terms of any adverse urban design effects, I consider the proposal would not result in any problematic or unusual effects that do not typically come with land development or subdivision. The design process followed, Precinct Plan and associated plan provisions proposed will be successful at avoiding, remedying or mitigating potential urban design effects related to a quality compact urban form and Pukekohe.
- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing new urban zones is appropriate.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

the development should achieve a well-connected, integrated built form outcome, with residential areas having high amenity, and being healthy, attractive and safe

- 6.4 This topic is primarily derived from B2.3.1(1), B2.3.1(3), B2.3.2(1), B2.3.2(2), B2.4.1(2), B2.4.2(8), B2.4.2(9), B2.6.1(1), B2.6.2(1) and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 2 and 4.
- 6.5 In my opinion the proposal will achieve this outcome. My key reasons for this conclusion are:

- a. The concept master plan, although non-statutory, demonstrates that the Site is capable of achieving an appropriate subdivision outcome in line with the provisions of AUP: OP Chapter E38. Connectivity to both Lisle Farm Road (although it may be only in the form of a pedestrian / cycle link) and William Andrew Road will be possible, along with connections and part-enablement of a future arterial identified on the Structure Plan. A connection to the south, land currently being developed, would also be desirable but may not be achievable based on land gradient. The arterial positioning and alignment has been agreed with the Supporting Growth Alliance and on that basis will meet the Council's needs. In this respect the Site will be able to connect north, west and, potentially, south. In my opinion that can be described as well-integrated. This relates to policy E38.3(10).
- b. New roads would themselves be subject to the AUP: OP and Auckland Transport requirements. I am satisfied based on the concept plan that a network of AT-compliant public roads could be achieved, although in places limited use of JOALs will likely be necessary to service rear allotments and manage, in particular, what I imagine will be a desire from AT for property access to the future arterial to be limited. These are not in my opinion likely to be so out of the ordinary in frequency or extent as to compromise the basic quality of the future subdivision (relating to policies E38.3(10), (11), and (12)).
- c. The concept plan demonstrates how a block structure could be potentially achieved on the Site. Although I consider it does fairly indicate that some cul-de-sacs will likely be required, along with rear lots from time to time, it will also provide for a quite well-connected series of blocks, a majority of lots being front-lots, and in at least some instances an opportunity for roads to directly front what are likely to be future public open space areas (drainage reserves or similar).
- d. The concept master plan also demonstrates retention of the streams, wetlands, bush and steeper sloped areas. My preference would be for these to become public open spaces, but that would be for the Council to determine at a future subdivision. I am aware of extensive such features in Auckland being retained in private ownership and do not see that of itself as a defining urban design issue for the plan change request's merits.
- e. I envisage that the new local roads and JOALs (i.e., excluding the future arterial) would be designed to accommodate low-vehicle speeds (30km/h or less) so as to allow cyclists to share the carriageway (there are no dedicated cycle facilities on any adjacent street that could be connected to or continued). This relates to policies E38.3(16) and (17).
- f. In my opinion a block structure similar to that indicated on the concept plan would provide good sightlines and a number of pleasant walking routes for pedestrians. The AUP: OP urban subdivision and MHU provisions would require development to positively contribute to the

quality of streets and provide for passive surveillance, and as shown on the concept plan it will be possible for most lots to be front lots adjoining street edges (relevant to policies E38.3(11) and H5.3(3)).

- g. Integration of the stream network with the road network where topography allows (effectively the western side of the north-south stream), as promoted by policy E38.3(10)(a)(iii) would allow people to engage with that feature in a way that would be visually interesting and add amenity to the neighbourhood.
- h. The ability to walk through the subdivision, engage with the stream network and enjoy good-quality, well-overlooked streets will in my opinion enable public health and safety. This relates to policies E38.3(10), (11), and (18).
- i. Lastly, and in terms of an integrated built form outcome, the concept plan shows a predominant positioning of the back of future allotments around the Site's boundaries. This is a foundational urban design principle for managing urban space on the basis that positioning the private backs of properties to face other private backs is a compatible interface that will minimise nuisance effects between neighbours. It also avoids the issue of a neighbour's existing rear boundary becoming a front boundary (with additional yard and land use impositions resulting).
- j. By way of conclusion, I have also considered the concept plan, albeit an indicative suggestion, against the scale, pattern and type of urban streets and blocks that have eventuated within the neighbourhood. I am satisfied that the land can be developed in a way that is compatible with that 'grain' of development and streets (which does include numerous cul-de-sacs and an only partial abutment of roads along the edges of stream / riparian areas and public spaces).

6.6 On the basis of the above, I consider that:

- a. In terms of any adverse urban design effects, I consider the proposal would not result in any adverse urban design effects that are remarkable or out of the ordinary for new green field development. Overall, I consider the PPC is likely to result in a number of successful urban design outcomes at the time of future subdivision and development. The design process followed, Precinct Plan and associated Precinct provisions proposed will be successful at avoiding, remedying or mitigating potential urban design effects.
- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing urban zones is appropriate.

- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

non-residential activities support the needs of people and the local community

- 6.7 This topic is primarily derived from B2.3.1(1), B2.4.1(5), B2.4.2(10), B2.5.1(3), B2.5.2(7) and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 2 and 3.
- 6.8 The proposal in my opinion appropriately provides for the needs of the local community. It will also do so in a way that will not result in problematic amenity effects between employment and residential activities. My key reasons for this conclusion are:
 - a. The proposal is to not include a centre zone, on the basis that none was identified for this part of Pukekohe in the Council's Structure Plan. There are also existing neighbourhood centre zones north and south of the Site at any rate, which would be more accessible to the local community than a centre zone within the Site. Despite that and in terms of first-principles, based on my own training and experience with land use spatial planning, the Site lacks sufficient prominence on a key route, and can only be accessed via existing residential blocks, making it very inferior to many other possible locations in and around Pukekohe for such a zone.
 - b. Similarly the proposal does not include any dedicated employment zone, which I am also comfortable with given no such outcomes were identified as appropriate in the Council's Structure Plan, and noting the permissive status of home occupations and work-from-home within the Mixed Housing Urban zone. It would also be possible for residential-compatible activities to seek to locate within the new zone via resource consent (such as a child-care facility) (noting in particular policy H5.3(8)).
 - c. Although potential drainage reserves have been identified, the proposal does not presently include any proposed new public recreation reserves. I note that Glens Hill reserve directly adjoins the Site to the south-east and would be conveniently accessible from the Site. This area could potentially include a neighbourhood reserve as depicted in the Structure Plan, but further discussions would be needed with Auckland Council's Parks team at the time of subdivision. I also note that on the Structure Plan, and in the context of the potential local reserve shown on or in the vicinity of the Site, it does not appear that Glens Hill reserve is shown and this may mean that the Structure Plan indication is now redundant.
 - d. I also note that the future north-south arterial road will likely be a community severance to either a moderate or major degree, and any recreation reserve provided on the Site would likely cater to people

