



27 JUNE 2019

URBAN DESIGN STATEMENT

PRIVATE PLAN CHANGE - GREAT SOUTH ROAD, PAPA KURA

DOCUMENT DETAILS	
Site address	520-22 Great South Road, 21 Gatland Road
Client	520 GSR Ltd
B&A reference	17104
Document prepared by	Cam Wallace, Associate (Urban Design)
Document reviewed by	Rachel Morgan, Senior Associate

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08/04/2019	1	Draft for internal review
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Looking north over the site towards the Cemetery & Hunua Ranges

1.0

INTRODUCTION

1.1

BACKGROUND

PURPOSE

This report has been prepared to support a request for a Private Plan Change (“PPC”) to the Auckland Unitary Plan: Operative in Part (“AUP(OP)”), made by 520 GSR Ltd for an area of land (“the Site”) fronting Great South Road and Gatland Road in Papakura (Figures 1 and 2) approximately 30km south of Auckland City Centre.

The Site comprises 4.63ha of land, all proposed to be zoned for residential activity – specifically Mixed Housing Urban. This could yield approximately 110-180 houses.

This report explores the opportunities and constraints relevant to urban design outcomes in the context of potential redevelopment that will demonstrate how the Site can help meet Auckland’s development needs in a way that is consistent with the Auckland Plan and AUP(OP)’s vision for a quality compact urban form, the Council’s Future Urban Land Supply Strategy (“FULSS”), as well as the Drury-Opāheke Structure Plan.

Alongside the work associated with this Plan Change, B&A has been undertaking more detailed work on the site to support future resource consent applications. This work has helped to inform the assessment of the proposed rezoning to Mixed Housing Urban and the impact relevant development standards would have on the form and layout of a new residential subdivision.

REGIONAL POLICY

Chapter B2 of the AUP(OP) sets out the Regional Policy Statement (“RPS”) as it relates to urban growth and form. It establishes a strategic goal for a “quality compact urban form” in Auckland. Implicit within this goal is the need to support residential intensification. The policies in the RPS include the following issues relevant to this PPC:

- Providing for the re-zoning of Future Urban zoned land to urban zoned land where it supports a quality compact urban form and a range of housing typologies;
- enabling higher levels of intensification and growth along public transport corridors and near open space;
- Subdivision and development responds to the physical characteristics and intrinsic qualities of the site;
- ensuring that infrastructure is in place or can be provided to support new development;
- Promotes the efficient use of land and enables a range of built forms to support choice for a diverse and growing population.



Figure 1 - Site Location within the Auckland Region (Base Map: Auckland Council GIS)

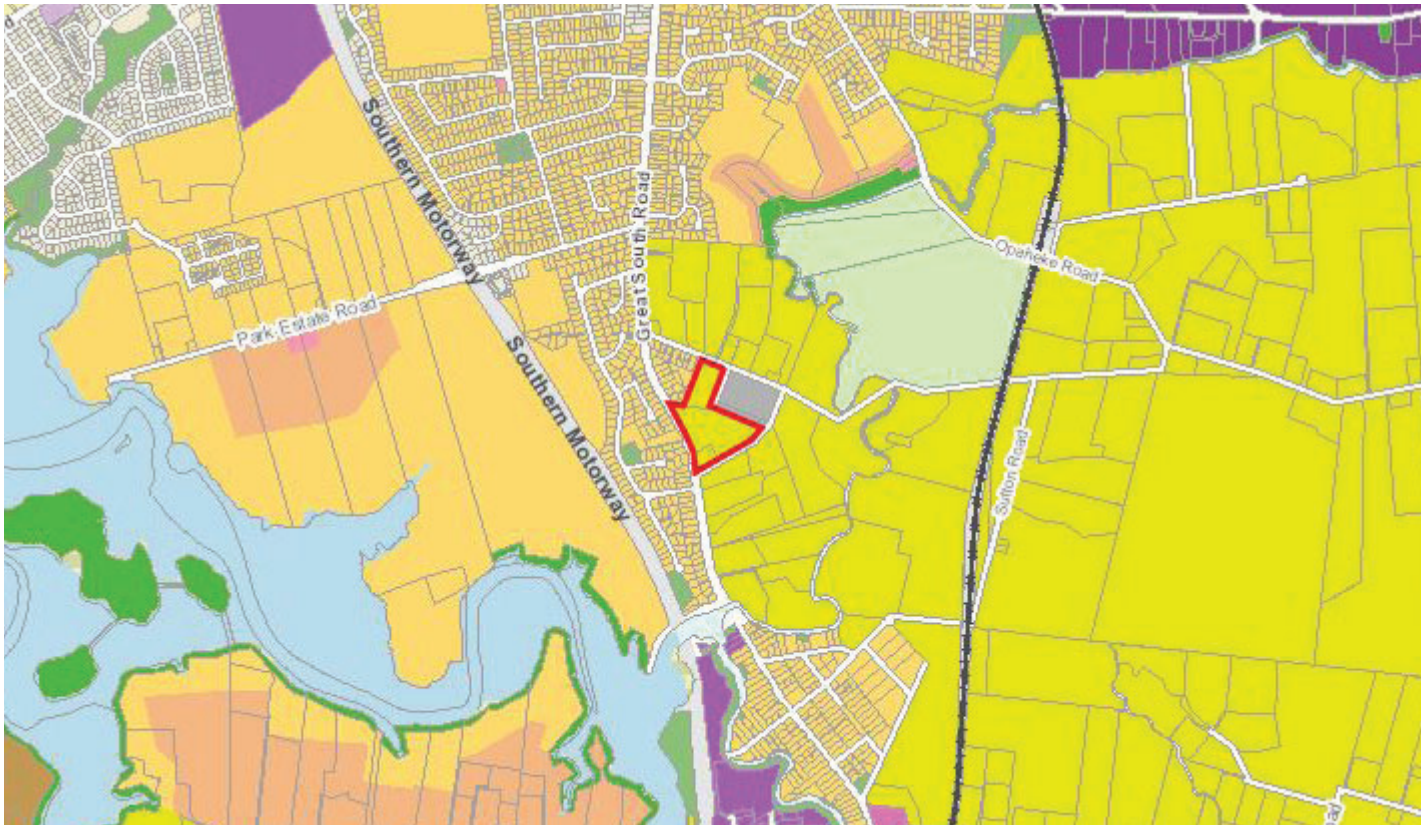


Figure 2 - Site Location & Auckland Unitary Plan Zoning

1.2

STRATEGIC CONTEXT

DRAFT DRURY-OPĀHEKE STRUCTURE PLAN

Council is currently in the process of preparing a Structure Plan for the Drury-Opāheke area in which the Site lies (refer Figure 3). This is part of the wider southern growth area which also includes the large future urban areas of Takanini, Pukekohe and Paerata. Together, the areas zoned for future urban growth across South Auckland comprise a land area of approximately 6,700 hectares. The population in this area is anticipated to grow from 193,000 in 2016 to 353,000 by 2046.

The Structure Plan identifies that a large main town centre is required to serve growth within the entire area and also surrounding areas. The proposed location for this centre is shown close to and east of SH 1 at the existing Drury – Opāheke motorway interchange, adjacent to the existing Drury Village and approximately 1.5km south of the Site. The Structure Plan also identifies an upgrade in public transport provision along Great South Road so that it is incorporated into the Frequent Transit Network (FTN) greatly improving the frequency, capacity and attractiveness of public transport serving the site.

The Structure Plan has been influenced by Council’s Future Urban Land Supply Strategy (2017) which sequences the release of urban land with the supply of infrastructure over 30 years.

