

COVE ROAD NORTH, MANGAWHAI

**URBAN DESIGN REPORT
IN SUPPORT OF A PRIVATE PLAN CHANGE APPLICATION**

FOR: THE RISE LTD

OCTOBER 2022

BY:
URBANISMPPLUS LTD



delivering
sustainable
urban form

COVE ROAD NORTH, MANGAWHAI

URBAN DESIGN REPORT IN SUPPORT OF A PRIVATE PLAN CHANGE APPLICATION

FOR: THE RISE LTD

BY:

Urbanismplus Ltd

Level 7, 9 High Street
Auckland City
www.urbanismplus.com

J0730

CONTENTS

EXECUTIVE SUMMARY	3
SECTION 1. INTRODUCTION	4
1.1. Scope of this report	
1.2. About the authors	
1.3. Involvement with the project	
SECTION 2. THE SITE	5
2.1. Site details	
2.2. Spatial context of the site	
2.3. Planning context of the site	
2.4. Site opportunities and constraints	
SECTION 3. THE PROPOSAL	12
3.1. The Cove Road North Concept Plan	
3.2. Movement network	
3.3. Open space network	
3.4. Residential mix and density	
3.5. Proposed plan provisions	
SECTION 4. URBAN DESIGN ASSESSMENT	24
4.1. Assessment framework	
4.2. Assessment	
4.3. Conclusion	

EXECUTIVE SUMMARY

This report contains an urban design assessment of the Private Plan Change application for Cove Road North in Mangawhai. The subject site is described and presented and an opportunities and constraints analysis is provided, concluding its suitability for urbanisation. This is in line with the Mangawhai Spatial Plan, adopted by the Council in late 2020.

The production of the proposed plan change application has been informed by a concept plan. The Cove Road North Concept Plan is also incorporated into the provisions via the proposed assessment criteria. It contains the following key attributes:

- A residential zone across most of the Site.
- A larger lot sub-precinct across the northern slope.
- A network of streets and shared paths providing connectivity between the various properties within and surrounding the Site.
- A shared path along Cove Road, south of Pigeonwood Place.
- One or more urban parks.

The movement network, open space network, and residential mix and density of the Cove Road North Concept Plan are explained in further detail in this report.

Based on the Cove Road North Concept Plan, the Cove Road North Precinct Plan and plan provisions have been produced. This report contains an assessment of these against relevant best practice urban design criteria. The conclusion from this assessment is that the proposed plan change:

- 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;
- Will enable development that will be well-integrated into the urban fabric through the provision of the required connections, and also through the transitional density in the northern part of the Site;
- Will allow for new dwellings with massing that responds appropriately to the surrounding private and public realm, including overshadowing, outlook, and passive surveillance;
- Will allow for dwellings which will have the required residential amenity, taking into account functionality, solar orientation, privacy, and indoor-outdoor relationship; and
- Will promote walking and cycling through the way the movement network will be laid out and through provisions that contribute to an attractive streetscape.

The plan change application is therefore supported from an urban design point of view.

SECTION 1. INTRODUCTION

1.1. SCOPE OF THIS REPORT

This report contains an urban design assessment of the Private Plan Change application for Cove Road North in Mangawhai (The Site). After this introductory section, it covers the following:

- **Section 2. The site** contains an analysis of the Precinct Plan site and its context.
- **Section 3. The proposal** depicts and describes the proposed plan change, broken down as follows:
 - The Cove Road North Concept Plan that has informed the production of the proposed plan change (but that is also incorporated into the provisions via the proposed assessment criteria).
 - The various layers that the Cove Road North Concept Plan consists of.
 - The proposed plan change provisions, including the Cove Road North Precinct Plan referenced in these provisions.
- **Section 4. Urban design assessment** contains an assessment of the Precinct Plan and plan provisions, broken down as follows:
 - Its contribution to the wider urban environment.
 - Its relationship to surrounding roads.
 - Its response to surrounding private properties.
 - On-site amenity: how it will promote high-amenity outcomes on the site itself.
 - Positive transportation effects.
 - A conclusion listing the key outcomes of this assessment and stating the conclusion that the proposed plan change complies with best practice urban design.

1.2. ABOUT THE AUTHORS

Urbanismplus is a boutique urban design consultancy based on Auckland and established in 2004.

Director Kobus Mentz is one of Australia and New Zealand's most experienced urban designers and has made a significant contribution to the move towards applying more sustainable practices in urban planning. He has specific expertise in producing urban design solutions that combine good economic, ecological and social outcomes. He has significant experience in masterplanning new neighbourhoods and subdivisions.

Kobus has architectural and overseas post-graduate urban design qualifications, and over 30 years of international experience in strategic planning, masterplanning 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 is an urban designer with over 20 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 input in revitalisation and urban growth projects and high-level through to detailed design input into structure plans and master plans. He has also provided input as a member of urban design panels, through urban design assessments for both councils and applicants, and as expert witness in numerous hearings.

