
**urban design assessment and neighbourhood
design statement**
**47 GOLDING ROAD & 50 PUKEKOHE EAST ROAD,
PUKEKOHE**

for

AEDIFICE DEVELOPMENT NO.1 LTD

by

IAN MUNRO

July 2022

executive summary

This report documents an independent analysis of a proposal for a Private Plan Change to re-zone approximately 27.23ha of Future Urban Zone, for Aedifice Development No.1 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 been identified as suitable for urban purposes through the Future Urban zone that applies to the land and the completed Council Structure Plan for Pukekohe-Paerata, 2019. The proposed mixed housing urban zone is in keeping with that indicated in the Council’s Structure Plan and is the most appropriate in urban design terms for the land given the site’s opportunities and constraints, and adjacent land’s characteristics. Due to the presence of a stream and overland flow paths, future drainage reserves would be required to be vested through a future subdivision.
- b. The proposal includes a Precinct Plan specifying a key road link to be established between Golding and Pukekohe East Roads. This is envisaged as being an important future link connecting westwards through an adjacent PPC made by the same Applicant to Birch Road and the Pukekohe train station. It will set-in-train a supporting street and block network around it, and also integrates a cycle facility.
- c. A concept master plan for the Site, and which is intended to form a high-level starting-point for subsequent subdivision, demonstrates that the land is capable of delivering an integrated, well-connected and spatially coherent urban form outcome in line with the outcomes sought by the AUP: OP. This has been designed to show how a quality urban form outcome could be achieved that integrates with a Plan Change application prepared for the immediate western side of Golding Road.
- d. For the land to be developed a number of infrastructure upgrades would need to occur and be coordinated. The existing AUP: OP and proposed Precinct provisions require these matters to be addressed through normal consent requirements, usually via conditions of consent. I consider it very unlikely that the proposal would give rise to any staging or timing-related urban design effects ‘out of the ordinary’ from what typically occurs as urban expansion occurs.
- e. The proposed master plan and precinct plan illustrate a connection to Pukekohe East Road directly opposite Anselmi Ridge Road which would become signal controlled. This would provide a safe means for pedestrians and cyclists to cross the road and access the neighbourhood centre zone at Pukekohe East Road and Golding Road to the north.
- 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. It is consistent with the Council’s Structure Plan and the specific urban design principles that accompany it in a Neighbourhood Design Statement.

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

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1. introduction

- 1.1 This report documents an independent analysis of a proposal for a Private Plan Change to re-zone approximately 27.23ha of Future Urban Zone, for Aedifice Development No.1 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) is referred to.

2. background, scope and involvement

- 2.1 Ian Munro was appointed by Aedifice Development No.1 Ltd in early 2021 as an independent urban design consultant in relation to an application for a private plan change at 53 Birch Road and 2, 19, 26 and 52 Golding Road. The Applicant investigated numerous other sites in the neighbourhood and acquired those that are the subject to this additional plan change request. I was then involved in master planning both sites and ensuring they could integrate in a sensible and effective manner.
- 2.2 The process followed to undertake this urban design assessment is as follows:
 - a. Provisions of the AUP: OP were read and considered, as well as the Council’s Pukekohe-Paerata Structure Plan 2019 and its associated technical reports. A neighbourhood design statement was prepared as part of that, and it included a number of additional guidelines to consider.
 - b. Briefing meetings with the Applicant’s expert team were held, and a site visit to the Site and its surrounds was undertaken.
 - c. The proposal and various design / urban structure iterations were undertaken and commented on by the wider team, and a preferred master plan concept was arrived at that integrated with the concept plan previously developed for 53 Birch Road and 2, 19, 26 and 52 Golding Road.
 - d. The proposed Plan Change provisions and accompanying concept master plan and associated plans were settled on.
 - 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 proceedings. Practical challenges faced by urban designers working under the RMA, and which have been factored into this assessment, include that:
- a. urban design outcomes only apply to the extent that they are relevant to the specific resource management issues relevant to each specific application (primarily the relevant objectives and policies applicable to a specific plan change);
 - b. RMA plans need to be generally interpreted in light of what the specific objectives and policies mean and with reference to the methods used by each Plan to implement those provisions – not against what outcomes an urban designer might consider to be preferred or ideal in pure urban design terms; and
 - c. the RMA provides for positive environmental effects and outcomes but does not require them (unless a NPS or Plan requires them).
 - d. The RMA plan change s.32 test of "most appropriate" means "best suited and reasonable to the circumstance", and does not mean "perfect" or "ideal" in terms of specialist inputs including urban design.
- 3.2 In this instance, the proposal is for a scale and type of land use and development that is in line with the plan-making and land use frameworks set out within the AUP: OP. As such, for this assessment it is not considered necessary to identify urban design outcomes or precedents beyond the provisions of the AUP: OP. However, based on direction at AUP: OP Appendix 1.3, the Auckland Plan, Auckland Design Manual, and the Franklin Local Board Plan (2017) have been reviewed and considered. The Council's Pukekohe-Paerata Structure Plan 2019 has been regarded as a particularly critical input. It is noted at the outset that the proposal is considered to be generally compatible with the Council's Structure Plan and the Local Board Plan.
- 3.3 The key provisions of the AUP: OP relevant to the proposal in urban design terms are **Appendix 1** (structure plan guidelines); **B2** RPS (urban growth and form); **E38** (urban subdivision); and **H5** (mixed housing urban zone). Although the concept master plan includes future open spaces (drainage network) these

would be determined and, it is assumed, vested through a later subdivision process and so cannot be soundly 'zoned' as public open space ahead of that.