NEIGHBOURHOOD DESIGN STATEMENT

As part of the Structure Plan process, Council has prepared a Neighbourhood Design Statement (“NDS”). The aim of the NDS is to provide guidance for developers and land owners undertaking plan change and resource consent applications within the Southern Structure Planning Area through illustrations and descriptions in words, to help achieve a mix and pattern of different land uses, integration with transport, and built form design in order to create

distinctive and liveable neighbourhoods

Five overarching themes were developed to guide the NDS outcomes and provide overarching, multidisciplinary principles to guide plan changes and development. The key themes aim to achieve the visions set out in the Drury-Opāheke Structure Plan as well as the outcomes of the Auckland Plan. The relevant themes and sub-themes relevant to this stage of the design process are identified below:

- Theme 1: Neighbourhoods that vary in density and mix of uses according to their locational attributes.
 - Sub-theme 1.1: Provide uses and densities that are appropriate to their location and role within each neighbourhood, these may include: centres, public transport nodes / corridors, living and employment environments
 - Sub-theme 1.4: Promote higher intensity of uses along the frequent transit networks (FTN) routes in order to respond to public transport provision.
- Theme 2: Neighbourhoods with many safe choices of movement with good access to services and amenity.
 - Sub-theme 2.2: Design development along frequent transit network (FTN) routes that ensures they efficiently serve their catchments ...
- Theme 3: Neighbourhoods with many choices of use and activity that reflect the needs of the community and the sub-region.
 - Sub-theme 3.4: Provide for a range of housing choices and respond to housing needs.

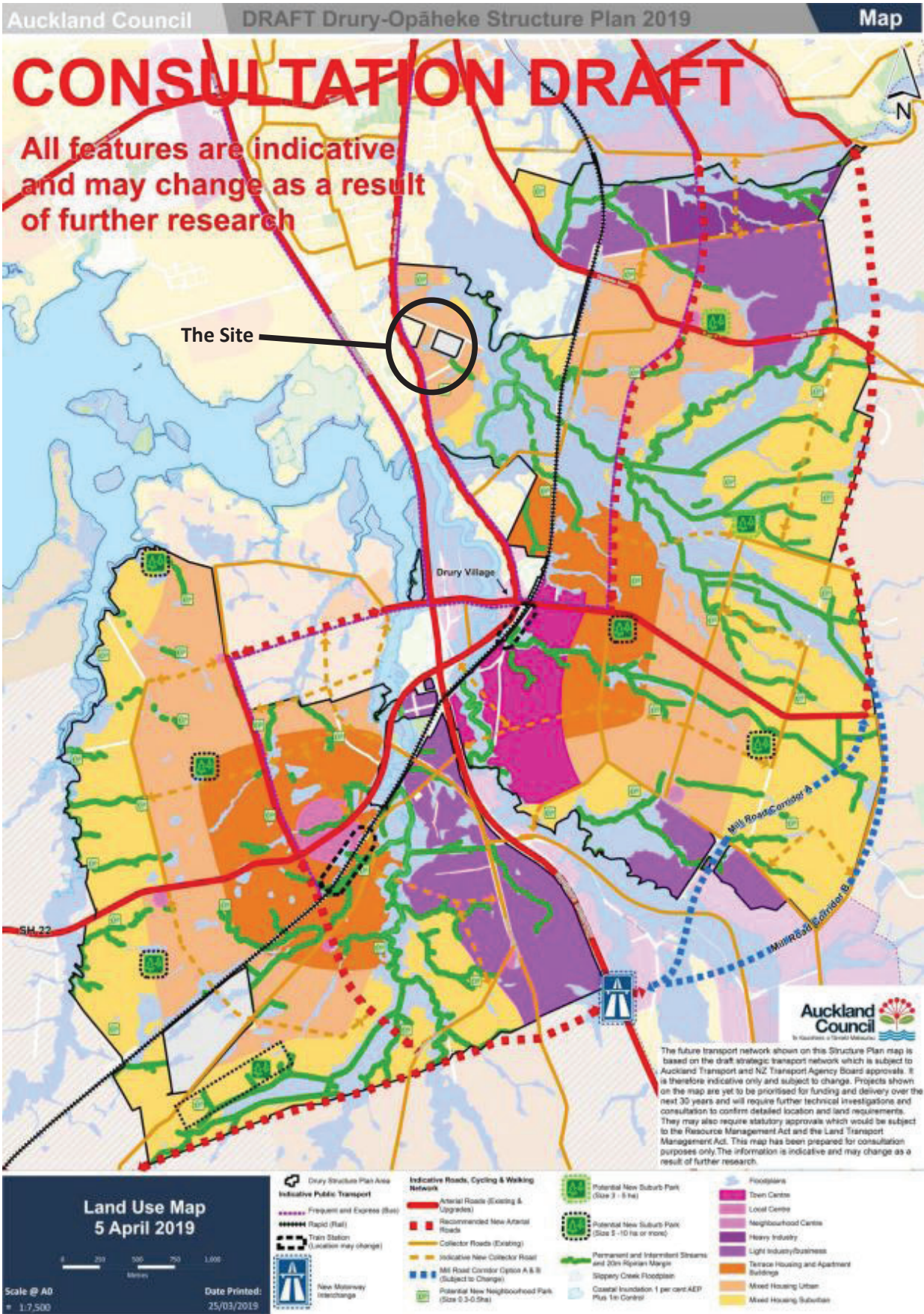
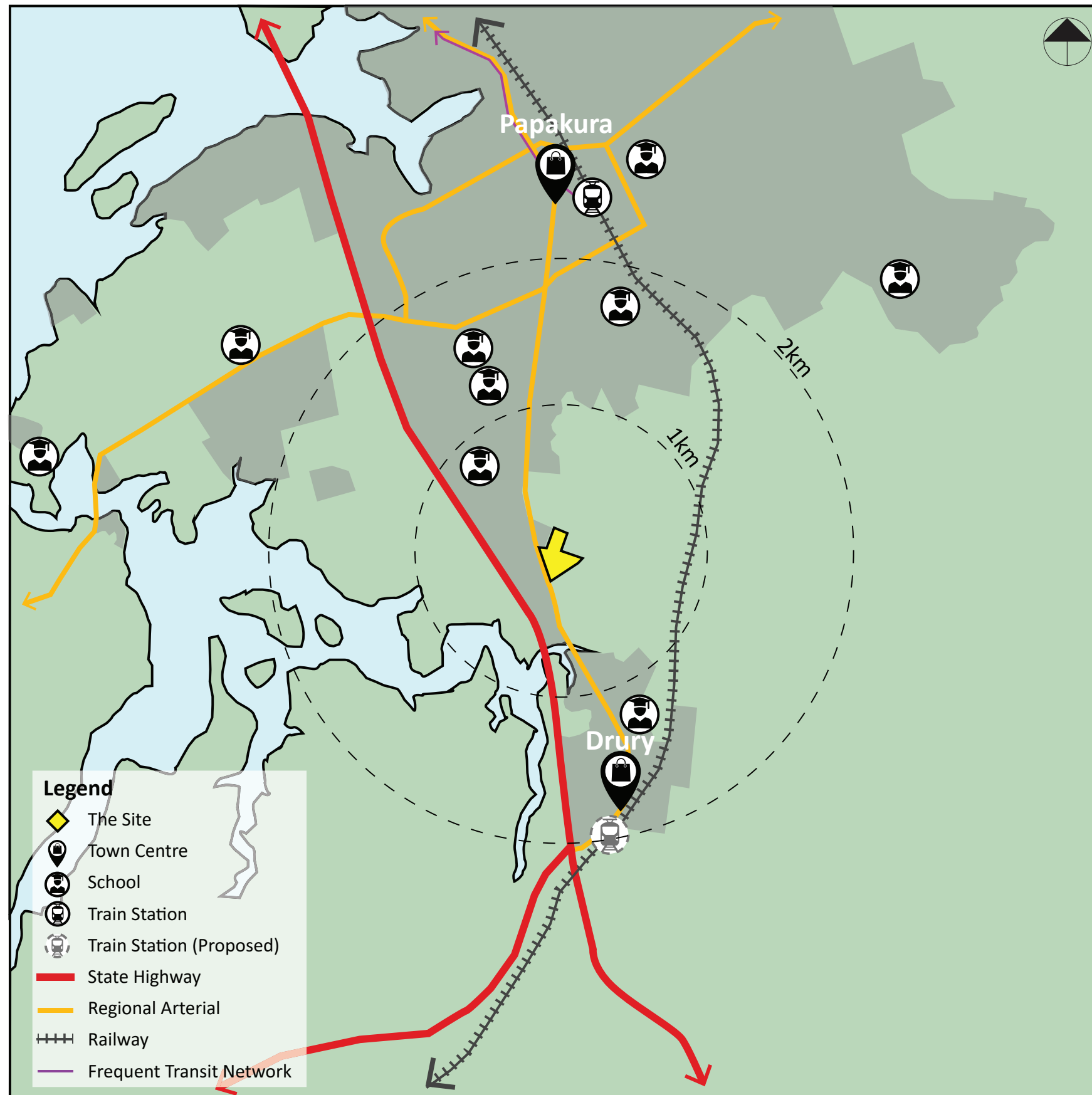


Figure 2 - Draft Drury-Opāheke Structure Plan (source: Auckland Council)

2.0

SITE CONTEXT

2.1 SUB-REGIONAL CONTEXT



STRATEGIC CENTRES & TRANSPORT

The subject site is situated between the centres of Papakura and Drury, approximately 3km south of the Papakura Metropolitan Centre. The site is bordered to its west by existing residential subdivisions and Great South Road, to its north and east is Papakura South Cemetery, and to the south by rural lots currently in use for horticulture and pasture but within the Rural Urban Boundary.

