

urban design assessment and neighbourhood design statement

**69, 71, 73, 94, 96, 96A TRIG ROAD AND 141, 145, 151,
153, 155-157, AND 159 BRIGHAM CREEK ROAD
WHENUAPAI**

for

NEIL CONSTRUCTION LTD

by

IAN MUNRO

November 2023

executive summary

This report documents an independent analysis of an application for a Private Plan Change (“PPC”) to re-zone approximately 47.5ha of land currently zoned Future Urban zone, for Neil Construction Ltd. The application has been made to Auckland Council under the Resource Management Act 1991 (“RMA”) in terms of the Auckland Unitary Plan (Operative in Part) “AUP: OP”. The key conclusions of this report are that:

- a. The Site has an irregular shape based on the underlying allotment title shapes and the existing curvilinear alignment of Brigham Creek Road. The Site is also bisected by Trig Road. The Site is strategically well-located and is very suitable for the Light Industry zone proposed based on the proximity of RNZAF Base Auckland and accessibility. The proposal is consistent with the Council’s Future Urban Land Supply Strategy and Whenuapai Structure Plan. The proposal is also not offensive to the Council’s recently adopted Future Development Strategy arising out of the National Policy Statement on Urban Development.
- b. Because the Council has already prepared a structure plan it has not been considered necessary to reconsider the AUP: OP Appendix 1 matters relevant to structure plans. The proposed Precinct Plan includes a high-level (indicative) road network and provides for other relevant site constraints including streams and their margins, high noise contours, future intersection types, and open space buffers. These are sufficient to provide a future land use management framework that will manage all relevant built form (subdivision and layout- related) effects.
- c. The recent planning history of Waitakere City Council’s Northern Strategic Growth Corridor and the resultant plan changes that first gave rise to the Massey North, Hobsonville Corridor and Village, and Hobsonville Point development areas known today, were heavily orientated towards what had been Waitakere City’s poor rate of employment self containment and the goal of substantially providing more “in city” employment. Subsequent to that, many residential-dominant outcomes have occurred including by way of Special Housing Areas under the now revoked Housing Accords and Special Housing Areas Act. The relevance and urban form merit of employment land serving the local residential areas is in my opinion more important than ever, including because of the decisions made to no longer pursue a marine precinct within Hobsonville Point (a loss of more potential employment). In urban design terms the proposal will directly address a well-documented local issue.
- d. Because of the nature of light industrial activities and the level of future subdivision detail indicated on the Precinct Plan, it has not been necessary to prepare a concept master plan to help understand the suitability of the Site for its intended purpose. I have however been assisted by architectural concept work provided by Neil Construction Ltd that gives a good sense of the type and range of land use / built form outcomes likely. I am on this basis comfortable that a subdivision and land use outcome for the Site in line with the Council’s Light Industry zone and Urban Subdivision provisions will be readily achievable.
- e. The proposal will result in a substantial change to the character of the neighbourhood but one that is in my opinion acceptable noting how many activities are already present, the direction signalled in the Council’s Structure Plan (and its withdrawn Plan Change 5), and the landscaping-based mitigation methods proposed.
- f. The proposal will result in a number of adverse urban design effects, although none are considered to be unusual or severe in the context of urban land re-zoning. Positive urban design effects will also occur or be enabled through future subdivision. Overall, the proposal is consistent with the quality compact urban form sought by the AUP: OP and the specific matters set out in Chapter B2: Urban Form.

The PPC application could be accepted on urban design grounds.

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1. introduction

- 1.1 This report documents an independent analysis of an application for a Private Plan Change (“PPC”) to re-zone approximately 47.5ha of land currently zoned Future Urban zone, for Neil Construction Ltd. The application has been made to Auckland Council under the Resource Management Act 1991 (“RMA”) in terms of the Auckland Unitary Plan (Operative in Part) “**AUP: OP**”.
- 1.2 For full details of the proposal, the application and planning analysis (s.32 report) prepared by Campbell Brown Planning Ltd is referred to.
- 1.3 I am an experienced urban designer and urban planner with the qualifications of a B.Plan, M.Plan, M.Arch [Urb Des], M.EnvLS, and M.EngSt [Transport]. I have over 24-years of experience and have worked on over 2,500 development projects, in a variety of roles. I have particular experience with urban re-zoning and urban growth management issues, and RMA plan change processes. Most relevant to this matter, I have worked – in a consultant role - on Auckland plan changes 5, 6, 25, 28, 38, 40, 51, 55, 58, 73, 74, and 76. Although this report has not been prepared as a statement of expert evidence, I confirm that I am aware of the Environment Court Code of Conduct for Expert Witnesses contained within the Environment Court Practice Note 2023, and have complied with it at all times in association with the provision of urban design expert services associated with the project and in preparing this report.

2. background, scope and involvement

- 2.1 I have been engaged by the Applicant to provide independent urban design services related to a PPC application.
- 2.2 The process followed to undertake this urban design assessment is as follows:
 - a. An initial project briefing and background session was held, led by Campbell Brown Planning Ltd.
 - b. A site visit was undertaken. This took in adjacent areas, recent urban development north and west of the Whenuapai Village, along Hobsonville Road from Hobsonville Point to Massey North, and to each of the ‘landing points’ for the long-mooted SH16 / Northside Drive road crossing point.
 - c. Numerous internal consultant team meetings were held where the consultants each shared their observations and findings.
 - d. The Applicant finalised its zone and precinct plan, and proposed package of methods, including on the basis of feedback from its engagement with

the Council and related infrastructure agencies. This information was received and assessed.

- e. This report was prepared.

3. urban design framework

3.1 Although historically focused on the way in which private space and development impacted on public space, 'urban design' now encompasses a wide range of potential considerations. This is best evidenced by the breadth of matters included in MfE's 2005 New Zealand Urban Design Protocol. As a result of this breadth, urban design analyses, when based only on preferred or 'ideal' urban design prerogatives, do not always match well with the specific matters relevant to Resource Management Act ("**RMA**") proceedings. Practical challenges faced by urban designers working under the RMA, and which have been factored into this assessment, include that:

- a. urban design outcomes only apply to the extent that they are relevant to the specific resource management issues relevant to each specific application;
- b. RMA plans need to be interpreted in light of what the specific objectives and policies mean and with reference to the methods used by each Plan to implement those provisions – not against what outcomes an urban designer might consider to be preferred or ideal in pure urban design terms;
- c. the RMA provides for positive environmental effects but does not require them (unless a National Policy Statement ("**NPS**") or Plan requires them); and
- d. a failure to achieve an ideal or preferred urban design outcome as a potential 'missed opportunity' is not the same as the creation of an adverse environmental effect, and is often irrelevant to whether or not what is proposed merits the granting of consent.

3.2 In this instance, the proposal is for a scale and type of land use and development that is in line with the plan-making and land use frameworks set out within the AUP: OP. As such, for this assessment it is not considered necessary to identify urban design outcomes or precedents beyond the provisions of the AUP: OP. However, based on direction at AUP: OP Appendix 1.3, the Auckland Plan, Auckland Design Manual, and the Draft Upper Harbour Local Board Plan (2023) have been reviewed and considered. The Council's Whenuapai Structure Plan 2016 has also been regarded as a particularly critical input. It is noted at the outset that the proposal is considered to be very well aligned with the Whenuapai Structure Plan and the social, economic and environmental outcomes sought by the Local Board

Plan to the extent that no specific or additional assessment categories or topics other than those identified below are necessary.

- 3.3 The key provisions of the AUP: OP relevant to the proposal in urban design terms are **Appendix 1** (structure plan guidelines); **B2** RPS (urban growth and form); **E38** (urban subdivision); and **H17** (light industry zone). At the time of this report, the Council had notified Plan Change 78 (and accompanying plan changes), responding to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, and the National Policy Statement on Urban Development 2020 (“**NPS-UD**”). These will have the effect of changing the operative AUP: OP provisions but those changes have not yet been confirmed. This report has been based on considering both the operative and proposed versions of the AUP: OP identified above.
- 3.4 The Council has recently adopted a Future Development Strategy, a planning strategy required under the NPS-UD, which is understood to have the long-term effect of superseding the current Future Urban Land Supply Strategy. In urban design terms, neither of these documents raise any matter that is not already ‘on the table’ from the AUP: OP matters above.
- 3.5 Having considered the relevant provisions of AUP: OP and related documents identified above, the planning outcomes and environmental effects to be addressed can be synthesised (for simplicity) into the following topic headings:
- a. The development should contribute to a quality compact urban form that supports and enhances the local area.
 - b. The development should achieve a well-connected, integrated built form outcome, with industrial areas being suitably located and where adverse effects can be managed.
 - c. The development should maintain or enhance the character of the local area, and provide adequately for infrastructure.
 - d. The proposal should demonstrate how the site’s opportunities and constraints have been positively responded to.
 - e. Overall urban design merit.

4. site and context analysis

site analysis

- 4.1 The Site has been described in the Campbell Brown Planning Ltd planning assessment, and I agree with those descriptions. In urban design terms the Site’s key characteristics are:

- a. The Site is comprised of the titles known as 69, 71, 73, 94, 96 and 96A Trig Road, and 141, 145, 151, 153, 155-157, and 159 Brigham Creek Road. In total the Site is approximately 47.5ha (**Figure 1**). It has an irregular shape due to the combination of:
 - i. the curvilinear alignment of Brigham Creek Road as it wraps around the Whenuapai Air Base and airfield on the Site's northern side;
 - ii. the existing title boundaries along the Site's western, southern and eastern boundaries; and
 - iii. the alignment of Trig Road, which bisects the Site into a smaller western side and a much larger eastern side.

Figure 1 – The Site. Source: Auckland Council on-line GIS service, no scale.

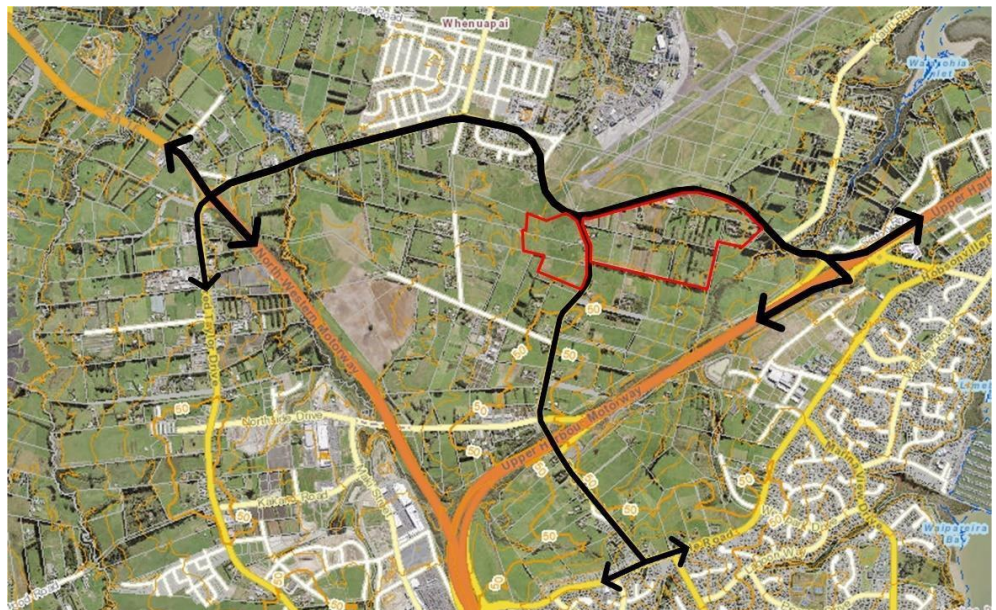


- b. The Site is gently undulated and ranges from an elevation of 40m along its southern and western side, down to as low as 15m at the Site's north-eastern edge with Brigham Creek Road. That low point coincides with an east-west stream and associated landform depression that extends approximately 400m in length.
- c. A larger-scale east-west stream sits outside of the Site and to the east / south, and of note the Council is understood to have purchased two parcels of adjacent land, east of the Site and at the intersection of Trig and Spedding Roads, as future open space.
- d. The Site is used for a variety of small-scale horticultural / hobby-farm type uses, occasional dwellings, and overall possesses a very domesticated semi-rural character.
- e. North of the Site is RNZAF Base Auckland, used for Defence purposes. The potential conversion of this to a commercial / civilian airport

has been discussed historically but to date does not seem to be on any foreseeable agenda. This is a high-noise activity and it seems plain to say most of the Site would not lend itself to activities that are sensitive to aircraft noise (including residential).

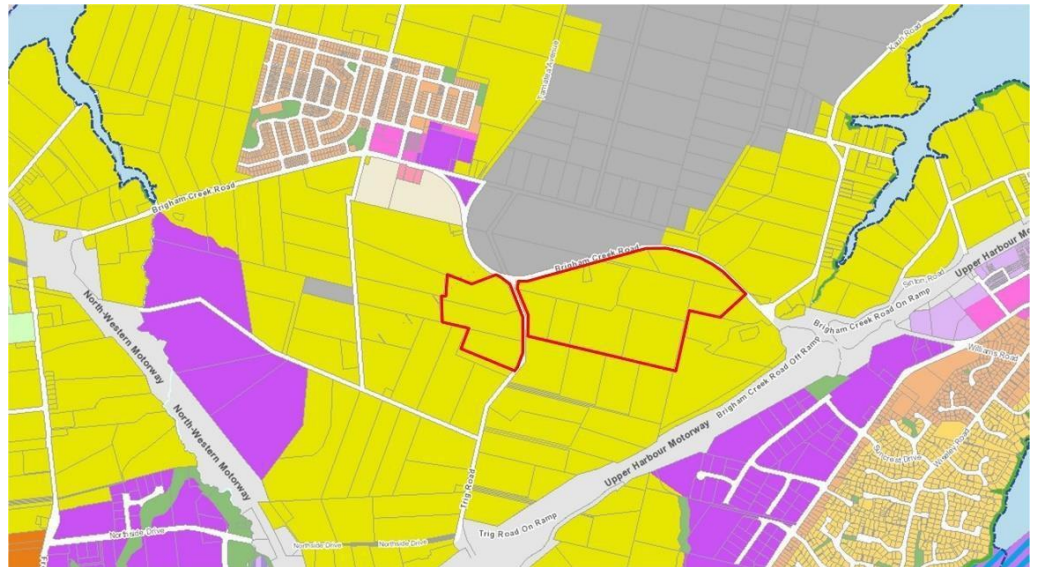
- f. North-west is the Whenuapai Village and around that is a 'core' of residential-predominant development (a recent part of which was established as a Special Housing Area), and a well-established timber mill activity.
- g. West, south and east of the Site are rural and rural-compatible dwellings / small-scale productive uses possessing a similar character to the Site.
- h. South again is the Upper Harbour Motorway, and this forms a severance.
- i. Bringham Creek Road is the principal arterial road serving Whenuapai. Along its length its character varies. It follows a curvilinear alignment as it wraps around RNZAF Base Auckland but generally makes an east-west connection between SH16 (west) and SH18 (east).
- j. Trig Road is a north-south road linking across SH18 to Hobsonville Road.
- k. The Site can be seen to sit at an excellent and central conjunction in Whenuapai with excellent access east (SH18), west (SH16), and south (Hobsonville Road). East-facing ramps also connect SH18 to Trig Road in between. Also in consideration of its proximity to the Whenuapai airbase and its runway approach path, the Site lends itself to non-residential / business or industrial use (**Figure 2**).

Figure 2: Highlighting the Site's accessibility. No scale.



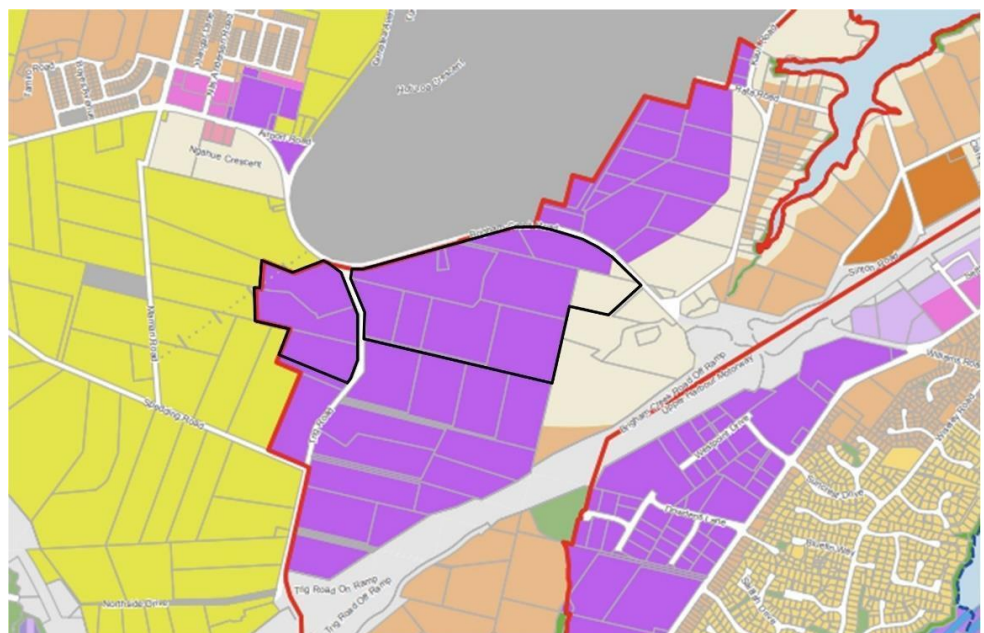
- l. The land is currently zoned Future Urban and there is a variety of Future Urban and 'live zoned' land within Whenuapai (**Figure 3**).

Figure 3 – current land use zones in Whenuapai, source: Auckland Council on-line Unitary Plan map service. No scale (refer AUP for legend, but Future Urban zone is bright yellow).



- m. The Council notified Plan Change 5 which would have introduced live zoning to the area but was regrettably moved to withdraw that and in response a more sporadic pattern of private development proposals is 'filling the void'. This includes the proposal (**Figure 4**).

Figure 4 – proposed zone plan (showing the Site in black outline) from Auckland Council's Plan Change 5 (now withdrawn). No scale.

