

**PROPOSED PRIVATE PLAN CHANGE –
AREA COVERED BY HINGAIA 1 PRECINCT**

Urban Design Assessment

10 November 2020

an holistic approach to urban spaces

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Contents

1.0	Executive Summary	4
2.0	Project Scope	6
2.1	Introduction and Scope	6
2.2	The Site Details	6
2.3	The Vision and Proposal	6
2.4	Assessment Methodology	8
3.0	Physical and Planned Context	8
3.1	Regional Context Analysis	8
3.2	Local Context Analysis	8
3.3	The Site Analysis	8
4.0	Statutory Context Analysis	9
5.0	Transurban Design Principles	9
6.0	Design Response	11
7.0	Transurban Design Assessment	11
7.1	General	11
7.2	Hingaia 1 – Precinct Map	12
7.1	Residential Zoning	12
7.1.1	Rezoning all land currently zoned Mixed Housing Suburban South of Park Estate Road Mixed Housing Urban.	12
7.1.2	Refinement of policies and standards that promote higher densities through increased development opportunities on smaller sites and comprehensive development.	18
7.1.3	Removal of the precinct specific definition for ‘Integrated Residential Development’.	19
7.1.4	Insertion of an activity status enabling use of the alternative height in relation to boundary standard as a permitted activity within the Residential – Mixed Housing Urban zone.	19
7.1.5	Removal of the garage standard.	22
7.1.6	Removal of standards for integrated residential development where equivalent zone standards of the PAUP NV were not included in the AUPOP (dwellings fronting the street, maximum building length).	22
7.1.7	Remove the 1.2 m height limit for front fences and replace with the zone standard of 1.8m for half and 1.4m for the other half.	23
7.1.8	Removal of requirements for identified affordable dwellings from the objectives, policies, and rules.	23
7.2	Coastal and Reserve Interface Provisions	24
7.2.1	Removal of a requirement for larger site sizes at the coastal edge from the objectives, policies, and rules.	24
7.2.2	Replacement of the standard related to coastal interface to relate to fencing and buildings as well as retaining walls.	25
7.2.3	An additional standard for reserve interfaces other than esplanade reserves.	25
7.2.4	Providing in the Hingaia 1 Precinct provisions an exemption to height in relation to boundary for boundaries with reserves or sites subject to protective covenants (for streams and wetlands).	25
7.3	Commercial Zoning and Activities	26
7.3.1	Relocating of Business – Neighbourhood Centre zone to Lot 4 BUN60343386	26
7.3.2	Removing Hingaia 1 Precinct provisions that limit the area of the Business – Neighbourhood Centre zone and limit the gross floor area of commercial uses within this zone.	26
7.3.3	Insertion of a rule enabling cafes adjacent to esplanade reserves as a restricted discretionary activity.	27
7.3.4	Removal of roading standards	27
	Appendix A – Park Green Masterplan	28

Project address : Area centred on Park Estate Road, Hingaia, but with a focus on land to the south of Park Estate Road known as Park Green.

Applicant : Hugh Green Limited

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1.0 Executive Summary

The proposed private plan change to rezone Hugh Green land south of Park Estate Road Hingaia, and to adjust the Hingaia 1 Precinct is supported from an urban design perspective.

The masterplan work for the site has highlighted a number of areas where higher density outcomes could be achieved due to the proximity to many natural landscape features which provide for high amenity values attractive for residential living. The current zone and precinct provisions do not encourage these alternative living options and the easiest and lowest risk outcomes will likely prevail being more suburban development.

The landscape elements are significant on and around this land and these constrain development due to protection of wetlands and streams, and the long coastal edge resulting in a significant area of esplanade reserve. The provisions should encourage the highest and best use of this land resource in line with the National Policy Statement Urban Development for tier 1 urban environments.

This does not mean this should necessarily be a very high density area as there are limitations on access to commercial activities and community services due to the distance to those existing. The potential for these to establish north of Hingaia Road on land zoned Local Centre and Mixed Use would support higher densities in the surrounding area. The two go hand in hand and just because this centre is not yet developed, should not prevent a reasonable density occurring in the Hingaia 1 Precinct. Once it is developed it will be a very long time before any change is made.

This precinct would also be accessible from the Papakura and Drury centres providing existing and future employment opportunities and community facilities. The pedestrian and cycle links proposed by NZTA along and over the motorway would facilitate better accessibility to Drury.

The proposal to change the MHS zone to MHU for land south of Park Estate Road will mean there is the potential for a much greater building bulk to be experienced by people on the street or neighbouring a site as provided by the MHU zone as compared to the MHS zone mainly through increased height. This is assuming development is complying with the standards for permitted activities. This occurs due to the additional height, greater height in relation to boundary, and smaller front yard setback as provided for in the MHU zone.

This difference and outcome do not necessarily result in a negative outcome or effect. It is just different. The effects of such a change typically are more likely to occur when there are existing residents in an area that have an expectation of how the area could develop and they might have designed their property in response to the standards at the time. The proposed change will provide for greater densities and range of living environments. It is likely that a mix will occur as has occurred in other MHU zones.

The removal of the IRD definition is sensible so it no longer conflicts with the definition in the AUP, however the opportunity provided for by the current IRD status is retained but managed in a different way, resulting in similar outcomes.

The removal of specific requirements for 600m² (or greater) lots adjacent to the coast is a positive outcome where more flexibility is provided for a greater number of people to enjoy the existing and future amenity. It may result in a better outcome than the current where one dwelling could be built as a permitted activity and up to three dwellings could be developed as a restricted discretionary activity on these larger sites. There is no benefit from requiring these larger sites.

The proposal to allow the AHIRB opportunity to be used as a permitted activity would mean that people would need to accept the potential greater bulk and sunlight reduction as a result. It could also have greater privacy issues as the location of windows in proximity to the boundary or the neighbour is not controlled. With that said, this proposal is considered to

have benefits particularly with the development of vacant standalone lots at around the 200 – 400m² range. It will assist with development of at least two levels on narrow sites and three levels on wider sites. The application of the HIRB standard to the rear boundary will result in the bulk being closer to the front boundary of lots while protecting the openness between rear yards. It will also assist with the design of subdivisions resulting in deeper lots and reducing square lots. This has a positive effect on the efficiency of the street network and of the land resource.

Removal of the garage standard will have a similar opportunity whereby the width of the lot will no longer be determined by the width of the garage. This is consistent with the MHU zone in other parts of Auckland where it was considered these standards were not required. There is a risk that development will result in dominant garages and that the dwellings do not address the street in the best way. This is mainly a concern for single level dwellings, as larger two level dwellings could more easily integrate garages into the façade without them having adverse effects on the streetscape. From an urban design perspective more control over these matters is desirable, however there is no clear justification why this land would require this control over other areas of the city.

Other changes proposed such as to building length and front fences are also proposed to be consistent with the standards contained in the MHU zone elsewhere.

One failure of the AUP is the omission of a standard relating to the interface of private lots with reserves. The current MHU zoning means these are rear or side boundaries and 2m high solid fences are permitted along their length. The current precinct standards address retaining walls along reserves with a standard that is at odds with other AUP provisions, but does not similarly control fences. The proposal to provide an alternative that has been considered and applied through previous resource consents is a suitable approach.

The proposal to remove the requirement for affordable dwellings is largely a planning and economic consideration, however the inclusion of these affordable solutions in each stage is not necessarily a negative urban design outcome. It is a way of providing for a greater range of people in our communities, however it does not necessarily provide for larger families in more affordable appropriately sized dwellings. A large factor is the land value which in the first stages means small lot sizes and resulting small dwellings. The proposed changes will enable larger building outcomes on the land which could assist with affordability.

The proposal to exclude the HIRB standard applying to boundaries with reserves seeks to achieve the intent of the AUP prior to the reserves being zoned open space and this ultimate outcome achieving the same outcome. There does not appear to be any valid reason to further restrict development on a site abutting a reserve that has not yet been zoned open space.

The adjustment of the neighbourhood centre zone to apply to a block of land bound by four roads and the removal of a maximum floor area for business uses is supported. The detailed design of the subdivision is now in a position to better determine where this zone should apply and the potential should not be lost to road or the school site opposite as with the current zoning. Every encouragement to develop some local facilities should be made and this may require a particular floor area to be viable. The cap should be removed to encourage this outcome.

The provision for café type developments close to the coast as an RD activity is supported along with the proposed assessment criteria.

The proposal to delete the roading concept street configurations from the precinct rules is supported as they are now irrelevant.

2.0 Project Scope

2.1 Introduction and Scope

Transurban has been commissioned by Hugh Green Limited to provide an expert Urban Design Assessment of the proposed Private Plan Change to rezone land south of Park Estate Road and bound by the harbour inlet, and to adjust the Hingaia 1 Precinct Plan which applies to land also to the north of Park Estate Road.