The subject site encompasses an area of 4.63 hectares in size and is comprised of three separate lots, being:

- 520 Great South Road, Lot 2 DP 172553;
- 522 Great South Road, Lot 1 DP 172553; and
- 21 Gatland Road, Lot 16 DP 43579.

The majority of the site is currently used for pasture but features three existing residential dwellings and a commercial building at 520 Great South Road.

In terms of the wider transport network the site is located within 2kms of motorway interchanges at Papakura and Drury and within 2.5km of the existing Papakura Train Station which features a 230 space 'park and ride' facility. A proposed train station at Drury would be located approximately 2km from the site.

2.2 NEIGHBOURHOOD CONTEXT



BUILT-FORM & AMENITIES

Great South Road and Gatland Road (as they pass the site) are best characterised as peri-urban with both urban and rural features fragmented throughout. Urban development, in the form of residential subdivision, is gradually extending south along the Great South Road corridor between Papakura and Drury. There are a range of architectural styles present and can be associated with successive phases of urban development since the 1960s.

With the exception of a handful of small parks, rural businesses and Park Estate School the surrounding area is dominated by low-intensity residential uses. The nearest neighbourhood centre is located approximately 1.5km north of the site on Edinburgh Avenue while larger areas of employment such as Drury or the Papakura Industrial area are located 2-3km away from the site.

2.3

NEIGHBOURHOOD CONTEXT



ACCESS & MOVEMENT

The site is primarily accessed via Great South Road, a key regional arterial route linking the site with town and metropolitan centres at Drury and Papakura. In this location, Great South Road features two general traffic lanes and partially sealed shoulders on either side of the carriageway. Both Great South Road and Gatland Road, as they pass the subject site, have a posted speed limit of 70km/h. This is currently under review by Auckland Transport with a reduction to 50km/h on both roads proposed.

The site is also bound by two paper roads (an unformed, legal road). The general public have a right of passage over these roads although it is noted that adjoining landowners to the south currently occupy and use this land for private purposes.

In terms of pedestrian infrastructure, footpaths are generally limited to the western side of Great South Road. No dedicated pedestrian crossings or refuges are currently located within 1km of the site along Great South Road. In addition, there is currently no cycling infrastructure provided within the immediate vicinity of the subject site. Plans for the introduction of dedicated cycling facilities (the Papakura to Drury Cycle Lane) along Great South Road in this location have been on hold since 2012.²

The primary mode of Public Transport serving the site is the 376 bus route with two sets of bus stops located within 400m on Great South Road. The 376 is a local service that runs between Drury and Papakura running at half hourly frequencies at peak times, down to hourly outside of the peaks.

As part of the Drury-Opaheke Structure Plan, Great South Road is expected to provide bus services as part of the Frequent Transit Network (FTN). It is unclear what upgrades would be required to Great South Road to enable this or to support development in the Structure Plan area. However, development of the subject site would not preclude any upgrades occurring in the future.

1. <https://at.govt.nz/projects-roadworks/safe-speeds-programme/speed-limit-changes-around-auckland/>
2. <https://at.govt.nz/projects-roadworks/great-south-road-cycling-facilities/papakura-to-drury-cycle-lane/>

2.4

STREETSCAPE CHARACTER



Great South Road to the south of the site retains a rural/ peri-urban feel with a mixture of rural, commercial and residential properties fronting the road.



Residential units fronting Great South Road are generally set well back from the street with limited landscaping or fencing treatments. Heights range between one and three storeys.



Much of the recent subdivision in the area turns its back on Great South Road. The result is limited site accesses and an expanse of high, visually impermeable fences fronting the street.



Cooladerry Place, part of the early 2010s subdivision and development of the Parkhaven Estate. This is characterised by single storey, low density residential development.



The northern side of Gatland Road retain a peri-urban character with a number of lifestyle blocks, small paddocks for grazing and shelter-belt planting.



Gatland Road is wide, featuring two general traffic lanes while the footpath is currently limited to the south side of the carriageway.



Existing residential development along Gatland Road is predominantly detached, single-storey units set on large sites. There is evidence of infill development at the rear of these sites.



The Parkhaven estate is characterised by single storey dwellings, utilising a range of facade treatments with hipped or gable roof forms.

3.0

SITE ANALYSIS

3.1

SITE PHOTOS



Looking south-east over the site from Great South Road towards the Hunua Ranges.



Looking south-west over the site from the cemetery. The existing commercial buildings on site are visible middle right.



Looking north-west from the site towards Great South Road and established residential areas to the north.



Looking south across the site from the end of the unformed paper road. The majority of the site is flat or gently sloping.



Looking south-west from the cemetery towards the low-point of the site.



Looking south from the unformed paper road. The topography indicates the location of a overland flow path running along the northern boundary of the site.



Looking north-west over 21 Gatland Road to existing residential dwellings.



Looking south-west along the unformed paper road running parallel to 21 Gatland Road.

3.2 SITE HISTORY



1959 (source: Auckland Council GIS)



2006 (source: Auckland Council GIS)



1996 (source: Auckland Council GIS)



2017 (source: Auckland Council GIS)

COLONIAL HISTORY

The subject site was part of the wider Drury subdivision first laid out in the 1860s. At this time, a number of the paper roads still in existence today and the adjacent cemetery were laid out as shown in the survey plan below. Great South Road is a historically important road, originally constructed to facilitate the movement of armed forces from Auckland as part of the invasion of the Waikato in the New Zealand Wars. However, there are no known or scheduled heritage items on the Site or surrounding environs.



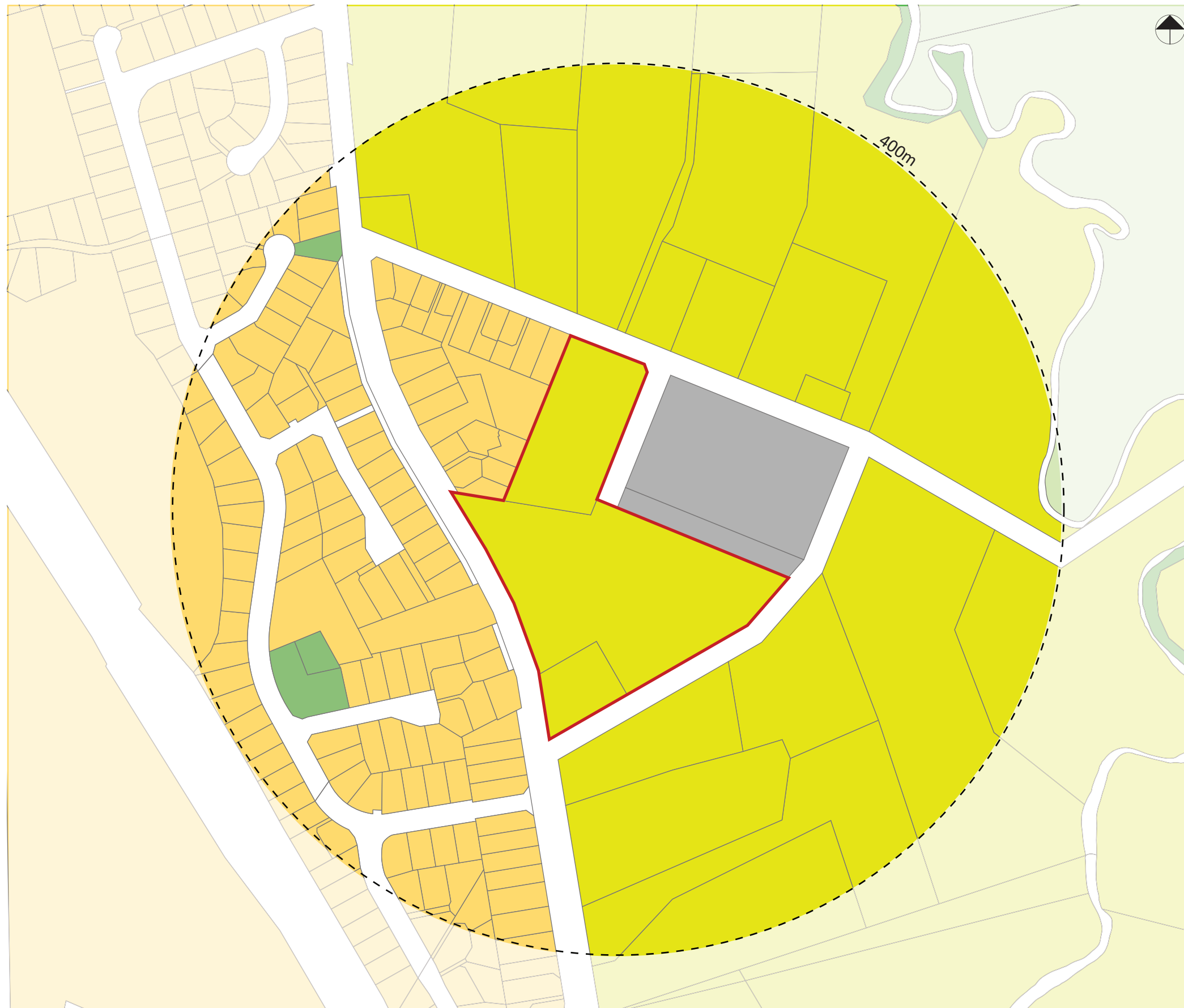
"Allotments for sale in Drury" with approximate site boundaries shown for comparison (Source: Auckland Libraries Heritage Collections NZ Map 4175)