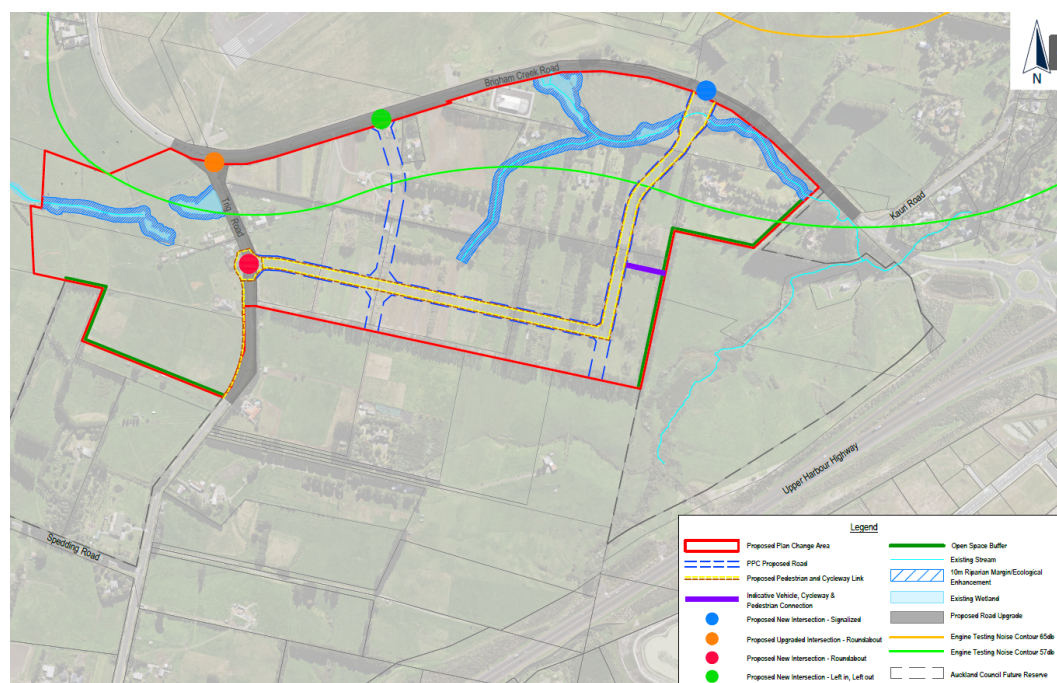


- n. The last matter of relevant context relates to the former Waitakere City Council's planning for its Northern Strategic Growth Corridor ("NorSGA"). This was one of the largest urban planning exercises ever undertaken in New Zealand by a local authority and it spanned Massey North, Hobsonville Corridor and Village, and the former Hobsonville Airbase. Whenuapai was something of a 'stage 2' to that. It occurred under the auspices of the then Auckland Regional Growth Strategy and the Local Government (Auckland) Amendment Act. The lynchpin of this initiative was analysis indicating that Waitakere had a very low level of employment self-containment and so as to try to improve the sustainability of west Auckland an extensive, employment-centric initiative was promoted that included changes to the Metropolitan Urban Limit. Regrettably, although many employment activities have subsequently occurred, this has been perhaps out-paced by residential development and most recently the Council has determined to abandon plans for a high-value marine services precinct within Hobsonville Point. But in my opinion the provision of more employment land in this part of West Auckland remains as important as when the NorSGA exercise was undertaken.

5. the proposal

- 5.1 The proposal is to re-zone the Site to Light Industry zone, and to accompany this with a Precinct Plan (**Figure 5**) and Precinct provisions.

Figure 5 – Proposed Precinct Plan, source: Cato Bolam Ltd., no scale.



- 5.2 The Precinct Plan would set out a high-level spatial strategy for the Site including future key roads and intersection types, and provisions to protect and enhance the existing stream on the Site, provide open space buffers at the eastern and western site edges, and provide a framework for street-front amenity landscaping.
- 5.3 The Precinct Plan's spatial elements were determined in consultation with the Council and Auckland Transport. I am advised that the general alignment of roads shown is supported (or at least not opposed) by those agencies.
- 5.4 The proposal has not been accompanied by a formal concept master plan, but I have been provided with a number of architectural site development and layout tests that, in conjunction with the Precinct Plan's indicative road network layout, have been sufficient to give me a basis to evaluate the likely urban design issues and effects that Light Industrial subdivision and development on the Site could give rise to.
- 5.5 The Precinct Plan's spatial components are otherwise in line with what I have seen in other Precinct Plans, and is in and of itself unremarkable.

6. assessment

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

- 6.1 This topic is primarily derived from B2.2.1(1), B2.2.2(3) and (4), B2.5.1(1), B2.5.2(7) to (10), and Appendix 1 in the AUP: OP.
- 6.2 In my opinion the proposal will successfully contribute to the quality compact urban form sought for Auckland, and also both support and enhance Whenuapai and the adjacent (and developing) residential suburb. My key reasons for this are:
 - a. The proposal is in accordance with the outcomes identified for the land in the Council's own Structure Plan (**Figure 6**).

Figure 6 – excerpt from Auckland Council Whenuapai Structure Plan 2016 showing the Site in red outline (no scale).



- b. Whenuapai is in a state of semi-urbanisation as a result of the existing industrial and military activities, Whenuapai Village, and the most-recent residential-centric development occurring north and west of that via a SHA. Well established residential development at Herald Island and around the coastal edge of Whenuapai also has, locally, a plainly urban character. The proposal will not, in its context, seem to be a fundamentally out-of-place or 'alien' urban zone in relation to those. More broadly, significant urbanisation that has occurred over the past 20-years between Massey North / Westgate, Hobsonville Corridor and Hobsonville Point also gives an urban context to the proposal – it is the most recent in what can be seen as a sustained and consistent process of urban re-zonings.
- c. The proposal will enable industrial activity in a part of Auckland planned in part on the premise of providing more local employment activity, and that could in particular help provide for the employment needs of residential development in Whenuapai and Hobsonville Point. This can contribute to local self-containment and reduce at least some commuting travel trips.
- d. An industrial use of the land is considered optimal given the adjacent noise nuisance and other constraints imposed by the nearby Whenuapai Airbase, and I note the proposal includes limitations on sensitive activities within the Site closest to the airbase.
- e. Industrial activities are required by the community and the Site is excellently positioned relative to State Highway routes, an adjacent major urban centre, and the local road network.

come to be visually prominent or dominant from the coast or SH18, and even within Whenuapai will only be obvious to users of Brigham Creek and Trig Roads close to and along / through the Site.

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

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

the development should achieve a well-connected, integrated built form outcome, with industrial areas located so as to be in suitable locations and where adverse effects can be managed

6.4 This topic is primarily derived from B2.3.1(1), B2.3.1(3), B2.3.2(1), B2.3.2(2), B2.5.1(1) and (3), B2.5.2(7) – (10), and Appendix 1 in the AUP: OP.

6.5 In my opinion the proposal will achieve this outcome. My key reasons for this conclusion are:

- a. The Precinct Plan indicates how integration by way of public road connectivity can be safeguarded, noting that the process of future subdivision separately will require consideration of the final road network and connectivity, not necessarily limited only to those roads indicated on the Precinct Plan (for example so as to suitably open up the smaller area of re-zoning proposed on the western side of Trig Road).
- b. The proposal also seeks to safeguard at least two public road access points to Future Urban zoned land south of the Site. In my opinion this is appropriate and the roads indicated on the Precinct Plan are logically spaced.
- c. The proposal includes suitable upgrades to the existing Brigham Creek and Trig Roads. This will enhance amenity.
- d. Provisions have been made to manage the land use interface at the eastern and western zone edges by way of additional open space setback

buffers, and a specific indicative access link from the Site to the site at 161 Brigham Creek Road, understood to have been acquired by the Council as future public open space.

- e. New roads will connect to Brigham Creek (at least two points) and Trig Roads (at least two points) appropriately, noting the tension that exists, on arterial roads that prioritise a through-movement function, between maximising street connectivity and minimising road friction and turning conflicts. Following on from this, specific intersection management outcomes have also been identified on the Precinct Plan. In urban design terms, intersection outcomes that provide for safe pedestrian and cycle movement are always preferred to those that cater only to vehicle movements, but ultimately this will be a matter for the Council and the Road Controlling Authority to resolve to their own satisfaction.
- f. In light of the Site's limited visibility in the environment and the Precinct Plan methods (and the underlying zone standards) relating to landscaping along street fronts, I do not foresee any problematic future visual or built-form related effects in need of any particular management over and above those methods. In short, the proposal and the Site are orthodox when considered against other land zoned Light Industry.
- g. In terms of future landscaping, there is a very wide variety of solutions that could add visual amenity at the street level (the quality of the future pedestrian and cycle experience is paramount in urban design terms). I am not clear what (if any) practical issues might arise between the airbase operations and additional bird habitat (street trees and on-site trees), but in summary I consider an appropriate and well-landscaped solution could be achieved that does not rely on the substantial larger-scale trees being required. In my opinion this can be resolved at the time of land subdivision although if necessary I would see no reason why some Precinct Plan-level guidance could not also be provided.
- h. Lastly, and as noted earlier, the Site is of itself well-suited to light industry activities. Specifically along Brigham Creek Road and adjacent to the airbase, light industrial activities will be compatible with the ongoing effects of the airbase operations. In light of the higher prominence that the Brigham Creek (and Trig Road) frontages will have in the context of a future subdivision of the Site, it is likely that those lots will have a higher value premium, attracting the highest value and highest-quality developments in any event.

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

- a. In terms of any adverse urban design effects, I consider the proposal would not result in any adverse urban design effects that are remarkable or out of the ordinary for new green field (light industry) development. Overall, adverse effects associated with the location, integration, and operation of light industrial activities on the Site will be appropriate and in line with what is typical of the Light Industry zone elsewhere in Auckland. The design

process followed, including Precinct Plan and associated Precinct provisions proposed, will be successful at avoiding, remedying or mitigating potential urban design effects.

- b. In terms of the relevant AUP: OP provisions, I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing urban (light industry) zones is appropriate.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

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

- 6.7 This topic is primarily derived from B2.3.1(1), B2.3.2(1), B2.5.1(3), B2.5.2(7), and Appendix 1 in the AUP: OP.
- 6.8 In my opinion the proposal will maintain and enhance the local area's planned character values and does provide for infrastructure. My key reasons for this conclusion are:
 - a. The character of the area is locally quite mixed:
 - i. The overall character of the area is urban-transitional; although most of it remains in an 'unbuilt' state, it is in part semi-rural; in part rural residential / lifestyle or large-lot-type; in part industrial and airfield / airbase-related; in part urban-residential; and in part medium- density / small-scale commercial mixed use centre.
 - ii. The character of the Site itself is currently in a semi-rural / semi-lifestyle living state. That character would change significantly as a result of light industrial subdivision and development. But it would not in my opinion be inappropriately adverse in the same way it has been appropriate to re-zone similar-character land elsewhere in Whenuapai and the wider NorSGA corridor including Massey North (and Redhills), Hobsonville Corridor and the Hobsonville Point area.
 - iii. Due in part to the relative scale and flatness of the area, the proposal will not 'stand out' in the wider environment and will maintain the overall character of the locality noting the existing presence of the airbase and associated activities, and the proposed landscape amenity requirements of the Precinct as well as the standard zone provisions that would apply.
 - b. The proposal provides for the protection and enhancement of existing streams and additional provision of riparian areas adjoining those.

- c. The proposal includes open space buffer setbacks at its eastern and western end adjacent to Auckland Council's planned future open space so as to help maintain amenity and character on adjoining land at these sides.
- d. On the basis of the above, and noting also that the proposal is in-line with the Council's structure plan vision for this part of Whenuapai, I consider the proposal will maintain the character of central Whenuapai, and that any associated adverse effects would not be significant or inappropriate.
- e. In terms of infrastructure, the proposal provides for what I would expect to see including protection and enhancement of the streams and wetlands, a high-level layout for new roads and intersection types, and upgrades to Brigham Creek and Trig Roads. Also proposed on the Precinct Plan are specific pedestrian and cycle facilities, and provision for a linkage from the Site to the Council's recently-acquired open space land to the east.

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

- a. In terms of any adverse urban design effects, I consider the proposal would result in an acceptable maintenance of local character in central Whenuapai although the character of the Site itself would change significantly. The design process followed, including Precinct Plan and associated provisions proposed, will be successful at avoiding, remedying or mitigating potential urban design effects. My conclusions in this regard have been informed by the extensive planning history that exists for Whenuapai and the Council's work substantiating its appropriateness for urbanisation.
- b. In terms of the relevant AUP: OP provisions, I consider the proposal is consistent with the built-form (character) outcomes sought including the circumstances where establishing a local industry zone is appropriate.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

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

- 6.10 At the fundamental design and layout level, the way in which a proposal responds to its site characteristics, opportunities and constraints is regarded by urban designers as one of the key ways that potential adverse effects can be avoided, remedied or mitigated (and that potential positive effects can be maximised). In this respect, this topic relates to all of the AUP: OP RPS provisions relevant to the PPC.

- 6.11 In my opinion, the proposal represents a logical and successful response to its context. My key reasons for this conclusion are:
- a. The proposal is in line with the Council's Structure Plan. The proposal is also in my opinion consistent with the Future Urban Land Supply Strategy and the very recently adopted Future Development Strategy.
 - b. The Precinct Plan incorporates bespoke responses relating to:
 - i. high-noise (engine test) activities at the adjacent airbase;
 - ii. the need to upgrade existing roads;
 - iii. a logical internal road layout that integrates with existing roads, their functionality (including intersection responses), and connectivity to future development land to the south;
 - iv. retention and protection of existing streams and wetlands and their margins; and
 - v. adjoining land east and west of the Site.
 - c. 'Internal' access for Sites fronting Brigham Creek Road would be required to be achieved at the subdivision stage noting that this has a vehicle access restriction noting its status as an arterial road. Based on the Precinct Plan high-level internal road layout, there are many ways this could be accommodated.
 - d. As noted earlier, light industrial activities are considered appropriate on this Site given its locally-strategic position (including relative to two State Highways), as well as the proximity of the air base and its particular activities.
 - e. In part because the local area remains FUZ and has not been subject to any other plan changes, there are no nearby urban residential activities that might be subject to adverse effects or where reverse sensitivity effects might occur.
 - f. Looking through a broader-lens, the proposal to provide more employment in Whenuapai is one of the most beneficial urban design outcomes that could occur in this part of Auckland. It is most unfortunate that a large-scale planning exercise initiated on the premise of local-employment based sustainable urbanism has, for a variety of reasons, turned out to be at face value much more of a residential-centric edge-suburb than hoped for. The Council's decision to withdraw Plan Change 5 and the (separate) CCO-led decision to reduce employment opportunity likely within Hobsonville Point (marine precinct) remain disappointments. In this respect the promotion of significant employment land in this location is particularly relevant and valid in the context of the proposal.

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

- a. In terms of any adverse urban design effects, I consider the proposal responds logically and appropriately to the site's opportunities and constraints. The design process followed, including Precinct Plan and associated provisions proposed, will be successful at avoiding, remedying or mitigating potential urban design effects.
- b. In terms of the relevant AUP: OP provisions, I consider the proposal is consistent with the built-form outcomes sought including the circumstances where establishing new urban zones is appropriate. I particularly consider the proposal suitable to be advanced in light of the Council's Structure Plan, Future Urban Land Supply Strategy, and Future Development Strategy.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

overall urban design merit

- 6.13 The proposal is unusual in that it is arising in something of a vacuum created by the Council leading a Structure Plan and Plan Change 5 process, the latter of which it then withdrew. The withdrawal was understood to have been based on matters of Council funding and financial planning rather than on the merits of the land use outcomes proposed to be enabled. Whenuapai was identified in the Future Urban Land Supply Strategy as a development priority and it remains so in the recently adopted Future Development Strategy. To the best of my knowledge a Light Industry zone on the land remains the Council's preferred outcome.
- 6.14 I have assessed the proposal in full against the relevant chapters of the AUP: OP and also the guidelines for structure plans set out in Appendix 1 of the AUP: OP (noting that the Council's own Structure Plan proved very helpful in that regard). In urban design terms the proposed zone is appropriate and is supported. In overall summary:
- a. The Site exhibits characteristics that make it very compatible with light industrial activities including land that is sufficiently flat, accessible and with excellent transport access, and will not be compromised by the adjacent RNZAF Base Auckland and its operations.
 - b. The urban design related effects on the environment likely to arise as a result of subdivision and land use development for light industrial activities can be ably managed by way of the AUP: OP frameworks and additional matters proposed within the Precinct Plan and related provisions.
 - c. The Precinct Plan itself provides methods to ensure a suitable urban structure (blocks and roads) will be achieved. AUP: OP provisions have also

been proposed to integrate the Site with adjacent land and roads, protect wetlands and streams, and buffer adjoining land appropriately.

- d. Providing employment in Whenuapai is also likely to help serve the needs of the broader Hobsonville to Massey North area, and will improve the self-containment of the area and help to reduce the need for inefficient commuter travel behaviour.
- e. Overall, the proposal presents nothing fundamentally out of the ordinary in relation to proposals to establish a Light Industry zone and is on the whole quite orthodox. It raises no novel or unusual issues or environmental effects, and will usefully fill a void created by the Council's withdrawal of Plan Change 5.

7. conclusions

7.1 This report documents an independent analysis of an application for a Private Plan Change ("PPC") to re-zone approximately 47.5ha of land currently zoned Future Urban zone, for Neil Construction Ltd. The application has been made to Auckland Council under the Resource Management Act 1991 ("RMA") in terms of the Auckland Unitary Plan (Operative in Part) "**AUP: OP**". The key conclusions of this report are that:

- a. The Site has an irregular shape based on the underlying allotment title shapes and the existing curvilinear alignment of Brigham Creek Road. The Site is also bisected by Trig Road. The Site is strategically well-located and is very suitable for the Light Industry zone proposed based on the proximity of RNZAF Base Auckland and accessibility. The proposal is consistent with the Council's Future Urban Land Supply Strategy and Whenuapai Structure Plan. The proposal is also not offensive to the Council's more-recently adopted Future Development Strategy arising out of the National Policy Statement on Urban Development.
- b. Because the Council has already prepared a structure plan it has not been considered necessary to re-consider the AUP: OP Appendix 1 matters relevant to structure plans. The proposed Precinct Plan includes a high-level (indicative) road network and provides for other relevant site constraints including streams and their margins, high noise contours, future intersection types, and open space buffers. These are sufficient to provide a future land use management framework that will manage all relevant built form (subdivision and layout-related) effects.

The recent planning history of Waitakere City Council's Northern Strategic Growth Corridor and the resultant plan changes that first gave rise to the Massey North, Hobsonville Corridor and Village, and Hobsonville Point development areas known today, were heavily orientated towards what had been Waitakere City's poor rate of employment self containment and

the goal of substantially providing more “in city” employment. Subsequent to that, many residential-dominant outcomes have occurred including by way of Special Housing Areas under the now revoked Housing Accords and Special Housing Areas Act. The relevance and urban form merit of employment land serving the local residential areas is in my opinion more important than ever, including because of the decisions made to no longer pursue a marine precinct within Hobsonville Point (a loss of more potential employment). In urban design terms the proposal will directly address a well-documented local issue.

- c. Because of the nature of light industrial activities and the level of future subdivision detail indicated on the Precinct Plan, it has not been necessary to prepare a concept master plan to help understand the suitability of the Site for its intended purpose. I have however been assisted by architectural concept work provided by Neil Construction Ltd that gives a good sense of the type and range of land use / built form outcomes likely. I am on this basis comfortable that a subdivision and land use outcome for the Site in line with the Council’s Light Industry zone and Urban Subdivision provisions will be readily achievable.
- d. The proposal will result in a substantial change to the character of the neighbourhood but one that is in my opinion acceptable noting how many activities are already present, the direction signalled in the Council’s Structure Plan (and its withdrawn Plan Change 5), and the landscaping-based mitigation methods proposed.
- e. The proposal will result in a number of adverse urban design effects, although none are considered to be unusual or severe in the context of urban land re-zoning. Positive urban design effects will also occur or be enabled through future subdivision. Overall, the proposal is consistent with the quality compact urban form sought by the AUP: OP and the specific matters set out in Chapter B2: Urban Form.