1.3. INVOLVEMENT WITH THE PROJECT

The Mangawhai Spatial Plan

In 2019 and 2020 Urbanismplus, alongside Campbell Brown Planning, produced the Mangawhai Spatial Plan for Kaipara District Council (KDC). The purpose of the Spatial Plan is to provide a high level development strategy that provides a framework for Mangawhai to accommodate growth over the next 20 to 25 years. The strategy addresses the environmental, social, cultural and economic needs that are important to the community, while recognising the implication of natural and physical constraints for the future development of the area. The Spatial Plan will provide the KDC with strategic directions and recommendations for decision making related to council regulatory plans, infrastructure investment, and service provision. It was adopted by the Council in late 2020.

The Spatial Plan also identified the Site as suitable for rezoning for a residential purpose.

Planning for the Site

In 2021 Urbanismplus was engaged by the owner of the The Rise development (Pigeonwood Place and Pipit Place) to produce masterplan options for the undeveloped balance of this land. This work, alongside knowledge of the Site through the Spatial plan work, has informed the production of the Precinct Plan for the Site.

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 54.2ha.
- The landform of the Site is undulating with in places steep valleys and ridges.
- Current uses on the Site include:
 - Rural-residential properties recently developed in the north-western part of the Site. It should be noted that the aerial photo pre-dates this development and only the cadastral boundaries are visible.
 - Rural-residential properties in a range of sizes and types, some combined with light-industrial businesses.
 - Paddocks of which some are used for grazing.
- Roads on the Site include Pigeonwood Place and Pipit Place, providing access to the abovementioned rural-residential properties.
- Roads surrounding the Site include:
 - Mangawhai Heads Road to the south and southwest, which has a two-lane carriageway with swales and berms on either side and a 60km/h speed limit reducing to 50km/h near the southern corner of the Site.
 - Cove Road to the west, which has a two-lane carriageway with swales and berms on either side and a 80km/h speed limit.
 - Tangaroa Road to the north, a private accessway serving rural-residential properties.

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

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





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



ABOVE FIG. 2-3: The bush on the northern edge of the Site and rural-residential development beyond, with the Brynderwyn Hills in the background.



ABOVE FIG. 2-4: The bush on the northern edge of the Site and the Brynderwyn Hills in the background.



ABOVE FIG. 2-5: View of the north-eastern parts of the Site.



ABOVE FIG. 2-6: View towards the southeast over the Site, with the undeveloped residential zone in the background.



ABOVE FIG. 2-7: View towards the south over the Site, with the Mangawhai urban area in the background.



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



ABOVE FIG. 2-9: Recently developed rural-residential along Mangawhai Heads Road, on the Site.



ABOVE FIG. 2-10: Recently developed rural-residential along Mangawhai Heads Road, opposite the Site.



ABOVE FIG. 2-11: Hospitality and other commercial uses along Mangawhai Heads Road.



ABOVE FIG. 2-12: The intersection with Jack Boyd Drive, the southern corner of the Site.



ABOVE FIG. 2-13: The Site seen in the distance from Cullen Street.



ABOVE FIG. 2-14: The Site in its wider context, showing the Mangawhai settlement to the south of the Site, State Highways 1 and 12 in the west and the Brynderwyn Hills in the north.

2.2. SPATIAL CONTEXT OF THE SITE

Wider context

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

- The Site is located at the northern edge of the Mangawhai settlement.
- The Brynderwyn Hills provide a natural separation to the north.
- State Highway 1 between Auckland and Whangarei runs to the west of the Site,
- Cove Road connects the Site to settlements to the north, including Waipu, and to State Highway 1 at Kaiwaka. From that junction the turn-off to State Highway 12 connecting to Dargaville is only a few kilometres north.



ABOVE FIG. 2-15: The Site in its immediate context.