1959-2019

The aerals to the left illustrate changes to the site and its immediate surroundings since 1959. The site itself has remained in pastoral or horticultural use over the past 60 years with the addition of some commercial buildings and homesteads.

Development of the cemetery commenced in the mid-1990s while the expansion of the Parkhaven subdivision over the past decade is apparent. There are also signs of residential intensification and infill of properties located to the north of the site.

3.3 REGULATORY ENVIRONMENT



AUCKLAND UNITARY PLAN

The site is currently zoned Future Urban along with areas to the west and south. Areas to the north and west of the site are currently zoned Mixed Housing Suburban.

There are pockets of various open space zonings within the immediate vicinity of the site including Conservation, Informal Recreation, and Sport & Active Recreation.

The South Papakura Cemetery which lies adjacent to the site features a Special Purpose zoning.

Legend

- The Site
- Residential - Mixed Housing Suburban
- Open Space - Conservation
- Open Space - Informal Recreation
- Open Space - Sport & Active Recreation
- Future Urban Zone
- Special Purpose Zone (Cemetery)

3.4

URBAN STRUCTURE & FORM



BUILT FORM & BLOCK STRUCTURE

Owing to the location of the site at the periphery of the existing urban area, blocks are typically large and irregular in shape with access to the majority of residential lots obtained via a series of cul-de-sacs. The cul-de-sacs also tend to lack any provision of pedestrian connections through to neighbouring streets resulting in large walking distances between destinations in the area.

The site itself can be broken into two distinct parts - the northern portion at 21 Gatland Road which is rectangular in shape. The second part is composed of 520-522 Great South Road and triangular in shape. The irregular perimeter geometry of the western most part of the site will create challenges in terms of enabling a developable lot structure.

In terms of built form, the surrounding environment is dominated by detached, single-storey residential dwellings. Two and three storey residential dwellings can also be observed in some locations near the site. These homes appear typical of the majority of residential development at Auckland's periphery over the past three decades.

Legend

- The Site
- Buildings
- Residential "backs"

3.4

URBAN STRUCTURE & FORM



LAND USE

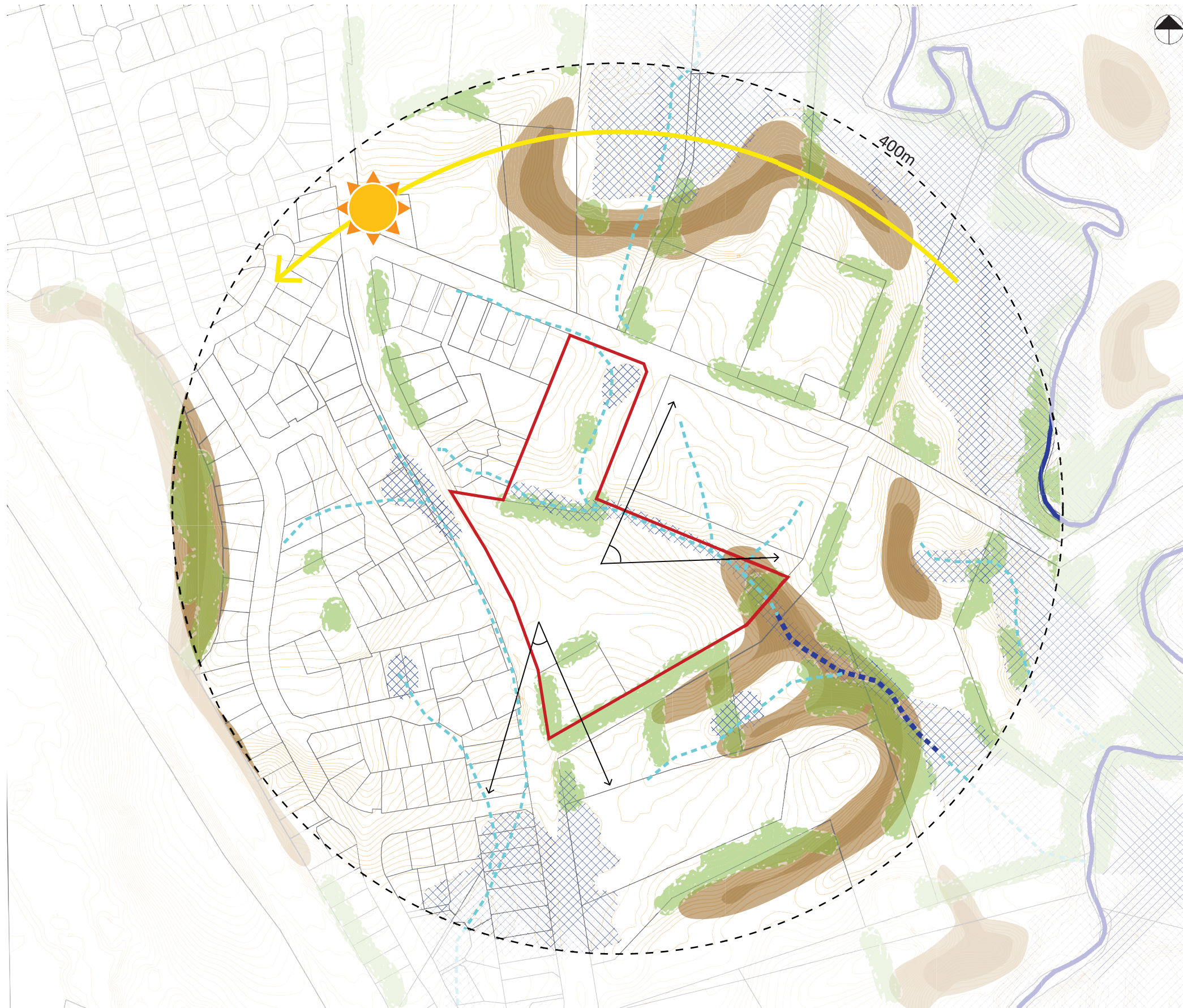
With the exception of a rural/ commercial buildings in the immediate environment, the predominant land use is residential. Based on the emerging Drury-Opaheke Structure Plan, this is unlikely to change as expansion of the urban area continues.

Legend

- The Site
- Residential
- Rural Ancillary
- Commercial
- Community
- Educational

3.5

NATURAL ENVIRONMENT



VEGETATION & HYDROLOGY

The natural environmental features of the site are summarised in the plan provided on the left.