residing on the western side of the future arterial. In light of Glens Hill there is a question in my mind as to whether a future reserve would be best positioned in the future east of the arterial, as on that side occupants within the FUZ are much less likely to be able to conveniently access reserves on the west side because of what I expect will be generally limited access points to, and means to safely cross, the arterial.

- e. But in any event I have considered the Site in the context of the wider FUZ and its own characteristics (specifically its slope and the presence of Glens Hill), and identified in **Attachment 8** two locations that could accommodate a local reserve in a manner generally consistent with the Council's typical preferences for this type of asset.
- f. But in summary and in whatever eventual location or configuration, a local recreation reserve would be compatible with the residential zone otherwise sought and not give rise to any urban design effects of concern (subject to the subdivision detail of how such a future park might be shaped and positioned on the Site).
- g. The Site is otherwise most appropriately used for residential purposes.

6.9 On the basis of the above, I consider that:

- a. In terms of any adverse urban design effects, I consider the proposal's purely residential zone is appropriate noting that future public open space is likely in the form of a stream network and drainage reserves, and a potential local recreation reserve. I consider that no adverse effects of concern are likely to arise.
- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing urban zones is appropriate.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

the development should maintain or enhance the character of the local area, and provide adequately for infrastructure

- 6.10 This topic is primarily derived from B2.3.1(1), B2.3.2(1), B2.4.1(2), B2.4.2(8), B2.4.2(9), B2.6.1(1), B2.6.2(1), and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 1, 4 and to a lesser extent 5 (notably storm water and flooding).

- 6.11 In my opinion the proposal will be compatible with the local area's existing character, and provides mechanisms to ensure the provision of infrastructure. My key reasons for this conclusion are:
- a. Infrastructure requirements have been provided for in the Precinct provisions as well as the underlying requirements applying to urban subdivision under chapter E38 of the AUP: OP.
 - b. The proposal would substantially change the character of the Site but the change from rural to urban has been signalled by the Future Urban zone itself as well as the Council's Structure Plan. In urban design terms the severity of this generally planned-change is not problematically adverse. Although a MHU zone provides for more intensity than the SHZ identified on the Structure Plan, to passersby both scenarios would have a plainly residential and urban (or suburban), rather than a rural or semi-rural character.
 - c. Key natural features would be retained and enhanced as part of the land's subdivision, and the natural character of the landform itself would be maintained.
 - d. In terms of existing urban-zoned land to the west and south, the proposal will maintain the urban characteristics and built form patterns that have eventuated. Although notionally the proposal would have an MHU zone in the context of a MHS area, PC78 aims to change the MHS to MHU and in any event the MHU-like MDRS introduced in the Resource Management Enabling Housing Amendment Act are now in effect on that MHS-zoned land anyways.
 - e. A subdivision outcome such as has been indicated on the concept plan demonstrates how the Site could be integrated into its existing residential neighbourhood and continue / expand that in a logical manner, including connecting existing roads.
 - f. In terms of the existing Mixed Rural and Future Urban zone north and east of the Site, the proposal will in my opinion maintain the character and amenity of that land, and not foreclose any reasonable opportunities or future FUZ land to be re-zoned and developed in time (particularly by way of provision for the future arterial road). The Site's eastern boundary is subject to a stream / wetland / riparian area that will remain largely free of development (noting that on the southern half of that boundary the area sits on the neighbour's land at 109 Runciman Road). This will provide a spacious setback between activities and substantial mitigate potential character effects between the Site and its eastern neighbour.
 - g. The Mixed Rural zoned land at 97C Runciman Road is already subject to a residential zone interface with 13 Nanjing Road, and the proposal would not in my opinion worsen or deteriorate that sensitive interface. That area of the neighbour's land close to the Site is also already subject to numerous steep slopes between 1:2 and 1:4 gradients; these do not

lend themselves to many high-intensity or other rural activities that could be adversely affected by urban development on the Site (the Supporting Growth Alliance preferred future arterial route also crosses the Mixed Rural zone in this area, and that would itself militate against many rural-type activities that might conflict in any way with residential uses on the Site).

- h. In terms of the matter of planned character, this would be governed by the Precinct provisions and Chapter E38 at the time of subdivision consent, and then H5 in terms of land use. Based on my analysis of the Site I see no reason why the character outcomes sought by the AUP: OP could not be achieved or be expected.
- i. Overall, and although the proposal (post-development) would have the effect of moving the visually discernible urban edge of Pukekohe eastwards, the general continuance of a continuous urban boundary surrounded by a large rural hinterland would continue and be maintained. When considered in the wider landscape, the proposal would not materially change the character of the urban / rural activities in north-eastern Pukekohe compared to what exists at present. The proposal is in character terms a logical and planned-for 'step' as part of what has been an ongoing process of growth and development in this part of Pukekohe that can be seen (on the Council's aerial photography database) to have occurred over the last 25 years.