The plan change is set out in the application prepared by Civilplan Consultants Limited.

2.2 The Site Details

The site at the forefront of this plan change (subject to rezoning) is located at :

- 144 Park Estate Road, Hingaia, owned by Park Green Residential Limited (managed by Hugh Green Limited);
- 152 Park Estate Road, Hingaia, owned by Park Green Residential Limited (managed by Hugh Green Limited);
- 158 Park Estate Road, Hingaia, owned by Watercare Services Limited
- 180 Park Estate Road, Hingaia, owned by Derryveagh Developments Limited (managed by Hugh Green Limited);
- 200 Park Estate Road, Hingaia, owned by Derryveagh Developments Limited (managed by Hugh Green Limited);
- 202 Park Estate Road, Hingaia, owned by Her Majesty the Queen (managed by the Ministry of Education); and
- 252 Park Estate Road, Hingaia, owned by Gateway Auckland Limited (managed by Hugh Green Limited).

2.3 The Vision and Proposal

Hugh Green Limited (“HGL”) wishes to prepare and lodge a private plan change to rezone the site and change other provisions of the Hingaia 1 Precinct applying to land known as Park Green, south of Park Estate Road, west of the motorway.

The plan change seeks to rezone the existing Residential – Mixed Housing Suburban, to Residential – Mixed Housing Urban. The Business - Neighbourhood Centre Zone is to be retained, however its location is proposed to be adjusted to the east to align with the established road and block structure and remove part of it from the proposed school site.

No esplanade or recreation reserves will be zoned at this time, allowing these to be located through the design process and be rezoned at a later time.

The proposal will also affect other properties not managed or owned by the Hugh Green Group, specifically those where the Hingaia 1 Precinct applies north of Park Estate Road.

The Plan Change also seeks to simplify and clarify what provisions actually apply, such as they currently relate to the Proposed Auckland Unitary Plan – Notified Version. This is now out of date.

Changes are proposed to the development standards to bring the total provisions more in line with the current expectations of the Auckland Unitary Plan for other areas of the city with the same zoning. Due to the length of coastline and wetland areas within the site, specific provisions are proposed to address the interface between development and these natural features.

The changes proposed to the Hingaia 1 Precinct that could affect the physical urban form which are the focus of our assessment are;

1. Refinement of policies and standards that promote higher densities through increased development opportunities on smaller sites and comprehensive development.
2. Removal of a requirement for larger site sizes at the coastal edge from the objectives, policies and rules.
3. Replacement of the standard related to coastal interface to relate to fencing and buildings as well as retaining walls.
4. An additional standard for reserve interfaces other than esplanade reserves.
5. Insertion of a rule enabling use of the alternative height in relation to boundary standard as a permitted activity within the Residential – Mixed Housing Urban zone.
6. Removal of the garage standard,
7. Removal of standards for integrated residential development where equivalent zone standards of the PAUP NV were not included in the AUPOP (dwellings fronting the street, maximum building length).
8. Remove the 1.2 m height limit for front fences, therefore reverting to the zone standard of 1.8m for half and 1.4m for the other half.

Other proposed changes as listed below are to be assessed and high level commentary provided:

9. Road layout and cross sections being impracticable and not acceptable to Council for vesting,
10. Relocating of Business – Neighbourhood Centre zone to Lot 4 BUN60343386
11. Removal of requirements for identified affordable dwellings from the objectives, policies and rules.
12. Insertion of a rule enabling cafes adjacent to esplanade reserves as a restricted discretionary activity.

It is worth noting that the existing Sub-precincts that apply are not proposed to be altered and would be retained on the online planning maps as per the current method and not included in the precinct provisions.

This urban design assessment relates to the above mentioned issues as outlined in the following proposal:

- Request for Change to the Auckland Unitary Plan Operative in Part Hingaia 1 Precinct R001v1 dated November 2020 prepared by Civilplan Consultants Limited.

2.4 Assessment Methodology

1. Undertake a site and context analysis
2. Present a set of urban design principles as a framework against which the assessment can be made
3. Provide assessment against the principles with reference to assessment criteria where relevant
4. Conclude the assessment and present recommendations.

3.0 Physical and Planned Context

3.1 Regional Context Analysis

The Hingaia 1 Precinct applies to an area of land west of the southern motorway and south of the existing development known as Karaka Lakes south of Hingaia Road, and north of the Drury Creek.

It is a contiguous area of greenfield that is zoned for urban development focused on residential growth.

3.2 Local Context Analysis

The existing environment is a mix of physical improvements such as the upgrade of Park Estate Road and development of roads around the proposed school site. The upper portion of the site has undergone change to remove previous farm related buildings and vegetation, and earthworks to adjust levels for urban activities.

There are also a number of resource consents granted for the Park Green land that make up part of the existing environment but yet to be implemented.

The land to the north of Park Estate Road has not yet undergone redevelopment, except for the development that is progressively heading south from Karaka Lakes. The experience from Park Estate Road is that the northern side of the road is run down and adds little to the amenity values of the street. There are however two recent church developments opposite the school site which are the exceptions and are accessed from Park Estate Road.

The planned connections to the north to connect Park Estate Road to the Karaka Lakes development have not been installed and are preventing a well-connected community to be realised. This is a staging issue.

3.3 The Site Analysis

The site character includes some key landscape elements that constrain development, but also provide very good opportunities for urban development. The landform consists of an upper and lower terrace form providing very good views to the south and west.

The site is bound by approximately 3km of harbour edge with a mix of edge characteristics from steep cliff edges to low lying land. There is a significant number of mangroves living along the edge where the conditions provide. At the upper reaches of the Drury Creek a large area of native Oioi exists, which is considered to be the largest area of this naturally occurring native plant. The estuary environment is attractive, very dynamic, and positively contributes to high amenity values.

There is little native vegetation on the Park Green site due to the former agricultural use, however the coastal edge supports what does exist. The wetlands on the site contain a mix

of native and exotic vegetation and these are to be enhanced through native planting and management. These areas are significant and provide a constraint on development, however, also provide the potential for high amenity spaces that will support development.

The existing southern motorway forms a barrier to the eastern side of the site and this is proposed to be widened to include additional lanes and a cycle network which could benefit the development on this site.

4.0 Statutory Context Analysis

The plan change request document prepared by Civilplan Consultants sets out the statutory context including a history of how the land was zoned through the Housing Accords and Special Housing Areas Act 2013, and the recent consenting and development of the land and we rely on this.

A number of issues that have arisen when apply for consents have been resolved through resource consents. This has been based on a comprehensive master plan prepared for the whole site as a framework for guiding the development. There are other issues such as road cross sections that are no longer supported by Auckland Transport and the purchase of land by the Ministry of Education for a primary school makes the Precinct out of date.

The report also includes an assessment as required by Section 32 of the Resource Management Act (RMA). This urban design assessment provides advice to assist with s32 requirements. This process has been iterative, and the proposal adjusted where required.

5.0 Transurban Design Principles

Transurban has developed a detailed set of Urban Design Principles that are consistent and are used as a gauge against which to assess each unique situation.

Urban design standards are rules. Urban Design criteria are a robust guide providing context for interpretation. They can be viewed as “rules of thumb” and are neither inviolate nor suitable for slavish following. Good design, it is said, is ninety nine percent invisible. Our criteria help to establish a framework for high quality urban design within the context of the statutory frameworks. We believe that by explaining our criteria we create a common basis of understanding for informed discussion around individual site situations.

We are guided in our work by:

- National Policy Statement on Urban Development 2020
- The New Zealand Urban Design Protocol (March 2005)
- Resource Management Act 1991 (and updates)
- Regional Plans
- District Plans
- Te Aranga Māori design principles
- People, Places, Spaces: A design guide for urban New Zealand (2001)

A. Consolidation and dispersal

- The development should wherever possible maximise use of the site, to ensure that existing and future infrastructure provision within the suburban zone is utilised to its best;
- Development should make efficient use of larger sites by providing for comprehensive or integrated residential development.

B. Context and Identity

- Development is in keeping with the neighbourhood's planned built character;
- Protect and enhance existing important characteristics of the site wherever practicable. The design of the development should, protect and manage heritage features, protect and enhance distinctive landforms, water bodies, and indigenous plants and animals. Giving preference to native flora and fauna significant to mana whenua (Taiao, natural environment);
- Development should create locally appropriate and inspiring architecture, spaces and places, giving consideration to Māori narratives and themes;
- Development should reflect and celebrate our unique New Zealand culture and identity and celebrate our multi-cultural society with Mana Rangatiratanga (authority) input.

C. Connections and Legibility (Character, Creativity)

- The development should provide for safe, attractive, logical and secure connections to surrounding parts of the community, by way of street crossings, pedestrian paths, and public transport stops
- A range of transport modes should be supported by the development, including public transport, pedestrian and cycle networks, and the ability to change transport modes
- The development should provide environments that encourage people to be more physically active.