The site is characterised by gently sloping pasture over much of its extent. There is a more steeply sloping section/ gully at the north-east corner of the site supporting an overland flow path which eventually drains to Slippery Creek. The 100yr ARI flood plain also extends into the site through the gully. The site is elevated from adjoining sites to the north, east and south and this provides access to views across Opaheke to the Hunua Ranges.

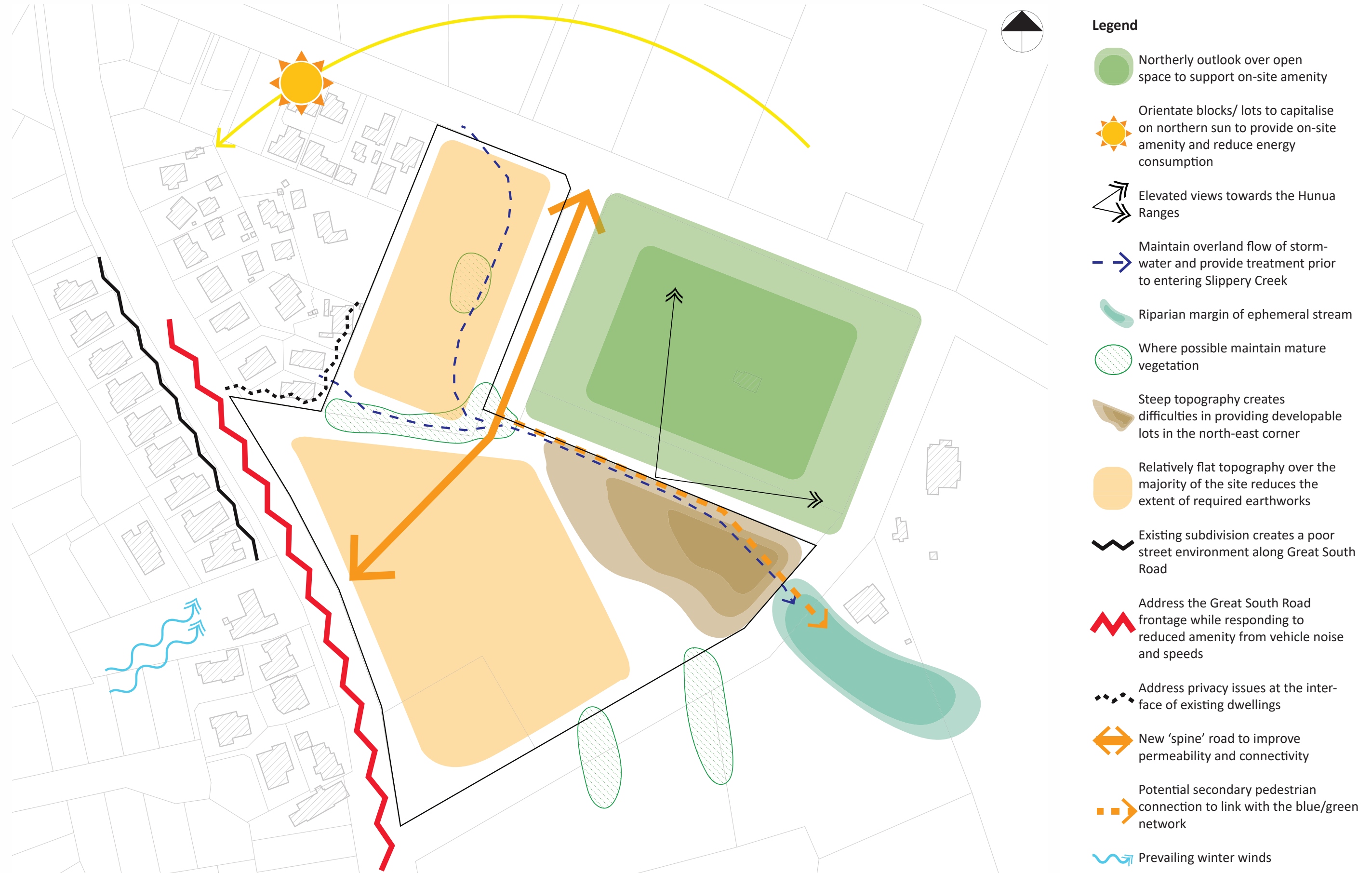
There are several stands of mature exotic vegetation on the site and immediately adjacent to the site, predominantly in the form of shelter belt planting typical with the existing rural use of the site and surrounding properties. This vegetation is likely to be of limited ecological value but does provide amenity benefits to the site in terms of providing summer shade, breaks from the prevailing winter wind and general outlook.

Legend

- The Site
- Contours (1m interval)
- Overland Flow Path
- Flood Plains
- Stream
- Ephemeral Stream
- Mature Vegetation
- Solar Path
- Steep terrain
- ↗ Views

3.6

S.W.O.T ANALYSIS

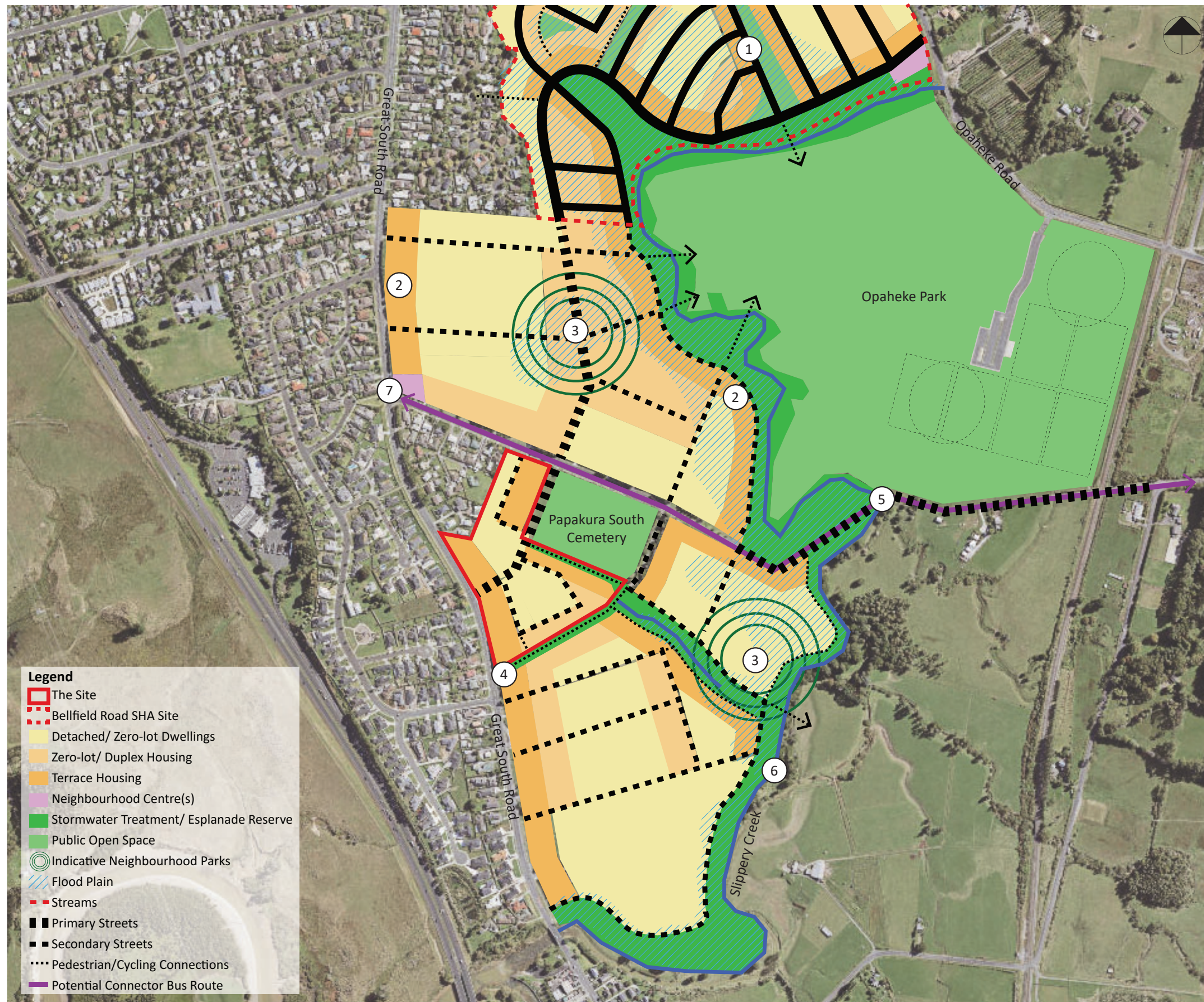


4.0

URBAN DESIGN RESPONSE

4.1

NEIGHBOURHOOD MASTERPLAN



NOTES

Consideration as to how the immediate neighbourhood could be developed in response to site constraints and the Structure Plan has been taken into consideration to help inform the indicative Masterplan. Relevant considerations for the future development of FUZ land within the vicinity of the site include:

1. The Bellfield Road SHA Site (now being marketed as Bellfield Estate) comprises 22ha of land approved for development under the HASHA Act and Plan Variation 20 of the AUP. The site incorporates MHU, MHS, Neighbourhood Centre, and Open Space zones and establishes the foundations of the future roading/ open space network for sites located north of Gatland Road. The first stage of development is currently in progress.