- 3.4 The Council Structure Plan also includes a Neighbourhood Design Statement ("NDS"). The Statement does not explain the content of the Structure Plan, but instead is presented as an implementation tool to guide further and future work. It is not understood that the Appendix 1 AUP: OP provisions operate in this manner and that any NDS content would need to be incorporated into the AUP: OP as case-by-case Precinct provisions for this to occur. Where a plan change did not include a Precinct overlay, then there would be no opportunity to incorporate such additional matters into the AUP: OP. In any event, the NDS contains five key principles that seem to function as a form of high-level design guideline. These are:
1. **Neighbourhoods that vary in density and mix of uses according to their locational attributes.**
Supports compact quality development - the design should demonstrate the ability to increase density over time as the area is built out.
 2. **Neighbourhoods with many safe choices of movement with good access to services and amenity.**
Promotes a safe, connected and permeable street pattern, enabling multi modal transport options
 3. **Neighbourhoods with many choices of use and activity that reflect the changing needs of the community and the sub-region.**
Enables a diverse built form that supports a mix of land uses to establish over time
 4. **Neighbourhoods that celebrate their unique identity and are attractive, safe and easily understood.**
Promotes a sense of character and positive identity
 5. **Neighbourhoods that protect and enhance the natural environment while enabling urbanisation.**
Protects the natural environment for climate resilience
- 3.5 These principles address what I would describe as fairly standard design starting-points, and are not considered to include any content that is not already addressed in the AUP: OP RPS B2 objectives and policies. The NDS report does include a vision statement for Pukekohe-Paerata and this sets out a number of specific opportunities and constraints that future development is expected to incorporate but again I consider the underlying AUP: OP provisions already provide a management framework for these.
- 3.6 I prefer to be guided by the statutory AUP: OP RPS objectives and policies, and in this report I will place most importance on them. However, the NDS content will also be considered as a form of generalised and supporting design guideline. I also note that I am aware of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 and its requirement that the

Auckland Unitary Plan be amended to give effect to the Government's Medium Density Residential Standards and associated intensification policies. The current Mixed housing Urban zone is quite close to the MDRS and in any event the proposal is to be consistent with those new requirements. On this basis no further consideration of those is necessary.

- 3.7 In preparing this report I have relied on the following:
- a. Concept master plan and precinct plan set prepared by CIVIX Ltd, June 2022.
 - b. Planning report and appendices prepared by CIVIX Ltd, dated July 2022.
- 3.8 Having considered the relevant provisions of the AUP: OP and related documents identified above, the planning outcomes and environmental effects to be addressed can be synthesised (for simplicity) into the following topic headings:
- a. The development should contribute to a quality compact urban form that supports and enhances the local area.
 - b. The development should achieve a well-connected, integrated built form outcome, with residential areas having high amenity, and being healthy, attractive and safe.
 - c. Non-residential activities support the needs of people and the local community.
 - d. The development should maintain or enhance the character of the local area, and provide adequately for infrastructure.
 - e. Open spaces should be well integrated and physically connected where possible.
 - f. Reverse sensitivity effects with adjacent land uses are managed.
 - g. The proposal should demonstrate how the site's opportunities and constraints have been positively responded to.
 - h. Overall urban design merit.

4. site and context analysis

site analysis

- 4.1 The Site has been described in the planning assessment, and I agree with that description. In urban design terms the Site's key characteristics are:
- a. The Site is an amalgamation of allotments and is just over 27ha in area. Four dwellings are dotted variously across the Site but the remainder (and substantial overall proportion) is in grazing pasture and occasional accessory buildings.
 - b. Two streams cross the Site from west to east; one forming the southern edge of the re-zoning area and one splitting it into two halves, also notably itself splitting into two across the Site. The stream banks vary from gentle and shallow in places to steeply incised in others. The streams fragment the Site.
 - c. The land's topography is otherwise generally undulating, rising from west to east by approximately 20m elevation (approximately 60m to approximately 80m). This has been significantly historically altered by the Pukekohe East Explosion Crater to the north-east, which formed the Site's slope.
 - d. The Site has road frontage with Golding Road along the western boundary and Pukekohe East Road along the northern boundary. It has been assumed that in each case direct property access would not be permitted but new road connections – appropriately spaced and geometrically designed – would be.
 - e. An ecological assessment has been undertaken and confirmed the extent of streams, wetlands and their margins that should be protected and enhanced.
 - f. The Site is at its furthest approximately 2km to the Pukekohe train station and from there the Pukekohe Town Centre (measured as the crow flies as at this time there is no viable or attractive pedestrian route due to the difficulties involved in crossing at the Golding Road and Pukekohe East Road intersection). I would expect the proposal in conjunction with the previously lodged PPC to the west to create new road networks and signal-controlled intersections at key locations to enable active mode access, but at any rate I would conservatively estimate that a maximum walk of no more than 2.5km likely. On this basis, I consider that the Site would fall outside of a convenient walk to the train station or town centre, but would be for the most part within a plausible 2km walk (the practical limit of most walking trips, and not uncommon in relation to adults commuting to work). The Site would

however be conveniently accessible by way of bicycle or micro mobility vehicle.

- g. A Neighbourhood Centre zone sits on the eastern side of Belgium Road, north of East Street. This centre zone has not yet been developed and it is not readily accessible from the Site for pedestrians or cyclists at this time because of the lack of facilities on East Street; but I expect that this would change over time.
- h. The Council Structure Plan identifies Mixed Housing Urban zone for the Site, along with open space associated with the streams. The existing area of bush has not been identified but this is likely attributable to the high-scale nature of the structure plan.
- i. An arterial road is signalled in the Council Structure Plan, part of a ring-road. Having closely examined the relevant cadastral boundaries I am satisfied that this indicative road has been placed outside of the proposed Site but in any event the matter has been considered in my analysis and master plan work.
- j. The structure plan does not indicate that any recreation reserves would be required on the Site, with open space identified further south-east within the FUZ. I would expect that facilities provided in conjunction with the riparian networks (walking trails etc.) would provide for recreation and health needs as well as along the new streets that subdivision would enable.

5. the proposal

- 5.1 The Proposal is to re-zone the Site from Future Urban Zone to Mixed Housing Urban zone. This is as-per the Council's Structure Plan.
- 5.2 The process has been a design-led one, which I have been involved with from its inception and in the case of this PPC I led. In my opinion a best-practice approach has resulted that includes integration with ecological, traffic, and engineering inputs. Architectural design and typological assumptions, and resultant block dimensions, were taken from the adjacent western PPC, which I consider appropriate, and which were originally developed by Phillips & Associates Ltd (whom I worked closely with as part of that PPC).
- 5.3 A Precinct Plan (**Attachment 1**) and concept master plan has been developed (**Attachment 2**) as a means of analytically testing the Site but which will also act as the logical starting point for any subdivision design. The master plan concept is based on typically 52m-deep blocks and uses industry-standard assumptions regarding road widths and block lengths. It also indicates a future drainage reserve associated with the stream network, and an area of public reserve in the

site's western side has been identified between two riparian areas, which is not practicably accessible and makes most sense as an expanded ecological area.