D. Diversity and Adaptability

- Where possible include a variety of housing types to provide for a range of people. Including homes appropriate to cultural needs and whanau In line with ahi kā, (living presence and placemaking);
- Non-residential activities support the social and economic and cultural well-being of the community, in line with ahi kā principle of local work and recreation opportunities whilst at the same time ensuring these activities:
 - are in keeping with the scale and intensity of development anticipated in the zone;
 - avoid, remedy or mitigate adverse effects on residential amenity; and
 - do not detract from Business Zones;
- The development should ensure that public spaces are accessible by all, including those with disabilities;
- Development should provide designs which are flexible and adaptable and which will remain useful long term.

E. Legibility (Character, Creativity)

- Development should provide for an environment which is easily understood, displays strong local identity and visual character through provision of identifiable and memorable elements. Acknowledge significant sites by enabling views and comprehension in line with tohu (wider cultural landscape) and Whakapapa, (names and naming) and Mahi toi, (creative expression).

F. Amenity and Safety

- Development should achieve attractive and safe streets and public open spaces, through:
 - Provision for passive surveillance;
 - Optimising front yard landscaping;
 - Minimal visual dominance of garage doors;
- Development provides for quality on-site amenity for residents and adjoining sites, through:
 - The height, bulk and location of development maintains a reasonable standard of sunlight access to adjoining sites;
 - The height, bulk and location of development maintains a reasonable standard of privacy to adjoining sites;
 - The height, bulk and location of development is designed to minimise visual dominance effects upon adjoining sites;
 - Accommodation provides for privacy and outlook;
 - Accommodation provides for access to daylight and sunlight and provides amenities for residents;
 - Accommodation provides for usable and accessible outdoor living space.

G. Environmental Responsiveness

- The design of buildings and the site should respond to natural features, ecosystems, water quality and quantities, reduce energy usage and waste production, and balance these needs with the need for intensification;
- In line with Mauri Tu (environmental health), any development should protect, restore or enhance the natural environment of riparian yards by restricting impervious areas and contributing to the endemic flora and fauna. This should assist with the ecological and human connectivity throughout the area / region.

6.0 Design Response

Not applicable

7.0 Transurban Design Assessment

This assessment is structured under themes and does not follow our standard structure, however each topic is assessed with consideration of all above UD principles. The themes relate to parts of the proposed plan change. There are some themes in addition within the application document addressed by Civilplan Consultants which are considered more planning matters and have not been addressed in this assessment.

7.1 General

The proposal to adjust the Hingaia 1 Precinct Plan is generally positive as it will resolve the inconsistencies compared to other precincts in line with the standard used in the AUP.

7.2 Hingaia 1 – Precinct Map

The proposal includes an adjustment to the precinct map, by replacing it with a new version. This is proposed as drawing 2197-00-SK02-1 Rev1 prepared by Civilplan Consultants.

It is noted that the precinct Map contained with the precinct provisions available from the Council Website is not the most recent version as advised by Civilplan Consultants. Any comparison needs to be made against the current version dated 31/03/2016 available from Council.

The proposed Precinct Map is simpler and avoids repeating zones, overlays and features unrelated to the precinct provisions. It contains a legend which is expected to be published together with the precinct map so the various elements can be understood. The legend for the previous precinct map was not easy to find. This change is purely functional and is a positive outcome providing greater clarity.

The location of some of the elements such as the road and cycle networks to the south of Park Estate Road are proposed to be altered in line with either the resource consents granted, or proposed, or following more recent initiatives such as the NZTA proposal to provide a cycle path along the southern motorway. These elements result from the more detailed master plan work (current illustrative version attached in Appendix A).

There has also been some adjustment to location of parks particularly where the south eastern location has been moved to the open space zoned land west of the Watercare pump station at the southern point. This makes sense as the land is owned by Council and zoned for that purpose. It also means that a higher population can result at the south eastern portion of the site (at the previous location). The density of this area is marginal to support another park along with the esplanade reserve even though from a catchment perspective the current precinct plan suggests a park should be provided.

Other elements have not been included such as the high voltage power lines and wetlands as these are existing elements that need to be considered in any development and controlled separately by overlay or Auckland-wide rules in the AUP.

One suggested recommendation is to include a “shared paths or dedicated cycleways” notation along the southern portion of Park Green Avenue to connect the neighbourhood centre and school to the southern coast. It would complete this map, however consent has been applied in the Stage 2 application (BUN60363825) to establish this connection regardless.

7.1 Residential Zoning

7.1.1 Rezoning all land currently zoned Mixed Housing Suburban South of Park Estate Road Mixed Housing Urban.

The existing zoning pattern follows a typical intensity form of a commercial centre in the middle of the area surrounded by Mixed Housing urban expecting three level development, then stepping down to two level development towards the periphery as illustrated on drawing 2197-00-SK01-1 in Appendix 4 of the application document. This zoning also responded somewhat to the existing landform where the MHU zone applies to the upper terrace and the MHS applies to the lower terrace. The proposed change is to zone all MHS to MHU south of Park Estate Road as illustrated on dwg 2197-00-SK01-2 in Appendix 4 of the application document.

Support for the MHU zone was also provided by way of proposed public transport routes. The current Hingaia 1 Precinct Plan includes both a potential interim (through HGL land) and an ultimate bus route (along Park Estate Road). The masterplan work in consultation with Auckland Transport has confirmed that these routes are flipped such that the interim runs along Park Estate Road and turns through the first stages of development to exit back the

same way. The ultimate route will run along Parkmore Drive and back along Park Estate Road until such time a new road connection to the north is formed and vested allowing buses to connect to Hingaia Road, north of the Karaka Lakes development. These are illustrated on the revised Precinct Plan 2197-00-SK02-1 Rev1.

The confirmed bus route location will result in a significant part of the overall site being within 300m of this route. This is 100m shorter than the standard promoted by the generally accepted 400m radius walkable catchment. It is acknowledged that there is some change in level to address between the lower and upper terraces however the proposed streets are designed to be very suitable for walking and will provide direct access to the bus route located along Parkmore Drive.

Our masterplan work has highlighted opportunities within the wider area currently zoned MHS where higher density outcomes would be suitable due to the amenity provided such as the views to the estuarine inlet and beyond to the rural context, the streams and expansive wetland network throughout the site. There are areas of land which would suit a more comprehensive design solution resulting in higher density outcomes to make efficient use of the land resource and provide a greater opportunity to the population to live with an amazing amenity.

Zone comparison

There is a policy expectation that differs for each zone. For the MHS zone, the expectation is development will predominantly be 2 levels. The MHU zone the expectation is development will predominantly be 3 levels. This results in some differences between the zone standards as listed below. There is no maximum density restriction (or minimum density requirement) for either zone, however consent is required for four or more dwellings per site.

Standard	MHS	MHU	Comments
Height	8 + 1m	11 + 1m	
HIRB	2.5 + 45 degrees	3 + 45 degrees	Applies to side and rear boundaries for each - there are exceptions which are the same for both
AHIRB	3.6m plus the setbacks	3.6m plus the setbacks	Same standard - applies to first 20m of the site and with exceptions
HIRB - adjoining lower intensity zones		2.5 + 45 degrees	Applies wher site abuts a MHS zone or SH zone
Building coverage	40% net	45% net	
Impervious coverage	60% max	60% max	
Landscaped area	40% net	35% net	50% minimum of front yard must comprise
Front yard		3	2.5
Side yard		1	1
Rear yard		1	1
Outlook Space	6x4m, 3x3m, 1x1m	6x4m, 3x3m, 1x1m	Same for both
Daylight	buildings on same site need setbacks		Same for both
Outdoor living space			Same for both except non is required for dwelling at least 35m ² (studio) or 50m ² for a dwelling with one
Front fence	1.4m high, or 1.8m high for 50% of frontage and 1.4m for remainder, or 1.8m high if at least 50% visually open	1.4m high, or 1.8m high for 50% of frontage and 1.4m for remainder, or 1.8m high if at least 50% visually open	
Fence in side, rear, riparian yards	2m	2m	
Minimum dwelling size			same in both

Table 1 – comparison table of the key development standards of the MHS and MHU zones.

The main difference is the permitted height of development, and some small differences for site coverage.

The MHS zone provides a standard height limit and expectation of two levels which could assist with providing a lower height on the lower part of the site allowing views over these from dwellings situated higher in the landscape and more in-land. This maximises the visual amenity possibilities.

By changing the zone to MHU there is the potential for three level dwellings to occur over the entire site and the policy framework encourages this outcome. This may reduce these potential view opportunities, but it will depend on the actual resulting three level development and where it is located.