Immediate context

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

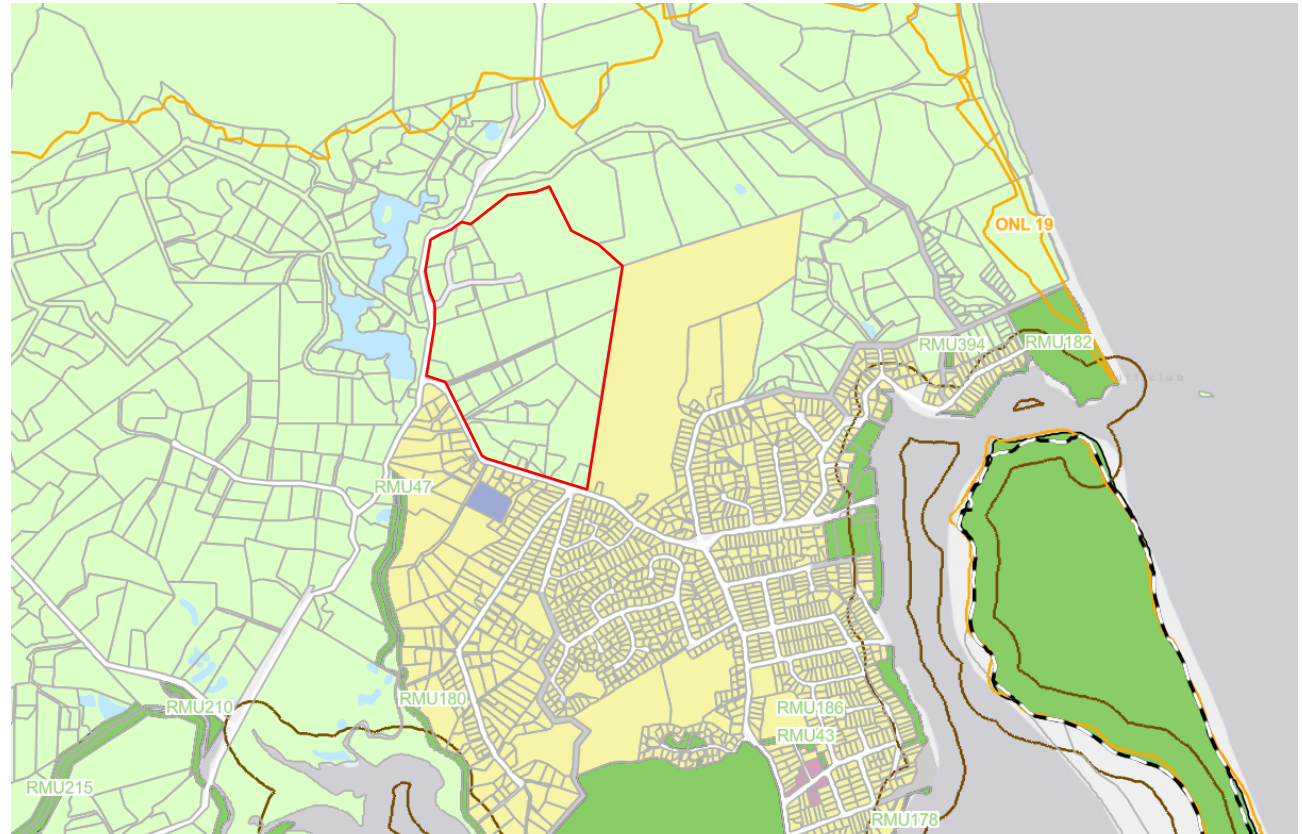
- The Site is located immediately adjacent to the Mangawhai urban area.
- Mangawhai Heads Road connects the Site to the wider settlement, including the town centre, as well as to the estuary and other coastal areas.
- The land immediately to the east of the Site is undeveloped, but zoned Residential (refer to Section 2.3).
- Land immediately to the west of Cove Road is fragmented.
- To the southwest of the Site several water courses can be distinguished by vegetation lining these water courses.

2.3. PLANNING CONTEXT OF THE SITE

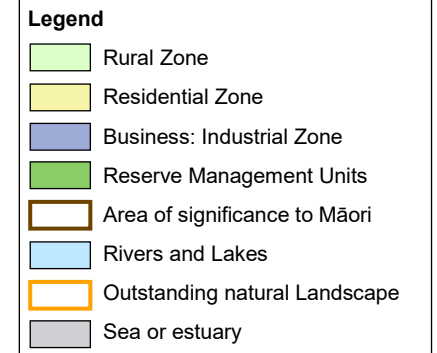
District Plan

Figure 2-16 shows the Site (outlined in red) in the context of the Kaipara District Plan. The following observations can be made:

- The Site is currently in the Rural Zone.
- To the east, south and southwest of the Site is land with a Residential Zone.
- Although zoned Residential, the eastern neighbour is mostly undeveloped.
- Residential land immediately to the southwest of the Site is mostly developed in larger residential lots compared to land to the south.
- Land in the Rural Zone to the west and northwest of the Site is mostly developed in larger residential lots.
- To the southwest of the Site is a site with a Business: Industrial Zone.



ABOVE FIG. 2-16: The District plan map for the Site (outlined in red) and its immediate context.