6.12 On the basis of the above, I consider that:

- a. In terms of any adverse urban design effects, I consider the proposal would result in a substantial change in the character of the Site although overall it is a change that is compatible with that signalled by the Future Urban zone and the Council's Structure Plan. Development of the Site will be managed by the Precinct Plan provisions and underlying subdivision and zone frameworks. I am in particular satisfied that an urban form outcome will be achieved that positively contributes to the planned character of Pukekohe's east. The design process followed, Precinct Plan and associated provisions proposed will be successful at avoiding, remedying or mitigating potential urban design effects.
- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing a new urban zone is appropriate.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

open spaces should be well integrated and physically connected where possible

- 6.13 This topic is primarily derived from B2.2.1(1), B2.3.1(1), B2.3.1(3), B2.7.1(1), B2.7.2(1), B2.7.2(2), and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 2 and 4.
- 6.14 In my opinion the proposal will be appropriate. My key reasons for this conclusion are:
- a. The proposal retains and provides for enhancement of streams, wetlands, and riparian areas and these would continue north and south / south-east of the Site – such as has been depicted on the concept plan. I have no reason to assume that Esplanade Reserves would be triggered by the width of the streams but in any event there is a robust policy framework that could provide for these to be addressed at the time of subdivision (I refer to policies E38.3(24) to E38.3(26).
 - b. If the above spaces were vested as drainage reserves (or similar) it would be possible to provide pedestrian trails through them and this has also been explored within the concept plan (and would be determined at the time of subdivision).
 - c. I refer to my earlier consideration of potential recreation reserve locations within the Site, which would be addressed at the time of subdivision, and note that the two locations I identified would integrate well with the stream-based open space areas.
 - d. I also refer to earlier comments relating to the likely configuration of public roads via a subdivision and the engineering-gradient and land stability constraints that will affect these. But it should be possible to provide at least some direct road frontage to those spaces based on the analysis undertaken as part of the concept plan.
 - e. The concept plan also explores two pockets of steep land along the southern boundary of the Site. I am neutral on the future of these areas noting that they would be set aside as part of a public space network (depending also on what ultimately eventuates on 13 Nanjing Road to the south), or alternatively they could be incorporated into large private allotments subject potentially to restrictive covenants restricting their use.
 - f. The concept plan indicates that in large part because of topography, it is likely that open spaces areas (assuming for the sake of the point that they may become public drainage reserves or similar) will be abutted by private allotment boundaries. In the normal course of events, my experience has been that future owners tend to limit placement of tall barriers that take away from what can be high-amenity outlook spaces over those vegetated gullies. But based on my day-to-day experience

with urban subdivisions in Auckland, in the event that the open spaces are proposed as public spaces, it would be possible to limit fence heights as appropriate through the subdivision process. I also see fencing along well-vegetated boundaries as less of a potential integration or visual impact effect than where the open space is likely to be visually open or in grass. For these reasons, I do see the benefit in, but do not see a specific need for, additional Precinct controls on such fencing (but by the same token I would have no urban design reasons to oppose this).

- g. Overall and to the extent possible, the proposal will provide for the protection, integration, use and enjoyment of open spaces.

6.15 On the basis of the above, I consider that:

- a. In terms of any adverse urban design effects, I consider the proposal does not require, but at the same time would not preclude, creation of a new neighbourhood park in an acceptable configuration should the Council require this at the time of subdivision consent. Retained and enhanced streams on the Site, and retained bush will provide visual and recreational amenity.
- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing and integrating new open spaces or riparian strips is appropriate.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

reverse sensitivity effects with adjacent land uses are managed

6.16 This topic is primarily derived from B2.5.1(3), B2.5.2(10), B2.7.1(3), and Appendix 1 in the AUP: OP.

6.17 In my opinion, the proposal will successfully manage reverse sensitivity effects on adjacent activities. My key reasons for this conclusion are:

- a. I am advised that a reverse sensitivity effect is one where a complaint from a new use to an existing authorised one leads to an actual curtailment of the otherwise authorised activity. It is more than the risk of a person just making a complaint or of an established activity reasonably having to take into consideration the interests of neighbours as a part of their own s.17 RMA obligations.
- b. The proposal is for a residential land use zone compatible with the Council's Structure Plan vision for the area on land identified for future urban use.

- c. Land to the south and west is already residential zoned land, and the proposed Mixed Housing Urban zone will be compatible with this. In my opinion any potential adverse neighbour-to-neighbour effects can be managed by the E38 and H5 AUP: OP provisions that would apply.
- d. The proposal includes provision for storm water needs to be catered to on-site as necessary so as to not create downstream effects of any concern.
- e. Land to the north and east is also zoned Future Urban zone and its eventual re-zoning will not be impeded by the proposed Mixed Housing Urban zone. In any event, land immediately east will be well-separated from future residential activities on the Site by the width and extent of the continuous stream and gully corridor. To the north, the land is already in a state of semi-suburban and semi countryside living use, and these will not be undermined by residential use of the Site.
- f. The proposal will support, rather than detract from, the existing Neighbourhood Centre zones to the north-west and south-east.
- g. In terms of the Mixed Rural zoned site to the south-east (97C Runciman Road), this is already affected by a residential zoned neighbour (13 Nanjing Road). The proposal would not lead to any greater or additional limitation on the potential rural use of that land than is already likely to be the case today, and as noted earlier a planned future arterial road would sit on part of 97C Runciman Road, creating a de-facto rural / urban boundary likely to also limit potential rural uses that could otherwise occur on what is a quite steeply sloped part of that site.
- h. Provision has been made for a future arterial road as agreed with Supporting Growth Alliance, and the concept plan shows how this could be provided in a way that limited direct property (and also road) access to it, so as to provide for its intended through-movement functionality.

6.18 On the basis of the above, I consider that:

- a. In terms of any adverse urban design effects, the proposal would result in a range of residential or residential-compatible (by way of consent) uses that will not give rise to any reverse sensitivity effects of concern. The design process followed, Precinct Plan and associated provisions proposed will be successful at avoiding, remedying or mitigating potential urban design effects.
- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where reverse sensitivity effects are likely or should be avoided.

- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

the proposal should demonstrate how the site's opportunities and constraints have been positively responded to

- 6.19 At the fundamental design and layout level, the way in which a proposal responds to its site characteristics, opportunities and constraints is regarded by urban designers as one of the key ways that potential adverse effects can be avoided, remedied or mitigated (and that potential positive effects can be maximised). In this respect, this topic relates to all of the AUP: OP RPS provisions relevant to the PPC. It relates to all five of the principles identified in the Council Structure Plan NDS.
- 6.20 In my opinion, the proposal represents a logical and successful response to its context. My key reasons for this conclusion are:
 - a. Broadly, the Structure Plan identified that residential activities and associated open space would be appropriate and my analysis has come to agree with that position (noting my earlier query as to whether or not a local reserve is actually required on the Site due to the existence of Glens Hill reserve so close to the Site).
 - b. The MHU zone is a practical response to the Structure Plan and the Government's most recent statutory direction for residential land use planning. The applicant's Geotechnical investigations have shown it is possible to stabilise the land in a way that can protect the stream gullies in their entirety along with their ecological values.
 - c. The proposal includes provision via the Precinct Plan for infrastructure and an opportunity for a future arterial road based on an alignment agreed with the Supporting Growth Alliance.
 - d. Existing AUP: OP provisions in chapters E38 and H5 will provide for the efficient and site-responsive subdivision and development of the site including provision for the protection and enhancement of streams and waterbodies, an effective urban subdivision pattern, and for residential development that will positively contribute to the quality of new public streets.
 - e. The concept plan, although indicative, shows the likely type of design issues and considerations likely to arise at the time of subdivision. In my opinion it shows that an acceptable solution will be available in line with the Council's (AUP: OP) preferences (noting that were the concept plan an actual subdivision proposal I would likely further investigate numerous minor adjustments or refinements reflecting the additional level of detail

that would go into that as opposed to a simpler analytical test at the time of a plan change request).

- f. Based on my assessment of the Site and its environment, I am satisfied that no additional Precinct-based controls or urban design requirements are necessary to manage urban design issues or effects. The proposed zone interface will be appropriate around the Site's boundaries.
- g. I expect that at the time that a subdivision proposal was made, there would be additional requirements on the form, function, and design of the future arterial road corridor including access management and how allotments might front it without taking vehicle access directly from it. This is a fairly standard matter that I do not expect to prove problematic.
- h. It may however be necessary at the time of subdivision consent to stage the south-eastern corner (Lots 174-189 on the concept plan), noting that access to that area would likely need to come from the future arterial, which may not be fully or otherwise constructed at the time of subdivision – or in the alternative provide some form of interim access. Although less common, this is not an unknown design issue and is not in my opinion likely to prove particularly difficult to resolve.
- i. Based on the Council's aerial photography database, there has been a regular sequence of residential expansion in Pukekohe's north-east since 2001. The proposal is in my opinion commensurate with the scale and timing of that incremental growth, and will maintain the rural-to-urban transition that has been well established here for over two decades (**Attachment 9**). I consider that this is a relevant contextual response to the issue of change over time. In many respects the proposal will seem to simply be the next 'stage' of that wider development process.

6.21 On the basis of the above, I consider that:

- a. In terms of any adverse urban design effects, I consider the proposal responds logically and appropriately to the site's opportunities and constraints (to the extent that can be determined at the level of a plan change). The design process followed, Precinct Plan and associated provisions proposed will be successful at avoiding, remedying or mitigating potential urban design effects.
- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing new urban zones is appropriate.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

overall urban design merit

- 6.22 In light of the above analyses, I have turned my mind to a cumulative and overall assessment of urban design merit.
- 6.23 The proposal has followed a design-led process and identified the most-appropriate framework for the site. In my opinion the design process was comprehensive and of a depth that is commensurate to the scale and potential environmental effects that the PPC could give rise to.
- 6.24 The proposed zone framework, provisions and Precinct Plan will ensure subdivision and development maintains and enhances the planned character and other qualities of Pukekohe. The concept plan gives me confidence that the zone proposed will be of a sufficient size and characteristics that the 'downstream' resource consent provisions triggered under the AUP: OP can be properly administered. The design principles and aspirations set out in the Structure Plan NDS, although non-statutory, will also be achieved by the PPC.
- 6.25 On balance, I consider the proposal to adequately reflect the outcomes sought by the AUP: OP for new urban zones in the Future Urban zone, and that any adverse effects arising from subdivision and development of the land will be appropriate in urban design terms.
- 6.26 More strategically, re-zoning the lane will in my opinion help 'complete' north-eastern Pukekohe and connections between roads that exist north and west, and south (either directly to the neighbouring site or via the future arterial). That the Supporting Growth Alliance has planned for a ring arterial that the proposal can help contribute to is also a relevant part of this consideration.
- 6.27 On the basis of the above and overall, I consider that the proposal could be supported on urban design grounds.

7. conclusions

- 7.1 This report documents an independent analysis of a request for a Private Plan Change to re-zone approximately 18.65ha of Future Urban Zone, for SR & DS Smith. The request has been made to Auckland Council under the Resource Management Act 1991 ("**RMA**") in terms of the Auckland Unitary Plan (Operative in Part) "**AUP: OP**". The key conclusions of this report are that:
- a. The site has been identified as suitable for urban purposes through the Future Urban zone that applies to the land and the completed Council Structure Plan for Pukekohe-Paerata, 2019. The proposed residential use of the land is in keeping with that indicated in the Council's Structure Plan and is the most appropriate in urban design terms for the land given the