7.2 The PPC application is supported and should be accepted on urban design grounds

20 MARCH 2024

NEIL CONSTRUCTION LTD
C/- CAMPBELL BROWN LTD
ATTN: MICHELLE KEMP
BY E-MAIL

Dear Neil Construction Ltd

WHENUAPAI BUSINESS PARK PROPOSED PRIVATE PLAN CHANGE – AUCKLAND COUNCIL REQUEST FOR FURTHER INFORMATION

1. Thank you for providing me with the Council's request for further information dated 26 February 2024. You have asked me to respond to the urban design questions asked by the Council's consultant Ms. Skidmore.
2. Although this letter has not been written as a statement of expert evidence I confirm that in considering the issues raised and preparing this document I have at all times complied with the Environment Court's Code of Conduct for Expert Witnesses contained in the Court's Practice Note 2023.
3. For convenience I will refer to the Business: Light Industry Zone proposed as "LIZ").

2.1 The UDA notes in a number of places (e.g. Para. 6.2(g)) that the urban design assessment has been informed by a number of concepts prepared for the requestor. One example is included in Figure 7. It would be helpful to provide the other examples to better understand the assumptions made and basis for the assessment provided.

4. I refer to **Attachment 1**. There is no particular reason why the example I elected to include in my urban design report (Figure 7) was used instead of others.
5. Although not mentioned in my report, I also had in mind the former Waitakere City Council's industrial development guideline (I acknowledge I wrote that

when part of the team at Urbanismplus Ltd). This was developed for use in the Massey North and Hobsonville Corridor areas, but would in my opinion remain equally valid in Whenuapai. This has been provided as a separate accompanying document. Although in theory superseded by the Auckland Design Manual, I am not sure if the Council ever formally withdrew the former Councils' various guidelines, and the ADM does not provide any guidance relating to industrial development that might be said to directly supersede Waitakere City's work.

2.2 Please provide further analysis in relation to upgrading planned for Trig Road and Bringham Creek Road and the way future development within the proposed Business: Light Industry zone ("LIZ") will likely interface with these street corridors. Given the limited access available to these streets, please comment on whether any precinct specific provisions are necessary to achieve a suitable interface. I note that at Para. 6.5(g) comments are made about the role of landscaping in the precinct and the potential issues for the airbase in accommodating trees. The opinion is provided that an appropriate and well-landscaped solution could be achieved and addressed at the time of land subdivision. Please advise which subdivision provisions are being relied on to achieve a suitable outcome. I also note that the assessment goes on to note that some Precinct plan level guidance could be provided. Please elaborate.

6. I defer to others to explain the precise details of planned upgrades.
7. Relevant E38 subdivision policies relevant to street interface are E38.3(10), (11) and (14). Relevant restrictions of discretion are E38.12.1(7)(e) and (i). I consider that these impose a clear expectation for high quality, well-addressed street frontages. It is not unusual for a Council assessing a subdivision to make enquiries as to how and in what ways future land use development are being provided for or might be managed, and this could include any specific road-frontage-related matters at that time.
8. The zone front yard rule at H17.6.4 also requires of subsequent development:

Front yards (excluding access points) must be planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard.
9. None of these subdivision or land use outcomes are limited to whether or not vehicle access is taken from a street, and for this reason I see no reason to consider any particular built form deficiency likely to arise.
10. If necessary, it would be simple to add an additional subdivision restriction of discretion to the Precinct provisions specifying (for example) "*for subdivisions that involve allotments fronting Trig and/or Bringham Creek Road, measures to ensure future development positively contributes to the visual interest and enlivenment of the street, and provides for pedestrian (public) access*" - noting that all such subdivisions are already to be a restricted discretionary activity anyway.

2.3 I note that the proposed Precinct Plan is specific in the location and dimension of key streets through the Precinct. Please advise whether this level of specificity creates any urban design issues in limiting design flexibility for future resource consent applications.

11. The level of detail that a Precinct Plan should contain is usually a matter of Council preference, and the various Precincts are not always consistent. The roads shown on a Precinct Plan usually perform two tasks. The first is to indicate two points that a connection must be provided between, the second is exactly what alignment the road must follow. I consider that it is the former that is most important, so as to guarantee a minimum strategic connectivity across larger areas. The question of exactly where the connection locates is often less important; often there are many different solutions that could prove equally acceptable.
12. My general preference is for Precinct Plans to specify that road connections shown are required, but that their exact alignment should be generally flexible. I would not object if the Council wished to make it clearer on the Precinct Plan that some or all of the 'internal' roads shown could have a flexible alignment – although I expect intersection points with external arterials are much less likely to be so moveable.
13. In this instance I am aware that the location of the roads proposed has been tested by the applicant and its architect. It is satisfied that what it proposes will be compatible with its development objectives such that a significant re-think at subdivision is a most unlikely scenario. I would agree that if no particular spatial analysis or thinking had been undertaken at all, specifying future road connections would be a much less suitable exercise.
14. The benefits in having agreed alignments and road widths via a Precinct Plan are usually greatest where development is occurring on multiple allotments by multiple landowners involved. But I am ultimately neutral on the specification of road widths as part of the Precinct Plan. I have seen some Precinct Plans that do this, and others that do not. I have seen some Precinct Plans where despite having specified dimensions and cross sections written into the Plan, the Council or Auckland Transport have simply disregarded those at the time of subdivision or EPA anyways. Ultimately AT is a 'third party' and will require road specifications in accordance with its own preferences; it will not accept roads that do not satisfy it and this will be the 'final say' on the matter.
15. If an applicant for subdivision did however identify something that was materially different than the Precinct Plan, then provided it was supported by a robust urban design and other technical justifications I cannot imagine the Council not being supportive of that (I have worked on several Precincts where such refinements have come to be proposed; none have ever encountered resistance).

2.4 The proposed Precinct Plan includes the identification of areas of 'open space buffers' and the provisions require a 5m rear yard in these locations. Please advise whether further policy guidance and provisions (either standards or assessment matter for subdivision) are necessary (including planting requirements) to achieve the amenity outcomes sought for the interface with adjacent future parks.

16. As a consequence of the Council's preferences for public open space acquisition to occur at the time of land subdivision, it is not possible to pre-zone public open space by way of open space zones at the time of a plan change. Even where there may seem a high-degree of agreement between all participants in a plan change processes, I have experienced numerous examples where a different group of people at the time of subsequent subdivision have different preferences, including in terms of where public open space should be positioned and otherwise what and how it should be shaped.
17. I see no alternative other than to zone all land LIZ now and then, after open space has been agreed and vested, the Council would undertake a public plan change (which it does periodically) to then re-zone the additional reserves it has acquired since the last exercise from whatever their underlying urban zone was to an open space zone.
18. The consequence of this is that the LIZ standards that normally apply to open space zones may not apply at the time that development on future lots occurs.
19. To this end the proposal for a 5m setback was to mirror the effect that rule H17.6.4.1 would normally have. I would have no objection if additional reference to H17.6.4.1 was made in terms of clarifying that landscaping within the setback area is expected as per that setback rule.
20. I understand that any infringement of the standard would trigger the restrictions of discretion in C1.9.3, which are sufficiently broad. In that scenario there could be benefit in clarifying that the purpose of the 5m setback is as per rule H17.6.4.1 to aid assessment under restriction C1.9.3(b); which I would have no cause to object to
21. The other relevant standard that would apply if an open space zone was in place would be H17.6.2 – Height in Relation to Boundary. This ordinarily specifies a 6m + 35° setback from an open space zone, which at a 5m setback line would allow 9.5m in building height. The proposal is to carry this over as a Precinct rule and I support that.

Please feel welcome to contact me should you wish to discuss any aspect of the above further.

Yours sincerely,



IAN MUNRO

urban planner and urban designer

B.Plan (Hons); M.Plan (Hons); M.Arch [Urban Design] (Hons); M.EnvLS (Hons); M.EngSt

[Transport] (Hons); MNZPI

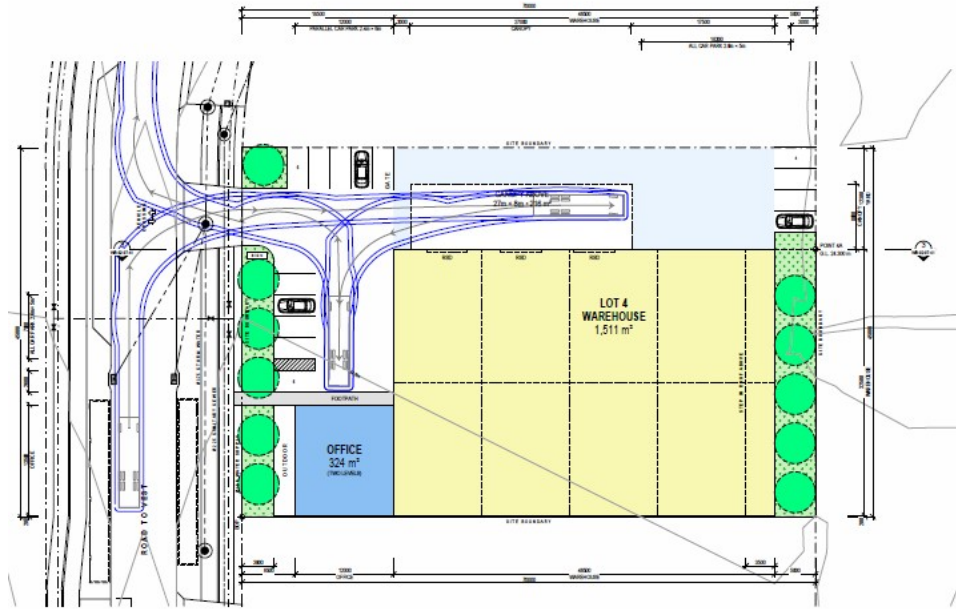
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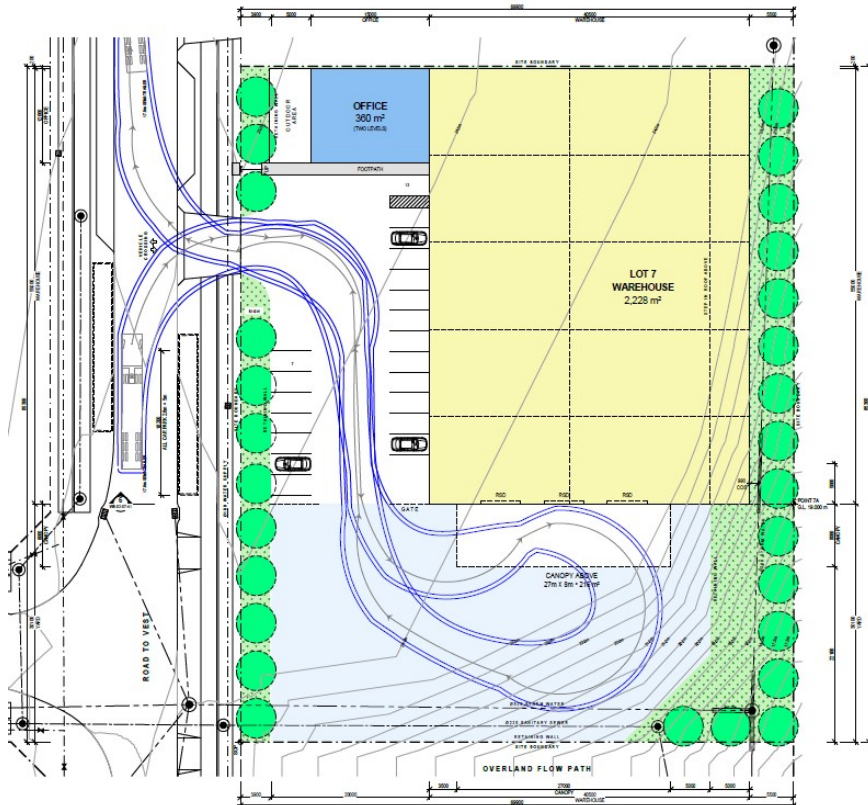
ATTACHMENT 1 – EXAMPLES OF SITE / DEVELOPMENT TESTS (NO SCALE)

T.Plus Architects, 2023

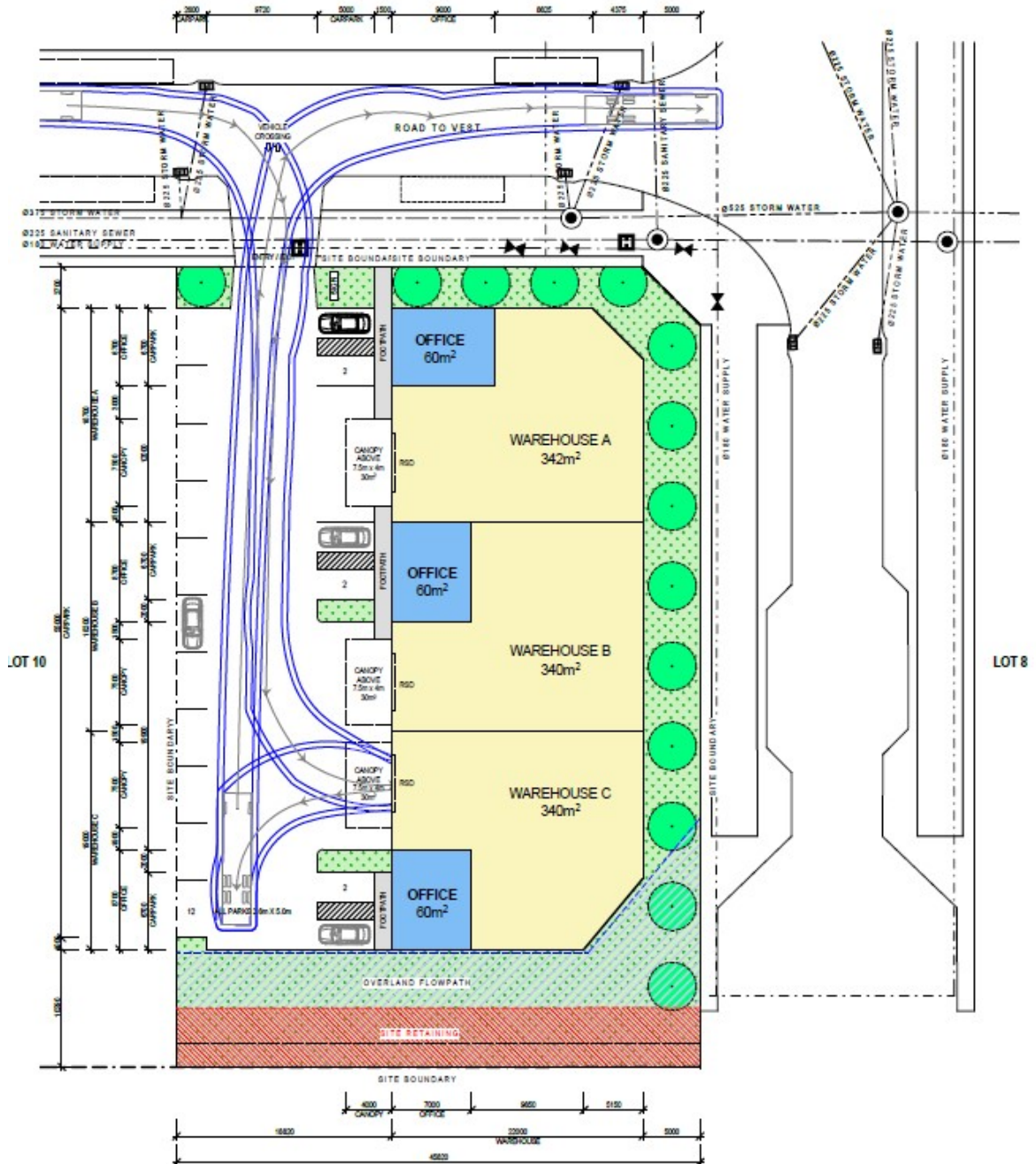
Example 1 – 1,500m² warehouse configured narrow-end to the street



Example 2 – 2,200m² warehouse configured wide-end to the street



Example 3 – 3 x 340m² warehouses warehouse configured on a corner lot



The site plan for Lot 15 shows a large rectangular lot divided into two main sections: Warehouse A (880m²) and Warehouse B (820m²). Each warehouse section has an adjacent office building (120m², two levels). The plan includes a detailed parking area with 100 spaces, a service area, and a canopy. The site is bounded by a site boundary and a road to the west. The plan also shows the location of the 8226 Sanitary Sewer and 8226 Storm Water lines. The site is adjacent to Lot 16 to the west and Lot 14 to the east. The plan includes a drainage system with a drain setback and a water supply line. The site is located in the 8200 block of the 8200 series.



Industrial and commercial building design guidelines for developers

**CASE STUDIES: MASSEY NORTH AND HOBSONVILLE CORRIDOR
INDUSTRIAL AND EMPLOYMENT AREAS**

what is this guideline?

This guideline is intended to help developers of employment land within the Massey North and Hobsonville Corridor areas. It includes design suggestions over the location and planning of typical land use activities envisaged by the council. These guidelines apply to private land, but the council has a commitment to achieve a high standard of amenity in the public realm.

The guide also seeks to explain how, for each of those land uses, which criteria within the District Plan may be of particular relevance. Do not hesitate to contact the council on telephone (09) 839 0400 for any further assistance.

The guide is non-statutory. It is aimed at communicating typical design ideas that, if used as the starting point in your design process, will help ensure responses are more likely to meet the expectations of all stakeholders.

Where relevant to the circumstance, the council may use the guideline to help it assess resource consent applications pursuant to Section 104(1)(c) of the Resource Management Act 1991.

HOW TO USE THIS GUIDELINE

This guideline has been put together to be as easy to use as possible:

The most important things to achieve are presented like this. They will generally focus on the overall qualities relevant to achieving a good design.

→ **Important issues and other information are presented like this. They will help explain the key approaches and detail the main design tools available.**

→ Detailed design tips and recommendations are set out like this. They will generally focus on design, bulk, location, and access issues relating to specific land use types.

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March 2009

why it matters to get it right

Activities that are sited in the right location relative to opportunities and constraints will operate with much greater efficiency and prosperity.

Activities that are sited in the wrong location will operate with higher costs and less efficiency, even compromising other landuses nearby.