Mangawhai Spatial Plan

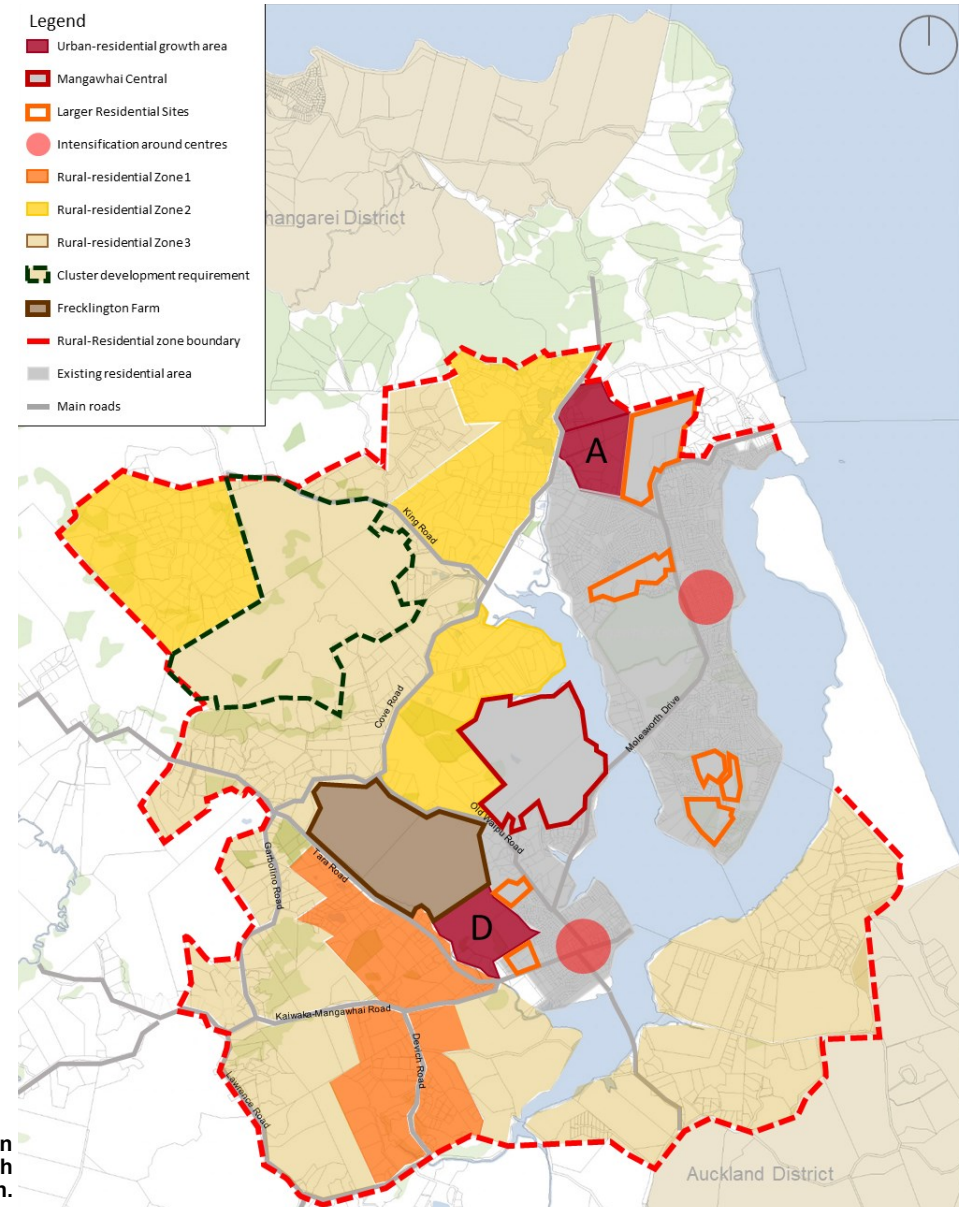
Figure 2-17 shows the Site (marked A) and earmarked as Urban-residential growth area in the context of the Preferred Growth Option in the Mangawhai Spatial Plan.

The Spatial Plan process identified seven potential residential growth areas. The practical suitability of these areas for residential development was assessed during the process against the following criteria:

- Planning
- Landform
- Fragmentation (from the existing residential zone)
- Tsunami risk
- Coastal flooding
- Protected features
- Wastewater serviceability
- Landscape (sensitivity)
- Geohazards
- Soils (productivity)
- Flooding (river)
- Transport connectivity

This assessment identified that the two areas of land marked A and D, both contiguous with the existing Residential zone, would be most suitable for incorporation in the Residential zone. Areas A was identified as 'most suitable' on 10 of the above criteria and as 'Moderate, subject to technical improvement' on two of the above criteria.

The plan states that, conditional on a formal and more comprehensive assessment, it is recommended that the residential zone should be expanded into these two areas with greater density applied.



RIGHT FIG. 2-17: The Site (marked A) in the context of the Preferred Growth Option in the Mangawhai Spatial Plan.

2.4. SITE OPPORTUNITIES AND CONSTRAINTS

Opportunities

The Site offers the following opportunities:

- The Site is contiguous to Mangawhai's urban area, with a large area of undeveloped residential zoned land to the east.
- The Site has a largely gently undulating landform.
- The Site offers attractive long-distance views, including over the hills to the north and the sea to the east (Figure 2-18).
- The northern part of the Site offers an attractive interface with the bush in the north.
- The Site has a relatively long road frontage on its western side, while the northern portion of the Site is accessible from Pigeonwood Place (Figure 2-19), which could simply be extended into the Site.
- The Site is mostly free of features that need to be accommodated when urbanising the Site. An exception to this is the stream (Figure 2-20).

Constraints

The Site has the following constraints:

- The Site has a fragmented ownership, especially in the south.
- Parts of the Site accommodate relatively recent buildings and structures.
- Cove Road and Mangawhai Heads Road need upgrades to better cater for pedestrians and cyclists moving along and across these roads.



ABOVE FIG. 2-18: Attractive views to the north.



ABOVE FIG. 2-19: Pigeonwood Place which could be extended into the Site.



ABOVE FIG. 2-20: The stream, outlined in a red box, which could be incorporated in the development of the Site.

SECTION 3. THE PROPOSAL

3.1. THE COVE ROAD NORTH CONCEPT PLAN

The Cove Road North Concept Plan that has informed the production of the proposed plan change is shown in Figure 3-1.

Status of the Cove Road North Concept Plan

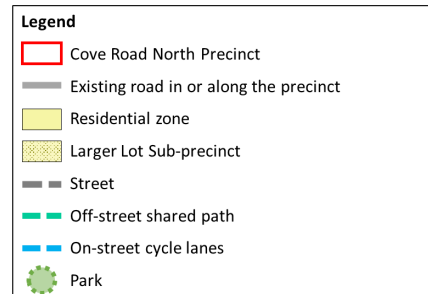
The Cove Road North Concept Plan contains the key elements of a possible development outcome in line with the proposed precinct provisions. As such, it is mainly illustrative, but it is also incorporated into the provisions via the proposed assessment criteria. In the next sections of this report it will be used to explain the design rationale behind the precinct provisions.