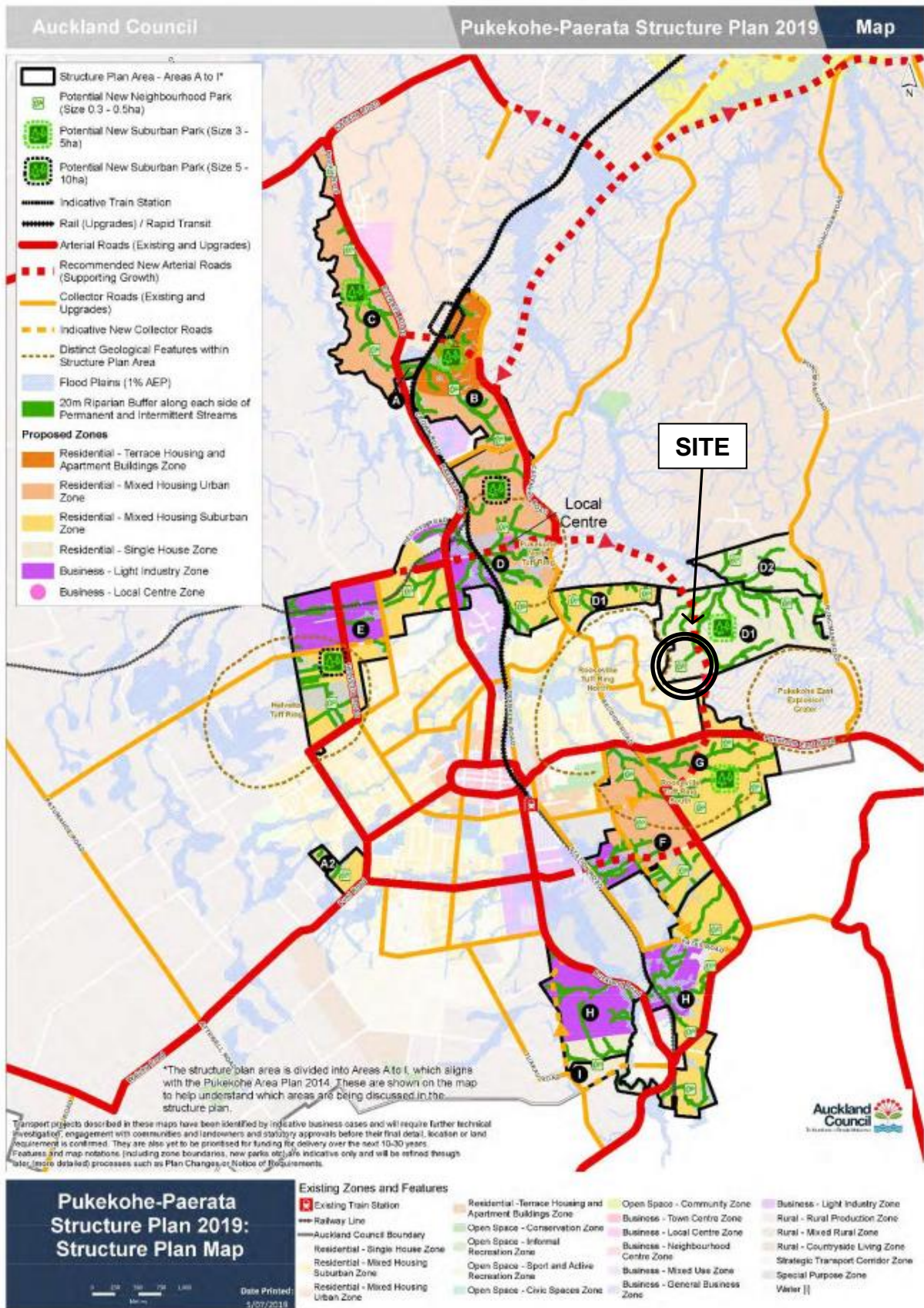
site's opportunities and constraints, and adjacent land's characteristics. Due to the presence of a streams and gullies, future drainage reserves would likely be required to be vested through a future subdivision.

- b. The proposal includes a Precinct Plan specifying key infrastructure improvements required. Relevant to urban design is provision for an arterial road corridor (Pukekohe North East Arterial) identified on the Council's Structure Plan and spatially confirmed in discussion with the Supporting Growth Alliance infrastructure planning body.
- c. A concept master plan for the Site (also including 70 Lisle Farm Drive), and which is intended to act as an analytical aid to substantiate conclusions expressed as to developability of the Site, demonstrates that the land is capable of delivering an integrated, well-connected and spatially coherent urban form outcome in line with the outcomes sought by the AUP: OP.
- d. For the land to be developed a number of design decisions would need to occur and be integrated. The existing AUP: OP and proposed Precinct provisions require these matters to be addressed through normal consent requirements, usually via conditions of consent. I consider it very unlikely that the proposal would give rise to any subdivision or built form-related urban design effects 'out of the ordinary' from what typically occurs as urban expansion occurs or that could not be properly managed through the applicable consent requirements.
- e. At its closest point the Site is within 600m of a neighbourhood centre zone and it would otherwise logically connect with the existing extent of north-eastern Pukekohe. I consider that this is sufficiently located as to support urban-density residential development in a way that logically connects with both Lisle Farm Drive (although potentially by way of a pedestrian / cyclist-only link) and William Andrew Road.
- f. Although the adjacent residential land is currently zoned Mixed Housing Suburban zone, the proposal is for Mixed Housing Urban zone on the basis that the Resource Management (Enabling Housing) Amendment Act and its Medium Density Residential Standards have made it compulsory for Councils to enable a level of development commensurate with the Mixed Housing Urban zone in all urban area residential zones other than a Large Lot Residential zone. The Council's PC78 has been notified to that end and it proposes all of the adjacent land to the Site to become Mixed Housing Urban subject only to an identified flood plain Qualifying Matter. In urban design terms it makes sense to seek a Mixed Housing Urban zone on the Site instead of a Mixed Housing Suburban one.
- g. The proposal will result in a number of adverse urban design effects, although none are considered to be unusual or severe in the context of urban land re-zoning. Positive urban design effects will also occur or be enabled through future subdivision. Overall, the proposal is consistent with the quality compact urban form sought by the AUP: OP and the specific

