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WINDSOR PARK

URBAN DESIGN REPORT
IN SUPPORT OF A PRIVATE PLAN CHANGE APPLICATION

FOR: WINDSOR PARK COMMUNITY AND MULTISPORT HUB

MAY 2024

BY:
URBANISMPLUS LTD

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FOR:
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BY:

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EXECUTIVE SUMMARY

Windsor Park Community & Multi Sport Hub (the Applicant) wishes to undertake a rezoning of 1.2ha of Active Recreation zoned land at Windsor Park in Mairangi Bay (the Site) to Mixed Housing Urban (MHU). The Applicant's purpose is to free up funds which can be invested into their existing activities. Their residual land area is to continue to be used as rugby and cricket grounds.

This report contains an urban design assessment of this Private Plan Change application.

The Site

The Site opportunities and constraints analysis concludes its suitability for rezoning. This would capitalise on the following opportunities:

- → The almost rectangular shape, mostly flat terrain, level difference with the western neighbours, and mostly undeveloped nature of the Site.
- → The outlook over sports fields to the south.
- → The many facilities and services close to the Site.
- → Street access to the north-western corner of the Site.

The following constraints would have to be taken into account:

- → The direct interface with low-density land uses along the northern and western boundaries.
- → The likelihood of there being only one vehicular access point, with additionally the possibility of a non-vehicular connection to the east.
- → The large, visually unattractive carpark located on the eastern boundary.

The application

The proposed Private Plan Change application has been informed by an analysis of alternatives, including which part of the Applicant's land is most suitable for rezoning and which zone is most appropriate for the selected Site.

An illustrative plan has been produced to visualise a potential development outcome for the Site under the proposed MHU zone and explore the urban design-related development matters, which include:

- → Key movement network matters include the likelihood of a looping, 12m wide, private road connecting with Noel Williams Place; the possibility of a pedestrian and cycling connection to the east; and the accommodation of onsite parking.
- → Open space network matters include the opportunity to provide open space amenity within the street network; and the possibility of a (semi-)public interface with the sports fields.
- → Matters relating to residential mix and density include the possibility of a mixture of two- and three-storey buildings, with a favourable orientation relative to the sun. In this application a range of between 80 and 100 dwellings is used. This is informed by the illustrative plan which shows a residential yield of 85 dwellings in the following mix:
  - 60 walk-up apartments.
  - 21 terraced, two-storey dwellings.
  - 4 duplexed, two-storey dwellings.

Assessment

An assessment of the proposal focusses on the following:

- → Its contribution to the wider urban environment.
- → Its relationship to surrounding roads as well as effects on the future (semi-)public realm.
- → Its response to surrounding private properties.
- → The expected amenity outcomes on the Site.
- → Its transportation effects.

Conclusion

This report concludes that the proposed Private Plan Change is supported from an urban design point of view, as it meets the following criteria:

- → It is considered in line with best practice urban design and planning, in that it aims for efficient urban development, increases densities within the urban area, and provides for diverse housing needs.
- → It will enable development that will be well-integrated into the urban fabric through vehicular and non-vehicular connections.
- → It will allow for new dwellings with designs that respond appropriately to the surrounding private and public realm, including overshadowing, outlook, and passive surveillance.
- → It will allow for dwellings which will have the required residential amenity, taking into account functionality, solar orientation, privacy, and indoor-outdoor relationship.
- → It will promote walking and cycling through the way the movement network can be laid out and through provisions that contribute to a streetscape that is attractive, safe, and efficient.

SECTION 1. INTRODUCTION

1.1. SCOPE OF THIS REPORT

This report contains an urban design assessment of a Private Plan Change application for the northern part of Windsor Park in Mairangi Bay (the Site). After this introductory section, it covers the following:

- → **Section 2. The Site** contains an analysis of the Site and its context.
- → **Section 3. The proposal** depicts and describes the proposed Private Plan Change, broken down as follows:
  - The proposal for the Site consisting of its zoning and associated plan provisions.
  - An illustrative plan that has been produced to explore the urban design-related development issues and a potential development outcome for the Site.
  - The various 'layers' of the illustrative plan that have further assisted with this assessment.
- → **Section 4. Urban design assessment** contains an assessment of the proposal, focussing on the following:
  - Its contribution to the wider urban environment.
  - Its relationship to surrounding roads as well as effects on the future (semi-)public realm.
  - Its response to surrounding private properties.
  - The expected amenity outcomes on the Site.
  - Its transportation effects.
  - A conclusion listing the key outcomes of this assessment and confirming that the proposed Private Plan Change complies with best practice urban design.

1.2. INVOLVEMENT WITH THE PROJECT

In late 2023 Urbanismplus was engaged by the applicant to undertake the following tasks:

- → Analysing the suitability of the Site for a residential zone, given its urban context. Urbanismplus visited the Site on 25 January 2024 to supplement the information collected through a desktop analysis.
- → Contributing to the consideration of alternatives and the selection of the preferred option for the current Private Plan Change application.
- → Testing plan provisions in a design exercise aimed at producing illustrative plan options.
- → Considering feedback from consultation sessions (attended by others) on the rezoning proposal to be addressed in the application.
- → Preparing this urban design assessment that will accompany the Private Plan Change application.

1.3. ABOUT THE AUTHORS

Urbanismplus is an urban design consultancy based on Auckland and established in 2004. The company has made a significant contribution to the move towards applying more sustainable practices in urban planning. They are experts in producing urban design solutions that combine good economic, ecological and social outcomes. They also have significant experience in master planning new neighbourhoods and subdivisions.

Director Kobus Mentz has architectural and overseas post-graduate urban design qualifications, and over 35 years of international experience in strategic planning, master planning and consultation/co-design processes. Kobus has advanced spatial and non-spatial analysis techniques to provide a robust understanding of how areas function and can be enhanced. He regularly runs training courses and has addressed numerous conferences in New Zealand and overseas.

Senior Associate Wayne Bredemeijer led the work on the plan change proposal and produced this report. Wayne is an urban designer with over 22 years' experience. He has a Master's degree in Urbanism from Delft University of Technology in The Netherlands and worked as a senior consultant for both private and public sector clients. Wayne has expertise in strategic urban design leadership of revitalisation and urban growth projects and high -level through to detailed design input into structure plans and master plans. He has also provided advice as a member of urban design panels, through urban design assessments for both councils and applicants, and as expert witness in numerous hearings.

SECTION 2. THE SITE

2.1. SITE DETAILS

Figure 2-1 shows the aerial photograph of the Site and its immediate context. The following should be noted:

- → The Site has an area of approximately 1.2ha, with dimensions of approximately 94m (north-south) by 152m (east-west).
- → The Site is currently used as a sports field and accommodates the club house of the East Coast Bays Rugby Club.
- → Built form and spaces surrounding the Site include:
  - Standalone, mostly single- and double-storey housing.
  - The Windsor Park Baptist Church and some commercial / retail buildings with larger footprints and high-stud, one or two storeys.
  - Large open areas of the carpark and sports fields.
- → The Site is predominantly flat, given its current use.

Figures 2-2 to 2-13 over the next two pages provide further impressions of the Site.