Key elements of the Cove Road North Concept Plan

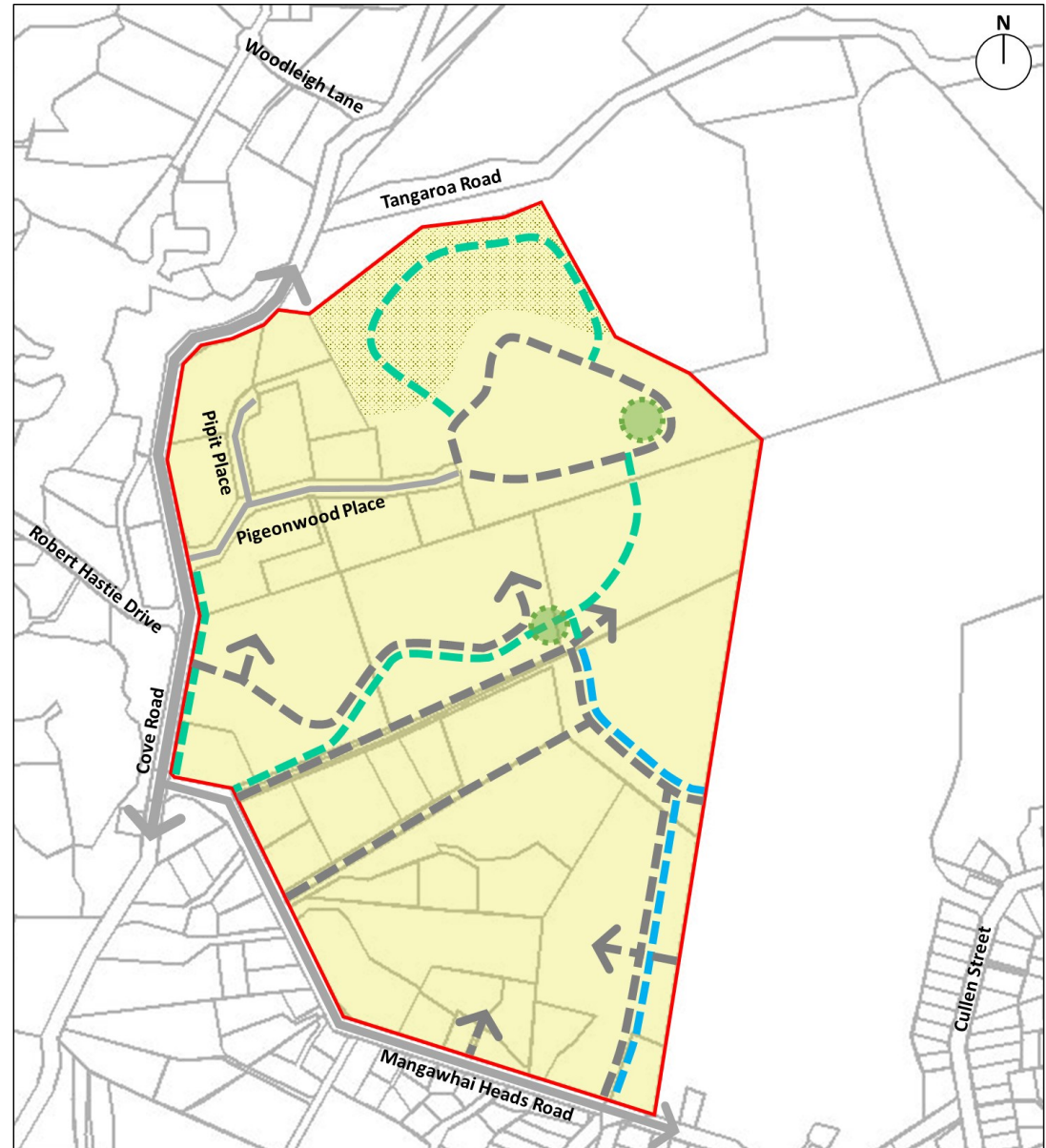
The Concept Plan contains the following key attributes:

- A residential zone across most of the Site.
- A larger lot sub-precinct across the northern slope.
- A network of streets and shared paths providing connectivity between the various properties within and surrounding the Site.
- A shared path along Cove Road, south of Pigeonwood Place.
- One or more urban parks.

These attributes are presented and explained in more detailed in Sections 3.2 to 3.4, covering the movement network, the open space network, and the residential mix and density respectively.



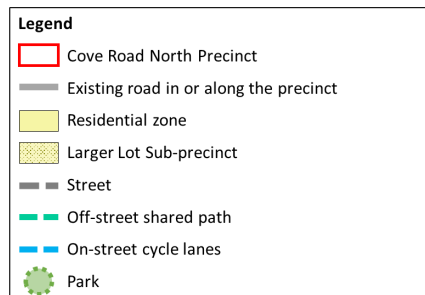
RIGHT FIG. 3-1: The Cove Road North Concept Plan with legend.