Massey North and Hobsonville Corridor are regionally significant strategic employment growth areas. Uses that take best advantage of the opportunity that this presents will deliver the greatest long-term benefit to business investors, Waitakere City, and the wider Auckland region.

a common goal

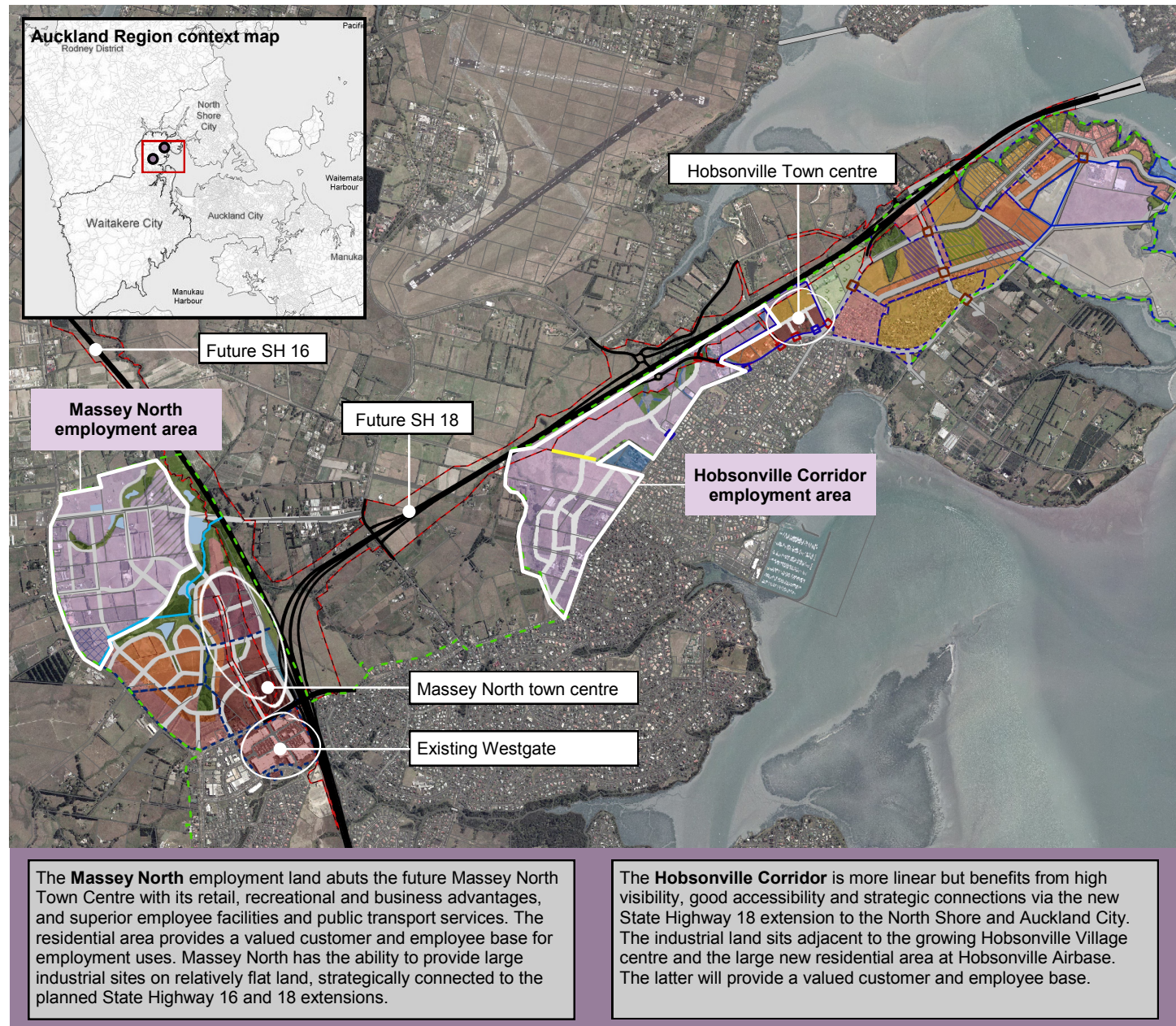
Use pre-application meetings to discuss and resolve issues with the council prior to lodging your resource consent application. This has the potential to save you time and money further down the process.

- **Don't avoid discretionary or non complying activity resource consents just because getting consent may seem 'harder'. The Council will actively support achievement of the best outcome if a good case is made.**
- The most serious environmental effects typically arise from two sources: The strategic 'bigger picture' of getting the right use in the right location, and the very detailed scale of site-to-site nuisances with neighbours. Give priority to managing these in your design as they can be difficult or at times impossible to remedy or mitigate. Most other issues can often be resolved through basic design changes or consent conditions.
- The non-notification of resource consent applications that at face value seem quite different to the District Plan's requirements will be more acceptable when made in the context of demonstrating how 'what is proposed' is better than what the rules may otherwise anticipate.
- If a proposal is contentious, consider full public notification up front. It can be quicker than a drawn out non or limited-notified process, and in most cases has less restrictions on the scope of what can be approved. The council will consider the use of specialist independent hearings commissioners to help keep the issues in focus if requested. It will also look to help save time by using the notification period to consider appropriate requests for further information or procedural questions.



the vision for massey north and hobsonville corridor

- The Massey North (51ha) and Hobsonville Corridor (52ha) industrial and employment areas provide 103ha of new employment land for Waitakere City.
- The Waitakere City Council and Auckland Regional Council see this as important land to be developed for high employment, high value-adding, export oriented and import substituting industries. These will provide the greatest number of high-skill jobs for the city and help to boost our economy.
- Given the overall shortage of employment land in Waitakere, it is also important that the land is used to help accommodate those less intensive industries which meet the needs of our growing population and otherwise underpin our economy (such as the film, building and construction, and marine industries).



good design for massey north and hobsonville corridor

Good design is about much more than just good looks. The following principles outline the key qualities sought by the council and community for Massey North and Hobsonville Corridor.

ECONOMIC SELF SUFFICIENCY - *LETS GET THE RIGHT THINGS IN THE RIGHT PLACES*

- All industrial employment types are available here, at levels corresponding to the needs and opportunities of the city's economy.
- Waitakere city residents of all skill levels can find a range of quality employment options here.
- Employment uses are located to make the best strategic advantage from the city's amenities, as well as those of adjoining districts and the broader regional movement system.

ON GOING INVESTMENT - *BUSINESSES INCREASINGLY WANT TO COME HERE*

- Land use development contributes to a 'snowball effect' that serves to make subsequent investment of all industrial employment types ever more attractive.
- The city attracts ever higher-value businesses as the skill of its workforce improves, and new high-skilled residents are attracted by the appeal of Waitakere's quality of life.
- All land use development contributes to a well-maintained and attractive built environment.

LOCAL AND INTERNATIONAL REKNOWN - *IT ISN'T JUST 'ANOTHER' INDUSTRIAL AREA*

- Land use development contributes to creating a business environment known for its quality settings, economic prosperity, and environmental values.
- Land use developers and the council collaborate to maintain a business environment known for being proactively 'business friendly'.

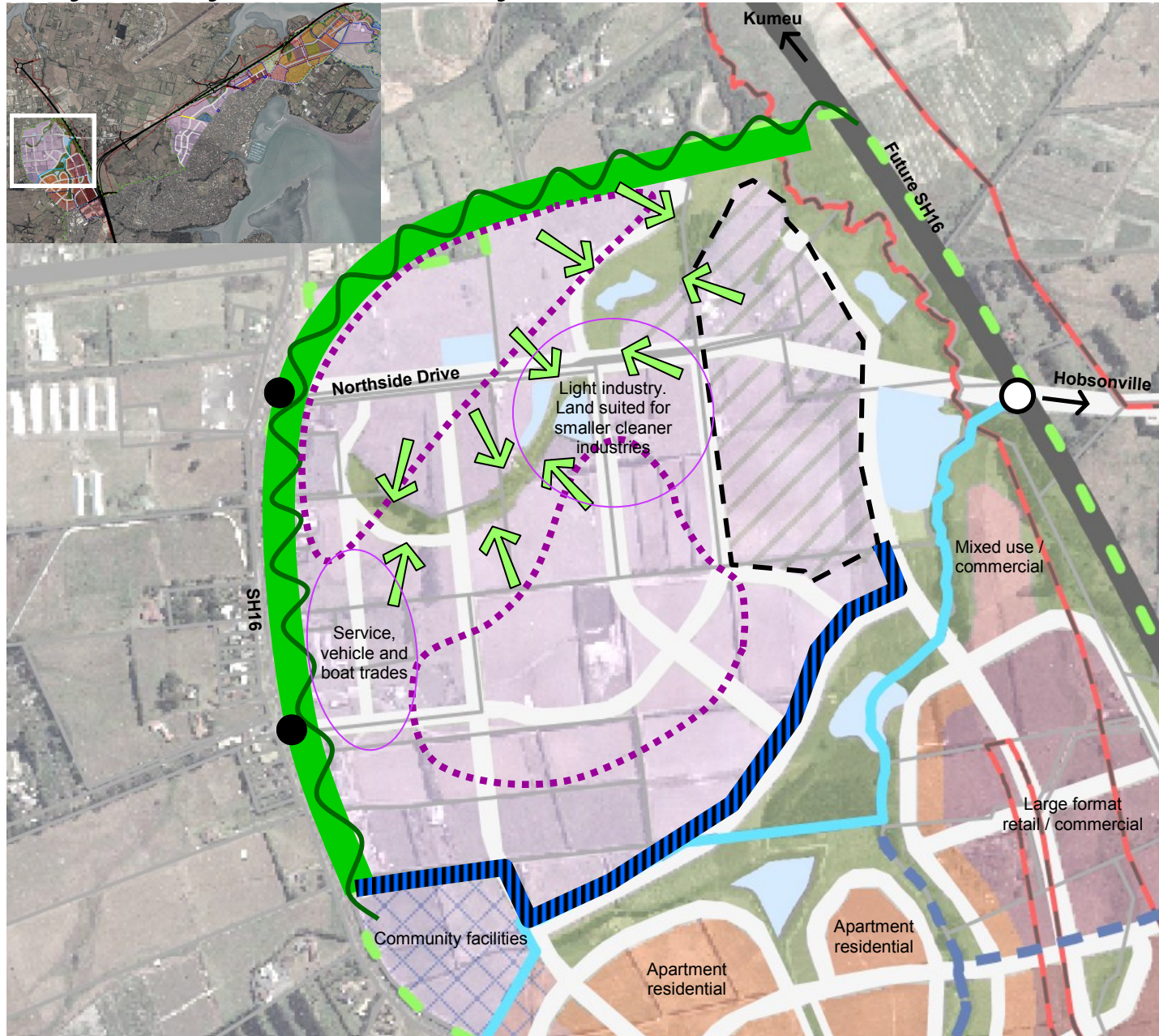
SUPPORT ADJACENT LAND USES - *IT CONTRIBUTES TO A THRIVING PART OF THE CITY*

- Land uses locate to leverage off amenity opportunities provided by the town centre, existing land uses, roads and open space networks.
- Land uses locate so that the amenity sensitivities presented by existing land uses and corresponding risk of nuisance are minimised.

STRENGTHEN OUR ECO CITY - *BUSINESSES MINIMISE THEIR ENVIRONMENTAL IMPACT*

- Land use developments minimise their environmental impacts and contribute to Waitakere's leadership in environmental stewardship including low impact technology and innovation.

key analysis - massey north



Rural / open space buffer
All sites located adjacent to existing SH16 and Metropolitan Urban Limit (MUL) boundaries need to be responsive to the rural land interface through the provision of a minimum 10m landscape setback.

Balance must be found between protecting local amenity and maintaining visibility to sites. Land use design should provide for orientation of site tenancies outwards (to expose the development to passing traffic).

Interface to town centre, community and residential activities

Front facing southern areas of Massey North employment land with activities which require smaller lots sizes can offer a higher quality interface. These locations are well suited to finer grain, high density employee uses within walking distance of the town centre.

Ecological and open space sensitivity

Encourage local road frontage to open space areas. Look to front these areas with higher value uses to benefit from the potential 'value-add' achieved by the proximity and outlook of the high amenity setting.

Land suited for larger, less 'clean' industries

Reserve this land with a slope generally <10% for large lots for general industry use, because effects can be better internalised to development and buffered from adjoining land uses.

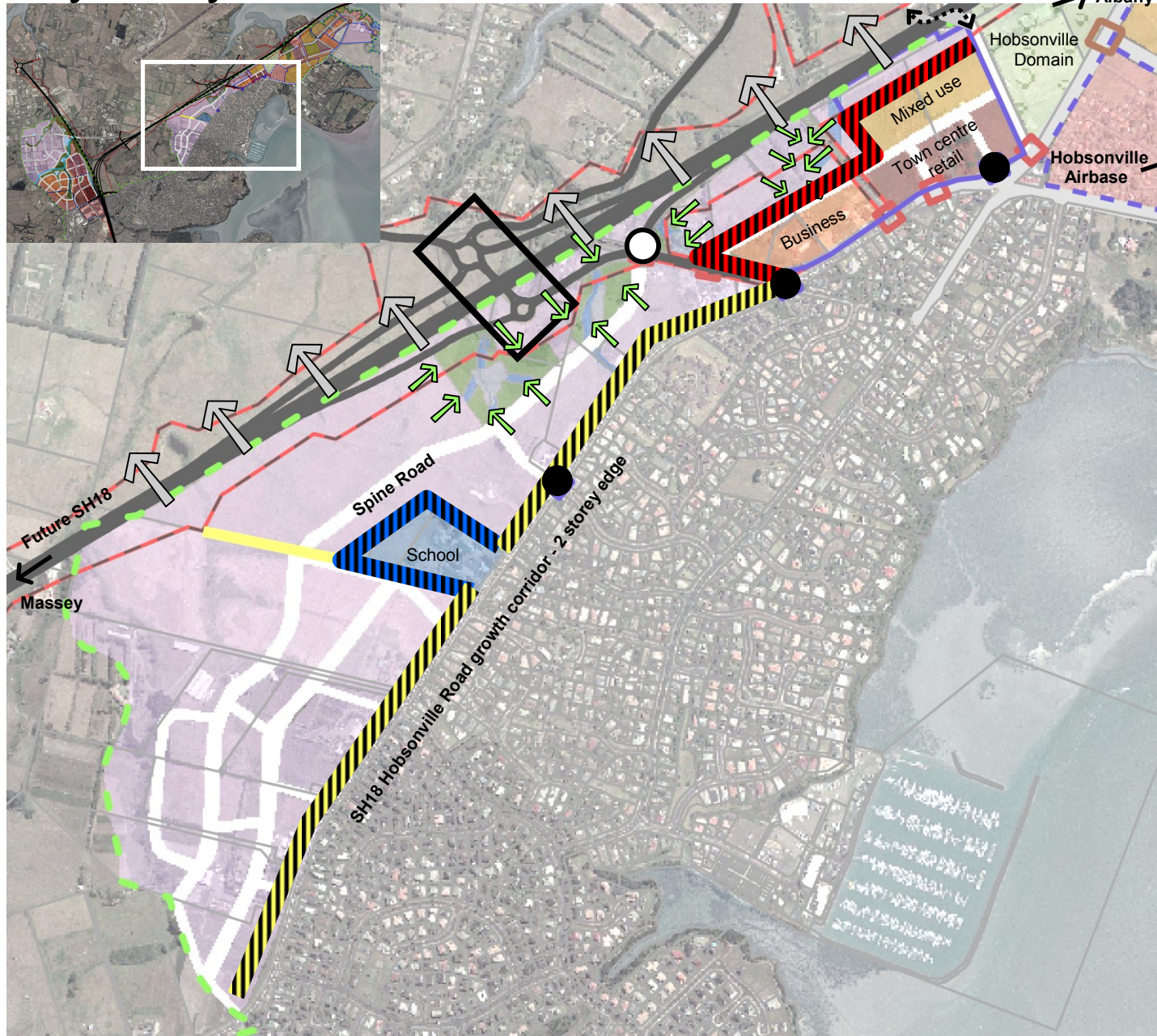
Industry / Yard-based retail

Offers good access, buffered by distance from adjacent uses so visual quality is less important.

● **Signalised access points**

○ **Key intersection**

key analysis - hobsonville corridor



- Town centre interface**
Given the proximity of industrial areas to finer grained retail, mixed use and business developments, this area is better suited to high quality, high density activities to support the town centre e.g. service trades, corporate offices
- Interface to community activities**
Industrial areas fronting community activities are well suited to finer grain, high density employee uses which require smaller lots sizes and can offer a higher quality interface.
- Hobsonville Road residential interface**
Suited to industries which will not affect or be affected by residential uses or public transport demand along the growth corridor. Encourage active employment land uses fronting onto Hobsonville Road. Refer the image on pg. 18 showing a good development outcome.
- Ecological and open space sensitivity**
Encourage local road frontage to open space areas. Look to front these areas with higher value uses to benefit from the potential 'value-add' achieved by the proximity and outlook of the high amenity setting.
- Brighams Creek interchange**
Avoid low value uses such as yard-based uses. Given the high visibility, access opportunities to strategic transport routes and volume of passing traffic, this gateway is better suited to high value, signature uses of a strong visual quality which can achieve a high amenity interface.
- SH18**
No local access to SH18 likely so a strong visual connection to site tenancies must be maintained. These uses need to have a quality interface to the motorway corridor and can benefit from the exposure of passing motorists. Rear lot developments may be appropriate in this area to screen car parking and yards and provide a stronger interface to the motorway corridor. In all instances, signage must be carefully managed.
- Signalised access points**
- Key intersection**
- Proposed pedestrian link**
- Metropolitan Urban Limit (MUL) Boundary**



INDUSTRIAL AND COMMERCIAL LAND USE TYPES

land use activity types

The council has identified the typical land uses envisaged to assist you. Discuss your plans with the council as early as possible to help ensure you make the best possible decision over what, where, why, and how. The following key land use types have been identified as being most appropriate to Massey North and Hobsonville Corridor.

activity type	General industry	Light industry	Service trades and small offices	Clean production
description	<i>This refers to manufacturing and engineering activities that can be noisy, dirty and involve the use of dangerous goods. Site sizes average around 5,000sqm although many will require more than 1ha.</i>	<i>This refers to manufacturing and production operations that are smaller and generally less noisy, dirty or noxious than general industries. Site sizes range between 1,000sqm - 5,000sqm generally averaging around 2,000sqm. Light industry can locate at the periphery of town and village centres.</i>	<i>This refers to business premises that service industries around them and often the general public as well. Site sizes range between 1,000-5,000sqm generally averaging around 2,000sqm.</i>	<i>This refers to high quality, often high technology businesses that manufacture with high precision, hygiene and investment. Site sizes for small and multi tenant developments range between 1,000-5,000sqm. Large single developments generally average 5,000sqm.</i>
typically looks like				
ideal site features	<ul style="list-style-type: none"> → Easy accessibility to strategic routes. → Flood free, flat land that does not need significant fill with a solid geology for easy foundations. → Areas at least risk of causing creek and waterway pollution (at least 200m away). → Locations less sensitive to heavy vehicle movements. → Ability to be visually and spatially buffered from sensitive areas e.g. schools, town / village centres, residential, places of recreational / scenic amenity. 	<ul style="list-style-type: none"> → Easy accessibility to strategic transport routes. → Away from existing / future residential areas. → Separated or buffered from any main street / commercial retail area but located in close proximity to enable employee facility, service, customer base sharing. → Close proximity to other industrial areas to benefit from shared services and customers. → Away from high amenity gateways. → Can locate closer to more sensitive environment areas. 	<ul style="list-style-type: none"> → Easy accessibility to strategic transport routes. → Away from existing / future residential areas. → Separated or buffered from any main street / commercial retail area but located in close proximity to enable employee facility, service, customer base sharing. → Close proximity to other industrial areas to benefit from shared services and customers. → Away from high amenity gateways. → Can locate closer to more sensitive environment areas. 	<ul style="list-style-type: none"> → Away from noisy, less clean, low visual amenity activities and general industry. → Locations with the greatest positive visual impact e.g. highly visible gateways. → Easy accessibility to strategic transport routes and interchanges. → Locations less sensitive to heavy vehicle movements. → Flat land suitable for larger buildings. → Small, flexible business premises for R&D / start up closer to larger technology businesses.
go to page	28	30	32	34

land use activity types cont.