FIG. 2-1: Aerial photograph and property boundaries of the Site (outlined in red) and its context.

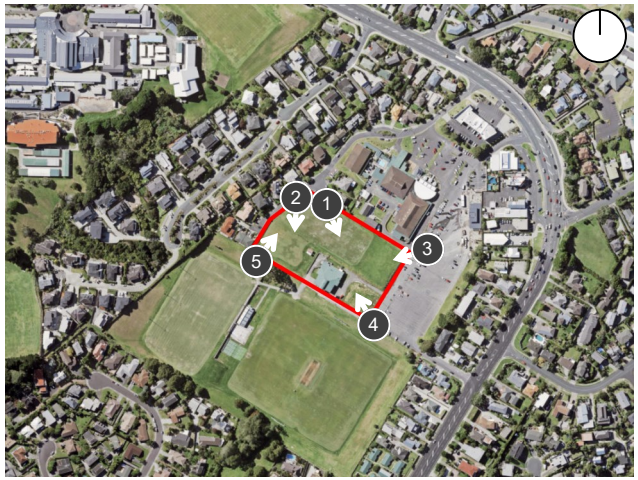

FIG. 2-2: Approximate location and direction of photos taken.

FIG. 2-3: View across the Site from the end of Noel Williams Place, in a south-easterly direction.

FIG. 2-4: View across the Site from the end of Noel Williams Place, in a southerly direction.

FIG. 2-5: View of the Site from the east, with Windsor Park Baptist Church in the foreground on the right-hand side.

FIG. 2-6: View of the Site from the southeast, with the carpark in the foreground and the club house in the middle.

FIG. 2-7: View over the Site from the southwest, in a northerly direction.

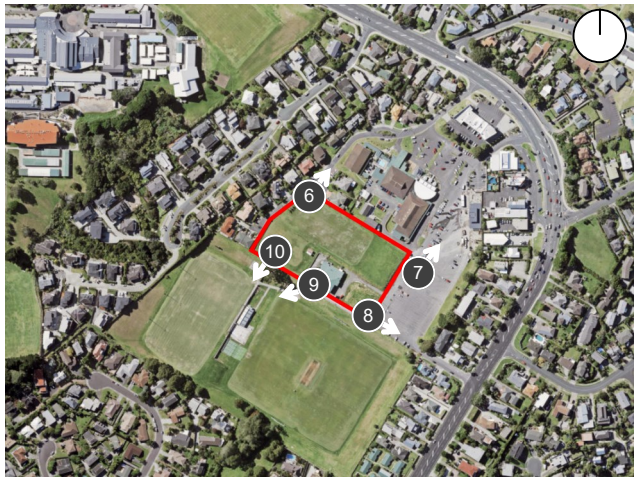

FIG. 2-8: Approximate location and direction of photos taken.

FIG. 2-9: View of Noel Williams Place, in a northerly direction away from the Site.

FIG. 2-10: View across the carpark to the east of the Site, with one of the commercial facilities in the background.

FIG. 2-11: View across the carpark to the east of the Site, with one of the connections with East Coast Road in the background.

FIG. 2-12: View across the sports fields to the south of the Site.

FIG. 2-13: View across the sports fields to the south of the Site.

2.2. SPATIAL CONTEXT OF THE SITE

Wider movement network context

Figure 2-14 shows the Site in its wider movement network context, indicating the following:

- → The Site is located near East Coast Road, a key north-south connection on the North Shore.
- → The Northern Motorway / State Highway 1 runs north-south to the west, with the State Highway 18 and Constellation Drive interchange closest to the Site.
- → Other major east-west connections in the vicinity of the Site include Rosedale Road and Greville Road.
- → Along State Highway 1 runs the Northern Busway, with Constellation Station being the bus station nearest to the Site, while a future station at Rosedale is planned to be constructed.
- → A separated cycleway runs north-south along the busway, north from the Constellation Station.

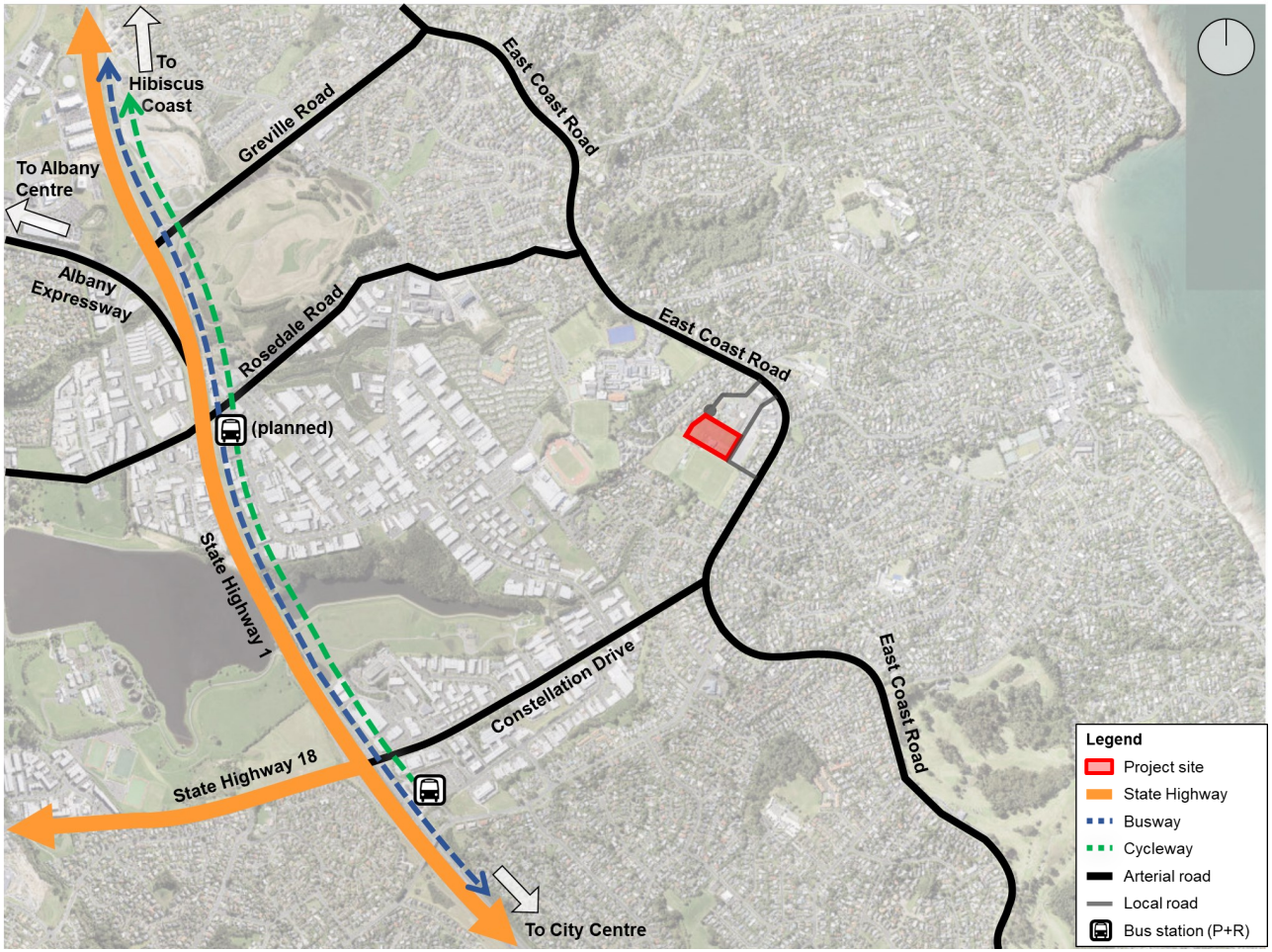

FIG. 2-14: The Site (outlined in red) in the wider context of the movement network, showing higher-order accessibility.