2. The highest density development would ideally be concentrated along key public transport routes and in areas of high amenity.

3. The Structure Plan identifies the need for two neighbourhood parks in the vicinity of the Site. These would logically be located around flood plains on adjacent sites to support stormwater management in addition to passive recreation and leisure uses for residents.

4. The paper road to the south of the site is not suited for a new vehicular route on safety grounds but could still support a pedestrian/ cycling link through the area.

5. The extension of Gatland Road east to Sutton Road would be critical in enhancing connectivity of the wider area and improving access to Opaheke Park. This road could potentially support a Connector Bus Route through to FUZ land around Opaheke.

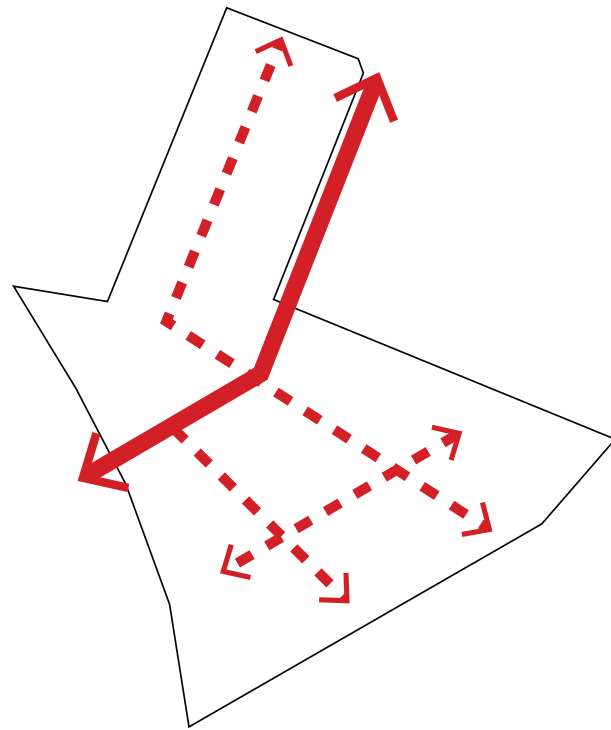
6. Slippy Creek forms a natural boundary to the neighbourhood. FUZ located east of Slippy Creek sits almost entirely within a flood plain potentially impacting when this land would come forward for development.

7. The area could likely support a neighbourhood centre to provide access to a small range of goods and services for the future population. This would ideally be located at the intersection of Gatland & Great South Road where access to the existing Parkhaven Estate can be obtained via the Buncrana Place reserve.

4.2

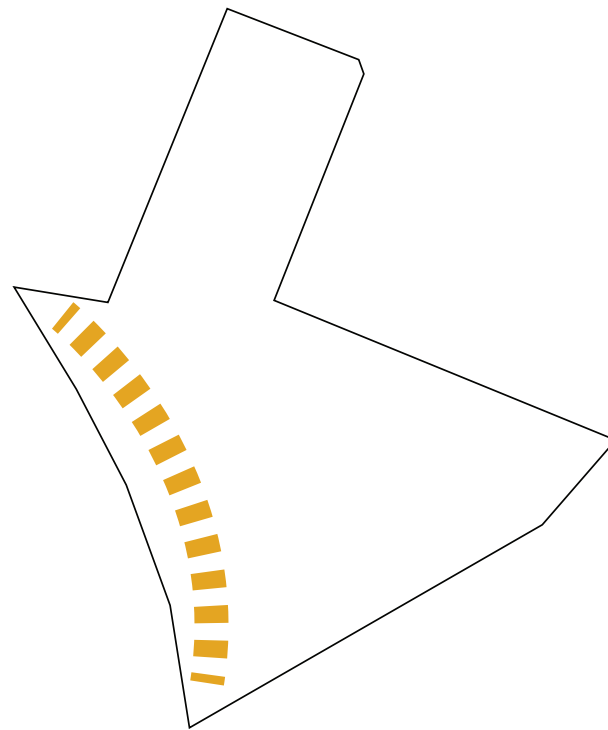
DESIGN RESPONSE

Based on the preceeding analysis of the site, the following key design moves were derived to inform the future development of the site.



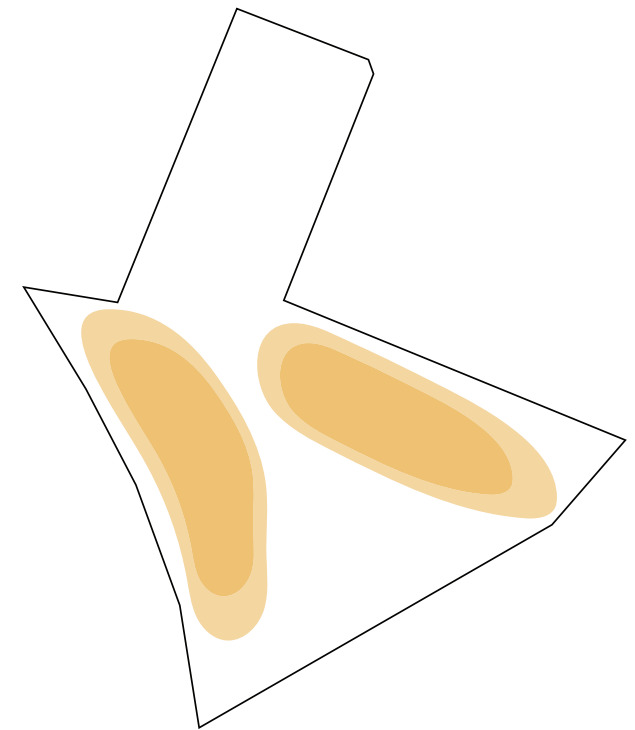
1

Utilise the existing paper road alignment to provide a new 'spine road' to support access to lots, maximise east/west lots and improve connectivity and permeability with the wider neighbourhood.



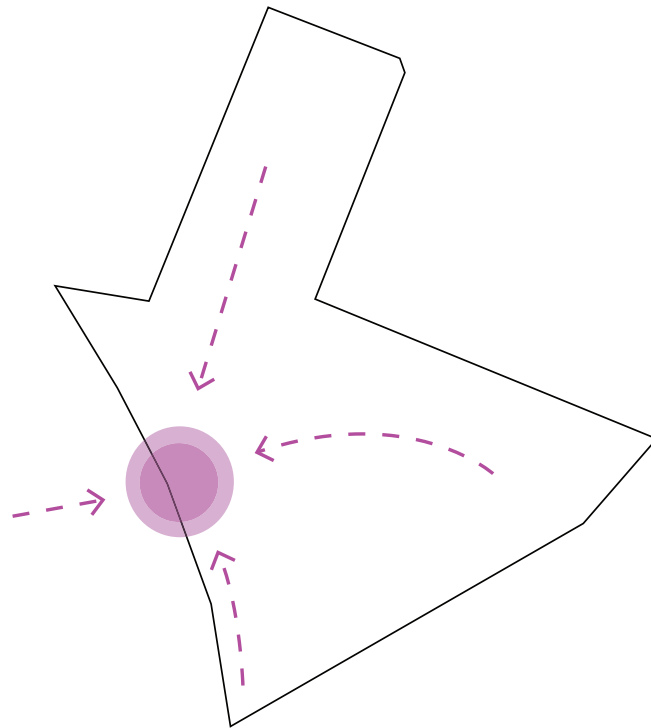
2

Development should address the Great South Road street edge to reinforce its role as a key north/south route and provide a degree of activation/ passive surveillance to support active modes of travel.