If the process of providing fee simple standalone lots to market is continued, at a basic level the ability to easily achieve three levels on each lot is unlikely due to height in relation to boundary (“HIRB”) constraints. A group housing builder may purchase a number of adjoining sites and provide affected party neighbour approval to enable non-compliances with the HIRB standard to be achieved and therefore enable three level (or higher) development. Likewise, individual neighbours may provide affected party approvals to enable taller buildings.

The provision of super lots provides good opportunities for three levels to be realised as there are no internal boundaries where the HIRB standard would apply.

The zone change would remove the further restriction on lots zoned MHU where they abut a lower intensity zone. This may not have a material effect as the Precinct plan illustrates a road being the between the two zones. However, the actual built outcome has roads in slightly different locations resulting in zones adjoining through sites where this standard would apply. The zone change would remove this complication and allow roads to be located where they are best suited, rather than following exactly the concept on the Precinct Plan. It would remove the requirement for a resource consent where the current situation occurs and provide a greater efficiency opportunity for the existing sites zoned MHU as it would remove this restriction on development. This is a benefit resulting from this proposed zone change.

The increase in building coverage on its own is unlikely to result in a perceivable difference in built form, as it depends on how buildings are designed, particularly where the bulk is located. For example, a building could have a courtyard in the middle pushing bulk to the side boundaries, or could be located centrally with larger side yards.

When considering all standards together, there is the potential for a much greater building bulk to be experienced by people on the street or neighbouring a site as provided by the MHU zone as compared to the MHS zone mainly through increased height. This is assuming development is complying with the standards for permitted activities. This occurs due to the additional height, greater height in relation to boundary, and smaller front yard setback as provided for in the MHU zone.

This difference and outcome do not necessarily result in a negative outcome or effect. It is just different. The effects of such a change typically are more likely to occur when there are existing residents in an area that have an expectation of how the area could develop and they might have designed their property in response to the standards at the time. In this case there are no buildings constructed or under construction. There are building designs being progressed for the stage 1b area, however these are on land currently zoned MHU zone and there is a road providing separation to the existing MHS zoned land (generally).

It is possible that applications for development on say a super lot zoned MHS could be made and granted consent for a development that is similar to what could be achieved in the MHU zone. This outcome is unlikely to occur across the whole MHS zone, but there is the opportunity provided by the MHS zone provisions. Many three level outcomes are less likely due to the current policy of the area being predominantly two level buildings.

The potential for a higher density outcome on this site promoted by the proposed zone change on this site is supported from an urban design perspective. It is expected that not all of this opportunity is achieved and there will be a portion of suburban outcomes achieved. This plan change opportunity is important and helps achieve three level or higher density outcomes where they are desirable.

There are many high value amenity locations on the site which are highly desirable for dwellings. These relate to areas along the coast, around the edges of the wetlands and

streams, and where long views to the wider context can be achieved such as on the more elevated land.

There is the potential for a greater range of building forms to result over the site, even though the MHU zone objects seek predominantly three-storey buildings. Given the proposed topography it is considered that this variation would not cause adverse effects. There is no requirement for the building form over the site to be consistent and in fact it would be a better outcome if there was variety in terms of the visual interest and options for different families to reside at Park Green. The density may not actually result in being higher than if the land were developed under the MHS zone, but the form could be.

This proposed zone change is considered to be consistent with the recently gazetted National Policy Statement on Urban Development. This seeks to maximise development and density in existing urban areas that are supported from an infrastructure perspective and with appropriate locational attributes.

It is understood that the infrastructure can support the MHU zone over the whole site and the bus route provides public transport options typically important to support higher density communities.

The walking and cycle network provision proposed through the existing development along Park Estate Road and in plan for the rest of the site as illustrated on the masterplan, together with the proposed upgrades to the motorway and the additional cycleway together provide an excellent network for people to commute or recreate in the area.

Higher densities are typically also supported with good accessibility to open space, and in this area, there will be significant esplanade reserves and other reserves applying to streams and wetlands and local parks proposed. There is also the large Council owned land at 158A Park Estate Road at the southern tip of the area which has been recently zoned open space and collectively will provide significant community infrastructure that can assist in supporting higher densities on the developable areas.

The new proposed school on Park Estate Road is also an important element for this developing community.

If anything, the rezoning should extend to the land to the north of Park Estate Road (although rezoning of that land is outside of the scope of the plan change), and potentially some areas of THAB zone could have applied to this area.

When considering this in the context, the application of zones in the areas existing is somewhat of a fragmented nature. A lot of the existing developed land has been zoned Single House or Mixed Housing suburban to reflect the existing expectations at that time.

Land south of the site known as the Auranga development is mostly zoned MHU, with some THAB zone around a small centre, and MHS along the edge of the estuarine inlet. This is directly opposite the site, but the natural environment provides a very large spatial separation between these two development sites providing the opportunity for development to be different.

To the north west, there are a range of zones including the local centre zone surrounded by a large Mixed Use zone at the corner of Hingia Road and Harbourside Drive. Strangely the Single House zone abuts this centre to the north and west.

Another small neighbourhood centre exists either side of Oakland Road at Hingaia Road which has the THAB zone to its east and MHU and MHS zones beyond.

In one location this MHU zone applies to land abutting the inlet and esplanade reserve as illustrated in Figure 1.

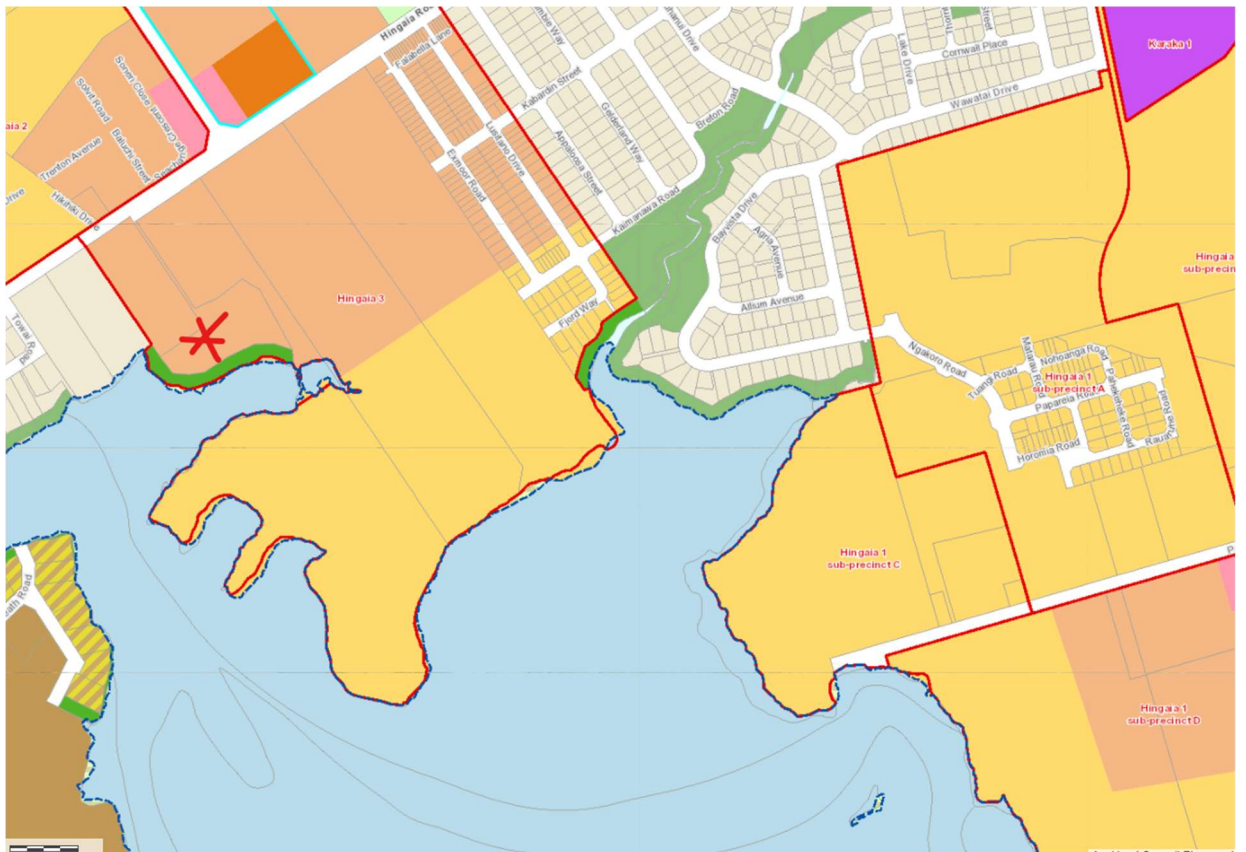


Figure 1 – MHU zone marked with * abutting the coast and esplanade reserve.