Wider land use context

Figure 2-15 shows the Site in its wider context, indicating the following:

- → There are several schools close to the Site, including Rangitoto College immediately to the northwest.
- → A large area of commercial and light-industrial uses is located to the west of the Site. This area also accommodates the AUT Millenium, Institute of Sport & Health, in partnership with Auckland University of Technology.
- → The Mairangi Bay Town Centre is located to the east of the Site.
- → Mairangi Bay Beach is located to the east of the Site, and several other parks and reserves are within easy driving or cycling distance, as well as the Pupuke Golf Course to the southeast.

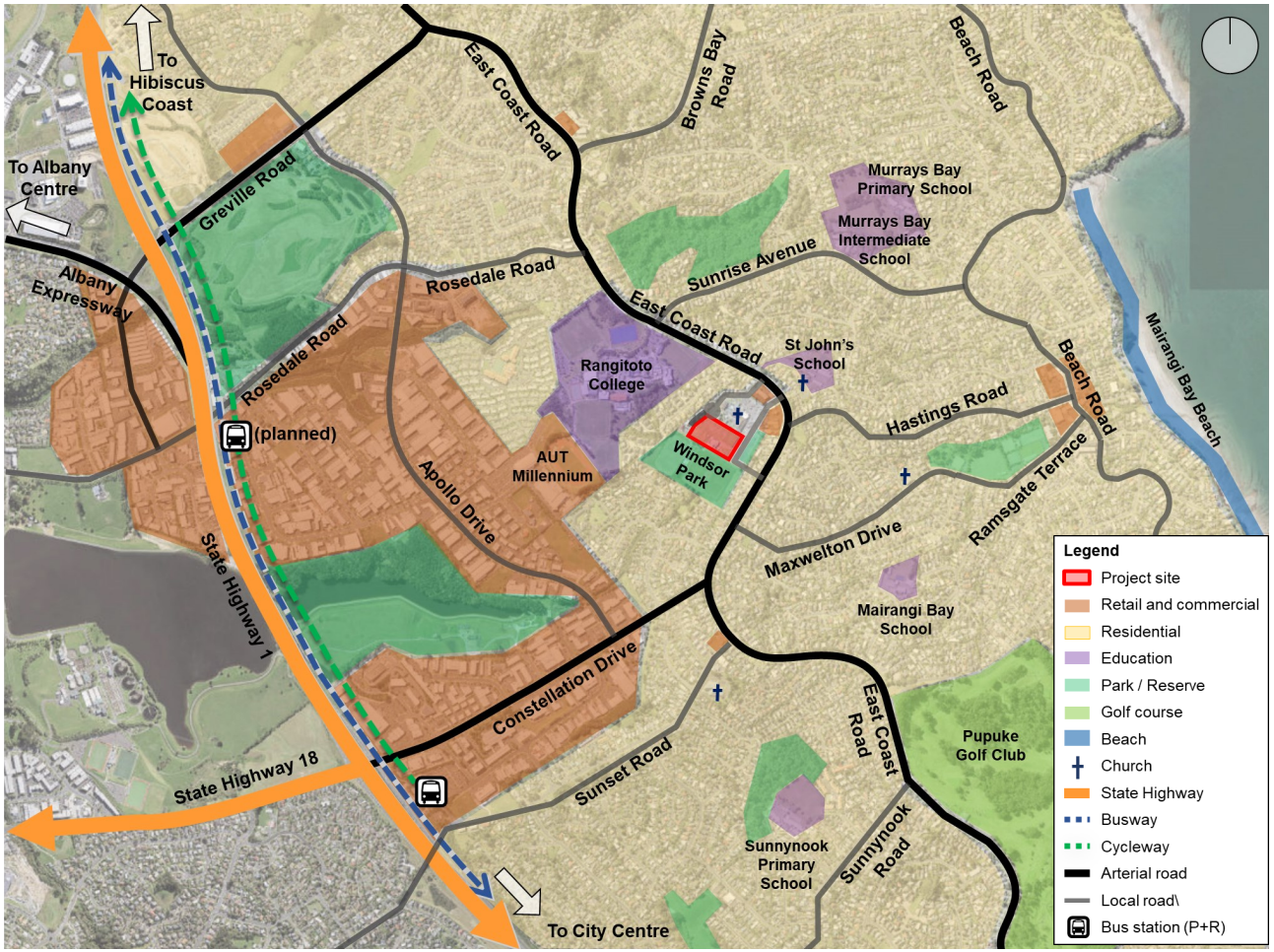

FIG. 2-15: The Site (outlined in red) in its wider land use context, showing a wide range of non-residential facilities close to the Site, in addition to suburban residential areas.

Immediate movement network and land use context

Figure 2-16 shows the Site in its immediate context, indicating the following:

- → East Coast Road is located to the east and north, accommodating higher-order traffic, as well as bus routes with stops within walking distance from the Site.
- → The Site can be accessed via Noel Williams Place and via the Windsor Park carpark.
- → Land uses surrounding the Site include:
  - To the west and north: standalone housing.
  - To the northeast: the Windsor Park Baptist Church and some commercial uses.
  - To the east: the Windsor Park carpark, surrounded by retail and some residential uses, and accessible from East Coast Road in three locations.
  - To the south: sports fields.
  - To the east and west: several childcare centres.
  - To the northwest: Rangitoto College.