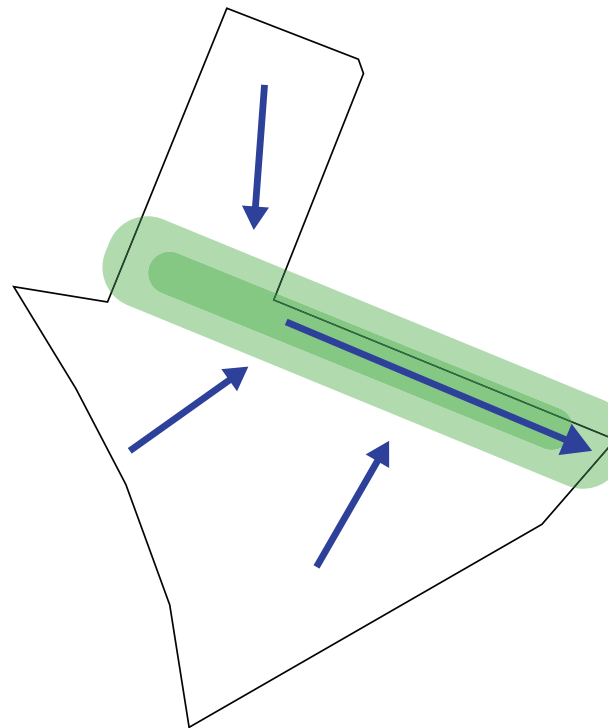
3

Density within the should be concentrated close to the public transport corridor and adjacent to areas with high amenity potential.



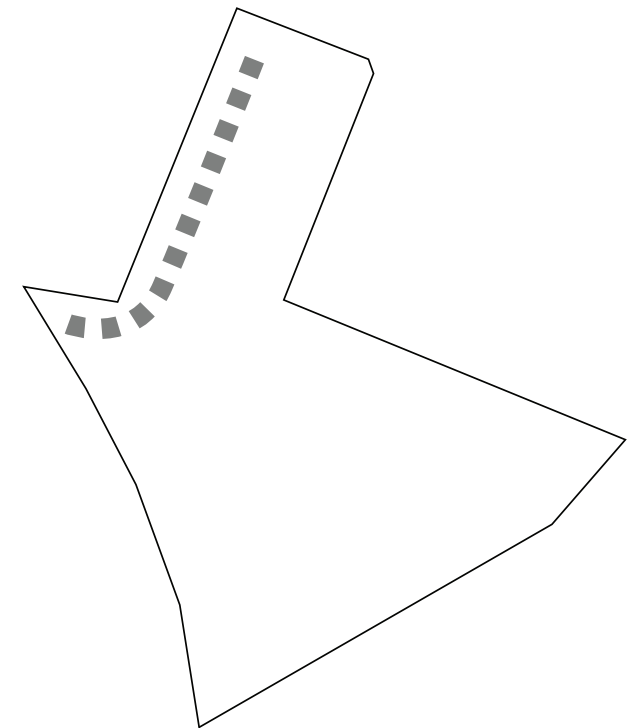
4

Enable some non-residential uses to establish in order to service the existing and future population as well as supporting a 'marker building' at this visually prominent location along Great South Road.



5

Protect and enhance the overland flow path to treat stormwater and provide a transition/ buffer between residential lots and the cemetery.



6

Development should respond to privacy and dominance effects to the rear and sides of established residential lots.

4.3

INDICATIVE SITE MASTERPLAN



NOTES

An indicative Masterplan for the site has been prepared to support this PPC to demonstrate that development of this land could come forward in the near term in a manner consistent with the aspirations of the Structure Plan and overarching objectives and policies of the AUP. Responding to the key design moves set out in Section 4.1 and utilising the bulk and location controls of the MHU zone, a block structure to support likely typologies has been devised. This land use will offer stimulus and support to the emerging Drury town centre, located 1.5km south of the site as envisaged within the Structure Plan and would expand the catchment/ potential commuters for the expanded FTN route along Great South Road. This FTN route would ultimately provide interchange/ connections with the Rapid Transit Network at a new rail station in Drury or via the existing rail station at Papakura. There would also be the potential to operate a connector bus service along an extended Gatland Road to better serve other areas of FUZ land further to the east in Opāheke. Development of the site would not preclude an extension of Gatland Road or upgrade of Great South Road to support an FTN service. Furthermore, the Site is also well located in terms of its proximity to existing and proposed elements of the open space network in the area including Parkhaven Drive Reserve and Opāheke Park (once connectivity over Slippery Creek is improved). The Structure Plan identifies the requirement for two new neighbourhood parks in the vicinity of the site. An analysis of the wider area has shown that these would most logically be located outside of the site in the vicinity of the extensive flood plains which border Slippery Creek. Papakura South Cemetery also provides an open, green space to the north of the site ensuring a degree of outlook and access to northern sun can be maintained in perpetuity. The site is also bordered by an intermittent stream which is envisioned to become part of a wider blue/green network of riparian reserves which could support pedestrian/ cycling connectivity throughout the wider Structure Plan area.

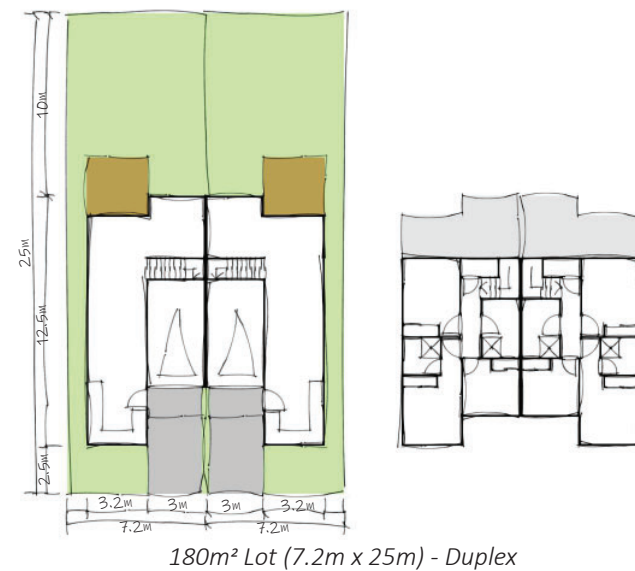
4.3

INDICATIVE MASTERPLAN

LOT TESTING

To inform the development of the indicative masterplan, modular lot testing studies were undertaken to understand the potential yield of the site. These testing used a standard lot depth of 25m (a block width of 50m) which can accommodate a range of different typologies whilst ensuring sufficient private open space and setback of garaging can be accommodated. Lot widths vary depending on the preferred typology to suit the specific context within the Site. These studies have helped to ensure that sufficiently sized lots for residential development could be provided on-site, whilst meeting the relevant bulk and location controls of the MHU zone.

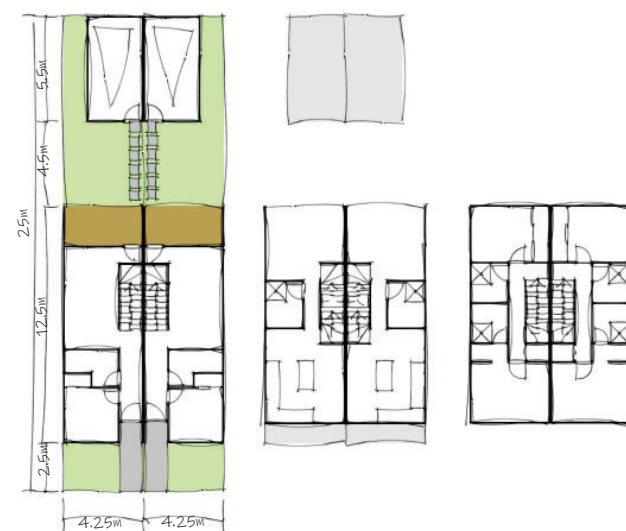
As part of this testing, simple typology plans (refer right) were also designed to ensure that internal spaces of dwellings within lots can be positioned to respond to solar orientation, streets and adjacent open space. Precedent imagery of the types of housing enabled through an MHU zoning is also provided for reference.



180m² Lot (7.2m x 25m) - Duplex



212m² Lot (8.5m x 25m) - Zero-Lot/Duplex



106m² Lot (4.25m x 25m) - Rear Access Terrace



2-storey terraced housing (6.5m lot width).