The Hingaia 3 precinct applies to this land and encourages subdivision where the land adjoins the esplanade of a net site area of 600m² or more. Dwellings on such a site where the net site area for each dwelling have a restricted discretionary status. This is the same restriction as the Hingaia 1 precinct currently, other than the height opportunities provided by the MHU zone.

This existing MHU zoning abutting the coast provides a precedence that the potential outcome is appropriate directly adjacent to the coast in that location with the Hingaia 3 precinct applying in addition.

Another greenfield area slightly further north but abutting the same harbour at Waiata Shores, Conifer Grove is also zoned MHU as illustrated in Figure 2.

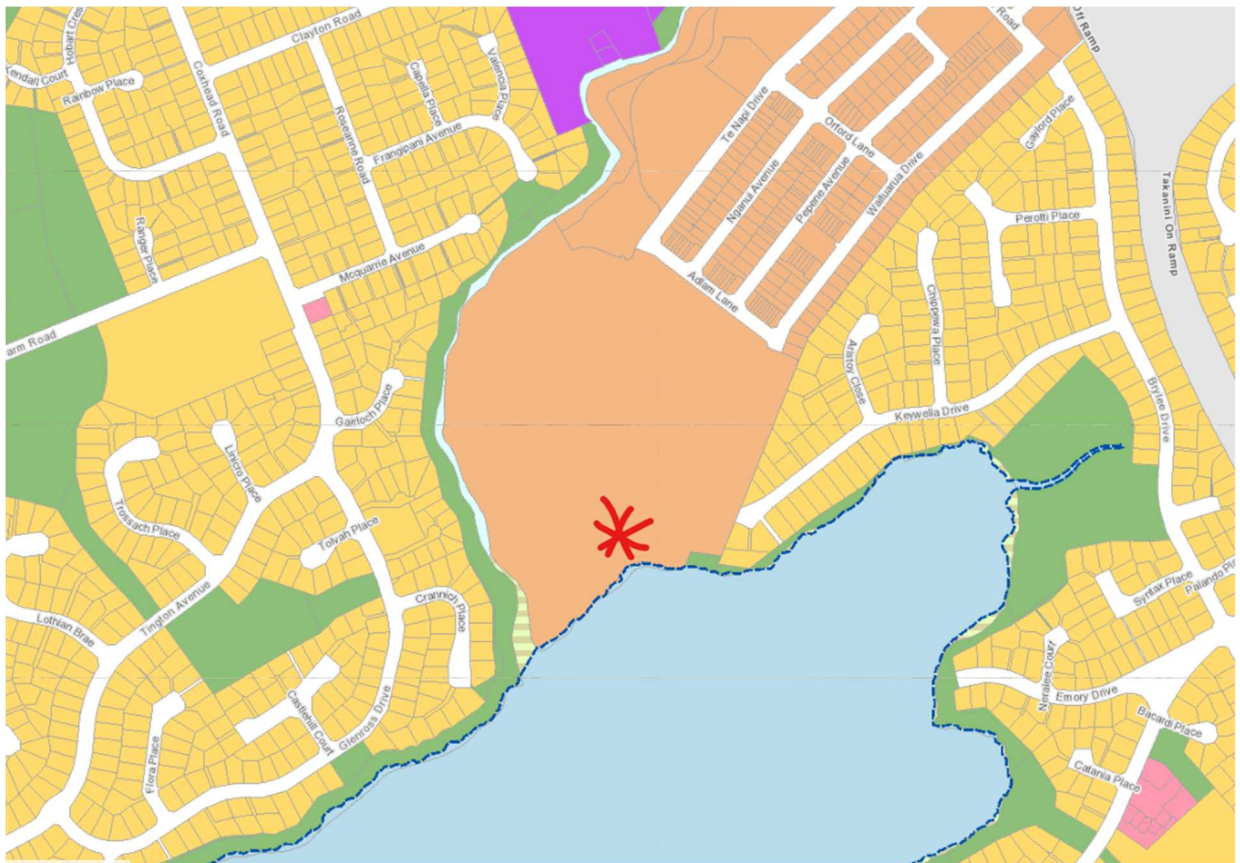


Figure 2 – Waiata Shores illustrating MHU zone abutting the coast.

Development along the harbour edge in this area is not restricted with 600m² site size even though its immediate context is MHS on both sides. This other location is considered to be very similar to the site with similar attributes and similar coastal interface although with a smaller channel of water alongside. The only difference is that location is close to Great South Road which is higher in the roading hierarchy with the potential for greater public transport options. The rail connection at Te Mahia Station will also support the proposed residential development on that greenfield site, but on the other hand, no school or other community facilities exist and the MHU zoning predates the application for an adjacent local centre.

If there was a concern around the scale of development in close proximity to the coastal environment, then there should be greater restrictions on built form outcomes. Currently, the Hingaia 1 precinct applying to the site requires larger sites (600m² minimum) to be established where they abut the existing or proposed esplanade reserve. There is no further restriction on building coverage or form to address any issue with the relationship to the open space or coastal environment.

The outcome will likely be larger buildings on these larger sites, and/or the potential to achieve three dwellings as restricted discretionary activities where dwellings are proposed with a net site area less than 600m² each.

The proposed change to MHU and greater coverage provided by the plan change for any development rather than only for IRD's would enable greater bulk relative to the esplanade reserve due to the additional height and no requirement to comply with height in relation to boundary, however it is expected that people will accept this relationship because it is a greenfield development area with little current expectations.

The changes to specific standards in the MHU zone are discussed below. The above consideration relates to just the rezoning.

7.1.2 Refinement of policies and standards that promote higher densities through increased development opportunities on smaller sites and comprehensive development.

The proposed changes to the policies have been reviewed and suggestions made. Subsequently adjustments have been made in response to address our highlighted issues by Civilplan Consultants in a collaborative process.

The current Hingaia 1 Precinct provides for 'higher density residential' in addition to the MHS zone through the provision of an additional Integrated Residential Development (IRD) provision. This IRD is defined in the precinct as applying to sites over 800m².

The current standards for this activity (at 6.31.4.1.1) allow a higher building coverage and impervious coverage and lower landscaped areas than the underlying zone. This was assumed to encourage higher density outcomes as an incentive.

This could arguably result in an outcome whereby the lowest density would be approximately 1 dwelling per 800m², as there is no requirement to have more than one dwelling per site and the higher coverages could be used. The IRD definition implies more than one dwelling however.

The minimum multi-dwelling outcome would have a density of 1:400m² (two dwellings on an 800m² site). The lot could then be further subdivided so there is one dwelling per site but with greater site coverage than if a 400m² vacant site were to be developed on its own. This seems a costly and time consuming process, where the outcome would be the same if the higher coverage applied to smaller vacant lots.

By deleting the IRD definition in the precinct (as discussed below) the ability to make use of these higher coverage provisions on smaller sites become redundant. The AUP definition for IRD's would apply requiring a minimum site size of 2,000m².

The proposed changes to the activity table at (A2) and (A3) allow a development of up to three dwellings to use the higher density development standards as a permitted activity as long as the density is greater than 1:400m² in both the MHS and MHU zones.

This change enables the use of higher site coverage as a permitted activity than previously provided for, and therefore no assessment will be required. The higher site coverage may result in a higher density and provide more incentive to develop in this way. The incentive provides the potential for three dwellings on a small site to result as a permitted activity with higher coverage. The existing provisions allow this to occur as a restricted discretionary activity, so the proposal is more enabling than currently. The actual outcome as experienced by neighbours or from public places may not be any different on a site that has higher coverage. This is due to the design of the buildings and where the built form is located. The risk of an undesirable outcome being created on a site with higher coverage is not much more than a site that does not use these standards. They are still required to comply with the other bulk and location standards.

The proposed change of part of the precinct to MHU zone therefore provides expectations of three levels, and supports higher density outcomes.

The proposed activity table at (A4) and (A5) provides for four or more dwellings per site with a density greater than 1:400m² as a restricted discretionary activity, with fewer standards that must be complied with (not including the coverage standards). This requires an assessment as to the suitability of a development which may or may not comply with those standards.

Incentives such as this are needed to promote and achieve the objectives seeking three level form and supports smaller dwelling sizes.

This approach is consistent with the intent of the Drury 1 Precinct which applies to land to the south of Drury Creek (opposite the Park Green land), where maximum building coverage of 50% and maximum impervious area of 70% (being the same as the higher coverages in the Hingaia 1 precinct) apply to sites less than 400m² (net site area).

7.1.3 Removal of the precinct specific definition for 'Integrated Residential Development',

This proposed change will remove a different definition in the precinct and rely on the AUP definition in Chapter J that applies to the whole of the plan. This remove uncertainty and complexity in applying the Plan. The interesting aspect is that by doing so the opportunities to apply for consent as an integrated residential development activity for land within the precinct would reduce as the minimum site size would increase from 800m² to 2,000m². It also requires other aspects such as communal facilities and other non-residential activities accessory to the primary use which is arguably not required currently.