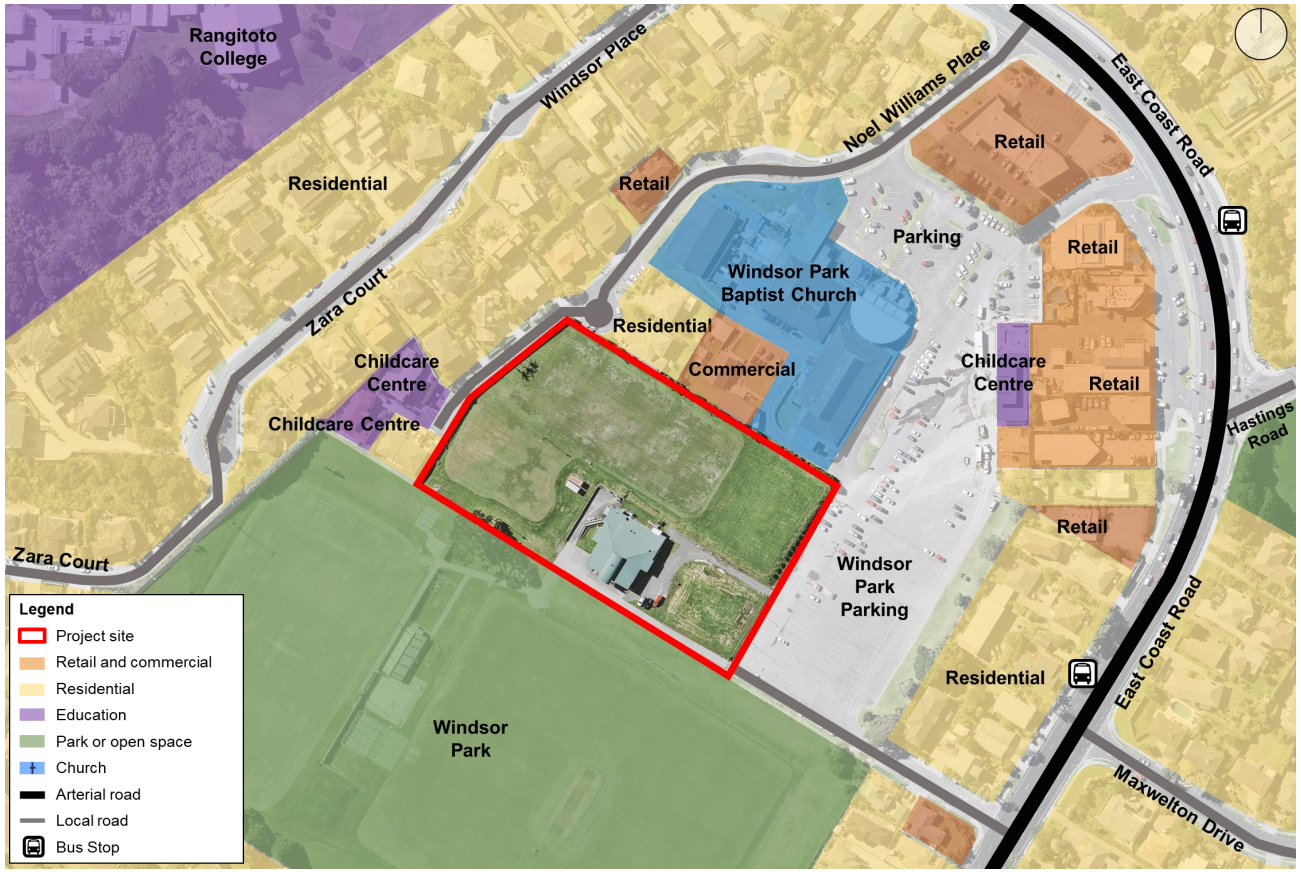

FIG. 2-16: The Site (outlined in red) in its immediate land use context showing a wide range of non-residential facilities close to the Site.

2.3. PLANNING CONTEXT OF THE SITE

Figure 2-18 shows the Site (outlined in red) in the context of the Auckland Unitary Plan. The following observations can be made:

- → The Site is currently in the Active Recreation Zone, as is the balance of the property located to the south of the Site.
- → To the northwest of the Site are residential properties in the Mixed Housing Suburban Zone.
- → The church and its associated carpark to the east of the Site are in the Terraced Housing and Apartment Building Zone, while the surrounding businesses have a Local Centre Zone.

Figure 2-17 shows the Site (outlined in red) in the context of Auckland Council's Proposed Plan Change 78, which contemplates replacing the Mixed Housing Suburban Zone in Figure 2-18 with a Mixed Housing Urban Zone.

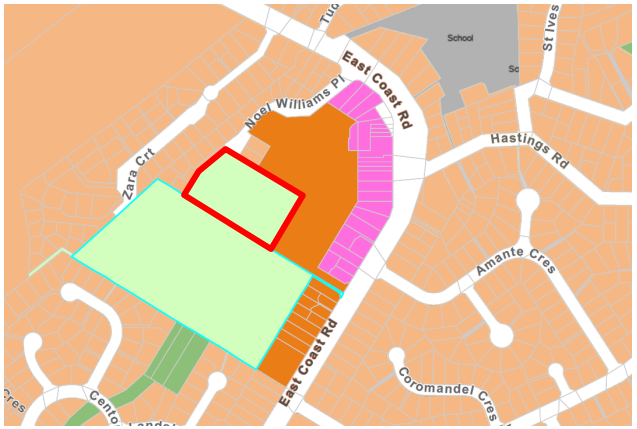

FIG. 2-17: The Site (outlined in red) in the context of the proposed Plan Change 78.