- 5.4 Based on the concept master plan, and consistent with the assumptions made previously as part of the PPC to the west, approximately 12.7ha of net residential land might be available and I estimate a dwelling yield in the order of 500 – 600 dwellings to be possible. This is based on an assumed combination of detached houses on sites of around 250m², and duplexes or terraced houses on sites of around 190m² (including a share of necessary additional service lanes). This would equate to densities typical of new subdivisions occurring across Hingaia, Drury, Flat Bush, and Redhills, for example.
- 5.5 The Precinct Plan indicates a key diagonal road connection between Pukekohe East and Golding Roads which would connect via a signal-controlled intersection to a key road in the proposed western PPC (**Attachment 3**). This road would be subject to dedicated cycle network requirements. The precinct plan would also require road connectivity to be provided to the eastern and southern Site boundaries, facilitating an extension of the network into adjoining FUZ land at such time as it was re-zoned and developed.
- 5.6 Other than guiding the placement of roads and other key infrastructure, the proposed re-zoning does not seek to vary or change any provisions of the underlying zones.

6. assessment

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

- 6.1 This topic is primarily derived from B2.2.1(1), B2.2.2(4), B2.6.1(1), B2.6.2(1), and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 1 and 3.
- 6.2 In my opinion the proposal will successfully contribute to the quality compact urban form sought for Auckland, and also both support and enhance Pukekohe's east. My key reasons for this are:
 - a. The proposal is consistent with the Council's structure plan.
 - b. The MHU zone proposed is as per the Council's Structure Plan (**Attachment 4**) and is in my opinion suitable for the Site given its proximity to the transport network, and the Neighbourhood Centre zone to the north. People will be able to meet many of their daily needs conveniently and easily. Having said that, it is recognised that there are currently no pedestrian crossing facilities across Pukekohe East Road or Golding Road, and this will reduce pedestrian and cycle access from the

Site to the existing Neighbourhood Centre zone (noting also that this has not yet been developed either) until such time as a facility is installed. The proposal includes such a facility at the key road identified on the proposed Precinct Plan.

- c. The concept master plan demonstrates that a logical and well-connected street and block structure can be accommodated on the Site, with the stream network and indicative but likely drainage reserves providing additional spaciousness and on-site amenity for the new zoned area.
- d. The concept master plan is based on a 52m-deep block, which is a 'flexi' depth, capable of accommodating a variety of housing typologies and densities. The MHU zone provides substantial housing choice. I expect a combination of compact detached dwellings, duplexes and townhouses, and 2-to-3 storey terraced houses would be likely. Apartment living could also prove possible, but I would not expect it to occur widely.
- e. Based on the urban subdivision and zone policy framework that would apply, I expect development to relate positively to its external streets and provide visual amenity to passers-by. Development will also be able to relate positively to Pukekohe East Road.
- f. The Precinct Plan's inclusion of a diagonal road linkage between Pukekohe East and Golding Roads integrating with the western PPC (derived from the concept master plan) will set-in-train a related block structure through the Site as well as facilitating good through-site public access to the train station and access from Anselmi Ridge Road to the north. Although not the arterial road 'ring' envisaged in the Council's structure plan (which is further south and east of the Site), I consider the structure plan vision to be speculative and problematic based on the route that has been identified. In this regard the proposal seeks to pragmatically contribute to an 'inner ring' in conjunction with Anselmi Ridge Road and the western PPC to Birch Road. I regard this as more achievable and realistic than the Council's notional arterial linkage.

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

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

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

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

- 6.4 This topic is primarily derived from B2.3.1(1), B2.3.1(3), B2.3.2(1), B2.3.2(2), B2.4.1(2), B2.4.2(8), B2.4.2(9), B2.6.1(1), B2.6.2(1) and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 2 and 4.
- 6.5 In my opinion the proposal will achieve this outcome. My key reasons for this conclusion are:
 - a. The concept master plan, although non-statutory, demonstrates that the Site is capable of achieving a successful subdivision outcome in line with the provisions of AUP: OP Chapter E38.
 - b. New roads would themselves be subject to the AUP: OP and Auckland Transport requirements.
 - c. Inclusion of a key diagonal road link between Pukekohe East and Golding Roads connecting to the western PPC and also Anselmi Ridge Road, derived from the concept master plan, will set in-train an 'inner ring' road route around eastern Pukekohe that would also complement the Council's more ambitious 'outer ring' arterial road network. Access to the Pukekohe train station and town centre would be direct and relatively convenient based on this network, and I envisage that buses would use that key road as well as cyclists.
 - d. The proposal will bring with it a signal-controlled crossing on each of Pukekohe East and Golding Rods. These will provide positive effects for cyclists and pedestrians, whom currently have no safe crossing opportunities across either road at this time. I expect that speed limits on both roads would reduce, appropriately in my opinion, but this is a matter for Auckland Transport and traffic engineering expertise, which I defer to.
 - e. The concept master plan also demonstrates retention of the streams, wetlands and their margins, and creation of complementary drainage reserves. My preference would be for this entire network to become a public open space, but that would be for the Council to determine at a future subdivision. This would also reinforce the publicness of the indicative cycle facilities proposed along the principal east-west stream across the Site on the precinct plan.

- f. I envisage that the new local roads would be designed to accommodate low-vehicle speeds (30km/h or less) so as to allow cyclists to share the carriageway, but a higher-level cycle network has been identified on the Precinct Plan that would require specific cycle facilities to be provided including on the key diagonal road. This will facilitate through-site travel and connectivity to the west and north.
- g. In my opinion the block structure indicated would provide good sightlines and a number of pleasant walking routes. The AUP: OP urban subdivision and MHU provisions would require development to positively contribute to the quality of streets and provide for passive surveillance.
- h. Integration of the stream network with the road network where topography allows, as promoted in the urban subdivision provisions, would allow people to engage with that feature in a way that would be visually interesting and add amenity to the neighbourhood.
- i. The ability to walk through the subdivision, engage with the stream network and provision of dedicated cycle routes will collectively, in my opinion, enable public health and safety.
- j. However, the proposal does not the future arterial 'outer ring' road as shown on the Structure Plan, principally because having examined the relevant cadastral boundaries that road is not shown on the Site but is further south and east. In my opinion the route identified is not well-suited to an arterial road. Principally this is because it would need to traverse notable vertical variations cross numerous streams at awkward angles.
- k. In my master plan tests, I looked at a wider area than the Site so as to test this matter relative to the Site (**Attachment 5**). My analysis is that the optimal placement would be further east following the landform and minimising stream crossings, but remaining clear of the important geological feature of the Pukekohe East Explosion Crater (**Attachment 6**). A key impediment within the Site along its eastern boundary (the proposed reserve on the precinct plan) is the unfortunate presence of two stream arms close to one another, which I regard as just not realistically feasible for a road to cross (hence the concept master plan that accompanies the PPC request no longer shows it, but my earlier and wider test in Attachment 5 does). This would have lent itself as something of a practical 'alternative' route for the arterial with a connection to Pukekohe East Road reasonably close to that shown on the Structure Plan.
- l. Following on from the above, I see no obvious or achievable route for the arterial ring road north of Pukekohe East Road due to the explosion crater, vertical gradient and stream corridor challenges. For this reason I have come to the view that an optimal south-eastern 'semi-ring' arterial could still be achievable and in Attachment 6 I have shown this as a solid line. This would seem to require no stream crossings, and sits in a relatively flat contour following a natural flat 'band' at approximately 75m

elevation. In my opinion it is the most compatible route possible in terms of landscape / landform integration, and could provide a convenient linkage to the town centre and train station. I have shown a dotted line on Attachment 6 indicating a deviation where the road could bend westwards to facilitate a continuation to the north (this would require 2 x stream crossings).