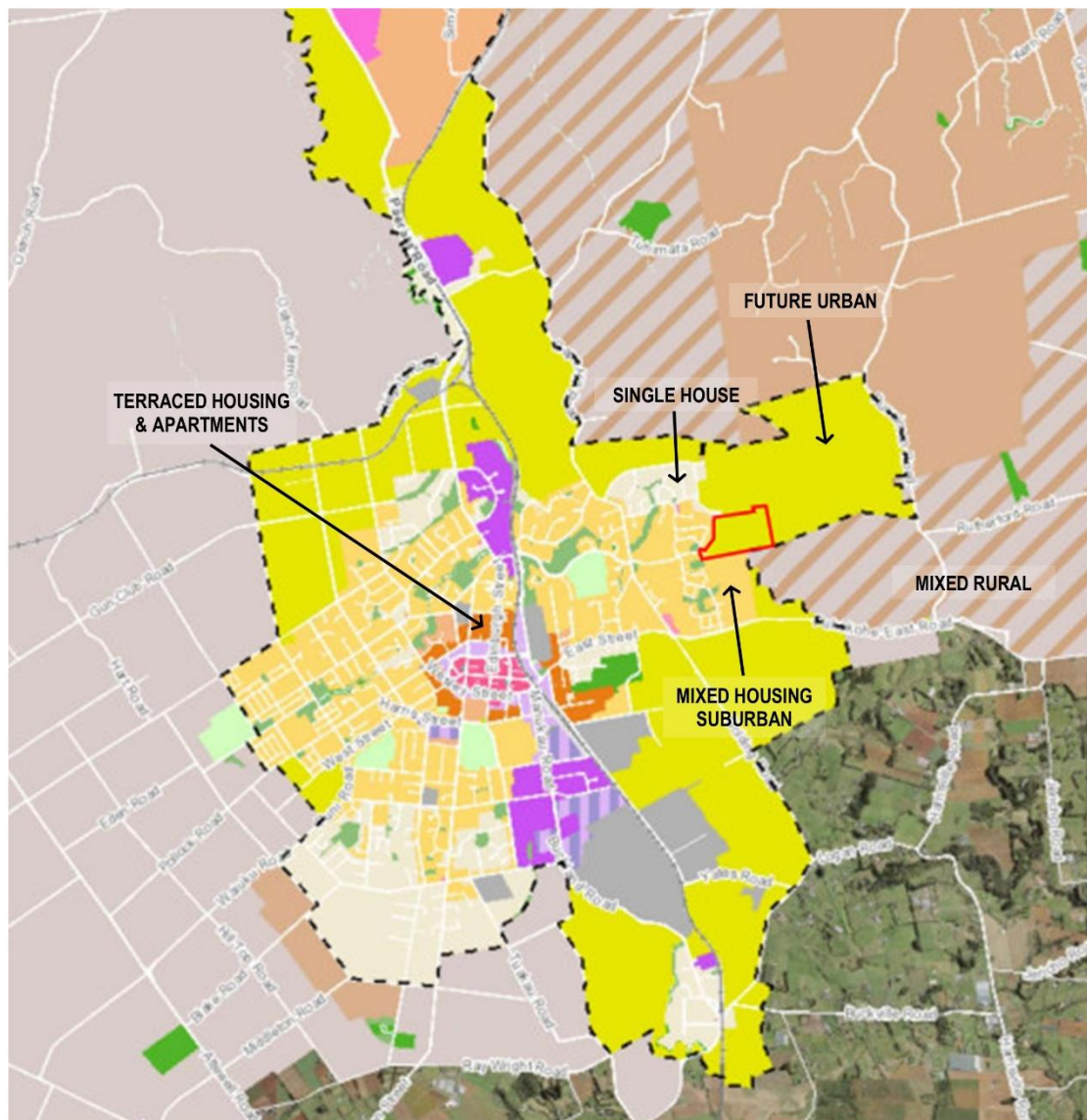
matters set out in Chapter B2: Urban Form. It is consistent with the Council's Structure Plan and the specific urban design principles that accompany it in a Neighbourhood Design Statement.

- 7.2 The private plan change application could be accepted on urban design grounds.

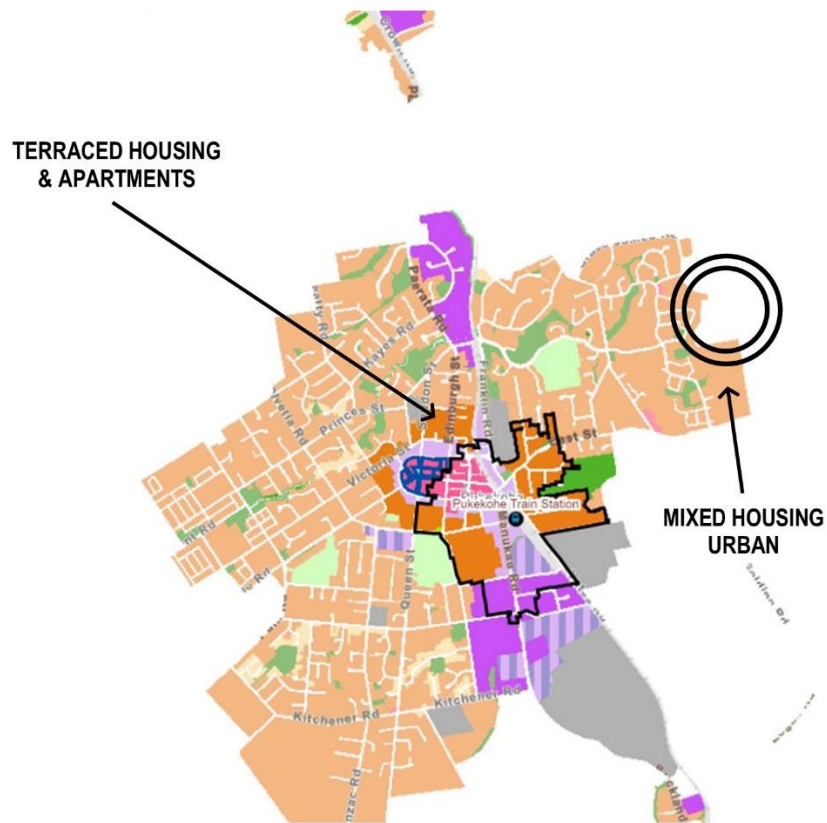
ATTACHMENT 1 – 2019 PUKEKOHE STRUCTURE PLAN, NO SCALE



ATTACHMENT 2 – EXISTING AUP: OP ZONES, NO SCALE



ATTACHMENT 3 – PROPOSED PC78 ZONES, NO SCALE



WILLIAM ANDREW ROAD (SEALED & IN USE)