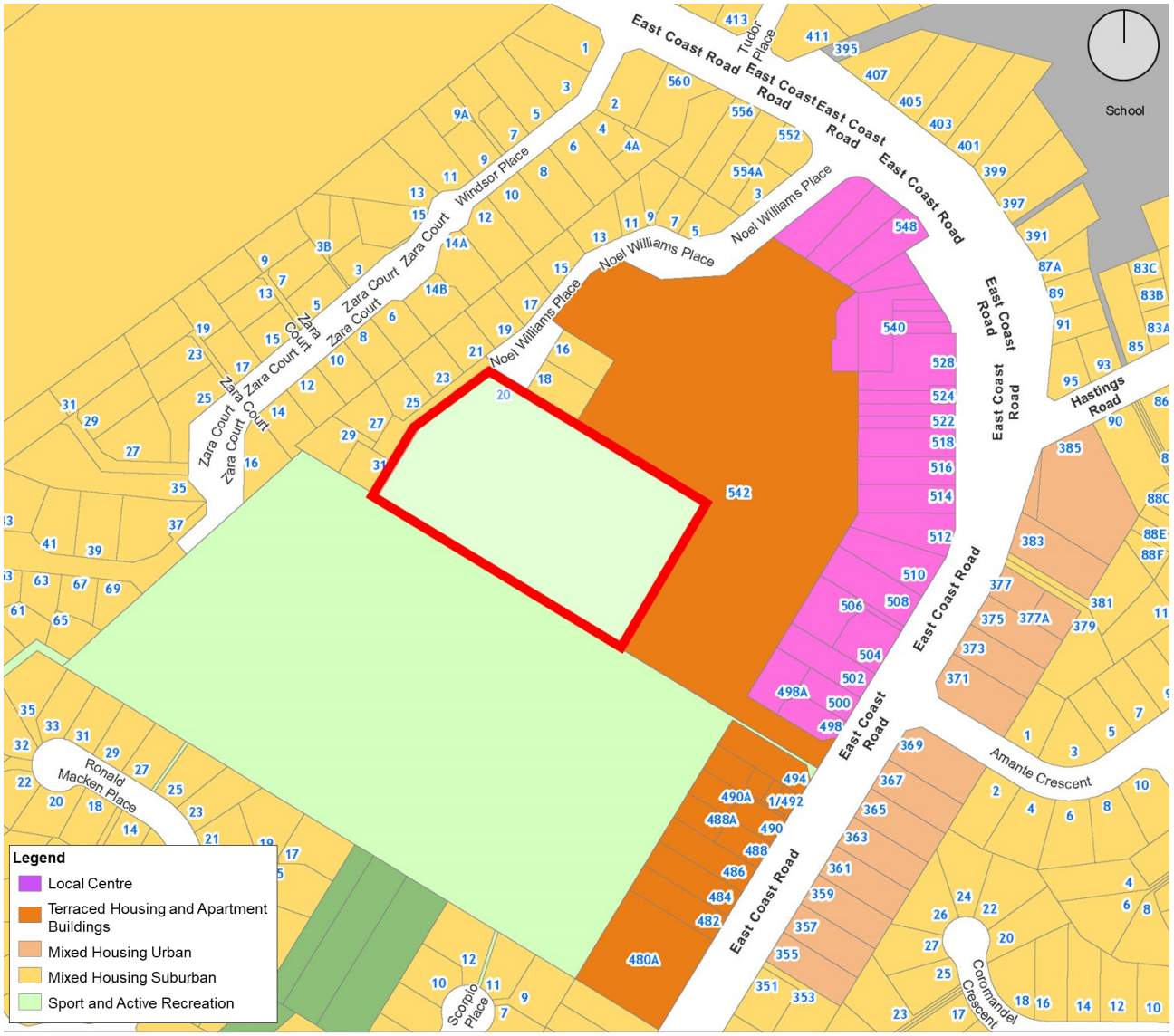

FIG. 2-18: The Auckland Unitary Plan map for the Site (outlined in red) and its immediate context.

2.4. SITE OPPORTUNITIES AND CONSTRAINTS

Opportunities

The Site offers the following opportunities:

- → Almost rectangular shape.
- → Near flat land (except for the southern edge).
- → Attractive outlook over sports fields to the south.
- → Many facilities and services nearby.
- → Located in relatively desirable area.
- → Street access located immediately on the boundary of the Site.
- → Undeveloped, except for the club house.
- → Opportunity to accommodate some building height, as the Site is located lower than the western residential neighbours.

Constraints

The Site has the following constraints:

- → Direct interface with low-density land uses along the northern and western boundaries.
- → Likely only one vehicular access point (in the northwest), with additionally the possibility of a non-vehicular connection to the east.
- → Large, visually unattractive carpark located on eastern boundary.

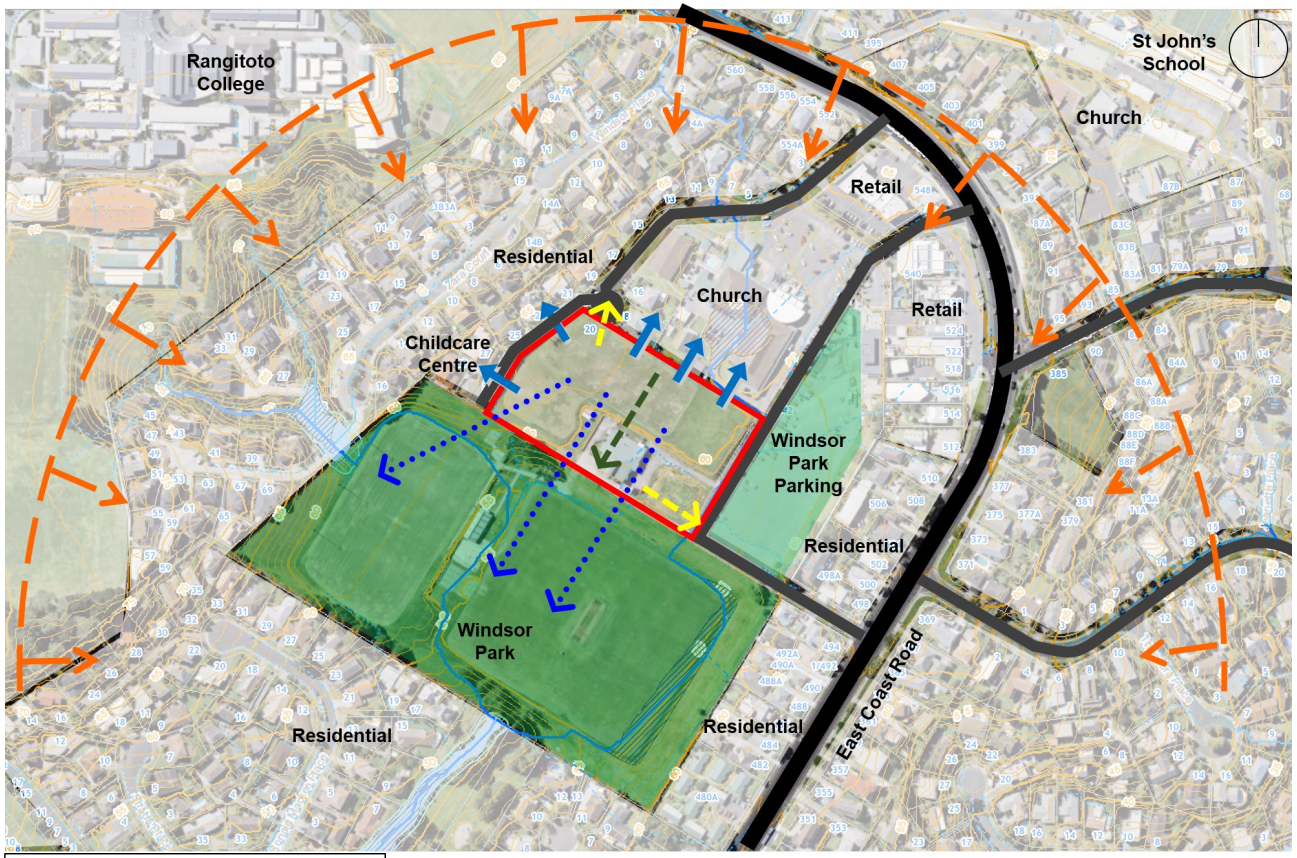

FIG. 2-19: Site opportunities and constraints.

SECTION 3. THE PROPOSAL

3.1. OPTIONS CONSIDERED

Prior to deciding on the final Private Plan Change application, the Applicant considered two alternatives for the part of their property that is to be rezoned. These are shown in Figures 3-1 and 3-2, and briefly discussed below.

Option 1

Figure 3-1 shows Option 1 with the following characteristics:

- → Redevelopment of the Applicant's western land holding.
- → Access from Zara Court, with a cul-de-sac proposed for this land.
- → Relatively low-density development in the form of 19 lots for standalone housing.
- → Lots backing on to the sports fields.

This option is not preferred, primarily due to its low-density nature, steep land in the west and north of this site, and complicated stormwater situation.

FIG. 3-1: Alternative Option 1 considered (image source: GMC Architects).

Option 2

Figure 3-2 shows Option 2 with the following characteristics:

- → Redevelopment of the Applicant's northern land holding.
- → Access from the extension of Noel Williams Place, with a cul-de-sac proposed for this land.
- → Relatively low-density development in the form of 17 lots for standalone housing.
- → Lots backing on to the sports fields.

This option is not preferred, primarily due to its low-density nature and access from the extension of Noel Williams Place necessitating a street connection across the relatively large level difference along the western boundary. However, the land holding is considered suitable due its landform, shape and context, and is taken forward in this Private Plan Change proposal. Considerations regarding the proposed zone of this land are provided overleaf.

FIG. 3-2: Alternative Option 2 considered (image source: GMC Architects).