- m. Although it has not been proposed on the precinct plan, I would not oppose the inclusion of a secondary road linking to the Site's eastern boundary and ensuring long-term integration to the FUZ land further east. In terms of land to the south, the stream prevents identification of a specific connection at this time, and to that end the concept master plan illustrates how a number of road connections could be provided to future proof this. If necessary, it would be possible to specify within the Precinct provisions a subdivision requirement that connectivity to the east and south be provided for by way of at least one road to the MHU zone boundary.

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

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

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

6.7 This topic is primarily derived from B2.3.1(1), B2.4.1(5), B2.4.2(10), B2.5.1(3), B2.5.2(7) and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 2 and 3.

6.8 The proposal in my opinion provides for the needs of the local community. It will also do so in a way that will not result in problematic amenity effects between employment and residential activities. My key reasons for this conclusion are:

- a. The proposal is to not include any centre zone, on the basis that none was identified for this part of Pukekohe in the Council's Structure Plan, and because an existing area of Neighbourhood Centre zone is nearby to the north.
- b. Similarly the proposal does not include any dedicated employment zone, which I am also comfortable with given guidance given in the Council's Structure Plan, accessibility to existing employment land to the west, and noting the permissive status of home occupations and work-from-home within the Mixed Housing Urban zone. It would also be possible for residential-compatible activities to seek to locate within the new zone via resource consent (such as a child-care facility).
- c. The proposal would itself not trigger demand for a new primary school but may contribute to a need for a new primary school or increases to existing schools in Pukekohe. The nearest schools to the Site are Valley Primary School to the north (1.5km walk north and west from the centre of the Site); Pukekohe Intermediate School and Pukekohe High School (both approximately 2.2km walk from the centre of the Site). The Site has in my opinion acceptable accessibility to schools but they would for the most part not be within a convenient walk. But as is always the case, the Ministry of Education manages its own process of matching education capacity to the needs of each community as growth occurs, and it would be for the MoE to coordinate additional capacity in Pukekohe as necessary over time.
- d. The proposal does not presently include any proposed new public recreation reserves, which I consider appropriate noting the distribution of future reserves shown on the Council's Structure Plan and that the Site will accommodate a spacious-feeling future stream and drainage reserve network including cycle facilities. I consider that the Site could accommodate a 3,000m² - 4,000m² recreation reserve but further discussions would be needed with Auckland Council's Parks team if this was to be identified as a Council preference. I am supportive of the proposal to identify an area of land at the Site's eastern end between two stream arms as public reserve but am neutral whether that should occur at the time of the plan change or at the time of subdivision once a final determination on the total amount of the stream and riparian areas the Council seeks ownership of.
- e. Overall, I am supportive of the proposal only providing for Mixed Housing Urban zone, and I agree with the Council's Structure Plan that this is a suitable outcome for the Site.

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

- a. In terms of any adverse urban design effects, I consider the proposal's purely residential zone is appropriate noting that future public open space is likely in the form of a stream network and storm water storage facility. I consider that no adverse effects of concern are likely to arise.

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

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

- 6.10 This topic is primarily derived from B2.3.1(1), B2.3.2(1), B2.4.1(2), B2.4.2(8), B2.4.2(9), B2.6.1(1), B2.6.2(1), and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 1, 4 and to a lesser extent 5 (notably storm water and flooding).
- 6.11 In my opinion the proposal will not maintain the local area's existing character but will contribute positively to its planned character values and provides mechanisms to ensure the provision of infrastructure. My key reasons for this conclusion are:
- a. In terms of the existing character of the Site, the natural character of the area has been lost to well-established farming activities. The landform character is dominated by the stream networks, and these are to be retained. In terms of pastoral rural character, this will be lost although I do not see the Site as being important or notable in Pukekohe's wider and still vast pastoral land area. The loss of this area of land at the edge of Pukekohe will not in my opinion detrimentally diminish the sense of rural openness surrounding Pukekohe, or undermine the urban / rural boundary (in terms of character, not a Plan method). In urban design terms, the loss of this area of rural-character land will not give rise to adverse effects of concern, and will balance the eastwards extent of urban zoning that can be seen on the north side of Pukekohe East Road.
 - b. The proposal is in accordance with the outcomes identified by the Council in its Structure Plan on land that has been identified as suited for future urban use.
 - c. The E38 Urban Subdivision and H5 Mixed Housing Urban provisions will require a well-planned and good-quality development outcome on the land. The Precinct provisions will give more certainty that a connected street network will eventuate along with dedicated cycle routes and integration with the stream network. I consider that by using a key road taken from the concept master plan and using it on the Precinct Plan, it is likely that the eventual subdivision pattern will result in something similar to that shown on the concept master plan.

- d. Retention of the stream network and wetlands and their enhancement (subject to storm water conveyance requirements), will also help to provide a unique character to the new zone. This gives me confidence that storm water needs can be managed and integrated into the subdivision pattern.
- e. I understand from CIVIX Ltd that the Site can be adequately serviced and raises no particular urban form issues of concern.
- f. The concept master plan indicates how a street-based subdivision pattern can be achieved that also provide numerous views or access points to the stream network (primarily on its more evenly sloped, western side) (**Attachment 7**). I consider that it will be a dominant character-contributing part of the neighbourhood.

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

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

open spaces should be well integrated and physically connected where possible

6.13 This topic is primarily derived from B2.2.1(1), B2.3.1(1), B2.3.1(3), B2.7.1(1), B2.7.2(1), B2.7.2(2), and Appendix 1 in the AUP: OP. It relates to all five of the principles identified in the Council Structure Plan NDS but in particular principles 2 and 4.