2-storey, zero-lot housing (9.5m lot width).



3-storey terraced housing.



Terraced housing lining a 23m wide 'collector road'.

4.4

URBAN DESIGN ASSESSMENT

STRUCTURE PLAN ZONING

At a macro level, the discipline of urban design considers the optimal spatial arrangement of land uses relative to each other that results in the most efficient use of land, supports community and commercial centres, and maximises use of sustainable modes of transport while responding to the unique and specific characteristics of an area. It is within this context and the framework provided by the AUP that an appropriate zoning or zonings for the site was considered as part of the Structure Plan. As shown in Figure 2 within Section 1.2 of this report, Auckland Council has identified the site as suitable for Mixed Housing Urban within the Structure Plan. Based on the analysis and masterplanning process set out within the preceding sections of this report, I concur that an optimal use of the Site would be medium density residential living as enabled through the provisions of the Mixed Housing Urban zoning.

SITE SPECIFIC ZONING

In terms of potential residential zoning, MHU as well as the Mixed Housing Suburban (“MHS”) and Terraced Housing and Apartment Building (“THAB”) zone have been considered at a more detailed site level than undertaken by the Structure Plan process. In terms of differences between these zones, the height and intensity of permitted buildings is the main difference between the MHS and MHU zoning. The MHU zoning seeks to enable three-storey, predominately attached dwellings whereas MHS seeks to enabled two-storey, predominantly detached or attached dwellings. The THAB zone seeks to enable apartment buildings up to five storeys in height and concentrated around centres and in close proximity to public transport. The potential for a THAB zoning over part of the site is not considered appropriate in part due to the separation of the proposed Drury Town Centre and existing Papakura Metropolitan Centre. A THAB zoning would create issues around legibility within the wider environment through the considerable change in scale of building forms from the adjacent existing residential development. The THAB zoning has been designed to provide a transition from the

higher, denser development enabled in centres through to residential areas. Further, whilst the Site is located adjacent to an existing public transport route (that will be upgraded to part of the FTN) the site remains some distance from the RTN or a more comprehensive area of PT coverage that is found in centres and is typically a pre-requisite for the most intensive forms of residential development.

A change from Future Urban to MHU will result in effects at the site interface, albeit largely anticipated by the AUP. In considering an appropriate zoning for the site, relevant matters at the site interface as identified in the objectives and policies of the AUP include adverse dominance, shading and privacy effects. The relevant provisions to manage these issues within the MHU zone (as well as MHS zone for comparison) are set out in the table below. In terms of urban design impacts, the zones are largely the same with a slight increase in density enabled through the MHU provisions. The following table summarises the key development standards of the MHS and MHU zones. As can be seen below, both zones share many of the same standards. Both the MHU and MHS zone have the same space dimension requirements in terms of outdoor living area and outlook space. Both theses standards often act effectively as additional yard controls due to the layout of individuals dwellings responding to site specific characteristics such as northern sun or topography/ views.

Development Standard	MHS	MHU
Height	8m (9m roof forms)	11m (12m for roof forms)
HIRB	2.5m + 45°	3m + 45° (2.5m + 45° adjoining lower intensity zone)
AHIRB	3.6m + 73.30 to 6.9m + 45°	
Yards	Front 3m, Side/ Rear 1m, Riparian 10m	Front 2.5m, Side/ Rear 1m, Riparian 10m
Impervious Surfaces	Maximum 60%	

Building Coverage	Maximum 40%	Maximum 45%
Landscaped Area	Minimum 40%	Minimum 35%
Outlook Space	6mx4m for principal living room, 3mx3m for principle bedroom	
Outdoor Living Space	20m² at ground floor, 8m² above ground floor.	
Dwelling size	Studio 30m², one bed + 45m²	

The main effects of different densities would generally be expected to relate to impacts on adjoining sites. However, differences in the extent of dominance and shading effects on the adjoining residential sites by adopting either an MHU and MHS zoning would be negligible as where the Site adjoins existing MHS zoned sites, HIRB controls under either the MHS or MHU zones are identical. In addition, potential adverse privacy effects in both zones are predominantly managed by the outlook space standard which is identical between the zones whilst existing dwellings are generally located north of the Site further negating potential adverse shading impacts. As demonstrated within the indicative Masterplan, development of the site would seek to adopt a range of housing typologies in line with relevant statutory guidance and good design practice. The most intensive forms of development on site would ideally be located along Great South Road to capitalise on access to public transport and adjacent to Papakura South Cemetery due to the higher levels of amenity afforded by the northern orientation and uninterrupted outlook over the site. Lower intensity typologies such as detached or zero-lot dwellings would be more suited adjacent to existing development. Larger sites in these areas would enable individual lots to capture more afternoon sun and avoid shading generated by existing dwellings neighbouring the Site. Overall, the MHU zone permitted building envelope enables a more efficient use of the land and a greater variety in housing types with adverse effects that would be largely indistinguishable by a casual observer.

NON-RESIDENTIAL ZONING

Based on the analysis of the Site and surrounding environment, the potential for some limited non-residential uses was considered – both commercial and open space.

A commercial zoning could enable small-scale commercial activities to service the daily needs of new and existing residents (e.g. purchasing a bottle of milk). Whilst there is potential at a strategic urban design level for this, no Neighbourhood Centre is identified currently within the Structure Plan to service this area. The proposed MHU zoning does enable some limited non-residential uses (via a restricted discretionary resource consent) to establish in the zone including healthcare facilities (up to 200m2), care centres and dairies. At a more strategic level, a Neighbourhood Centre would most ideally be suited around the intersection of Great South Road and Gatland Road to serve new greenfield development in this area (including the Site) as well as existing residents of Parkhaven Estate. As such, the use of MHU over the entire site is considered acceptable in urban design terms.

In terms of open space zoning, this was not considered necessary for the Site due to the proximity of existing areas of open space including the Cemetery, Parkhaven Drive Reserve and Opāheke Park. The Site itself is elevated and sits outside of the Slippery Creek floodplain providing an opportunity to optimise the provision of new housing at the Site. The requirements for new neighbourhood parks would be more ideally suited in surrounding areas within the Slippery Creek floodplain to also support stormwater retention and treatment functions, and a greater distance from existing open spaces. The indicative masterplan for the site has made some provision of open space along the northern boundary in the location of an existing overland flow path/ open channel to support stormwater management on Site. There is potential for this space to also support a pedestrian/ cycling connection through to neighbouring sites.

4.5

CONCLUSION

It is considered that the proposed rezoning of the Site from Future Urban to MHU is consistent with the relevant objectives and policies of the Auckland RPS and Drury-Opāheke Structure Plan. This report has demonstrated that development of the site in accordance with the relevant provisions of the MHU zone can be undertaken in a manner that would address key environmental and urban form outcomes highlighted within the Structure Plan. Further, it would not preclude further work required to facilitate development of remaining FUZ land in the vicinity of the site. Specifically, the illustrative and neighbourhood masterplans show that the rezoning would:

- Enable future development to respond logically to its locational characteristics and specific site constraints;
- Provide a greater catchment/patronage to take advantage of the Future Transit Network proposed along Great South Road;
- Reinforce the role of Great South Road as a key north-south arterial corridor through a built form which appropriately addresses and frames the street;
- Enable a more efficient use of the land than lower density zones and provide the potential for a greater diversity of housing choices to be provided than that currently available within the immediate environment or through an MHS zoning as envisaged by the current Structure Plan and Neighbourhood Design Statement themes. This will enable the development of housing that supports choice for diverse future residents whilst ensuring development is able to adapt to future housing needs/ preferences;
- Optimise the provision of housing in an area of the Structure Plan less susceptible to the effects of climate change (such as increased flooding of Slippy Creek from higher intensity rainfall events);

- Facilitate the development of new streets to improve connectivity and permeability within the area between residential land uses and important amenities (e.g. Papakura South Cemetery, Opāheke Park).

Overall, the PPC application can be supported on urban design grounds and will provide for an outcome consistent with the Council's aspirations for Auckland.





Whangarei | Warkworth | **Auckland** | Hamilton | Christchurch
Level 4, 3-13 Shortland Street, Auckland Central • PO Box 1986, Shortland Street, Auckland 1140
www.barker.co.nz • +649 375 0900