Zoning options considered for the northern land holding (the Site)

After selecting the northern land holding, the applicant team considered the appropriate zoning for the Site. The two options included the Terraced Housing and Apartment Building (THAB) and the Mixed Housing Urban (MHU) zones.

Reasons to pursue a **THAB** zoning include the following:

- → It would maximise housing yield in a location near non-residential facilities.
- → It would extend the zoning of the land to the northeast of the Site.

Reasons to pursue a **MHU** zoning include the following:

- → Advice regarding the housing development market indicates that the most realistic and commercially viable scenario is the development of mostly two-storey town houses and possibly some three-storey walk-up apartments.
- → Compared to THAB, it would better take into account the limitations of the movement network likely allowing only one vehicular access point (in the northwest), with additionally the possibility of a non-vehicular connection to the east.
- → The typical outcomes of this zoning would be more in line with the current built form surrounding the Site than THAB would be.
- → Compared to THAB, it would more closely align with Auckland Council's Proposed Plan Change 78, which envisages this zone for the majority of the land surrounding the Site, as shown in Figure 3-3.

The reasons for a **MHU** zoning were found to be the strongest.

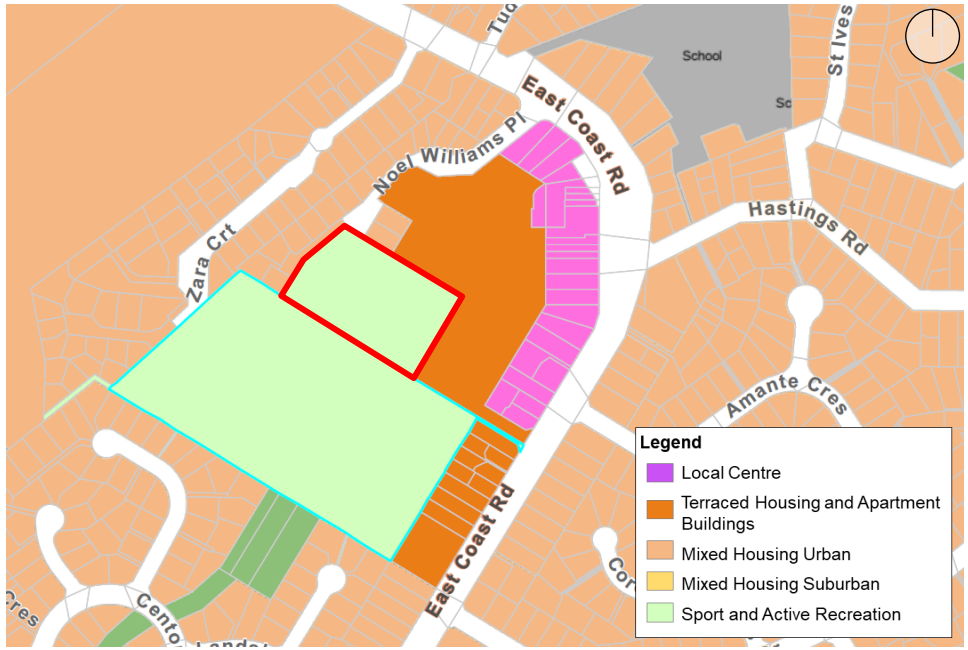

FIG. 3-3: The Site (outlined in red) in the context of the proposed Plan Change 78.

3.2. PROPOSED ZONING AND KEY PROVISIONS

Proposed zoning

Figure 3-4 shows the proposed MHU zoning for the Site in the context of the wider zoning map. It should be noted that this is the current zoning, which Auckland Council's Proposed Plan Change 78 seeks to modify (refer to Figure 3-3 on the previous page).

Proposed key provisions for the Site

Key MHU development controls (summarised) relevant to urban design include the following:

→ Building height: maximum 11m + 1m to allow for a roof form.
→ Setbacks:
- Front: 2.5m; and
- Side and rear: 1m.

→ Height in relation to boundary: 3m+45˚.
→ Outlook spaces:
- Main living room: 6m deep by 4m wide;
- Principal bedroom: 3m deep by 3m wide; and
- Other habitable rooms: 1m deep by 1m wide.

→ Outdoor living space: at least 20m² if located on the ground floor; at least 8m² if located above ground level.

Based on these provisions, an illustrative plan has been produced to visualise a potential development outcome. This plan is presented and described in Sections 3.3 through to 3.6.

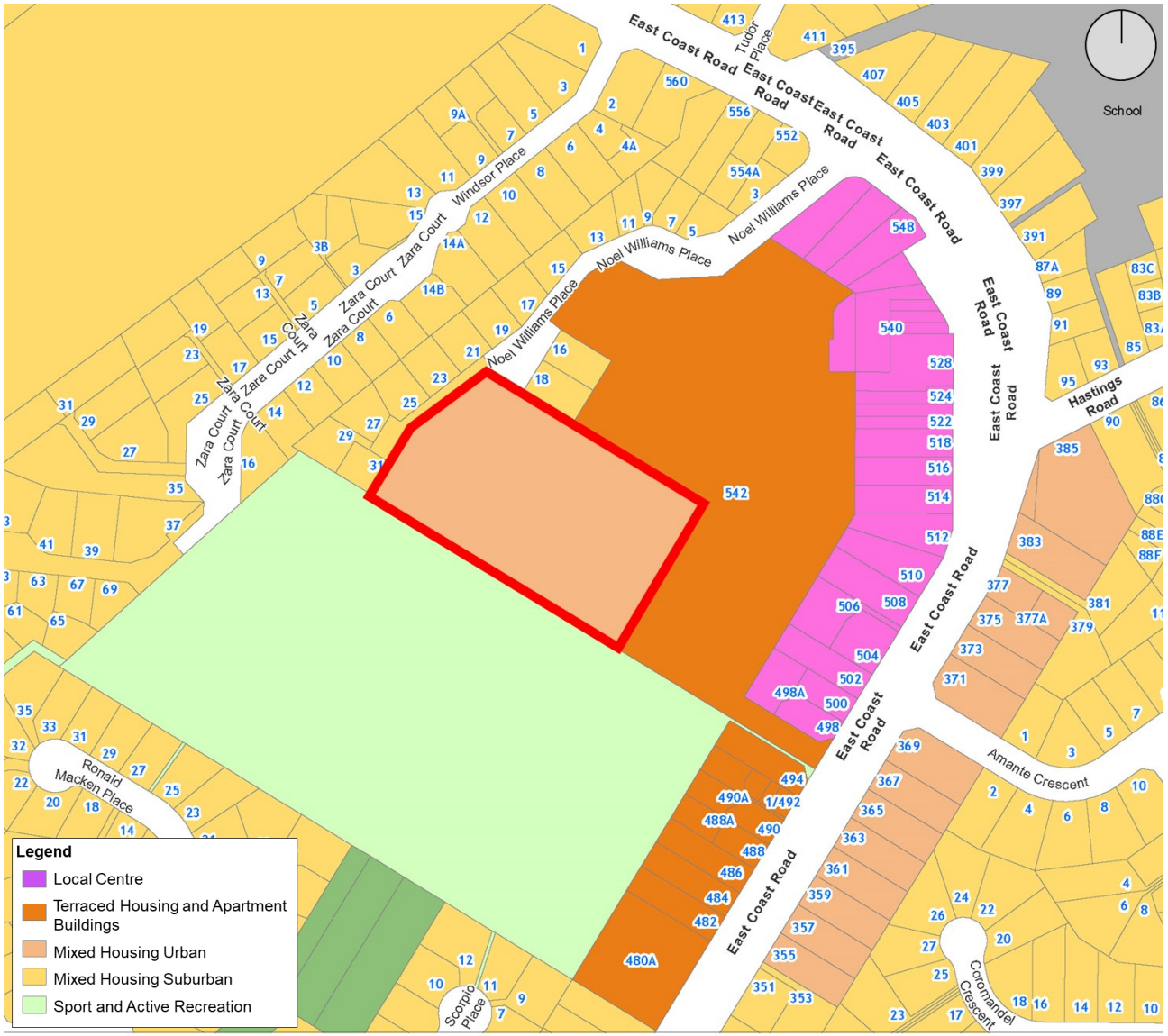

FIG. 3-4: The Proposed zoning for the Site in its context.