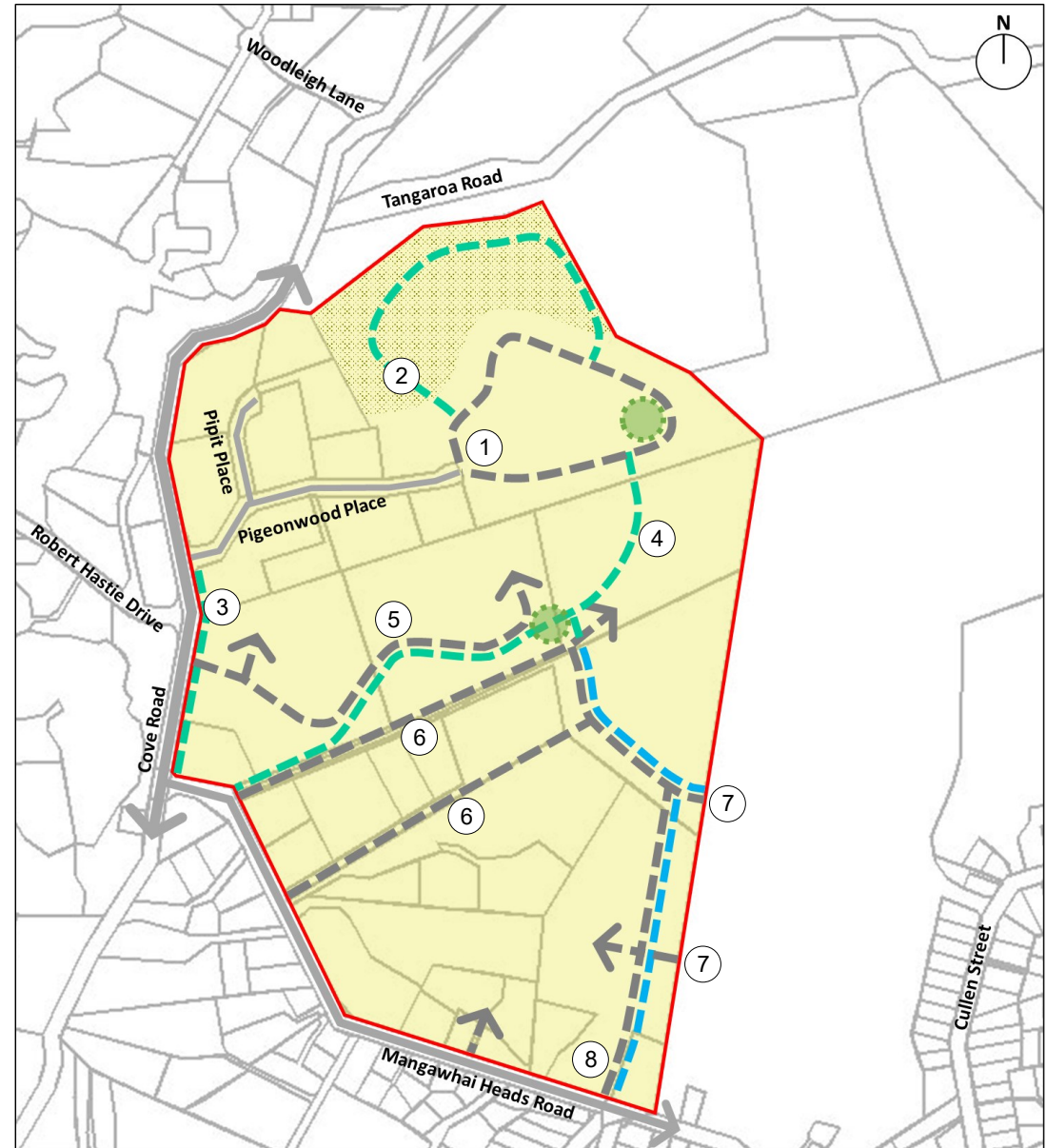
3.2. MOVEMENT NETWORK

The movement network of the Cove Road North Concept Plan is shown in Figure 3-2, containing the following elements (refer to numbering):

- 1) A loop road on the northern portion of the Site, accessed via Pigeonwood Place.
- 2) A recreational shared path through or past the bush along the northern boundary of the Site.
- 3) An off-street shared path between Pigeonwood Place and the western end of Mangawhai Heads Road to provide a safe and attractive route.
- 4) An off-street shared path along the stream corridor for recreational as well as connectivity purposes. This will help make the stream corridor a public feature of the development.
- 5) An internal east-west street network, partly located along the stream, which will also help make the stream a public feature of the development.
- 6) East-west streets in the locations of current rights-of-way providing access to, and connectivity between, multiple properties.
- 7) Connections across the eastern Site boundary to provide multimodal connectivity to and through the residential zoned land to the east and the urban area beyond.
- 8) A north-south street near the eastern Site boundary to connect pedestrians, cyclists and vehicles to Mangawhai Heads Road and the urban area to the east of this connection point.