This is perhaps not such an issue in the MHU zone as the zone provides for four or more dwellings as a restricted discretionary activity without the site size minimum or requirement to provide the other listed elements. In addition, as discussed above, multi-dwelling development at densities of more than 1:400m² would be subject to the same coverage rules than currently apply to IRD in the Hingaia 1 Precinct. There is the potential that the IRD activity may only be used in a few applications such as retirement villages or the like where the residential component is not a dwelling.

It is considered the change to be a beneficial solution to clarify what applies without having significant effect on the outcome of the development.

7.1.4 Insertion of an activity status enabling use of the alternative height in relation to boundary standard as a permitted activity within the Residential – Mixed Housing Urban zone.

The Hingaia 1 Precinct Plan is proposed to change by including (A14) and (A15) in the activity table applying to the MHU zone only. By default, this will only apply to the Hugh Green Limited land south of Park Estate Road, assuming the proposed zone change to MHU is accepted. The existing use of the AHIRB provision (A13) will continue to apply to the MHS zoned land to the north of Park Estate Road.

This proposed change will have most impact on the development potential of single vacant sites. The section 32 analysis report sets out the current basic standards and the resulting issue whereby development cannot achieve the objectives and policies of the MHU zone, particularly around achieving three level development without undertaking comprehensive development.

We agree with this position and add that development complying with the 3m + 45 degree HIRB on a 10m wide site enables a maximum building height of 8m. The site needs to be at least 16m wide for a building to reach the potential 11m height standard in the MHU zone while complying with the HIRB standard (H5.6.5) as illustrated in Figure 3.

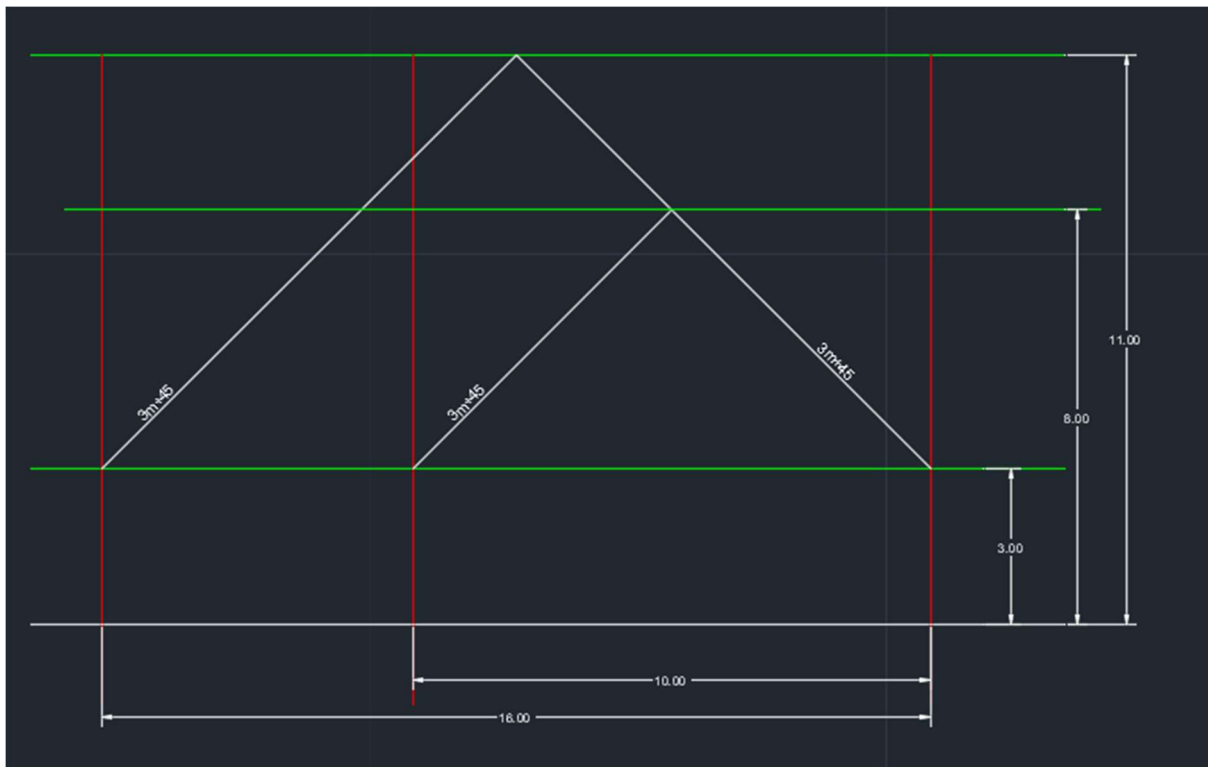


Figure 3 – HIRB analysis

For a site being 300m^2 (average site size) with a 16m frontage, the depth would be 18.75m. This complies with the shape factor as it contains an $8 \times 15\text{m}$ rectangle, but it is close to being square in shape which is not ideal for standalone dwellings on single sites nor for the efficiency of the land and infrastructure such as requiring additional roads for the same density. Generally good site shapes are more rectangular with greater depth allowing opportunities for greater setback from neighbouring dwellings to the rear and providing good space to comply with the outlook standards. Rectangular site shapes also enable an efficient block structure keeping the amount of land used as road to a minimum as a ratio to the number of lots.

The use of the standard $3\text{m}+45$ degree HIRB in the MHU zone is a continuation and adaptation from the Single House and MHS zones, but unlike those zones, the starting point at the boundary is 0.5m higher at 3m, not at 2.5m. This together with the 11m height standard (plus 1m for roof) would result in an outcome where a much lower amount of sunlight penetration to a neighbouring site is expected, as compared with the SH and MHS zoned sites. This has been determined through the AUP implementation process as being an acceptable outcome in terms of the effects this may generate on people living in this zone. This is a simple standard however, and people can work out what they can expect on a neighbouring site.

The proposal to allow the alternative height in relation to boundary to be used as a permitted activity would mean that people would need to undertake a more complicated assessment as to the outcome that is expected by this standard due to the stepped offset shape.

Currently, the MHU zone provides this opportunity as an RD activity where the effects of this form can be assessed. In a greenfield development, this is potentially not so much of a concern as development of a dwelling should respond to its current context and if there is a building constructed next door using this standard, the dwelling to be constructed would hopefully be designed in response to this. This is an ideal process and not necessarily reality. Many dwellings are designed and built without much regard (sadly) to the surrounding context, or they might be built about the same time without knowing what is to be built adjacent. It is also important to note that the HIRB rule can be ignored with the neighbouring owner's approval.

The proposal to allow the AHIRB opportunity to be used as a permitted activity would mean that people would need to accept the potential greater bulk and sunlight reduction. It could also have greater privacy issues as the location of windows in proximity to the boundary or the neighbour is not controlled.

On a 10m wide site, the use of the AHIRB would result in the maximum building height of 9.9m which is more consistent with achieving a three level building outcome as expected by the zone. However, this would result in the top level being an attic form with 45 degree roof pitch. This is illustrated in Figure 4. It means that it is more realistic on achieving at least two levels on a narrow site without the complications of neighbour's approval or consent.