3.3. ILLUSTRATIVE PLAN

An illustrative plan has been produced to visualise a potential development outcome for the Site under the proposed MHU zone and explore the urban design-related development matters. Whilst this plan shows 85 dwellings, in discussion with the traffic and civil engineers the agreed potential yield of the Site for the purpose of this application has been determined to be between 80-100 units. In any subsequent application this number could vary depending upon detailed design and future market demand.

The illustrative plan is shown in Figure 3-5, and contains the following key elements (refer to the numbering):

1. A vehicular connection off Noel Williams Place in the northwest of the Site.
2. A looping private road located one lot depth away from the north-western, north-eastern and south-eastern boundaries, but running along the south-western boundary.
3. A pedestrian and cycling connection with the eastern carpark in the southeast of the Site.
4. Two-storey dwellings along the north-western and north-eastern boundaries adjacent to the predominantly double-storey neighbours.
5. Three-storey walk-up apartments along the south-eastern and south-western boundaries, adjacent to the large open expanses of the carpark and the sports fields respectively.
6. A mixture of two and three storeys in the centre of the Site.
7. Space for an entrance feature and potential communal elements (e.g. letterboxes and / or visitor carparks) at the entrance of the Site.

FIG. 3-5: The illustrative plan for the Site (base image source: GMC Architects).

3.4. MOVEMENT NETWORK MATTERS

The following movement network matters are highlighted on the illustrative plan in Figure 3-6 (refer to the numbering):

1. A vehicular connection into the Site can only be off Noel Williams Place in the northwest of the Site.
2. A looping private road is the most practical and efficient way to accommodate access and turning. The 12m width shown could accommodate a 6m carriageway, two 1.5m footpaths, and two 1.5m berms.
3. An 8m wide pedestrian and cycling connection with the eastern carpark in the southeast of the Site would provide for additional connectivity with the bus stops and commercial facilities located along East Coast Road.
4. There may be space for visitor carparks at the entrance of the Site.

Parking for residents could include:

5. A single-car driveway and a single-car garage for duplex dwellings.
6. A single-car driveway for terraced dwellings.
7. One carpark per walk-up apartment located in front of the building.

FIG. 3-6: The illustrative plan with indication of the key movement network matters (base image source: GMC Architects).

3.5. OPEN SPACE NETWORK MATTERS

The following open space network matters are highlighted on the illustrative plan in Figure 3-7 (refer to the numbering):

1. The 12m wide looping private road could accommodate a 6m carriageway, two 1.5m footpaths, and two 1.5m berms.
2. The loop road running along the south-western boundary would result in a semi-public interface with the sports fields and building frontages facing towards them.
3. A space for an entrance feature and potential communal elements (e.g. letterboxes) could be created at the entrance of the Site.

FIG. 3-7: The illustrative plan with indication of the key open space network matters (base image source: GMC Architects).

3.6. MATTERS RELATING TO BUILT FORM AND RESIDENTIAL MIX

The following issues relating to built form and residential mix are highlighted on the illustrative plan in Figure 3-8 (refer to the numbering):

1. A depth of approximately 20m allows for two-storey dwellings and their north facing main private open spaces along the north-western and north-eastern boundaries adjacent to the predominantly double-storey neighbours.
2. A depth of approximately 25m allows for three-storey walk-up apartments along the south-eastern and south-western boundaries, adjacent to the large expanses of the carpark and the sports fields respectively. The units could have north facing balconies, while some of the ground floor units could additionally have private courtyards. Both the south-eastern and south-western apartment buildings could be replaced by approximately 12 terraced dwellings each.
3. The layout based on the loop road and the lot depths mentioned above would allow for a mixture of two and three storeys in the centre of the Site, with a favourable orientation relative to the sun. The walk-up apartment buildings shown could be replaced by four duplex dwellings.

The illustrative plan shows a residential yield of 85 units in the following mix:

- → 60 apartments distributed over ten three-storey walk-up apartment buildings.
- → 21 terraced, two-storey dwellings located in two rows.
- → 4 duplexed, two-storey dwellings in the centre of the Site.

However, as explained, this application is based on a yield ranging between 80 and 100 dwellings.

FIG. 3-8: The illustrative plan with indication of the key matters relating to built form and residential mix (base image source: GMC Architects).

SECTION 4. URBAN DESIGN ASSESSMENT

4.1. ASSESSMENT FRAMEWORK

Urbanismplus has developed an urban design framework to assess the proposed Private Plan Change. The principles of this assessment framework have been derived from best practice urban design principles as documented in urban design literature[1], and the Auckland Design Manual (ADM). The urban design issues relevant to the proposal include:

A. Contribution to the wider urban environment

1. The proposed Plan Change should contribute positively to the wider urban environment.

B. Response to the surrounding existing and the proposed public or semi-public realm

1. The scale and massing enabled by the proposed Plan Change should be appropriate for the existing and newly proposed local public realm.
2. Development enabled by the proposed Plan Change should be able to provide opportunities for passive surveillance over the public realm, and comply with other CPTED-principles.

C. Response to surrounding private properties

1. The proposed Plan Change provisions should require an appropriate interface with the neighbouring sites. The privacy of, and an appropriate level of outlook for, the occupants of the adjacent properties should be able to be safeguarded.
2. The proposed Plan Change provisions should require an appropriate interface with the neighbouring sites. Overshadowing of surrounding properties should be able to be minimised.

D. On-site and internal amenity

1. The proposed Plan Change provisions should optimise daylight and solar access into, and outlook from, key interior and exterior spaces.
2. The proposed Plan Change provisions should require each dwelling to have a useable and private open space, directly connected to a main living space.

E. Transportation

1. The proposed Plan Change should promote walking and cycling.
2. The proposed Plan Change should enable vehicular access that will be both safe and efficient.

[1]Literature includes People+Places+Spaces: A Design Guide for Urban New Zealand (Ministry for the Environment, 2002); The New Zealand Urban Design Protocol (Ministry for the Environment, 2005); and Good Solutions Guide for Medium Density Housing (North Shore City Council, 2007).

4.2. ASSESSMENT

This section provides an assessment of the proposed plan change against the urban design criteria listed in Section 4.1.