6.14 In my opinion the proposal will be appropriate. My key reasons for this conclusion are:

- a. The proposal is to protect and enhance the existing stream network, which crosses the entirety of the Site. Because of natural topography, and also the sheer linear length of stream edge within the Site it will not be practicable to align a 'park edge road' on all sides. The Precinct Plan would require a continuous shared cycle path associated with the stream corridor through the Site from west to east. I consider that the exact alignment of this facility and its integration with streets could be determined at the time of subdivision.
- b. Flooding and storm water storage land has also been indicatively identified by CIVIX Ltd and integrated into the stream network in a logical and low-impact manner (i.e., requiring the least earthworks and maintaining a natural visual character rather than an engineered and retained box-structure. I consider this to be a sensible solution.
- c. The concept master plan also indicates how streets might be configured so as to provide numerous viewshafts and points of access to the stream network.
- d. If the Council wished, it would be able to acquire additional neighbourhood reserve land at the time of subdivision, and a location adjoining the stream network, ideally centrally configured within the Site.
- e. On the Precinct Plan a public reserve is identified between two stream arms. This is not envisaged to be a recreation reserve and it is proposed to vest as part of the stream system and drainage network on the basis that it is not practical to physically access and lends itself to being an extended area of riparian / ecological planting associated with the streams. If the Council did not seek this as reserve then the obvious alternative would be for it to be subdivided into perhaps 2 or 3 'exclusive' larger sites accessed by a small bridge across one of the streams.

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

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

reverse sensitivity effects with adjacent land uses are managed

- 6.16 This topic is primarily derived from B2.5.1(3), B2.5.2(10), B2.7.1(3), and Appendix 1 in the AUP: OP.
- 6.17 In my opinion, the proposal will successfully manage reverse sensitivity effects on adjacent activities. My key reasons for this conclusion are:
- a. I am advised that a reverse sensitivity effect is one where a complaint from a new use to an existing authorised one leads to an actual curtailment of the otherwise authorised activity. It is more than the risk of a person just making a complaint or of an established activity reasonably having to take into consideration the interests of neighbours as a part of its own s.17 RMA obligations.
 - b. The proposal is for a residential land use zone as per the Council's Structure Plan vision for the area on land identified for future urban use.
 - c. Residential zones adjoin rural land around much of Auckland's urban edge and these have not created reverse sensitivity effects to date that I am aware of. I see no reason why in this location they would arise.
 - d. The proposal includes provision for storm water needs to be catered to on-site as necessary so as to not create downstream effects of any concern.
 - e. Land to the south and east is also zoned Future Urban zone and its eventual re-zoning will not be impeded by the proposed Mixed Housing Urban zone. In any event, that land is not currently used for intensive farming and the existing activities undertaken would not be undermined by the proposed re-zoning of the Site proceeding as far as I can ascertain.
 - f. A stream corridor separates the Site from land to the south.
 - g. The proposal will support, rather than detract from, the existing Neighbourhood Centre zone to the north.
- 6.18 On the basis of the above, I consider that:
- a. In terms of any adverse urban design effects, the proposal would result in a range of residential or residential-compatible (by way of any future resource consents) uses that will not give rise to any reverse sensitivity effects of concern. The design process followed, Precinct Plan and associated provisions proposed will be successful at avoiding, remedying or mitigating potential urban design effects.

- b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought including the circumstances where reverse sensitivity effects are likely or should be avoided.
- c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land and it is supported.

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

- 6.19 At the fundamental design and layout level, the way in which a proposal responds to its site characteristics, opportunities and constraints is regarded by urban designers as one of the key ways that potential adverse effects can be avoided, remedied or mitigated (and that potential positive effects can be maximised). In this respect, this topic relates to all of the AUP: OP RPS provisions relevant to the PPC. It relates to all five of the principles identified in the Council Structure Plan NDS.
- 6.20 In my opinion, the proposal represents a logical and successful response to its context. My key reasons for this conclusion are:
- a. The proposed Mixed Housing Urban zone, and provision for retention of the stream network, is directly in accordance with the Council's Structure Plan.
 - b. Although the proposal does not include a section of the arterial ring road identified on the Structure Plan, I have considered this and do not consider it would be practical or logical for it to traverse the Site including because of the number of streams to be crossed and vertical gradient challenges associated with these. There will still exist many opportunities to provide the ring road shown on the Structure Plan south and east of the Site, and as such it has not been foreclosed. But in part because of my doubts that the Council's vision will prove achievable, I have in my work prioritised in this proposal and the adjacent western PPC provision of an 'inner ring' of streets linking Anselmi Ridge Road to Birch Road that would complement the future arterial, should prove achievable. But in any event it would provide a convenient and effective link for local traffic and buses to the train station. The 'inner ring' that I envisage would be as follows: Harris Road → Queen Street → Seddon Street → Cape Hill Road → Reynolds Road → Lisle Farm Road → Anselmi Ridge Road → this PPC's spine road → the western PPC spine road → Birch Road. This route is not 'closed' as there is no means for a road connection linking Birch Road to Custom Street and then Harris Road (although pedestrians and cyclists are able to make this link via the train station). In my opinion this 'inner ring' is a logical and desirable optimisation of the existing network.

- c. The concept master plan shows, in my opinion, that the Site can accommodate a well-connected and well-integrated development outcome. The diagonal link / 'inner ring' road and cycle facilities identified on the Precinct Plan have been derived directly from the concept master plan and are spatially well-located (although I would expect flexibility in their final alignment and placement noting the need to coordinate multiple stream arms, land levels, and bridging).
- d. The concept road network shows a street network that provides frequent views and access points to the stream network, and which is subordinate to the natural landform slope. The street network that is likely to eventuate will unmistakably respond and bend around the stream network that crosses the stream. The result will be a subdivision pattern shaped by the natural landform and that will have a distinctive character.

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

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

overall urban design merit

- 6.22 In light of the above analyses, I have turned my mind to a cumulative and overall assessment of urban design merit.
- 6.23 The proposal has followed a design-led process and identified the most-appropriate framework for the site. In my opinion the design process was comprehensive and of a depth that is commensurate to the scale and potential environmental effects that the PPC could give rise to.
- 6.24 The proposed zone framework, provisions and Precinct Plan will ensure subdivision and development maintains and enhances the planned character and other qualities of Pukekohe. The concept master plan gives me confidence that the zone proposed will be of a sufficient size and design that the 'downstream' resource consent provisions triggered in AUP: OP can be

comfortably administered. The design principles and aspirations set out in the Structure Plan NDS, although non-statutory, will also be achieved by the PPC.