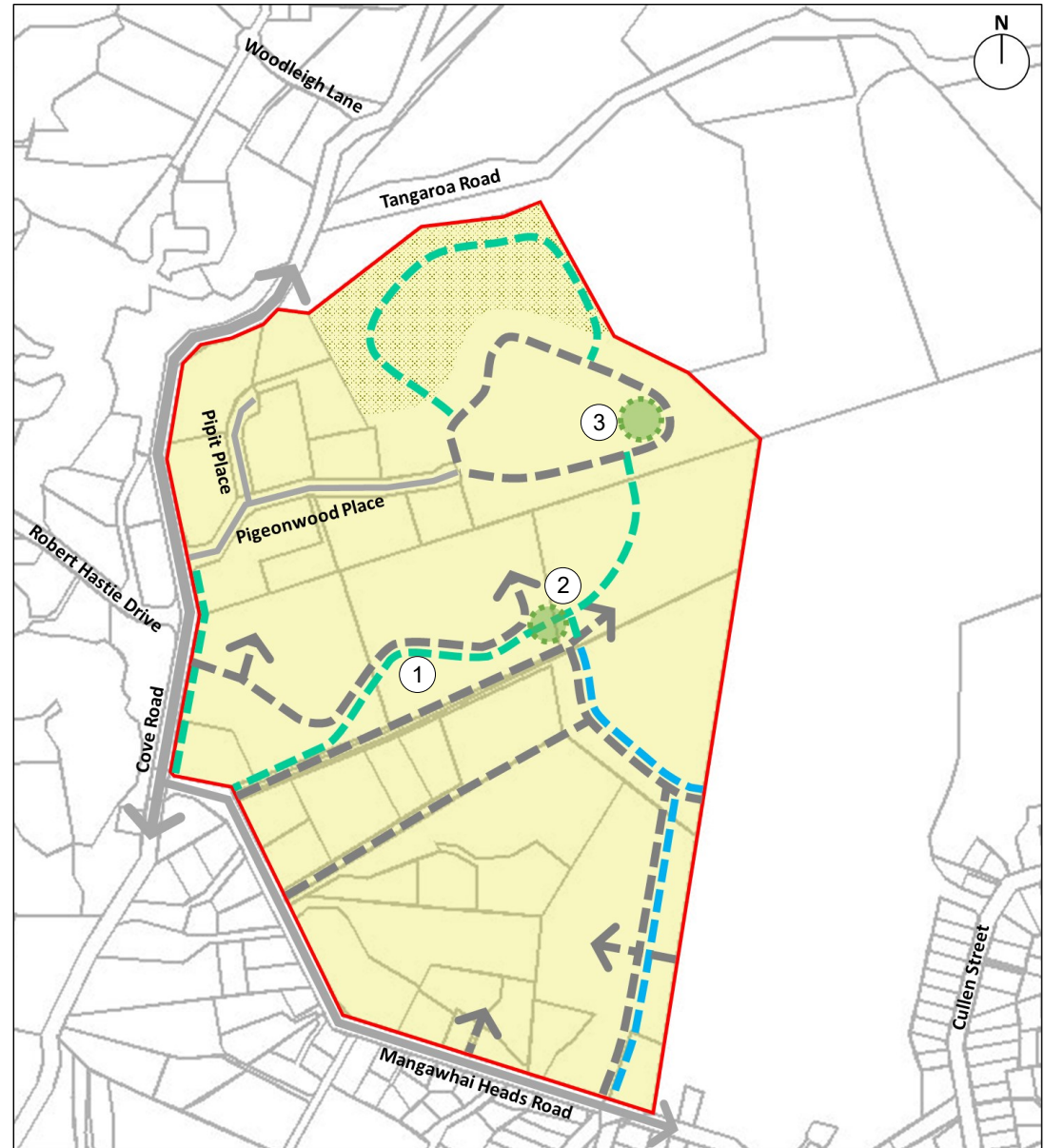
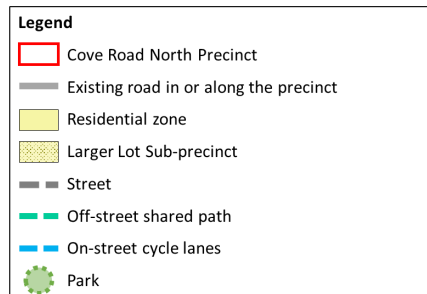
RIGHT FIG. 3-2: The Cove Road North Concept Plan with indication of the key movement elements.



3.3. OPEN SPACE NETWORK

The open space network of the Cove Road North Concept Plan is shown in Figure 3-3, containing the following elements (refer to numbering):

- 1) The stream corridor as a key landscape and recreational feature, running east-west through the Site. An off-street shared path running along this, and a public street at least partly lining it, will help make the stream corridor a public feature of the development with dwellings providing activation over this area.
- 2) An urban park providing a focal point along the stream corridor and a connection point for several streets and routes.
- 3) An urban park providing an orientation point with long distance views and the starting point for a shared path connecting along the stream corridor and to other routes to the southwest and southeast.



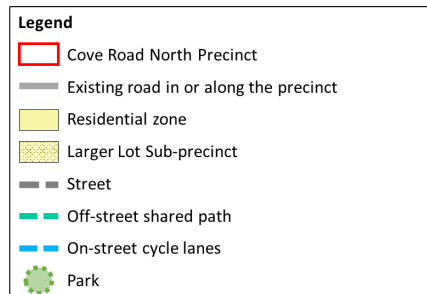
RIGHT FIG. 3-3: The Cove Road North Concept Plan with indication of the key open space elements.