A. Contribution to the wider urban environment

A1. The proposed Plan Change will contribute positively to the wider urban environment.

→ The proposed Plan Change aims for efficient urban development of the Site, will increase densities within the urban area, and will provide for diverse housing needs.
→ A positive interface with the sports fields to the southwest and the carpark to the southeast can be provided with opportunities for passive surveillance from adjacent dwellings over these spaces.

B. Response to the surrounding existing and the proposed public or semi-public realm

The Site has no interface with the public realm, other than at the end of Noel Williams Place. However, for the purpose of this assessment the sports fields, the carpark, and a possible private road on the Site are considered a public or semi-public realm.

B1. The scale and massing enabled by the proposed Plan Change will be appropriate for the existing and newly proposed local public realm.

The proposed zone will enable development with a building height up to 11m with an additional 1m for a roof form. This translates to three storeys. This height will provide an appropriate degree of spatial

enclosure along a private accessway with a width of possibly 12m, a public road with a width of possibly 16m, while the large expanses of the sports fields and the carpark are also suitable for built edges with a height of up to 11m, with an additional 1m for a roof form.

During a future Resource Consent process urban design input into the building lengths (as well as the exact building heights) along these interfaces can be provided.

B2. Development enabled by the proposed Plan Change will be able to provide opportunities for passive surveillance over the public realm, and comply with other CPTED-principles.

During a future Resource Consent process urban design input into aspects related to passive surveillance and CPTED can be provided.

The following will contribute to passive surveillance and crime prevention:

- → The location of a potential loop road (refer to the illustrative plan in Section 3.3) relative to the sports fields and the carpark.
- → Low front fences along a possible public or private road on the Site.
- → Indoor living spaces located along the semi-public realm with windows facing the public or private road on the Site, the sports fields, and / or the carpark.
- → A clear delineation of ownership, through fences, hedges, and / or changes in materiality.

C. Response to surrounding private properties

For the purpose of this assessment the sports fields and carpark are considered semi-public realm. The assessment of private property effects therefore focusses on the interfaces across the north-western and north-eastern boundaries.

C1. The proposed Plan Change provisions will require an appropriate interface with the neighbouring sites. The privacy of, and an appropriate level of outlook for, the occupants of the adjacent properties can be safeguarded.

The impacts on neighbours' privacy and outlook will be appropriately controlled by provisions for setbacks, height in relation to boundary, and building height. During a future Resource Consent process urban design input into detailed aspects related to privacy and outlook can be provided.

The following conditions of the Site and its context are helpful relative to the neighbours' privacy and outlook:

- → Most of the private neighbours to the northwest are buffered from the Site by an accessway. Also, the Site is located lower than these neighbours.
- → Most of the private neighbours to the northeast accommodate non-residential activities and are therefore considered less sensitive to adverse impacts related to privacy and outlook.

C2. The proposed Plan Change provisions will require an appropriate interface with the neighbouring sites. Overshadowing of surrounding properties can be minimised.

The impacts on neighbours' solar access will be appropriately controlled by provisions for setbacks, height in relation to boundary, and building height. During a future Resource Consent process urban design input into detailed aspects related to overshadowing can be provided.

The following conditions of the Site and its context are helpful relative to the neighbours' solar access and overshadowing:

- → The Site is located to the southeast and southwest of the private neighbours. Overshadowing impacts on these neighbours will therefore be limited.
- → The areas of the Site along the interface with these private properties will likely be left open and used for private open spaces with good privacy and solar access.
- → The private neighbours to the northwest of the Site are located higher than the Site and are mostly buffered by a private accessway.

D. On-site and internal amenity

D1. The proposed Plan Change provisions will optimise daylight and solar access into, and outlook from, key interior and exterior spaces.

The Site is large enough to pursue a viable layout with optimum solar access conditions.

The following provisions will contribute to appropriate daylight and solar access, as well as outlook:

- → MHU bulk and location provisions related to setbacks, height in relation to boundary, and building height.
- → MHU provisions related to private open space, including their areas and dimensions.
- → MHU provisions related to outlook spaces.

During a future Resource Consent process urban design input into design aspects influencing

daylight and solar access and outlook can be provided. This will relate to:

- → The arrangement of public, semi-public, and private areas.
- → The layout of buildings on private lots.
- → Architectural design, including window placement.

D2. The proposed Plan Change provisions will require each dwelling to have a useable and private open space, directly connected to a main living space.

The proposed zone will include appropriate provisions related to private open space amenity, including the area and dimension for outdoor living spaces located on the ground floor and those located above ground level.

During a future Resource Consent process urban design input into design aspects influencing outdoor amenity can be provided. This will relate to:

- → The arrangement of public, semi-public, and private areas and their orientation.
- → The layout of buildings on private lots and the connectivity between indoor living spaces and the private open spaces.
- → Architectural and landscape architectural design, including screening through fences, balustrades, and vegetation.

E. Transportation

E1. The proposed Plan Change will be able to promote walking and cycling.

- → Locating dwellings at an appropriate density on the Site which is within walking and cycling distance from many non-residential facilities, such as schools, shops, recreational facilities, places of employment, churches, and bus stops, will assist future residents with walking and cycling to these destinations.
- → Providing a dedicated pedestrian and cycling link to the east of the Site (where a vehicular connection is likely not feasible), will shorten distances to destinations for pedestrians and cyclists.

During a future Resource Consent process urban design input into design aspects influencing pedestrian and cyclist amenity can be provided. This will relate to:

- → The design of the streets, accessways and walkways on the Site.
- → The location of carparks.
- → The location of front doors.

E2. The proposed Plan Change will enable vehicular access that will be both safe and efficient.

During a future Resource Consent process urban design input into design aspects influencing the safety and efficiency of access can be provided. This will relate to the design of:

- → The overall street layout with an opportunity to turn (considering that vehicle access to the Site is only via Noel Williams Place), which is most likely best accommodated through a loop road.
- → The layout based on either a public or private street network.
- → The streets, accessways and walkways on the Site, including the delineation of spaces for vehicles and other transport modes.
- → Carparks and vehicle crossings.
- → Possible traffic calming features.
- → The rubbish collection system.
- → Fences and vegetation, especially considering visibly between motorists and pedestrians or cyclists.

4.3. CONCLUSION

This report concludes that the proposed Private Plan Change is supported from an urban design point of view. The effects of a potential development contemplated in this application and conceptualised through the illustrative plan, indicating a dwelling yield of between 80 and 100 dwellings, can be appropriately managed by the MHU zone controls.

More specifically, it meets the following criteria:

- → It is considered in line with best practice urban design and planning, in that it aims for efficient urban development, increases densities within the urban area, and provides for diverse housing needs.
- → It will enable development that will be well-integrated into the urban fabric through vehicular and non-vehicular connections.
- → It will allow for new dwellings with massing that responds appropriately to the surrounding private and public realm, including overshadowing, outlook, and passive surveillance.
- → It will allow for dwellings which will have the required residential amenity, taking into account functionality, solar orientation, privacy, and indoor-outdoor relationship.
- → It will promote walking and cycling through the way the movement network can be laid out and through provisions that contribute to a streetscape that is attractive, safe, and efficient.