Warehousing	Boat and car sales	Vehicle trades and services	Yard-based retailing	Corporate offices
<p><i>This refers to the storage, intermediary assembly of products imported from elsewhere and also distribution of goods including direct wholesaling to customers. Site sizes are typically between 2,000-5,000sqm although some users will require more than this.</i></p>	<p><i>This refers to sales yards comprising (usually) of large quality showrooms. Major emphasis is given to displaying the range of 'product' available to passers-by. Site sizes are typically between 2,000-5,000sqm.</i></p>	<p><i>This refers to vehicular oriented services that are generally small scale but which can generate visual and noise nuisances. They will often seek to orient to passing motorists at the expense of pedestrian and street amenity. Site sizes are typically between 1,000-2,000sqm.</i></p>	<p><i>This refers to sales yards with small to medium sized showrooms or storage buildings on site. Site sizes are typically between 2,000-5,000sqm.</i></p>	<p><i>This refers to premier settings for major businesses. They require quality, high amenity settings for reasons of corporate branding, staff amenity and customer convenience. Site sizes are typically between 2,000-5,000sqm.</i></p>
				
<ul style="list-style-type: none"> → Away from noisy, less clean, low visual amenity activities and general industry. → Locations with the greatest positive visual impact e.g. highly visible gateways. → Easy accessibility to strategic transport routes and interchanges. → Locations less sensitive to heavy vehicle movements. → Flat land suitable for larger buildings. → Convenience to quality employee facilities and amenities, recreational and residential areas. 	<ul style="list-style-type: none"> → Easy accessibility to strategic transport routes. → Away from the main highway and 'gateways' e.g. entrances to residential, business and industrial. → Locations less sensitive to heavy vehicle movements. → Away from clean production areas. → Ability to be visually and spatially buffered from sensitive areas. → Flood free, flat land that does not need significant fill with a solid geology for easy foundations. → Areas at least risk of causing creek / waterway pollution (≥200m away). 	<ul style="list-style-type: none"> → Easy accessibility to strategic transport routes. → Away from existing / future residential and main street areas. → Close proximity to business and retail areas enable employee facility, service, customer base sharing. → Close proximity to other industrial areas to benefit from shared services and customers. → Away from high amenity gateways. → Can locate closer to more sensitive environment areas. 	<ul style="list-style-type: none"> → Easy accessibility to strategic transport routes. → Away from the main highway and 'gateways' e.g. entrances to residential, business, industrial. → Locations less sensitive to heavy vehicle movements. → Away from clean production areas. → Ability to be visually and spatially buffered from sensitive areas. → Flood free, flat land that does not need significant fill with a solid geology for easy foundations. → Areas at least risk of causing creek / waterway pollution (≥200m away). 	<ul style="list-style-type: none"> → High amenity locations within / close to town and / or around public transport nodes. → Clustering of iconic buildings at gateway locations to create a credible business address. → High amenity landscaped / proximity to natural settings. → Linkages (walking / cycle) to centres and recreational areas. → Visible and physical separation from heavier, less attractive industry e.g. warehouse, yards. → High trafficked / community routes. → Accessible / highly visible to strategic routes / interchanges. → Locations with panoramic views.
<div>36</div>	<div>38</div>	<div>40</div>	<div>42</div>	<div>44</div>



INDUSTRIAL AND COMMERCIAL DESIGN CONSIDERATIONS

general design considerations

putting the right use in the right place

The smallest-scale, 'finest grain' employment uses should locate close to town centres, and passenger transport routes. Fine grain refers to smaller sized businesses which seek to create an experience of individual buildings and tenancies opposed to homogenous, large scale land uses.

The largest-scale, most noxious uses should locate on flat, gently sloping land and be buffered to minimise their physical effects on other uses (including those of heavy vehicles).

- **Small and medium-sized businesses (less than 2,500m² sites) should be used as a buffer to large-scale ones.**
- **Large-scale single uses on sites larger than 2,500m², or multi-tenancy uses on sites larger than 5,000m², should generally not locate along the edges of open spaces because their development 'backs' will provide a low amenity interface.**
- **Large-scale single uses on sites larger than 2,500m², or multi-tenancy uses on sites larger than 5,000m², should not locate around the immediate periphery of town centres or villages.**
- The exception to the above three bullets are very high-value business uses such as corporate offices where heavy investment in design is possible to mitigate building mass.
- Coordinate development so that street character is maintained - local residential streets or vibrant business main streets should never become main routes for heavy vehicles.
- Treat boundaries with a 'like with like' approach. This means that building 'fronts' should face other building fronts across a street, building 'backs' should face other backs (rears) and building sides should face the sides of neighbouring buildings.

Small to medium-sized offices and professional services like film post-production



Small-scale light industries that make noise and are visually less appealing



Medium to large developments comprised of small individual tenants



Medium to large warehousing and showrooms that can present quality facades at the front



All forms of manufacturing that involve significant use of noxious, hazardous materials



Large scale general industry and manufacturing: noisy and visually unappealing



Can better mix with sensitive uses

In and around a town or village centre

Can front land with open space amenity

Proximate to town and village centres, on back-streets where possible

Can face open spaces if designed well

Should be secluded behind other business uses

Likely to require isolation

site design

Sites should be designed around balancing three key factors:

- *The utility of the site for activities;*
- *The efficient use of infrastructure (the number of lots being served by the length of a service); and*
- *The ease which resultant buildings can enhance street and local amenity.*

Design sites to be as narrow as operationally possible at the front.

Avoid 'rear' sites unless it is appropriate to the local topography and movement networks, and helps hide a less 'clean' use from public spaces.

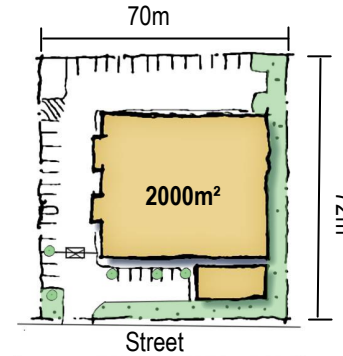
- **Sites smaller than 5,000m² for a single activity should in most cases have a front that is narrower than the side depth.**
- **Sites smaller than 5,000m² for a multi-tenant activity should have a front wider than the side depth.**
- **Sites larger than 5,000m² for either single or multi-tenants should have a front wider than the side depth.**
- Look to use 'common' dimensions within subdivisions that avoid sites only being usable by one type of activity over the subdivision's lifetime.
- On corner sites, ensure building platforms and vehicle access ensure outcomes will address the highest-order street edge and logically locate entrances here. Look to accommodate smaller activities and site sizes on corners.
- For street design requirements refer to the council's Code of Practice for City Infrastructure and Land Development.

MEDIUM SIZED INDUSTRIAL

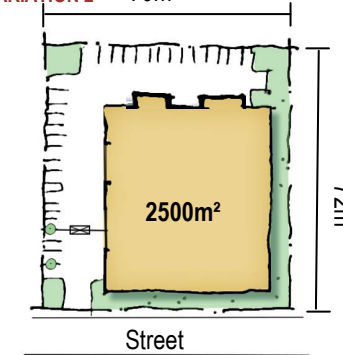
TYPICAL SITE SIZE - 2000-5000SQM

E.G. Light industry, warehousing, corporate offices.

VARIATION 1



VARIATION 2



GENERAL SITE DESIGN CHECKLIST

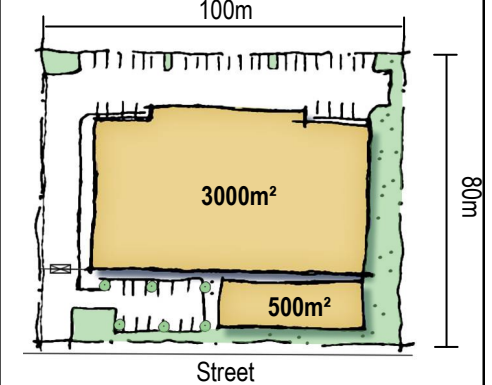
- Office component / entrance located to the front of the site addressing the street
- Visitor parking located (preference 1) on-street, (2) to the side, or (3) in the front. Frontage parking not located further forward of the office part of the building unless a site constraint precludes this.
- Tenant parking to the rear or the side
- Servicing to the rear or the side
- Moderate landscaping, trees located between parking bays and landscaping in the front yard

LARGE SIZED INDUSTRIAL

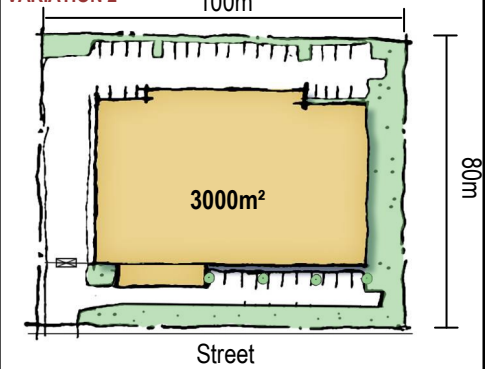
TYPICAL SITE SIZE - 5000SQM - 1HA

E.G. General industry, clean production, warehousing, some light industry.

VARIATION 1



VARIATION 2



GENERAL SITE DESIGN CHECKLIST

- Office component / entrance located to the front of the site addressing the street
- Visitor parking located (preference 1) on-street or (2) to the front of the main building. Not located further forward of the office part of the building unless a site constraint precludes this.
- Tenant parking to (1) rear or (2) the side
- Servicing located to (1) the rear or (2) the side
- Significant landscaping fronting the street, trees located between parking bays (1 for every 3 parallel bays or 1 for every 4 right angled bays)

Nb. Boat and car sales, vehicle services and trades, yard-based sales and service trades vary the above typical site layouts featuring smaller multi-tenant buildings and/or larger outdoor display space.

building interface and entrances

Ensure all public entrances are highly visible and accessible from the street. They should be the most prominent, obvious element of the building façade.

Provide a clear pedestrian entrance to sites. Avoid reliance on access via vehicle crossings especially for open-to-public uses.

- **Provide for the storage and collection of wastes at the side or rear of sites, never at the front.**
- **Provide for servicing, loading, and unloading at the side or rear, never at the front.**
- **If there is an office, showroom, shop, staff recreational space or other such component on-site, locate it facing and close to the street with as much glazing as possible provided.**
- **Make individual tenancies highly visible in the front façade design. Ensure entrances are projected forwards, consider varying the colours, materials, and finishes of each unit.**
- **Provide no more than one aisle of customer parking between the closest part of the front entrance / building and the street frontage. Parking is preferably located at the side or rear.**
- Avoid exposing unpainted / unfinished building facades at the front where possible, or those sides clearly visible from the street (excluding views across undeveloped neighbouring sites).
- If the site shares a driveway with an adjacent property, or is located on a corner site with two street frontages, encourage one way traffic flow around the site by separating ingress (entry) and egress (exit) movements. This will help to reduce accidents and minimise conflicts with traffic flows.



The main entrance is distinct and unmistakable with a canopy as well as colour / material change to the rest of the building. Basic signage is logically provided here.



A direct, clearly delineated connection for pedestrians between the street and main entrance helps provide for visitors and those arriving by passenger transport.



This large industry locates the office / administration component of its operation closest to the street at a lower height to the main plant area. A painted corrugated iron panel and concrete texturing has been used on the factory frontage. This relatively low cost design feature goes a long way to improving an otherwise very dominant blank concrete wall.

Vehicular and cycle parking and pedestrian access

Make visitor parking immediately obvious on site entry near building entrances if it cannot be fully provided on-street.

- **While there are no specific District Plan requirements for visitor parking in the Massey North and Hobsonville Corridor employment areas, it makes good business sense to provide convenient, easily locatable parking for visitors to the site. As a first preference look to locate visitor parking on the street where available, or secondary within the site to the side. If visitor parking has to be accommodated on the front boundary, provide no more than one aisle of customer parking between the closest part of the front entrance / building and the street frontage.**
- **Locate staff and overflow visitor parking to the side or rear of the site.**
- **Communal parking areas (particularly those at the front of development) should be well landscaped - one tree per four spaces on average.**
- **Provide a clear pedestrian pathway from parking areas to the entrance location.**
- **Provide shower and changing facilities at workplaces, as well as convenient, secure cycle storage for staff and visitors.**
- Minimise vehicle crossings with the street. Look to share between multiple tenancies if appropriate.
- Ensure plenty of room for safe manoeuvring and entry / exit of vehicles in a forward direction.
- Ensure plenty of room for safe manoeuvring and entry / exit of vehicles in a forward direction.



An example of visitor parking located to the side of the site which provides convenient access to the front entrance.



This parking area incorporates tree pits and uses planting to good effect to help screen the large concrete wall of the adjoining building.



A colour differentiated and paved pathway is provided between the single aisle of visitor parking leading directly to the building entrance. This reinforces access and safety for all modes.

safety and security

Separate 'public use' areas of the site from non-public areas.

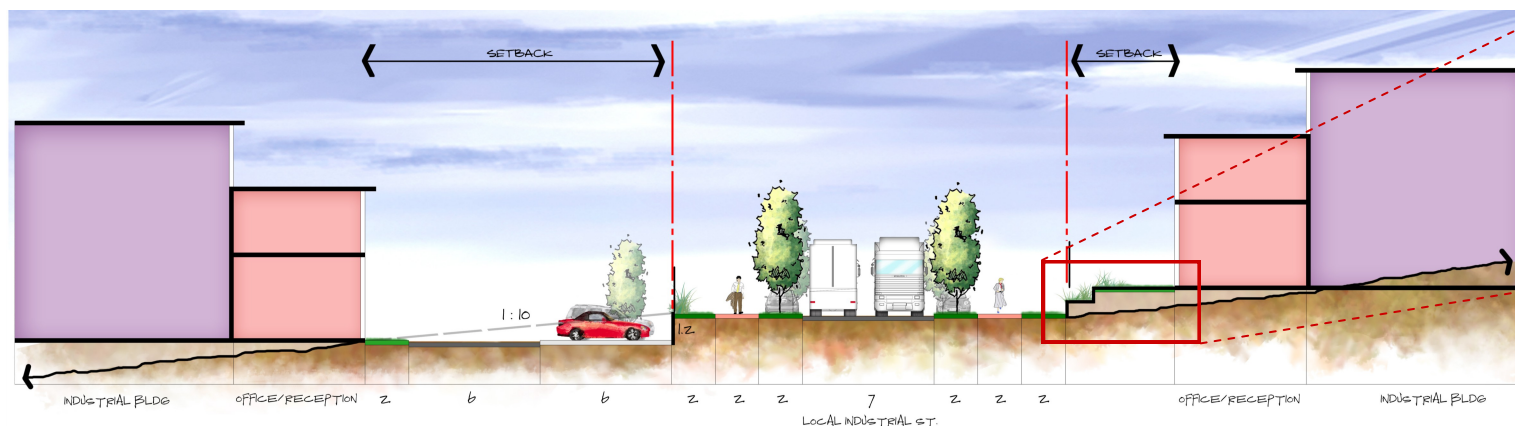
- **Separate public building entrances from any private service area, storage area or other entrance.**
- **Consider controlling entry and access via security gates and fencing where hazardous goods or dangerous equipment is envisaged.**
- **Ensure any security gates are set back sufficiently to allow the largest vehicle manoeuvrable on-site to queue without obstructing the street or footpath.**
- **Locate the entrance and as many windows, balconies, showroom and office areas to front public spaces e.g. streets and open spaces as possible.**
 - Providing adequate lighting at entrances and along pathways including routes to parking areas (visitor and staff). Consider integrating pathway lighting into feature lighting that can include gates or landscape features (trees, furniture etc.). Position trees away from street lighting to avoid blocking light sources.
 - Avoid outcomes that require walls (retaining or otherwise) greater than 1.5m in net height between the front boundary and front face of a building.
 - Keep clear visibility between the building and the street to reduce entrapment opportunities.
 - Use electrified security fencing in preference to razor or hurricane wire which will lower amenity if visible from public spaces.
 - For sale yards, use pool type fencing that is largely open and visually permeable.



High quality interface and plenty of opportunities to maximise passive surveillance to the street from each of the buildings which feature large windows close to the front of the site.



The balcony is located to the front of the building to overlook and activate the street. A commercial café occupies the ground floor of the site. Note that the low retaining wall allows a good visual connection to the building from the street.



This cross section demonstrates how sloping landform impacts on the setback and visual connection of the building and the street. On both sides of the street a height for retaining or fill of no greater than 1.5m has been used.

landscaping

Landscaping can help to mitigate the visual impact of large buildings from the street and public spaces.

- **Provide as much landscaping as possible. Landscaping should be maximised along the front of a building and along the connection with the public footpath.**
- **Landscaping can accent building design and help to minimise the reflected thermal footprint of a site.**
- **For uses which require clear visibility between the building and the street to be maintained, use a combination of low shrubs (less than 0.8m in height) and single trunk trees with canopies beginning their spread above 2.0m in height. Avoid low shrubs which block sightlines.**
 - Position trees carefully and consider the fully grown canopy spread of the species to minimise the nuisance of branches to large trucks.
 - Use carefully selected and preferably locally sourced plant species in keeping with Waitakere's natural landscape character. Refer to the council's 'Native to the West' - guide to planting.
 - The incorporation of tree pits in parking areas can fulfil a dual purpose of providing for amenity as well as fulfilling a stormwater treatment function.
 - Along public footpaths co-ordinate with street lighting, underground and other services as per council's Code of Practice for City Infrastructure and Land Development.



Quality landscaping of the site boundaries of this large warehouse activity goes some way to improving site amenity and soften this large box. The linearity of this landscaping treatment is good for a swale.



Vegetation helps dapple direct sunlight, provide shade to this building and site, and softens the building form.



Well designed quality landscaping of a staff parking area adjacent to this industrial use. Added environmental benefits e.g. less stormwater runoff generated from the site, could have been achieved had a swale and kerb cuts been incorporated into the design.

signage

All signage should remain within the form of the façade and be smaller than 4m² per activity.

- Provide directory signage for multi-tenant sites which are slender and located at the entrance and in parking areas.
- Sign illumination should be provided in diffused up or down lighting that also highlights architectural detail in buildings rather than any internal illumination.
- Signage which directs vehicles to parking and servicing areas should be clearly visible and unobstructed by building features or landscaping.
- Avoid electrical or variable message signs.
- Use window displays and signage within areas of glazing in showrooms.
- Vehicle sales yards may also accommodate flags (freestanding or removable) with an individual area of <1.0m².
- Ancillary or supplementary signage for suppliers, specials or other product information e.g. in sales and trade yards should each be no greater than 1.0m². These should each be provided within a frame, firmly attached to the ground, a building or wall and not 'staked' like a real estate sign.
- Avoid the use of highly reflected materials at the street front where applicable to reduce sunlight glare.
- Ensure consistency with Waitakere City District Plan, especially when sites are located adjacent to countryside and open space zoning.



This sign is located in a clearly identifiable position on the building face and at an appropriate size and scale.



Good use of down lighting onto signage which also illuminates the building entrance. This has practical security benefits and enhances the visual amenity of the area.



These tall freestanding directory signs advertising multiple tenancies have suitable height, width and colour use to protect the visual quality of the street interface.