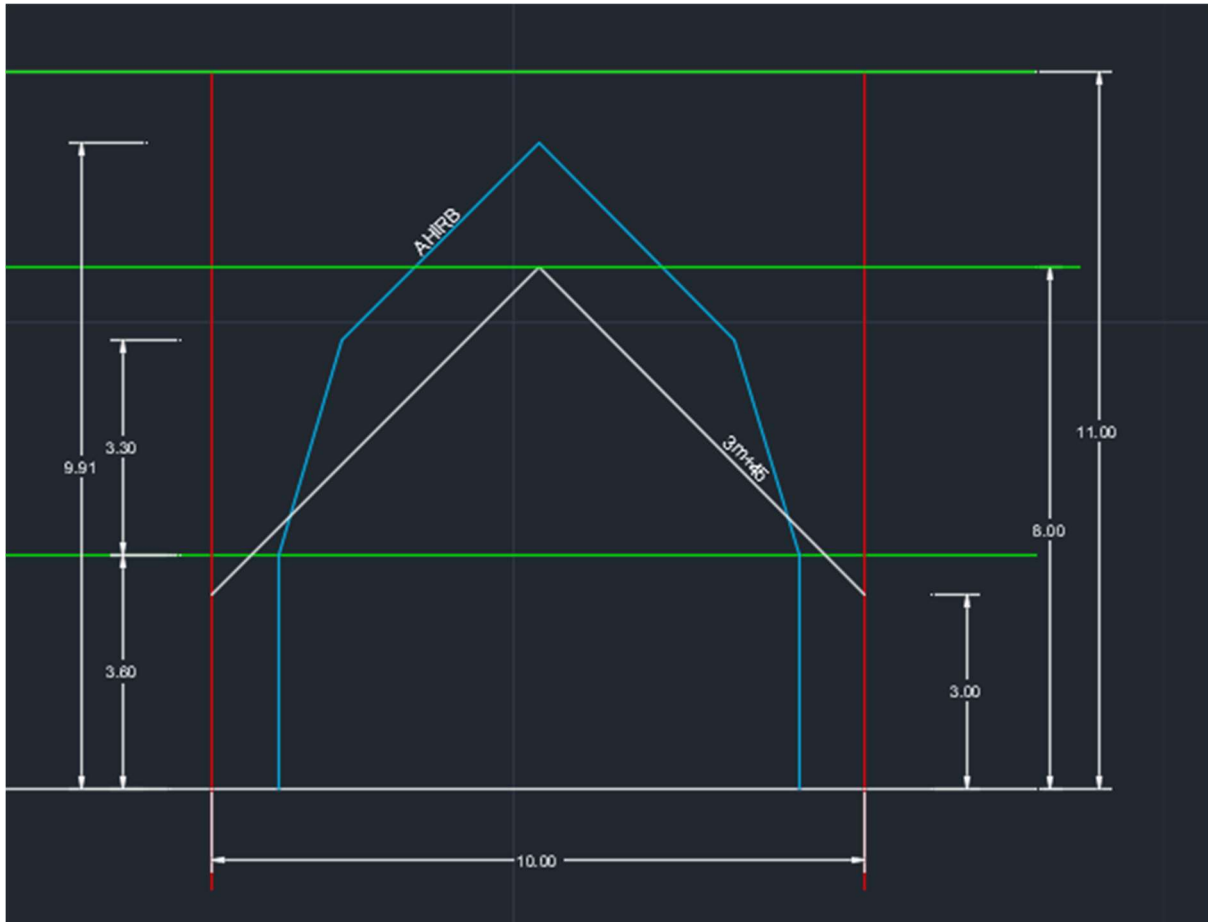


Figure 4 – HIRB and AHIRB comparison

One other benefit of this is that buildings of height would more likely be located towards the front of the site as the standard applies to the first 20m. If there was a 10m wide by 30m long site, this would mean that the back 10m of the site would need to comply with the standard 3m+45 degree restriction. This is a relatively good outcome, but in contrast a 16m wide by 18.75m deep site would allow the AHIRB to be applied for the full length of the site and to both the side and rear boundaries. This would create a very different outcome whereby the spatial separation between back to back dwellings would not be encouraged potentially leading to privacy, outlook, and sunlight issues.

Activity status (A14) as proposed addresses this issue by restricting the application of the AHIRB standard to side boundaries only, and the HIRB H5.6.5 applies to rear boundaries. This ensures that the bulk in relation to the rear boundary is the same as if the HIRB applied.

An alternative would be to apply a new standard that does not allow the AHIRB to apply to the rear boundary for a certain depth (so it does not apply a restriction over the whole site) and potentially apply the AHIRB standard to a percentage of the side boundary length. This would allow an easily understood and consistent relationship to rear boundaries and avoid the issue highlighted above where a fixed 20m dimension is used. This is more complicated to understand and work out so not the best option. Another option would be to adjust the

subdivision standards to ensure that rectangular lots with 25m to 30m in length are achieved. This is also problematic particularly with organic shaped parent lots where the length and lot shape are determined by the constraints of the site.

7.1.5 Removal of the garage standard.

The MHU zone includes no standards requiring certain outcomes of buildings and how they relate to streets for permitted activities. This is unfortunate in our opinion as it can lead to some poor streetscape environments. The IHP's reasons for recommending the deletion of the previously proposed standards (which are those included in the current Hingaia 1 Precinct) as set out in the plan change request by Civilplan were on the basis that standards were unnecessary or inappropriate in terms of achieving quality urban design outcomes, and providing for a more outcome led approach would be a better solution.

This is supported, however in reality people designing within the permitted activity status do not necessarily have a focus on the objectives and policies where these outcomes are listed. The compliance with the standards provides an assumption that a development is consistent or achieve the objectives and policies as they are methods to achieve the objectives.

It is not clear how or whether the objectives and policies were changed as a result of removing the standards, but we suspect they were not. There are no standards that directly seek to implement Policy (3) (except for (b)) for example which states:

“Encourage development to achieve attractive and safe streets and public open spaces including by:

- (a) providing for passive surveillance*
- (b) optimising front yard landscaping*
- (c) minimising visual dominance of garage doors.”*

Standard H5.6.11 Landscaped Area – requires at least 50% of the front yard to be landscaped area which therefore specified a minimum for achieving Policy (3) (b). The standards relating to glazing and garages have been removed from the MHU zone and therefore there is no standard that ensures Policy (3)(a) and (c) are achieved. This has been determined acceptable through the AUP process and applies across Auckland. We do not necessarily agree with this from an urban design perspective.

Having said that, there is no reason why this land should have different standards to other parts of Auckland. If the decision to not require certain outcomes is considered on balance the most appropriate way of achieving quality amenity for residents and attractive and safe streets, then we see no reason to apply different standards to this site.

Developers generally wish to create great and attractive places and we agree that a design by numbers is not the best way of achieving a great place. Most recent dwellings in new neighbourhoods have accessible and identifiable doors to the street, they also have windows allowing visual connections to be achieved adding to the safety of the street, and many have chosen to provide a single garage or no garage due to the size of the lot or the price point of the dwelling. These all help to achieve the objectives and policies set out above. It is however not a failsafe solution.

7.1.6 Removal of standards for integrated residential development where equivalent zone standards of the PAUP NV were not included in the AUPOP (dwellings fronting the street, maximum building length).

The proposal to remove these standards from the Hingaia 1 Precinct would bring the site in line with the provisions that apply elsewhere in Auckland. The integrated residential development or three or more dwellings per site are restricted discretionary activities and the

matters for consideration include the effects on the neighbourhood character, residential amenity, safety, and the surrounding residential area. This allows the matters covered by these standards to be considered and determined on their merits. The standards are no longer appropriate as long as the other changes such as the definition of IRD mean that they relate to those in the MHU zone and the standard definition in the AUP.

7.1.7 Remove the 1.2 m height limit for front fences and replace with the zone standard of 1.8m for half and 1.4m for the other half.

The Hingaia 1 Precinct includes a standard controlling the height and design of front fences (4.4) which only apply to situations where the footpath along the street frontage abuts a lot. Where there is a back berm (of whatever width) this standard is not applicable and the zone fencing standards would apply.

There are three options for front fencing in the MHU zone and none relate to the position of the footpath in the street relative to the lot. These have been determined as the most appropriate options to achieve the objectives of the zone considering the level of interaction and privacy one may wish for a particular site. We see no need to retain the fourth solution (as in the precinct plan) just because the footpath might be abutting the site boundary. In all the street designs for residential activity already undertaken for the first stages of Park Green, include a rear berm and therefore this standard would not apply and is redundant. There is no significant benefit from its retention in the precinct.

7.1.8 Removal of requirements for identified affordable dwellings from the objectives, policies, and rules.

This is largely a planning matter but was included to ensure a mixed community developed where there are a range of dwellings to suit different people and families through size requirements or financial situations. This is a sound urban design principle that will assist with an inclusive and well-functioning urban environment.

The requirements within the precinct are problematic, however. Firstly, it needs to be determined whether this greenfield area should be required to achieve these outcomes, different to other parts of Auckland. The AUP process determined the inclusion of these requirements on a widespread scale was not appropriate or required. Their inclusion on this site is an outcome derived by a different process whereby the Special Housing Act enabled fast tracking of land for development as long as it provided for more affordable housing solutions.

The design and process implications with the current provisions relate to staging. The site is expected to have a variety of price points from high along the western coastal edge, to lower close to the motorway interface. However, where the land is in close proximity to wetlands and/or the estuary, it is expected to have a reasonably high price point.

The development therefore has areas where more affordable land, and therefore dwellings, are more suited. If the whole site was designed and consented in one stage, then the affordable requirement could be located appropriately and unlikely distributed evenly. However, 97ha is too large for a single stage resulting in the requirement to locate a percentage of affordable dwellings in each stage. These typically result in very small dwellings on small land areas in order to meet the price point criteria. This maybe suitable for some people or families, but do not necessarily achieve the objective of providing a range of suitable dwellings for larger families for example.

The inclusion of these affordable solutions in each stage is not necessarily a negative urban design outcome. It is considered the issue is much larger relating more to planning and economic considerations as to how to provide for the range of people in our communities.