LISLE FARM DRIVE (SEALED & IN USE)

LOT 11 DP 473756

LOT 2 DP 178282

LOT 2 DP 563982

PT LOT 2 DP 104866

BUSH AND WETLAND AREA

Streamwater Pond

LEGEND:

- Proposed Lot Boundaries
- Real Boundaries
- Abutment Boundaries
- Major Contour (5m)
- Minor Contours (1m)
- Proposed Open Space Reserve to protect wetland & streams (Designation to be agreed)
- Proposed Walking & Cycle Track (2m width)
- Existing Bush and Wetland
- Tree
- Existing Stream
- Indicative Draft Designation Boundary
- Road Corridor
- Bridge

NOTES:

- 1) Areas and measurements are approximate only and subject to final survey
- 2) Roads shown are legal
- 3) This document shall be used only for the purpose for which it is supplied. No reproduction, copying, reuse, sale, hire, loan or gift of this document directly or indirectly is permitted without the prior written consent of the Council.
- 4) This document is subject to copyright

TOTAL:

- Total number of proposed private lots = 187
- Total number of public open air reserves = 3
- Combined total lots = 190

PROJECT INFORMATION:

Project No.	4553
Client	SMITH
Project Name	79 LISLE FARM DRIVE, PUKEKOHE
Project No.	4553
Project Name	79 LISLE FARM DRIVE, PUKEKOHE

APPROVED FOR SUBMISSION BY: Birch Surveyors Ltd

APPLICANTS APPROVAL:

ATTACHMENT 5 – OPTIONS FOR PEDESTRIAN / CYCLIST-ONLY LINKAGE TO LISLE FARM DRIVE, NO SCALE

(A) - retain concept plan alignment but ped / cycle-only link at end.



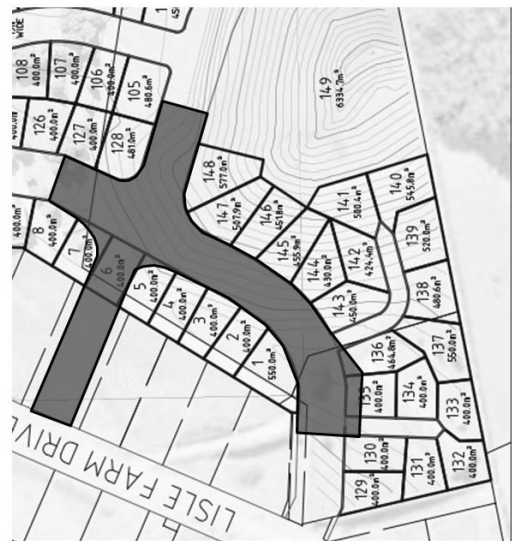
(B) - divert ped / cycle-only link south to existing reserve.



(C) - divert road and ped / cycle-only link south to existing reserve.



(D) - acquire land, extend east-west spine road directly.



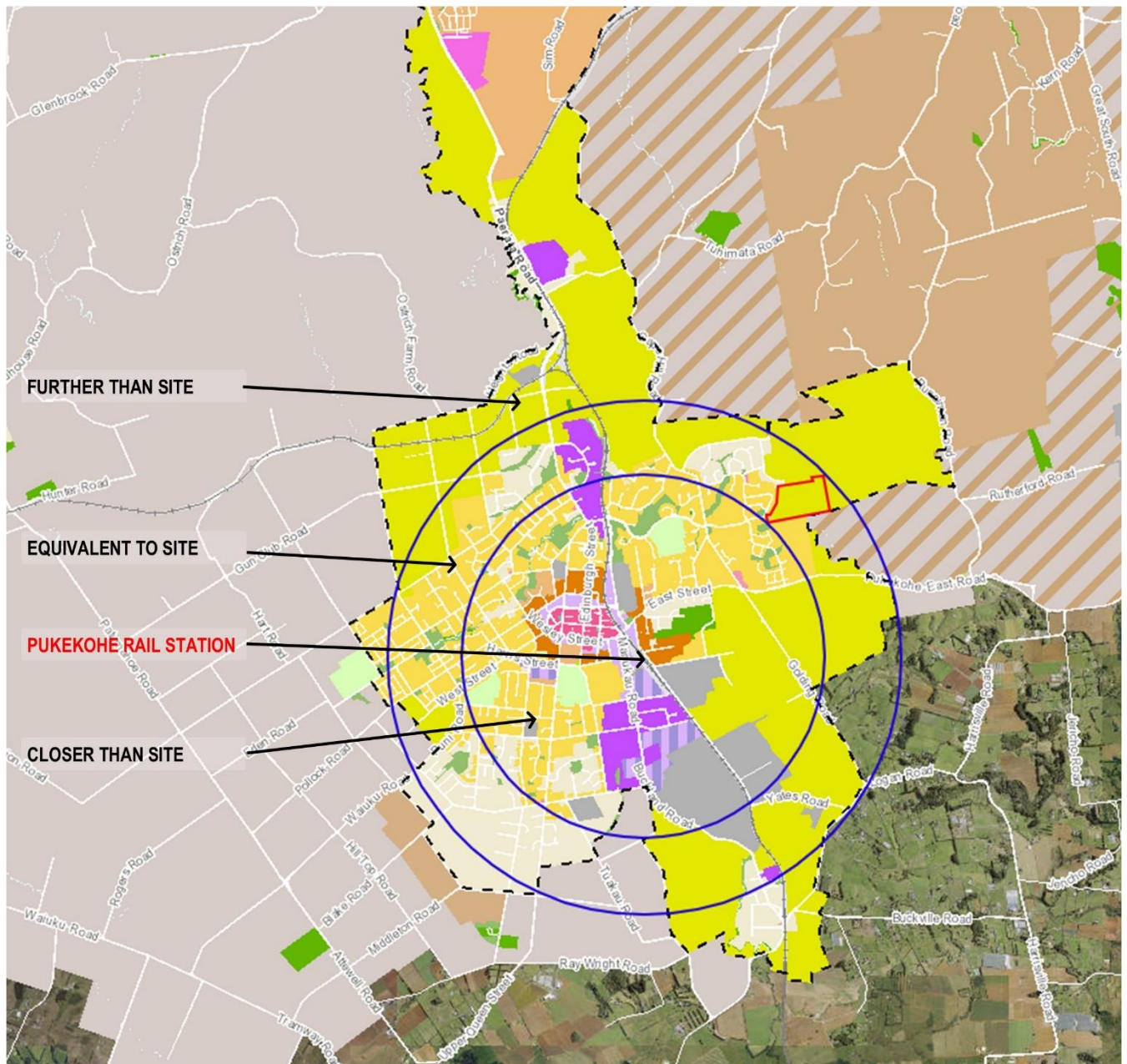
(E) - integrate ped / cycle only link into open space network.