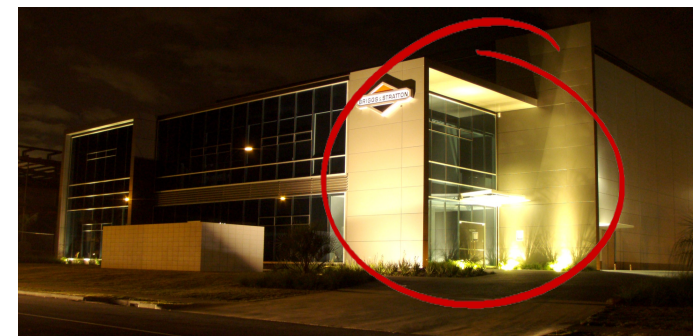
energy efficiency and conservation

In higher-density, higher-value uses (such as a corporate office), buildings should be designed to be at least as energy efficient and healthy as a high-quality house.

- ➔ **Look to cluster compatible uses together to make shared or common services viable (cold stores, freeze drying, cryo-vac, inert gas and vacuum packing, packaging and refrigerated transport services, etc).**
- ➔ **Maximise natural light and invest in automated ventilation and temperature control devices.**
- ➔ Use low energy lighting (preferably LED), especially for any amenity or security night-time, car parking or advertising lighting. Incorporate advertising lighting with security lighting around entrances and features. Look to incorporate with control sensors to minimise energy waste.
- ➔ Ensure windows related to offices or staff / customer use areas open to green space where appropriate, and can be easily opened to help control internal heat and ventilation.
- ➔ Use construction and waste management plans when building. For further detail on improving resource efficiency in building design, refer to the council endorsed Rebre guidelines <http://www.rebre.org.nz/>
- ➔ Consider the use of photovoltaic cells on large roof areas for not only on-site use (such as hot water), but to possibly supply street lights, bus shelters, adjacent buildings, or trickle to the national grid. Such cells could be leased to other operators to manage.
- ➔ For further guidance view the New Zealand Green Business Council Greenstar Industrial Rating Tool at www.nzgbc.org.nz.



Adjustable louvres around windows can be designed to manage light. In some cases it is also possible for louvers to mitigate noise.



'Landmark' lighting has been integrated with practical security lighting around the building entrance.



This industrial building improves its energy consumption by incorporating solar panels and solar cell modules on the roof.

low impact design

Industrial uses tend to maximise impermeable surface areas, limiting the viability of on-site water quality initiatives.

The main focus in employment areas is on water quantity: peak flow attenuation by way of rain tanks will be the default minimum.

Use captured rain water to supply on-site landscaping and toilets.

- **Swailes and rain gardens can be more viable if shared between sites along boundaries, collecting water from parking and manoeuvring areas.**
- **Shared spaces will maximise the use of such areas and can offer excellent staff amenity.**
- **Use semi-permeable paving for car parking spaces.**
- **Use low-maintenance landscaping and low shrubs and tussocks in preference to large areas of grass - the cumulative CO₂ footprint from regular mowing is significant.**
- Ensure rain tanks are located to allow easy maintenance in the future.
- Use locally-sourced durable materials with a low embodied carbon component, including fewer carbon miles.
- Avoid zinc or lead-based paints on roofs and other areas as this incrementally degrades waterways and coastal marine areas.
- Ensure paint, oil, and other hazardous contaminants do not enter waterways. Capture these on-site and provide for their storage and safe eventual disposal.
- Think about green roofs in higher-value premises such as offices. It provides excellent insulation, reduces the thermal footprint of buildings, and can offer excellent staff amenity.
- Refer to the council's NorSGA Low Impact Design Code of Practice for more detail.



Semi-permeable pavers help to manage storm water issues and can add visual interest to an industrial site.



Incorporate on-site landscaping with storm water management. This example captures run-off from parking areas, channelling it to a rain garden via kerb cuts to filters before discharging to the piped system.



A small raingarden and swale located between parking bays.
Source: NorSGA Low Impact Design Code of Practice

storage and collection of wastes, servicing and loading

Service and deliveries are best suited at the side or rear of the site well away from the frontage.

Carefully screen service and loading areas to maintain visual amenity and practical on-site security and safety.

- **Consider how to preclude public access from waste and service areas which may be physically dangerous or compromise privacy.**
- **Provide a secure area for the storage and collection of wastes including hazardous wastes and recycling. This area should be located internally, serviced by a vehicle entering the building (via a service bay), or to the side or rear.**
- **For larger activities with a high delivery, servicing component look to provide the 'entry-in' separate to the 'exit-out' to ensure the efficient circulation and manoeuvring of heavy vehicles.**
 - Ensure that the storage of client vehicles for yard based services and retail never blocks on-site manoeuvring space or requires vehicles to use the street.
 - Make adequate provision for servicing and emergency vehicle access.
 - Provide dedicated loading bays for large trucks.



A false façade and gate provides for very secure, safe, and screened servicing, loading/unloading, and storage/collection of wastes away from the street.



Servicing and storage of containers is located inconspicuously to the side of the building with all effort directed towards focusing attention to the building frontage.



CASE STUDIES

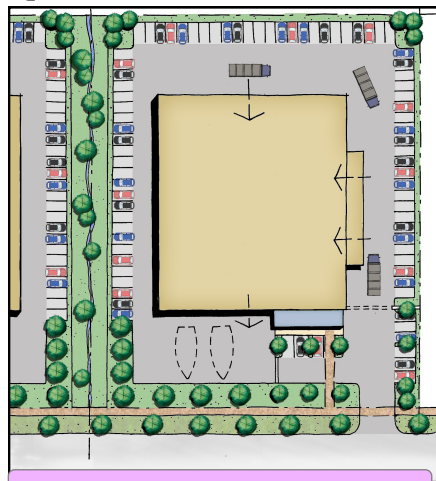
introduction to the case studies

Nine land use case studies are presented on the following pages.

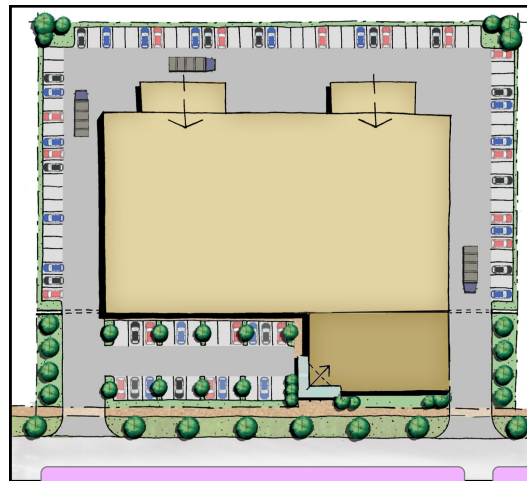
A generic design has been prepared to provide a broad representation of the land use type under examination. This Plan is to be read in conjunction with the annotated photos and written comments which highlight important aspects of the building and site design.

Multiple lot subdivision case studies are presented on page 46.

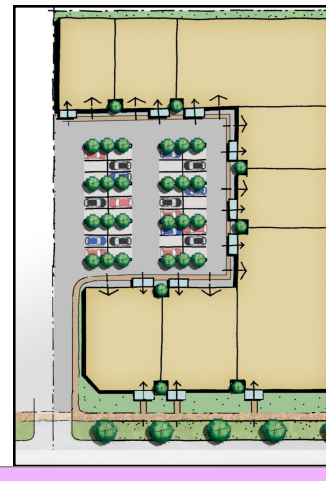
QUICK REFERENCE GUIDE



General industry p.28-29



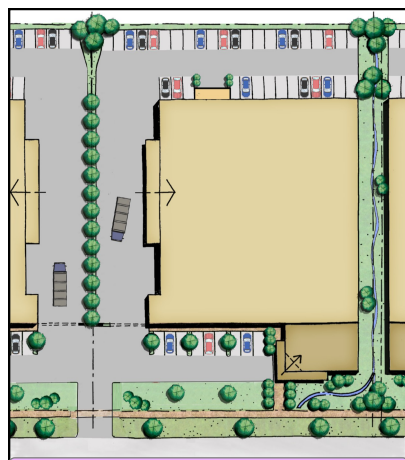
Light industry p.30-31



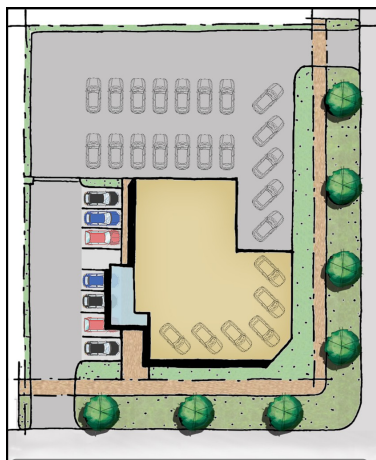
Service trades and small offices p.32-33



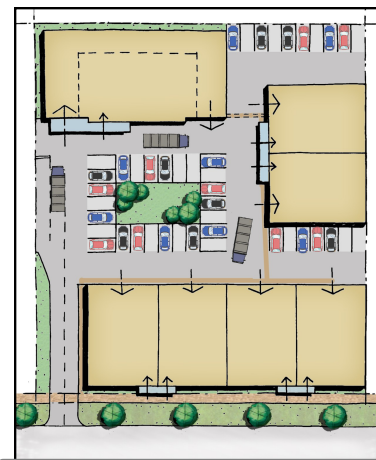
Clean production p.34-35



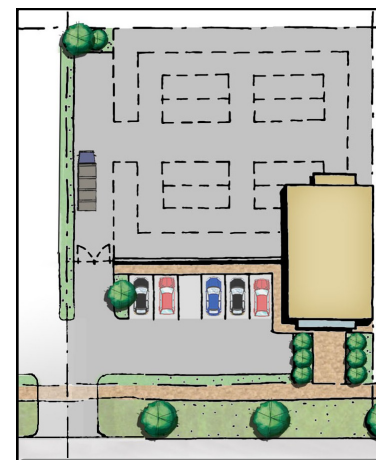
Warehousing p.36-37



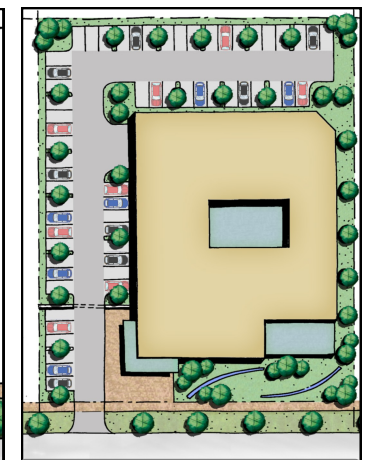
Car and boat sales p.38-39



Vehicle trades and services p.40-41



Yard-based retailing p.42-43



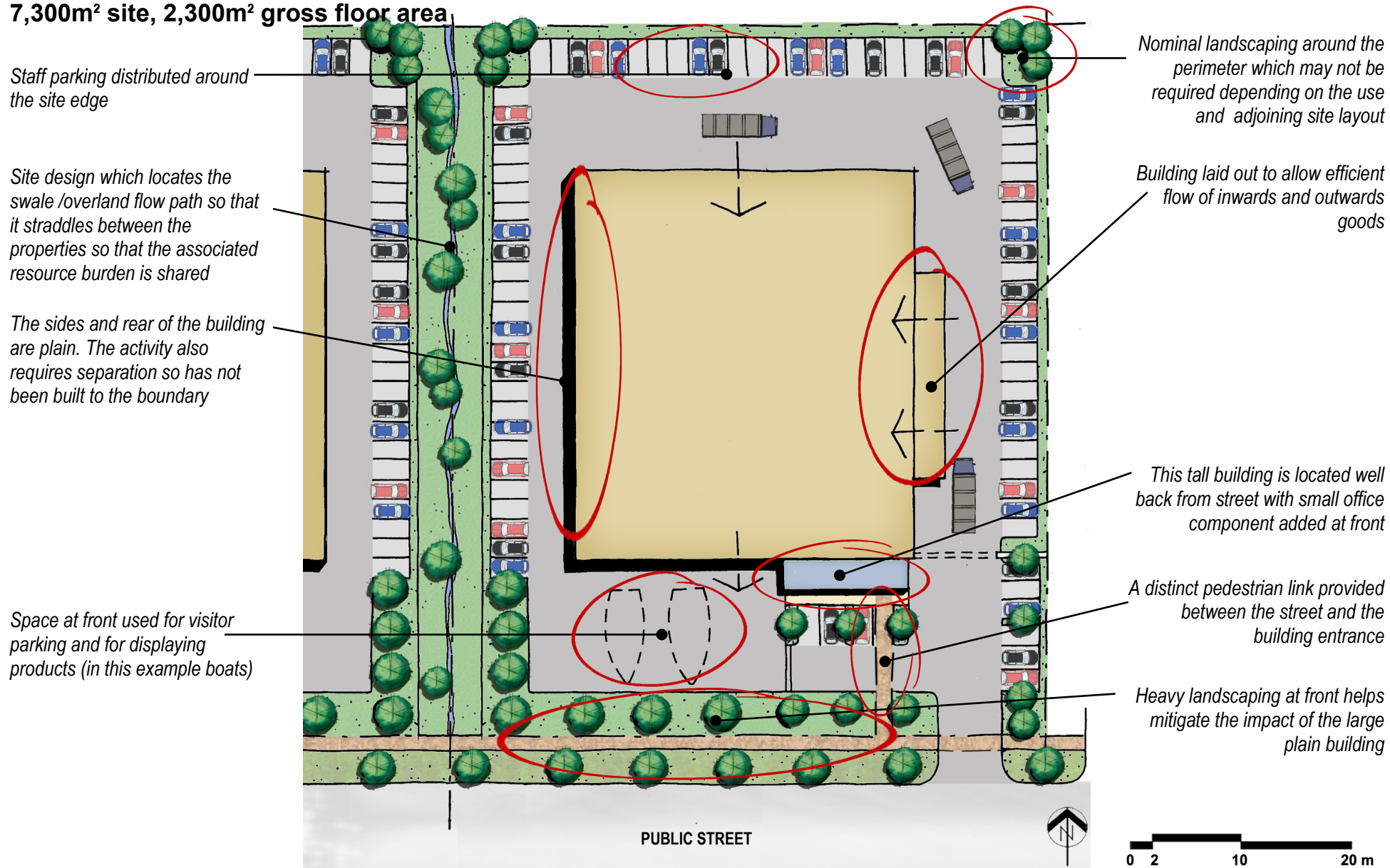
Corporate offices p.44-45

CASE STUDY 1

GENERAL INDUSTRY

This refers to manufacturing and engineering activities that can be noisy, dirty, and involve the use of dangerous goods. Site sizes average around 5,000m² although many will require more than 1ha .

7,300m² site, 2,300m² gross floor area



EXAMPLES INCLUDE

- Marine and transport products and equipment manufacturing, servicing, accessory fitting and fit-outs (including specialised paints, hydraulics, engines, trays, trailers and fittings).
- Engineering, metal products, boats, motor vehicle parts, caravans and recreational vehicles, truck, bus and coach manufacturing, mobile homes, furniture, prefabricated buildings and building products).
- Manufacturing of textiles, saw mills, wood, and paper.
- Manufacturing of petroleum, chemical, mineral, plastic, glass, clay, and cement products, including concrete batching plants.
- Technology based businesses manufacturing assembly, distribution and services (including computer and software development, nano-technology, information and communications technology, scientific and electronic instruments, machinery and equipment, robotics, and automation).
- Film production services (including studios, set production and design, and post production).



This factory focuses design quality on the entrance and administration / office component (which has been located at the site's most obvious, prominent front corner). The remainder of the activity is relatively plain.



This large factory handles volatile materials and requires a climate controlled production floor (hence only very few windows and a plain 'shed' type design). It demonstrates an obvious security-controlled entry and the use of basic landscaping to screen the building's length.



This development locates showroom and office space to the front of the site and provides a dedicated pathway to the front entrance from the street. Rear warehousing activities are effectively screened by a security roller door and on-site landscaping.

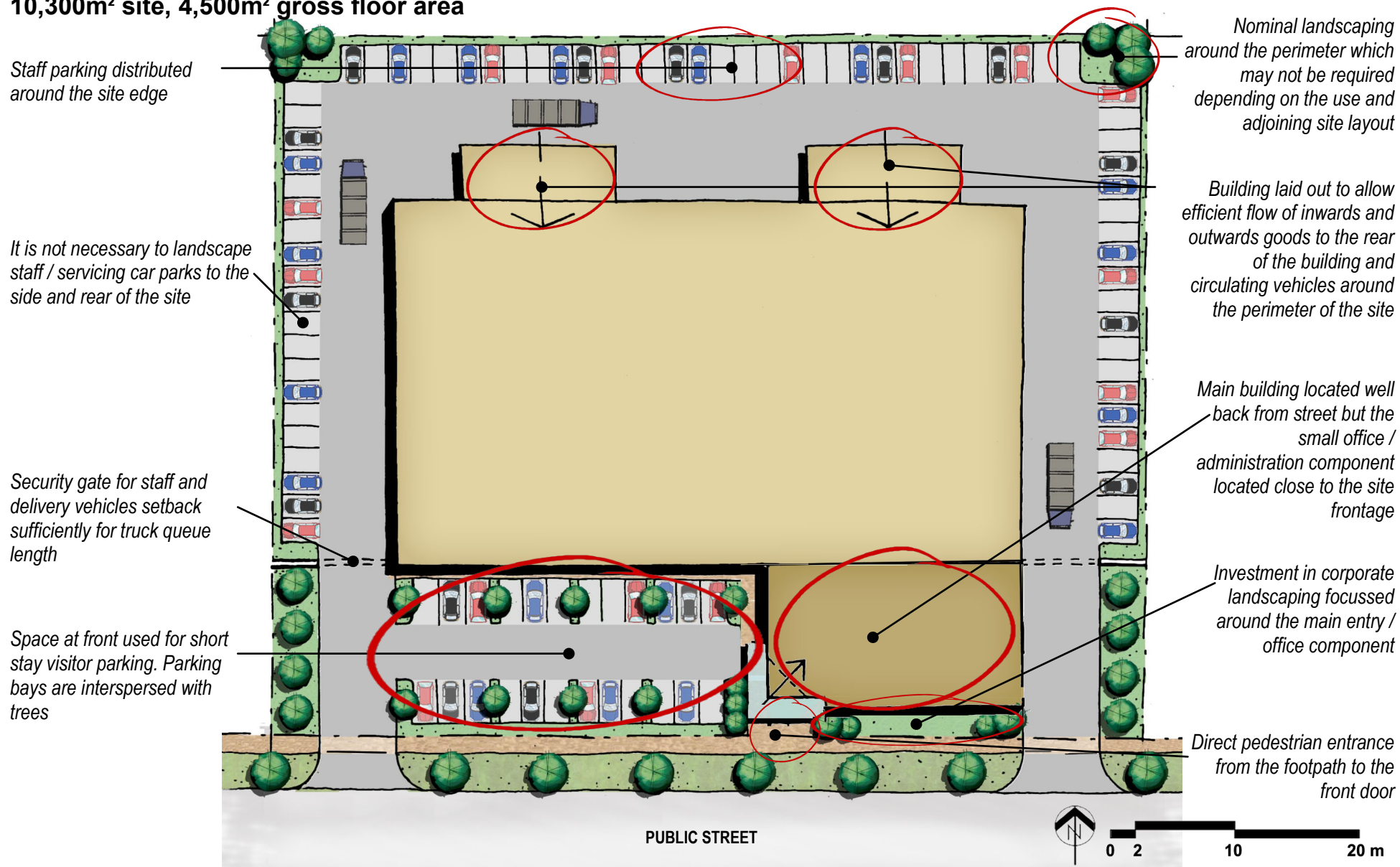
Source: www.northbridgeproperties.co.nz

CASE STUDY 2

LIGHT INDUSTRY

This refers to manufacturing and production operations that are smaller are generally less noisy, dirty, or noxious than general industries. Site sizes typically range between 1,000m² - 5,000m² generally averaging around 2,000m². Some premier local industries may require sites up to 1ha.