- 6.25 On balance, I consider the proposal to adequately reflect the outcomes sought by the AUP: OP for new urban zones in the Future Urban zone, and that any adverse effects arising from subdivision and development of the land will be appropriate in urban design terms. Numerous positive effects are also likely, including for the existing community.
- 6.26 On the basis of the above and overall, I consider that the proposal could be supported on urban design grounds.

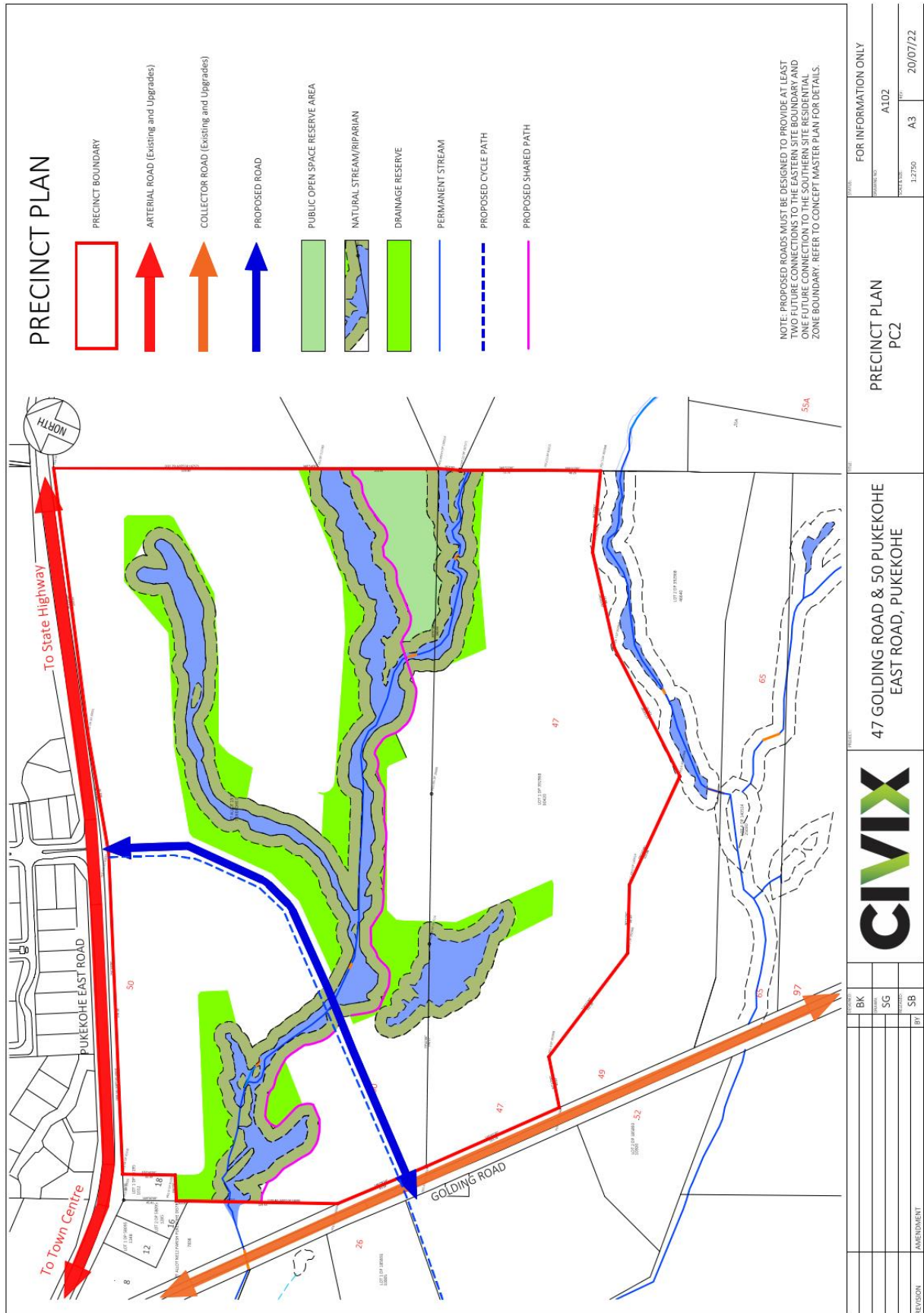
7. conclusions

- 7.1 This report documents an independent analysis of a proposal for a Private Plan Change to re-zone approximately 27.23ha of Future Urban Zone, for Aedifice Development No.1 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 been identified as suitable for urban purposes through the Future Urban zone that applies to the land and the completed Council Structure Plan for Pukekohe-Paerata, 2019. The proposed mixed housing urban zone is in keeping with that indicated in the Council’s Structure Plan and is the most appropriate in urban design terms for the land given the site’s opportunities and constraints, and adjacent land’s characteristics. Due to the presence of a stream and overland flow paths, future drainage reserves would be required to be vested through a future subdivision.
 - b. The proposal includes a Precinct Plan specifying a key road link to be established between Golding and Pukekohe East Roads. This is envisaged as being an important future link connecting westwards through an adjacent PPC made by the same Applicant to Birch Road and the Pukekohe train station. It will set-in-train a supporting street and block network around it, and also integrates a cycle facility.
 - c. A concept master plan for the Site, and which is intended to form a high-level starting-point for subsequent subdivision, demonstrates that the land is capable of delivering an integrated, well-connected and spatially coherent urban form outcome in line with the outcomes sought by the AUP: OP. This has been designed to show how a quality urban form outcome could be achieved that integrates with a Plan Change application prepared for the immediate western side of Golding Road.

- d. For the land to be developed a number of infrastructure upgrades would need to occur and be coordinated. The existing AUP: OP and proposed Precinct provisions require these matters to be addressed through normal consent requirements, usually via conditions of consent. I consider it very unlikely that the proposal would give rise to any staging or timing-related urban design effects 'out of the ordinary' from what typically occurs as urban expansion occurs.
- e. The proposed master plan and precinct plan illustrate a connection to Pukekohe East Road directly opposite Anselmi Ridge Road which would become signal controlled. This would provide a safe means for pedestrians and cyclists to cross the road and access the neighbourhood centre zone at Pukekohe East Road and Golding Road to the north.
- 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. It is consistent with the Council's Structure Plan and the specific urban design principles that accompany it in a Neighbourhood Design Statement.