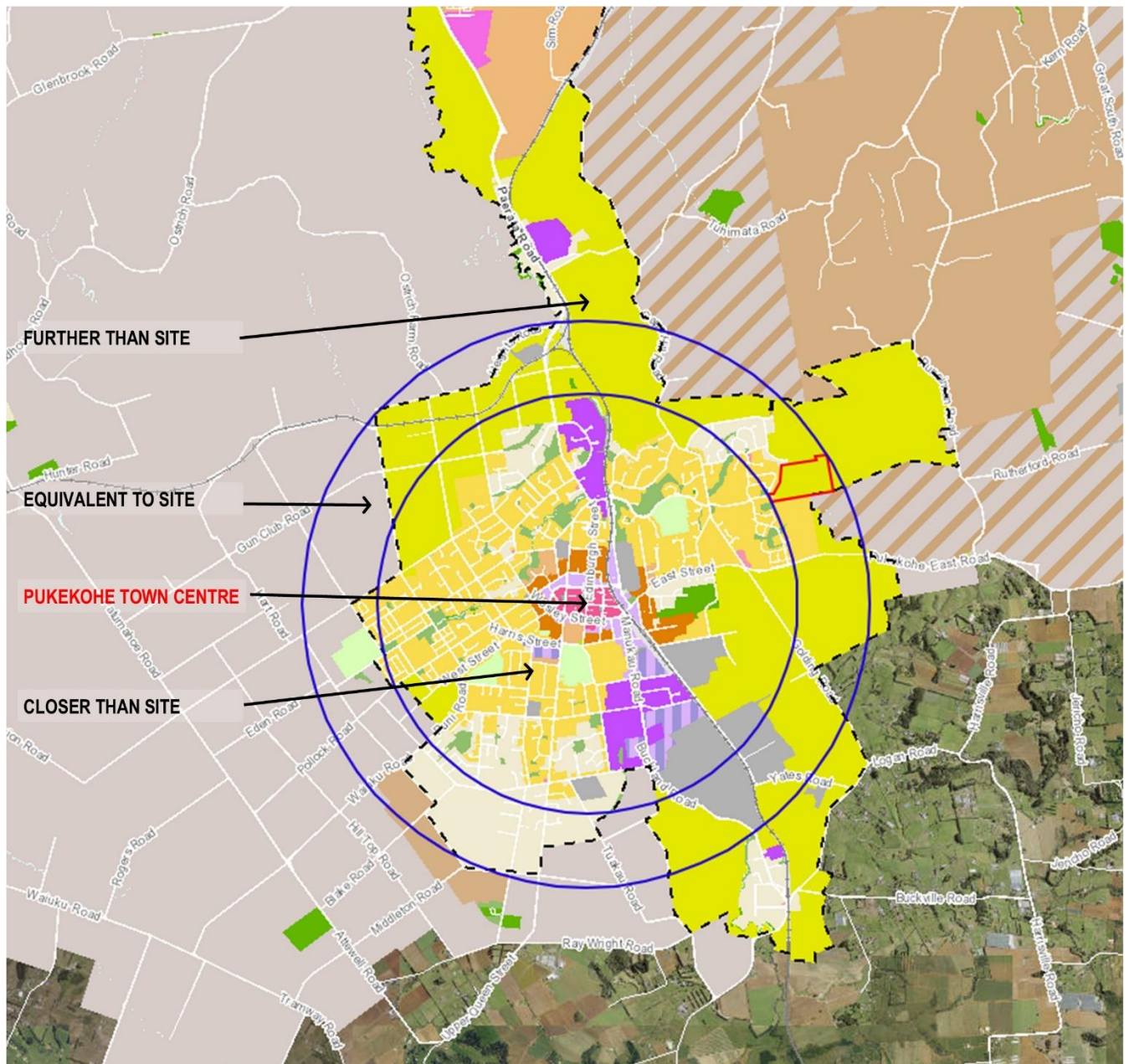
(F) - acquire 68 Lisle Farm Drive and slightly realign current concept.



ATTACHMENT 6 – ILLUSTRATION OF SITE IN RELATION TO PUKEKOHE RAIL STATION, IN THE CONTEXT OF PUKEKOHE'S EXISTING ZONES. NO SCALE



ATTACHMENT 7 – ILLUSTRATION OF SITE IN RELATION TO PUKEKOHE TOWN CENTRE, IN THE CONTEXT OF PUKEKOHE'S EXISTING ZONES. NO SCALE



ATTACHMENT 8 – INDICATIVE ASSESSMENT OF POTENTIAL LOCAL RECREATION RESERVE LOCATIONS (DESIGN SIZE 4,000m²). NO SCALE.
NOTE: GLENS HILL RESERVE EXISTS IMMEDIATELY SOUTH-EAST OF THE SITE



ATTACHMENT 9 – AERIAL PHOTOGRAPH RECORD SHOWING PROGRESSION OF URBANISATION IN NORTH-EASTERN PUKEKOHE, 2001-2023. NO SCALE.