10,300m² site, 4,500m² gross floor area



EXAMPLES INCLUDE

- Printing, publishing, clothing and footwear manufacturing.
- Household and business equipment repair services.
- Building trades.
- Technology based businesses manufacturing assembly, distribution and services (including computer and software development, nano-technology, information and communications technology, scientific and electronic instruments, machinery and equipment, robotics, and automation).
- Film production services (including studios, set production and design, and post production).



Sides of buildings visible from public areas have been textured and painted.



This activity has a high-quality front façade facing the street, with the servicing / loading area recessed down the side well away from any public view.

CASE STUDY 3

SERVICE TRADES and SMALL OFFICES

This refers to business premises that service industries around them and often the general public as well. Site sizes range between 1,000-5,000sqm generally averaging around 2,000sqm. Some larger service trades may require additional site area.

7,000m² site, 4,300m² gross floor area U-shaped multi tenant

Individual tenant entrances project forward of the loading area providing shelter and entrance distinction. Offices are located upstairs

Small landscaped recesses are provided to help demarcate tenancies and to soften the fronts of the building

Shared internal parking area to maximise parking efficiencies which incorporates extensive landscaping

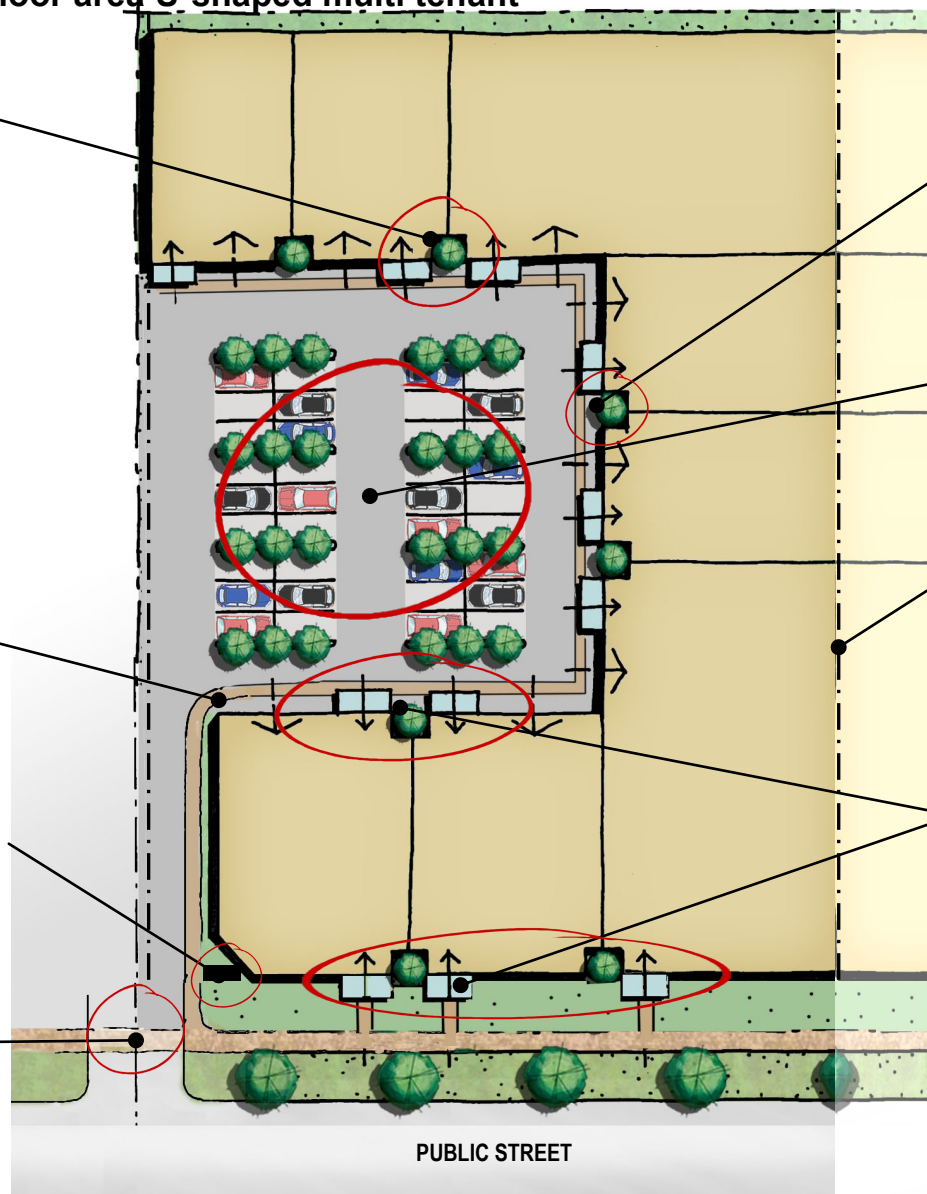
Pedestrian pathway circling around the site with paving and colour differentiation to the carriageway

Built to boundary as neighbour is backed onto the site with a compatible development form

A multi-tenancy free standing sign is located in a prominent location on the front corner of the development to advertise tenants and direct vehicles to the parking area

Front tenancies provided with both front and rear entrances to encourage pedestrian use of the front door (keeping an active front to the street) and convenient access from the rear parking area

Provision of a shared driveway between sites



EXAMPLES INCLUDE

- Building premises of building, construction and development firms.
- Landscaping, security, cleaning and maintenance firms.
- Research and development and technical firms (including 'back-office' and work space).



This development uses colour, roofline variation and building projections to make office components prominent and to avoid long, uniform facades. A strip of landscaping is provided adjacent to each entrance and loading area.



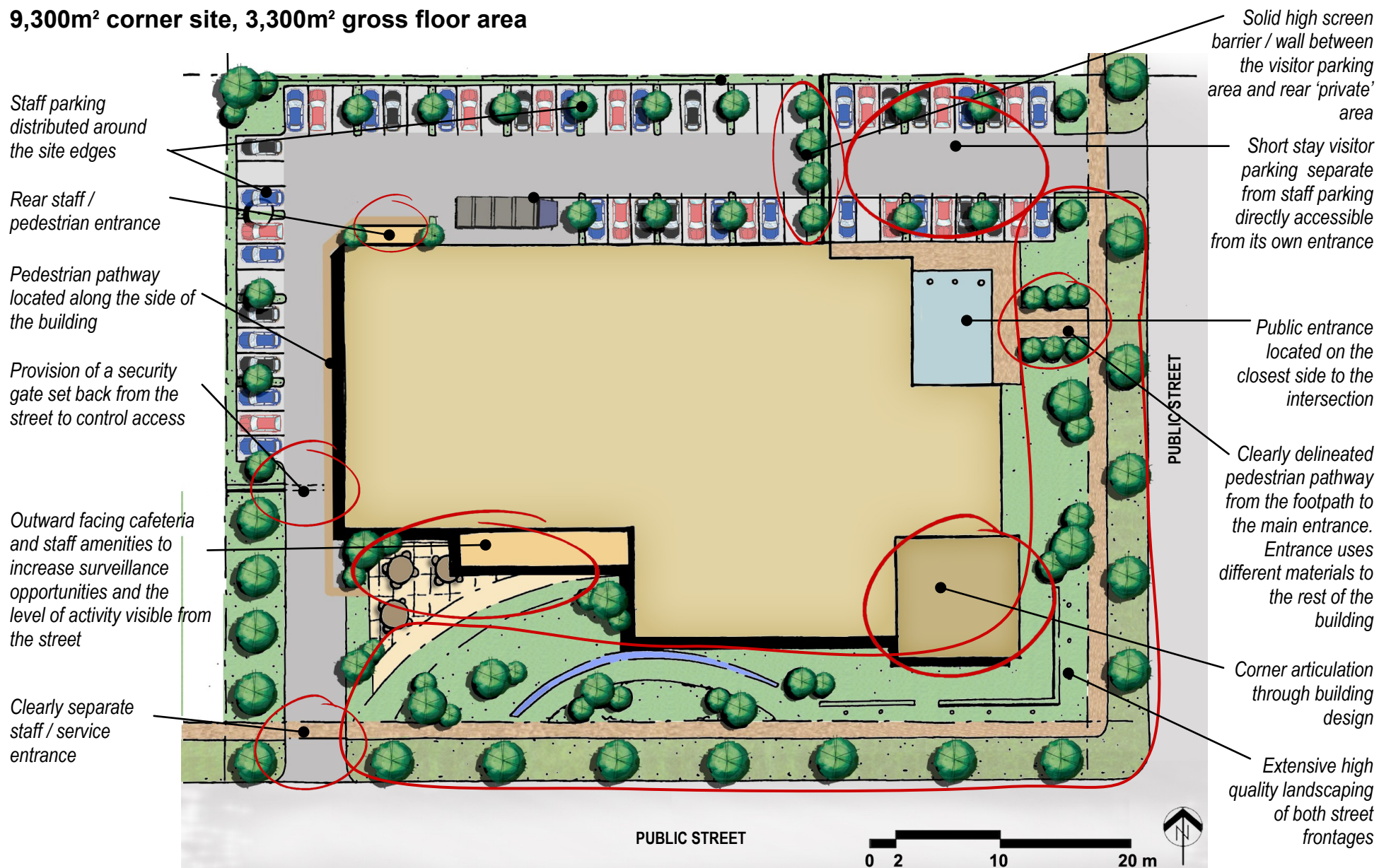
This multi tenant site accommodates office space on the upper floor and a servicing / showroom area accessible from the ground floor. A dedicated pedestrian pathway (distinguishable through colour variation) is provided for pedestrian safety.

CASE STUDY 4

CLEAN PRODUCTION

This refers to high quality, often high technology businesses that manufacture with high precision, hygiene and investment. Site sizes for small and multi-tenant developments range between 1,000-5,000sqm. Large single developments generally average 5,000sqm but may be larger.

9,300m² corner site, 3,300m² gross floor area



EXAMPLES INCLUDE

- Food and health products manufacturing, packaging and distribution (including food, bakery, beverage).
- Biotechnology, pharmaceutical, health, hospitality and beauty products.
- Technology based businesses manufacturing assembly, distribution and devices (including computer and software development, nano-technology, information and communications technology, scientific and electronic instruments, machinery and equipment, robotics, and automation).
- Film production services (including studios, set production and design, and post production).



This development has invested heavily in its street appearance to convey a suggestion of high-tech, leading-edge enterprise.



This development uses colour and basic parapet shape to help make individual premises more distinct around a landscaped common parking area.



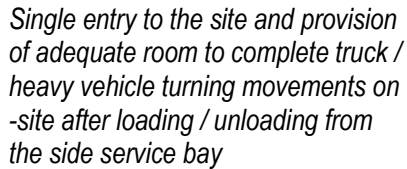
This development has a distinctive atrium and arched roofline maintaining a good setback from the street to allow for a single aisle of parking.

CASE STUDY 5

WAREHOUSING

This refers to the storage, intermediary assembly of products imported from elsewhere and also distribution of goods including direct wholesaling to customers. Site sizes are typically between 2,000 -5,000sqm although some users will require more than this.

7,500m² site, 3,100m² gross floor area



Screening of adjoining uses through the provision of a heavily landscaped side boundary

Provision of a side security gate set back from the street to control access

The dominance of driveways is minimised through the provision of a shared driveway between sites of a combined adequate width to service the requirements of heavy vehicles

Staff parking located to the rear of the site

Staff entry point

Only one aisle of on-site visitor parking provided, not located forward of the office component of the building

Prominent front entrance accessible from a clear pathway from the visitor parking area and footpath

Incorporation of the creek into a high amenity water feature on the street frontage

PUBLIC STREET



EXAMPLES INCLUDE

- Wholesaling (preferably small and medium scale) - wholesaling (other than vehicles) (including ancillary product packaging, assembly and repair and 'back-office' services).
- Storage (preferably small and medium scale) - postal and courier services (including ancillary assembly, repair and 'back-office' services).
- Film production services (including studios, set production and design, and post production).



These examples focus on locating entrances, offices, showrooms, staff recreation space, and so on at the front, to keep a strong visual and physical connection to the street. Warehousing and service functions are screened at the back side.



This warehousing and distribution centre provides a separate pedestrian pathway from the street to the entrance of the building.

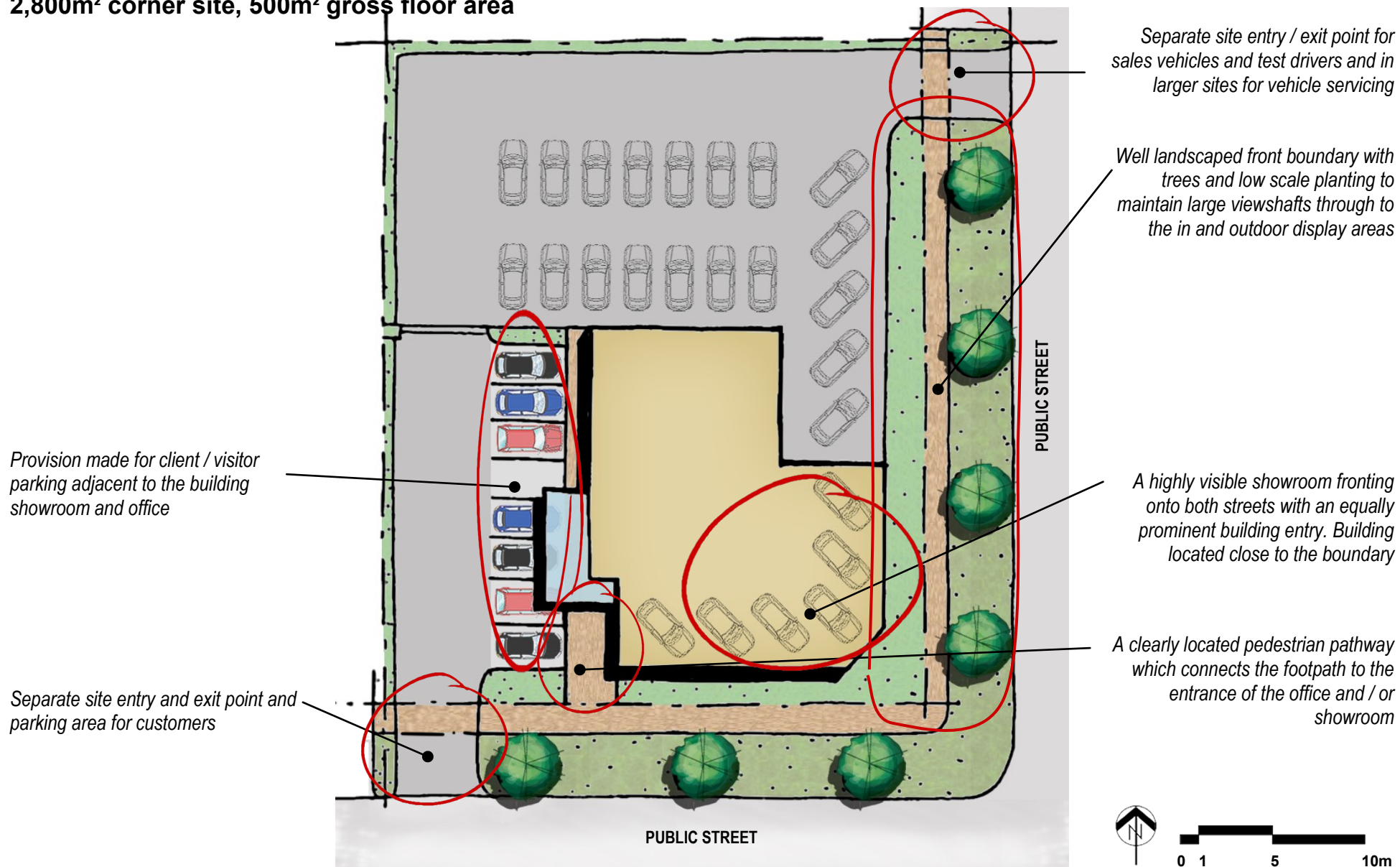


CASE STUDY 6

CAR AND BOAT SALES

This refers to sales yards comprising (usually) of large quality showrooms. Major emphasis is given to displaying the range of 'product' available to passers-by. Site sizes are typically between 2,000-5,000sqm.

2,800m² corner site, 500m² gross floor area



EXAMPLES INCLUDE

- Vehicular sales, wholesaling, and hire (including boats, cars, trucks, plant and equipment and recreational vehicle sales).
- Vehicular servicing including, testing, licensing, repair, accessory fitting, and modification.



The office / administration part of the building is directly accessible from the street frontage with feature landscaping further helping to emphasize this. The entrance for vehicle servicing is located to the side of the building.



This example features low front walls and no perimeter fencing. Signage is modest and a feature showroom helps to draw attention to the site.