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

ATTACHMENT 1 – PROPOSED PRECINCT PLAN, CIVIX LTD, NO SCALE

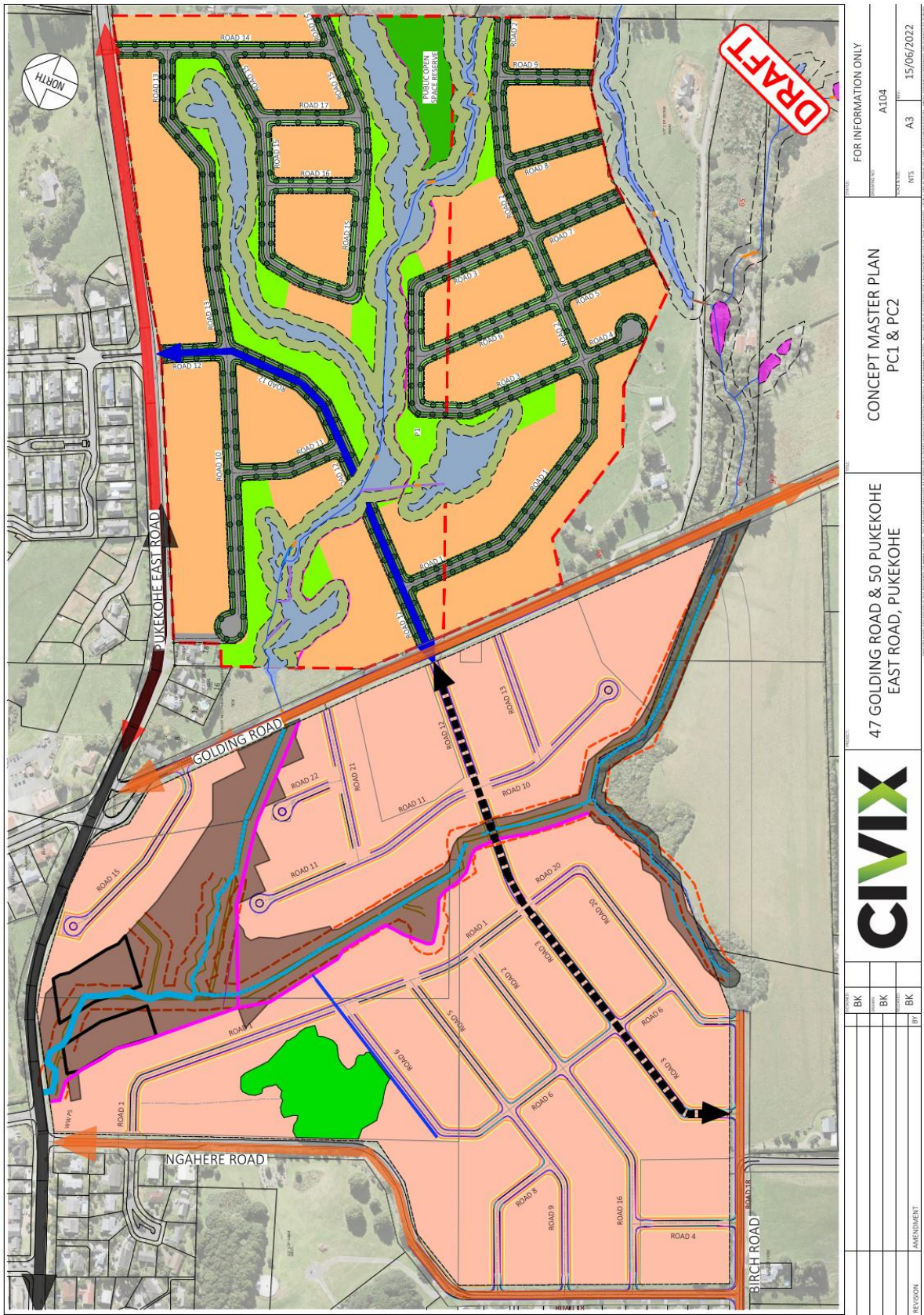


ATTACHMENT 2 – CONCEPT MASTER PLAN, CIVIX LTD, NO SCALE

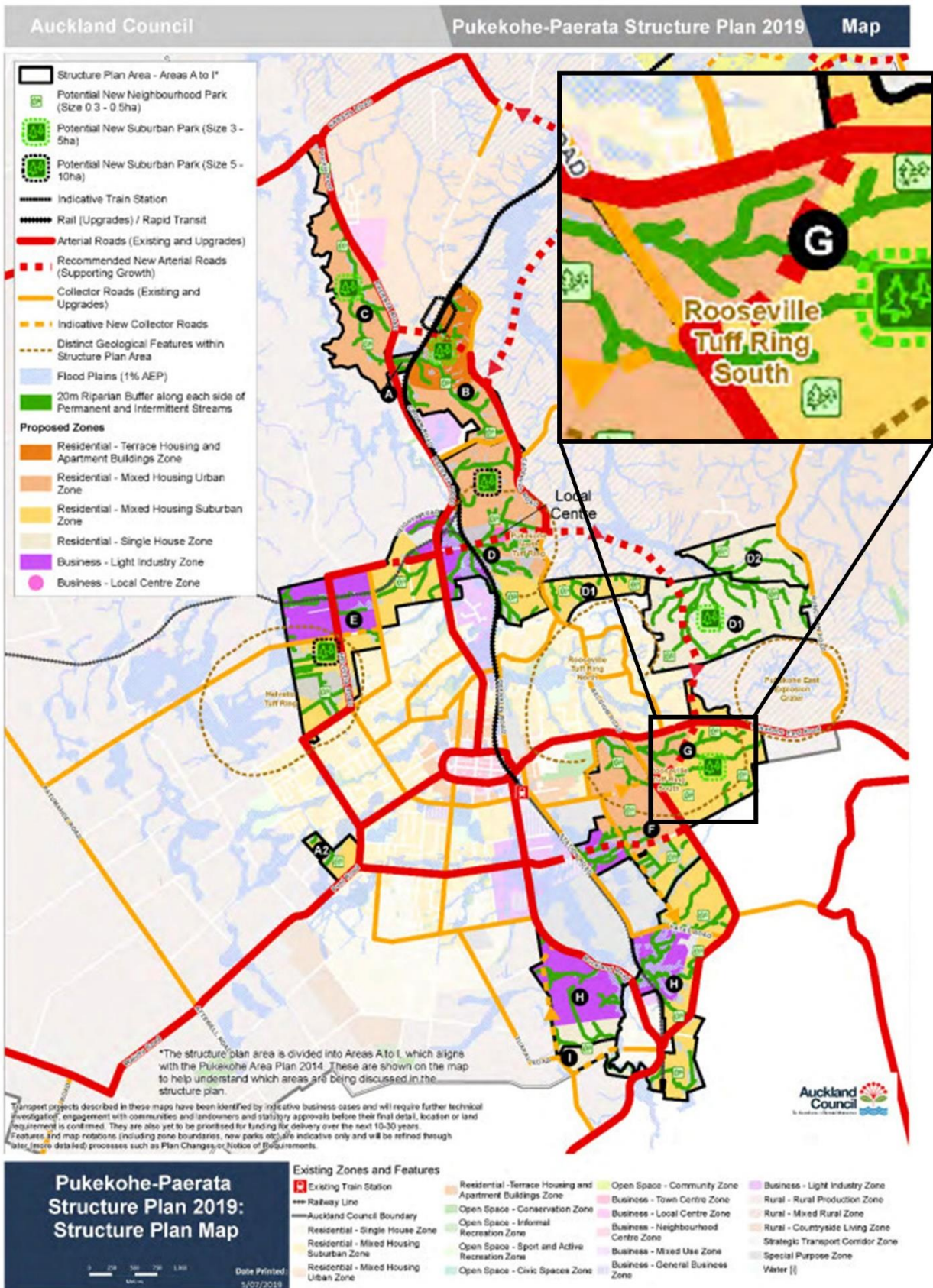


REVISION	AMENDMENT	DATE	BY	CHKD	APPD	FOR INFORMATION ONLY	CONCEPT NO.	A103
								DATE
CONCEPT MASTER PLAN							PC2	
47 GOLDING ROAD & 50 PUKEKOHE EAST ROAD, PUKEKOHE								

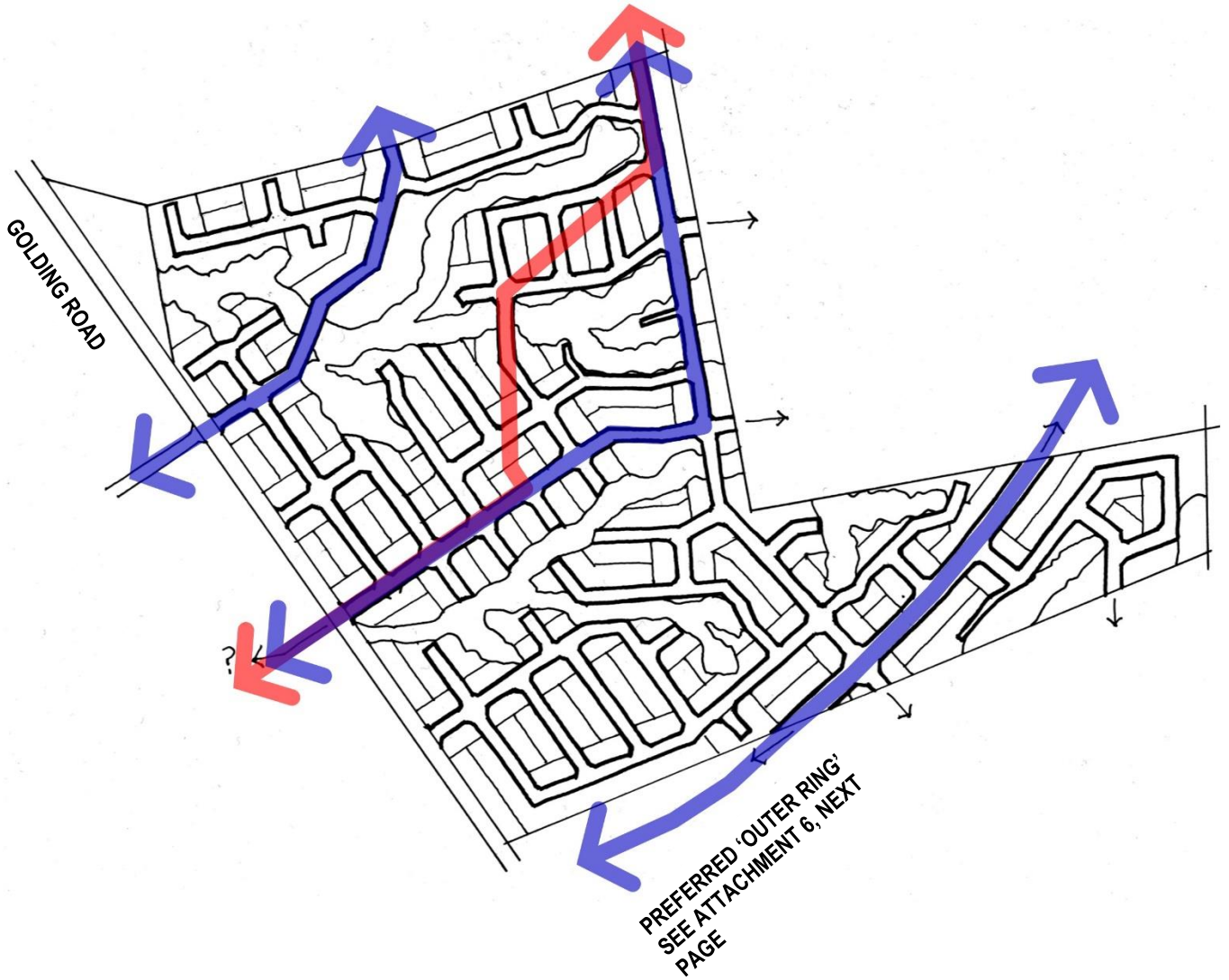
ATTACHMENT 3 – INTEGRATION BETWEEN PPC REQUEST AND ADJACENT WESTERN PPC REQUEST, NO SCALE



ATTACHMENT 4 – COUNCIL STRUCTURE PLAN FOR PUKEKOHE



ATTACHMENT 5 – EXAMPLE OF WIDER MASTER PLAN TESTS AND ALIGNMENTS FOR THE STRUCTURE PLAN RING-ROAD ARTERIAL ROAD, NO SCALE



ATTACHMENT 6 – INDICATION OF IAN MUNRO PREFERRED ALIGNMENT OF POTENTIAL FUTURE RING-ROAD ARTERIAL IN SOUTH-EAST PUKEKOHE.

Note: Solid line denotes a ‘southern ring’ only that does not continue northwards (preferred). Dotted line denotes potential deviation to allow road to continue northwards although no obvious route is discernible.



ATTACHMENT 7 – EXAMPLES OF OPPORTUNITIES FOR ROAD CORRIDORS TO ALIGN WITH STREAM NETWORK POSSIBLE AT TIME OF SUBDIVISION, NO SCALE.