7.2 Coastal and Reserve Interface Provisions

7.2.1 Removal of a requirement for larger site sizes at the coastal edge from the objectives, policies, and rules.

The Hingaia 1 Precinct at 5.1 sets out that subdivision to create vacant lots of less than 600m² net site area that abut the esplanade reserve or coast is a non-complying activity, and lots 600m² or more are restricted discretionary activities, which sends a clear signal as to what is preferable, and has resulted in providing large sites at these locations. This is understood to be a method to achieve the objective of enhancing the amenity and avoiding erosion at the coastal edge.

The easiest solution is to locate a road between the coast / esplanade reserve and proposed lots, which separates lots from the coast and therefore the provision is irrelevant.

This is not always the best outcome due to topography, protecting amenity, or efficacy of development.

The AUP structure provides a purpose to standards. The precinct provides the direction for this issue in Objective 9 which states:

“Subdivision and development adjoining the coast has larger site sizes to provide for enhanced amenity and to avoid coastal erosion.”

This objective is unclear about what amenity is to be enhanced, is it for the residents residing at such locations, or the amenity of the esplanade reserve, or both? It is also difficult to understand how larger sites will avoid coastal erosion, or on the flip side, how smaller lots would cause coastal erosion.

Coastal erosion has been addressed by 4 Sight consultants who have determined where there is potential for coastal erosion and what a suitable set back should be to appropriately manage the risk to development and infrastructure. This is generally within the 20m esplanade reserve requirement. This size of the lot does not influence this.

The design of water runoff and stormwater discharge will be required to ensure these elements do not exacerbate or contribute to erosion. There is no change to the building coverage or impervious coverage to these potential sites, therefore the potential for stormwater runoff is the same regardless of site size.

One resulting outcome will be that larger buildings will be developed on larger sites, limiting the number of people that can enjoy the amenity these sites provide and with limited passive surveillance of the esplanade reserve. It is our view that large dwellings next to the esplanade reserve will not necessarily enhance the amenity of the reserve. Permitted dwellings with no design critique could achieve the reverse actually. Another outcome could be that three dwellings are developed on each of the larger sites (larger than 600m²) as permitted activities if able to comply with the development standards. This outcome might not be the best either.

By locating a road adjacent to the esplanade reserve does not necessarily assist with enhancing the amenity of the reserve either. It is likely to have a higher impervious area than allowed for on a residential site and therefore have the potential to contribute more stormwater to the coastal environment.

If there is a real concern with the relationship of development to the esplanade reserve, then perhaps a wider yard should be applied, or a wider esplanade reserve required. This restriction not been applied elsewhere in Auckland (to our knowledge) with the same zoning and we see no reason to restrict development in such a way on this site.

High amenity locations are highly desirable for residential living and there are good opportunities for a greater number of people to enjoy this natural amenity. The interface

solutions discussed below address how the private lots meet the esplanade reserve to provide an appropriate interface.

The proposal to remove this restriction is considered positive from an urban design perspective in terms of the issues it was trying to address.

7.2.2 Replacement of the standard related to coastal interface to relate to fencing and buildings as well as retaining walls.

We have considered the standard 4.7 in the Hingaia 1 Precinct in regard to the resource consent applications for the first stages along the coast, and the detail design of the proposed subdivision. The current standard is problematic as it does not allow someone to achieve this outcome without seeking a resource consent. We agree with the issues with this as listed in the application report and the proposed solution at I444.6.1.4(1) which is the same as the consent notice that is required to be applied to lots created in stage 1A of the Park Green development. The clear widespread application of an appropriate standard is far more effective than consent notices. We assisted with the development of this consent notice and support this proposal to include it in the Precinct.

7.2.3 An additional standard for reserve interfaces other than esplanade reserves.

In progressing the development of the land, the interface issue between proposed lots and drainage reserves or streams and wetlands has arisen with no clear expectation in the AUP or precinct applying to these, and defaults most to a rear boundary and therefore a 2m high solid fence could be erected along the boundary.

It is important that development around these open spaces contribute to the safety of the area, while maintaining a level of privacy for the rear yards and ensuring a well-designed outcome that integrates with the open space, rather than turns its back on it. Fences that are 2m high and solid are not generally appropriate in these circumstances. The proposed standard I444.6.1.4(2), set out a clear and achievable outcome that will result in an appropriate interface. This is a standard for permitted activities and there are opportunities for other solutions via a resource consent. It is different to that applying to the esplanade reserve as there is the potential that these open spaces may have less people in them, or lot boundaries might relate to a part of the open space where the interaction with people will be limited.

We agree that the application of consent notices is not the most effective way of managing this issue, and the opportunity to address this in the plan change is supported.

7.2.4 Providing in the Hingaia 1 Precinct provisions an exemption to height in relation to boundary for boundaries with reserves or sites subject to protective covenants (for streams and wetlands).

Standard H5.6.5 requires buildings to comply with the 3m + 45 degree HIRB recession line from side and rear boundaries. It exempts this from applying to sites that abut the listed business zones and listed open space zones including the Open Space – Conservation zone and Open Space – informal recreation zone. The conservation zone normally applies to esplanade reserves and the informal recreation zone applies to stream environments.

For the majority of the site, the esplanade reserve does not exist currently nor is it zoned Open Space, rather it is a residential zone. Likewise, the stream and wetland environments are not zoned open space.

If they were, and the intention is that once the land is developed the exact reserves will be rezoned, then the exemption would apply and the current restriction on development of land adjacent would be removed. This is an issue of timing for the development of greenfield land and Council rezoning program.

The AUP provides an expectation that for reserve areas of 2,000m² or larger, development on adjacent residential sites shall not be restricted by a recession plane, resulting in the potential for a positive built form to interact with the reserve. This assists with a good utilisation of the land resource and good open space containment opportunities with urban forms. The size of the reserve is considered to be important as smaller reserves could suffer from lack of sun light for example.

We agree that the exemptions should apply to lots (where ultimately, they would apply) at the time the lot is developed. The proposal to add land to vest with council that has resource consent appears to be a good mechanism for achieving this. We note that this issue is Auckland wide and should be addressed comprehensively, but in the meantime resolving it for Park Green and other land to the north covered by the Hingaia 1 precinct is appropriate given the scope of the plan change.

7.3 Commercial Zoning and Activities

7.3.1 Relocating of Business – Neighbourhood Centre zone to Lot 4 BUN60343386

The location of the neighbourhood centre was defined on the planning maps without the benefit of a detailed master plan or subdivision solution to create roads and blocks. It certainly has guided the development of these but has resulted in land now owned by the Ministry of Education for a school, partly having a neighbourhood centre zone apply. The establishment of Park Green Avenue also now bisects the zone and together reducing the overall area zoned and suitable for a small centre. The adjustment of the zone to locate it entirely to the east of Park Green Avenue within one block is supported. This block is already partly zoned neighbourhood centre and a consistent zoning over the whole block will enable the flexibility for suitable commercial outcomes to occur. This could also include residential.

It would be useful however to provide some direction that if the block is to be developed more as a mixed outcome, the corner of Park Estate Road and Park Green Avenue should have preference for commercial development that supports and interacts with the community. The proposed exemption that enables dwellings at ground level to frontages that are not Park Estate Road or Park Green Avenue supports this outcome. The street network around this block has been designed to accommodate commercial activities or a mix including terrace or duplex dwellings to the east.

7.3.2 Removing Hingaia 1 Precinct provisions that limit the area of the Business – Neighbourhood Centre zone and limit the gross floor area of commercial uses within this zone.

The zoning should be simple and encourage commercial development. The masterplan has assumed commercial outcomes will occur on this block. From an urban design perspective, the relatively small block size should be sufficient restriction on the scale of any commercial development. The application of the zone is the proposed method to achieve the objective of not adversely affecting the other centres nearby. What we would not want to see is that any floor area restriction makes it very hard to establish these community services. A floor area restriction would appear unnecessary.

7.3.3 Insertion of a rule enabling cafes adjacent to esplanade reserves as a restricted discretionary activity.

The master planning work had identified two great locations for a community focal or meeting point, potentially including, or associated with small playgrounds and a place to meet, and socialise. A small café outcome is considered an appropriate space to provide for this. The current residential zoning does not encourage or make this outcome easy, as restaurants and cafes are discretionary activities (gross floor areas up to 100 m²) or non-complying activities (gross floor areas over 100 m²). Obviously, there is not the demand, nor would it be suitable to have the coast littered with cafes, so the matters for assessment are proposed to ensure this outcome and how this form of development interacts with the esplanade reserve.

7.3.4 Removal of roading standards

The proposal to delete the roading concept street configurations from the precinct rules is supported. The resulting implementation of roads requires a detailed process with Auckland Transport, and this usually result in a different outcome being achieved. Many of the roads being implemented do not comply with these concepts and therefore inclusion in the precinct standard is not suitable.

Appendix A – Park Green Masterplan



Illustrative Masterplan

Park Green - Overall Strategies
Date : 23 October 2020



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Google Earth