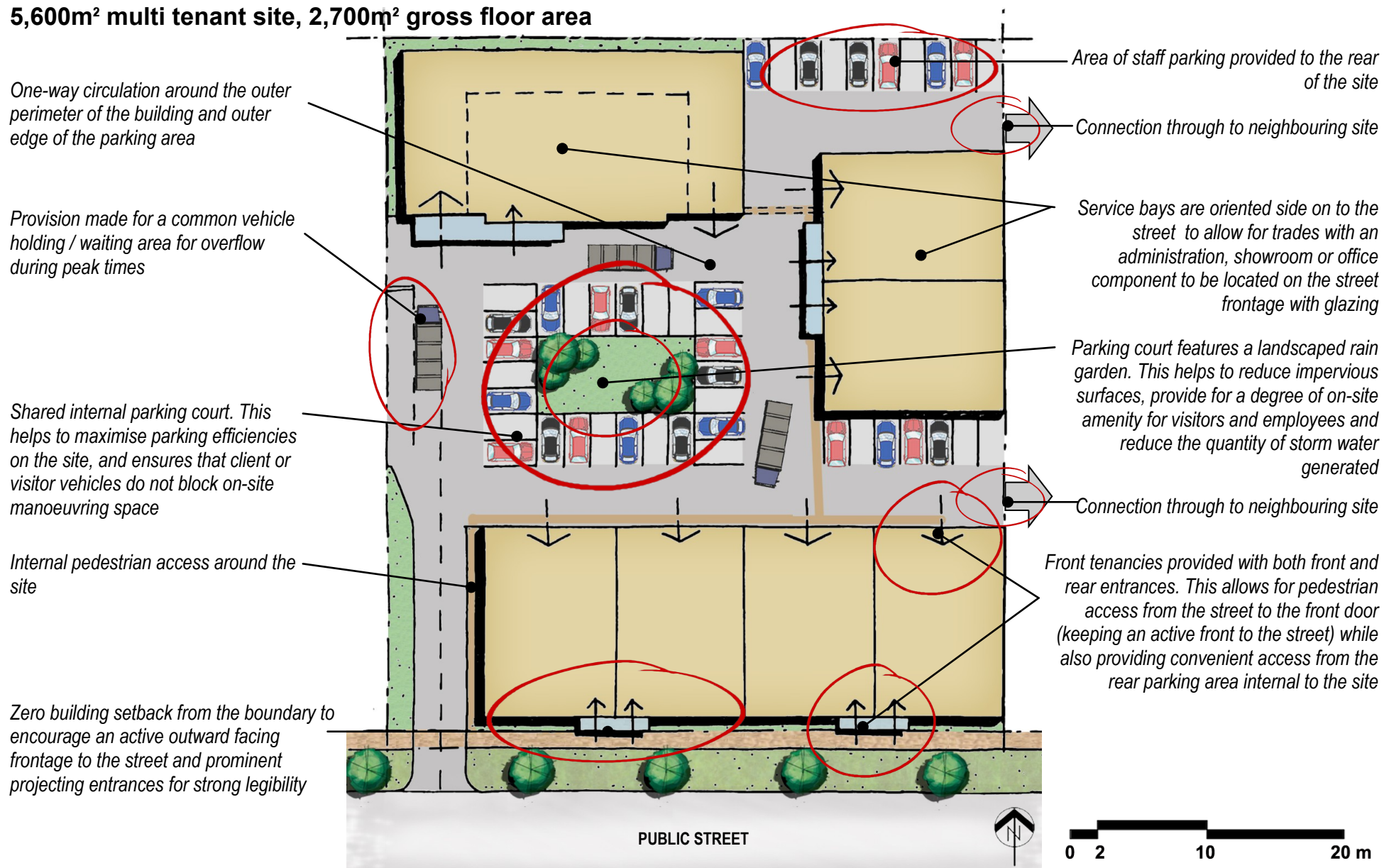
Here a vehicular servicing activity is provided ancillary to the sales function. It is set well back behind the feature showroom space.

CASE STUDY 7

VEHICLE TRADES and SERVICES

This refers to vehicular oriented services that are generally small scale but which can generate visual and noise nuisances. They will often seek to orient to passing motorists at the expense of pedestrian and street amenity. Site sizes are typically between 1,000-2,000sqm. Some multi tenant developments may be larger.

5,600m² multi tenant site, 2,700m² gross floor area



EXAMPLES INCLUDE

→ Vehicular servicing including, testing, licensing, repair, accessory fitting, and modification.

Nb. Those with a site size of 1,000sqm will generally be compatible with residential activities and other sensitive uses. Those needing sites >2,000sqm will by virtue of the scale of activity on site, generally need greater seclusion.



Effort has been directed to providing a prominent corner entrance through the use of a parapet projecting forward which helps to add interest to the building.



The main pedestrian / client entrance can be easily located from the street frontage and the 'staff only' garage and service bay is located to the side of the site away from the public front.

CASE STUDY 8

YARD BASED RETAILING

This refers to sales yards with small to medium sized showrooms or storage buildings on site. Site sizes are typically between 2,000-5,000sqm.

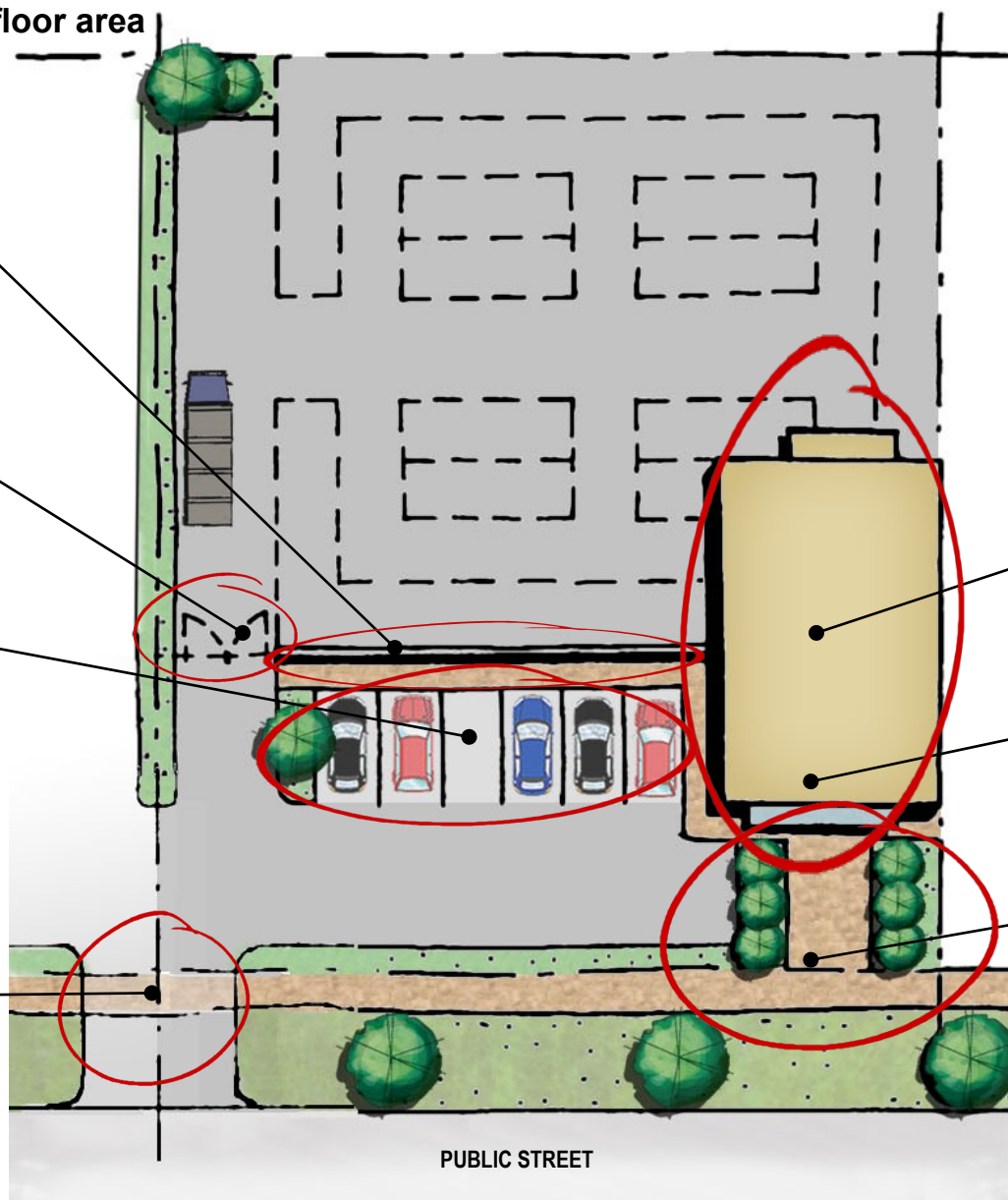
1,700m² site, 200m² gross floor area

Potential to use a solid or semi transparent screen between the yard based activities and the front area of the site

Provision of a controlled vehicle entry point which gives plenty of room to still allow for safe manoeuvring around the site

Use of semi-permeable pavers and compacted metal (or similar) for on-site vehicular parking spaces in preference to asphalt

Provision of a shared driveway between adjoining sites to maximise site efficiencies



Building located as close to the street frontage as possible and access to the yard only possible by way of moving through the building

Office retail and checkout area located to the front of the building allowing staff to maintain a view to the street

Quality front yard and pedestrian pathway landscaping leading to the building entrance

EXAMPLES INCLUDE

- Timber yards, building and landscape supplies, horticultural and farm products and supplies.
- Depots and yards (including taxi, truck, coach and utility depots and builders yards and 'back office' services).



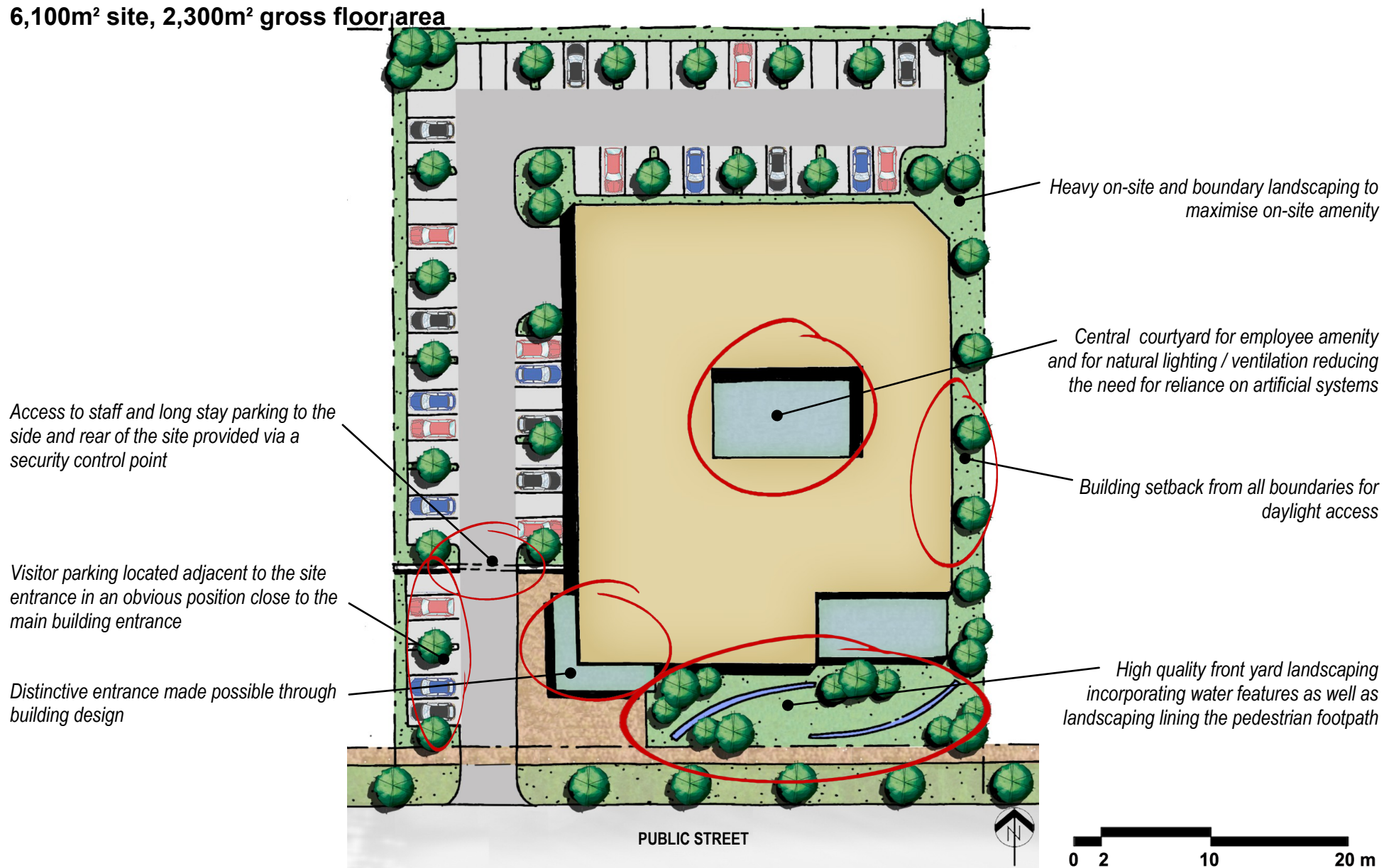
This garden supply business has located the building component close to the street, has used quality paving in the parking area, and yard based activities are located to the side of the site, screened from the road frontage.

CASE STUDY 9

CORPORATE OFFICES

This refers to premier settings for major businesses. They require quality, high amenity settings for reasons of corporate branding, staff amenity and customer convenience. Site sizes are typically between 2,000-5,000sqm.

6,100m² site, 2,300m² gross floor area



EXAMPLES INCLUDE

- The offices of major national, multi-national and successful local businesses (including display, storage and distribution activities from 'high quality' premises with the street front appearance of offices).
- Professional and business services (including engineering, building and design professions, legal, accounting, computer and technology, property, business management, employment, marketing, media and advertising sales).



These examples focus on presenting an image of high-value corporate identity to the street including considerable investment in lobbies, atriums, art, façade and landscape design, and lighting.

CASE STUDY 10

EFFICIENCIES ACROSS INDUSTRIAL LOTS AND SUBDIVISIONS

This refers to the initial subdivision, or pre-development amalgamation of land.

Before you purchase a site, speak to the developer or subdivider of the land. See if the sharing of services, facilities or amenities between multiple lots can increase land use and operational efficiencies. These may in turn deliver you cost savings.

→ **If an efficiency in the use of land is achievable across lots, and commercial management agreements between users are feasible, there may be opportunities to share common amenities.**

Such an arrangement may lead to the following positive outcomes:

- > Less expense to individuals.
- > Smaller site sizes resulting in less expenditure.
- > A more efficient and better designed built environment.

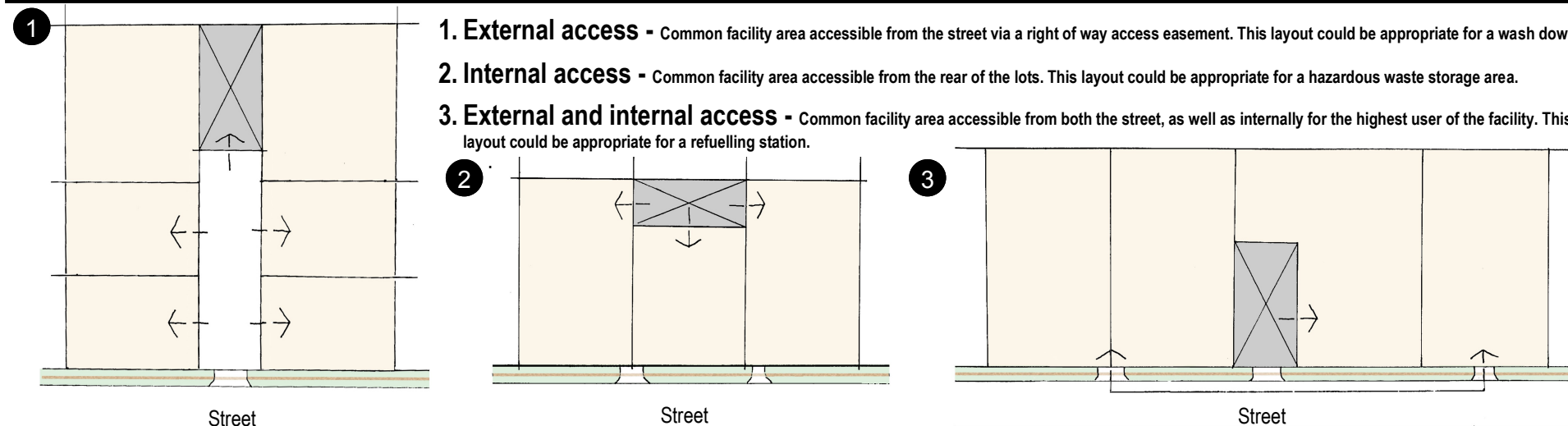
GENERAL SITE LAYOUT SHARED OPPORTUNITIES

- **Car parking:** look to share staff car parking areas and visitor parking where possible by locating parking on both sides of a common boundary.
- **Site access:** look to share access points between tenancies to minimise the number of vehicle crossings with the street.
- **Service lane:** look to provide a shared Right of Way (ROW) access easement to provide a common driveway to multiple tenancies.

- **Landscaping:** look to provide common areas of landscaping around site entrances, along driveways or in shared parking areas.
- **Signage:** for multi lot sites look to provide a single freestanding directory sign on the street boundary for all site tenancies.
- **Staff amenity space:** consider the provision of a shared outdoor area with seating and planting easily accessible to employees of multiple tenancies.
- **Shared facilities:** look to provide shared respite areas, cycle storage facilities, car pooling, catering and meeting spaces.
- **Security:** Consider the employ of a security firm to patrol multiple sites at night.

LAND USE SPECIFIC SHARED OPPORTUNITIES

- **Refuelling station:** a shared petrol / diesel pump which may service a limited number of vehicles (trucks, commercial vehicles) from multiple sites.
- **Wash down bay:** a shared cleaning facility which may service the vehicles of multiple sites.
- **Waste storage area:** a common area for the storage and removal of refuse (hazardous or non-hazardous) and recycling materials. This area should be visually screened from the street and sensitive adjoining uses. Alternatively, if sites have independent waste storage, consideration could be given to the contracting of one company to collect and dispose of waste.
- **Specialist uses:** Clean food industries can consider sharing water and trade waste treatment areas, power generators, refrigeration and cold stores.





RESOURCE CONSENT CONSIDERATIONS

the last word on quality

RESOURCE MANAGEMENT ACT

The council has the ability to grant consent to resource consents on the basis of their consistency with the District Plan and any other matters considered by the council to be relevant.

This can include the ability of the development to meet the design recommendations of this guideline, under Section 104(1)(c) of that Act.

The council can impose conditions on any consent it grants requiring things such as:

- Conformance of buildings to a specific design and location on a site.
- Approval of engineering works (detailed design of earthworks, roads, and infrastructure).
- Implementation of the scheme plan and design including landscaping.
- Consent notices to register relevant requirements on the titles of new lots in perpetuity.
- Maintenance and monitoring of infrastructure, including obligations for set period after the release of the Section 224 Certificate.

Be sure to refer to the District Plan for the provisions that are relevant to industrial and commercial employment related activities.

COVENANTS

Covenants and encumbrances are private legal mechanisms, used by many subdivision developers to lock in the quality of their developments. These are registered on the titles of new lots and can cover a wide range of obligations, including standards and guidelines for:

- The design and location of buildings, and the manner in which they connect with and relate to the street. Typically these can be very short, requiring building design to:
 - Be approved by a private review panel representing the entire subdivision prior to applying for Council consent.
 - Ensure the building fronts and relates well with the street.
 - Provide well defined and highly legible entrances to buildings.
 - Minimum architectural / building quality standards.
 - Manage the location of visitor and staff parking, and the manner in which loading and servicing occurs relative to the street.

- The height and location of front fences and boundary treatments.
- The location and width of driveways and vehicle crossings.
- The preservation of vegetation and streams and provision of landscaping.
- The development of on-site stormwater detention and its continued maintenance.
- The maintenance of common amenities and services.

BONDS AND CONTRIBUTIONS

A developer may volunteer to provide a bond over any elements of uncertainty relating to a subdivision or development to help manage any doubt over its adequacy. An example is the use of a bond for the maintenance and replacement of vegetation and street-trees that decline during the construction and post-consent maintenance period.

Developers may also volunteer contributions of money or resources to help mitigate the effects of a subdivision or development on the local environment, such as to improve a local reserve network or the interface with adjacent properties. An example can be to pay for high-quality boundary fencing and landscaping (on both sides) with an adjoining site, or to make a new and attractive pedestrian crossing over a road from an existing developed area into a new reserve.

Consult with the council for more assistance on telephone 09 839 0400.

This guideline was prepared with the assistance of Urbanismplus Ltd.