3.4. RESIDENTIAL MIX AND DENSITY

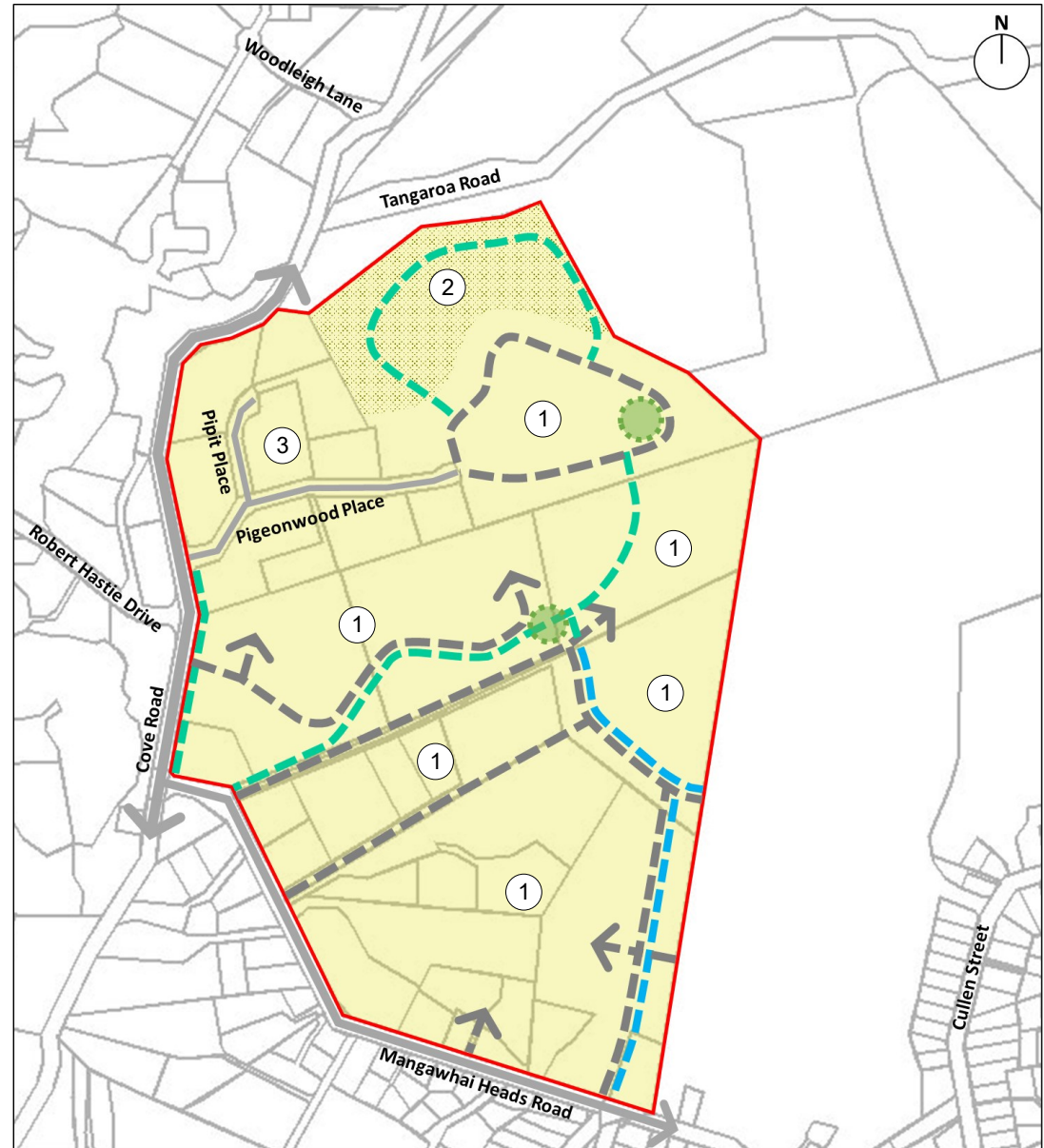
The residential mix and density of the Cove Road North Concept Plan is shown in Figure 3-4, containing the following elements (refer to numbering):

- 1) A residential zone applied to most of the Site, with a minimum net lot area of 400m². Combined with the lots in Area (2) the minimum average net lot area will be 600m².
- 2) A larger lot sub-precinct with a minimum net site area of 1,000m², excluding covenanted bush. The larger minimum lot size ensures a sensitive approach to the steeper land and a lower-density transition to the northern, vegetated edge of the Site. The southern boundary of this sub-precinct follows a contour in order to integrate lot boundaries with the landform. The location of this boundary allows for one lot depth off a potential loop road as part of the denser development pattern on the flatter part of the Site.
- 3) The already formed lots along Pigeonwood Place and Pipit Place have a rural-residential size. The proposed precinct provisions will allow for an increased density (decreased lot size) for this area which could be utilised with a change to consent notice conditions.

NB. the site areas stated above apply only to situations where reticulated wastewater infrastructure is available for each lot.



RIGHT FIG. 3-4: The Cove Road North Concept Plan with indication of the key density aspects.



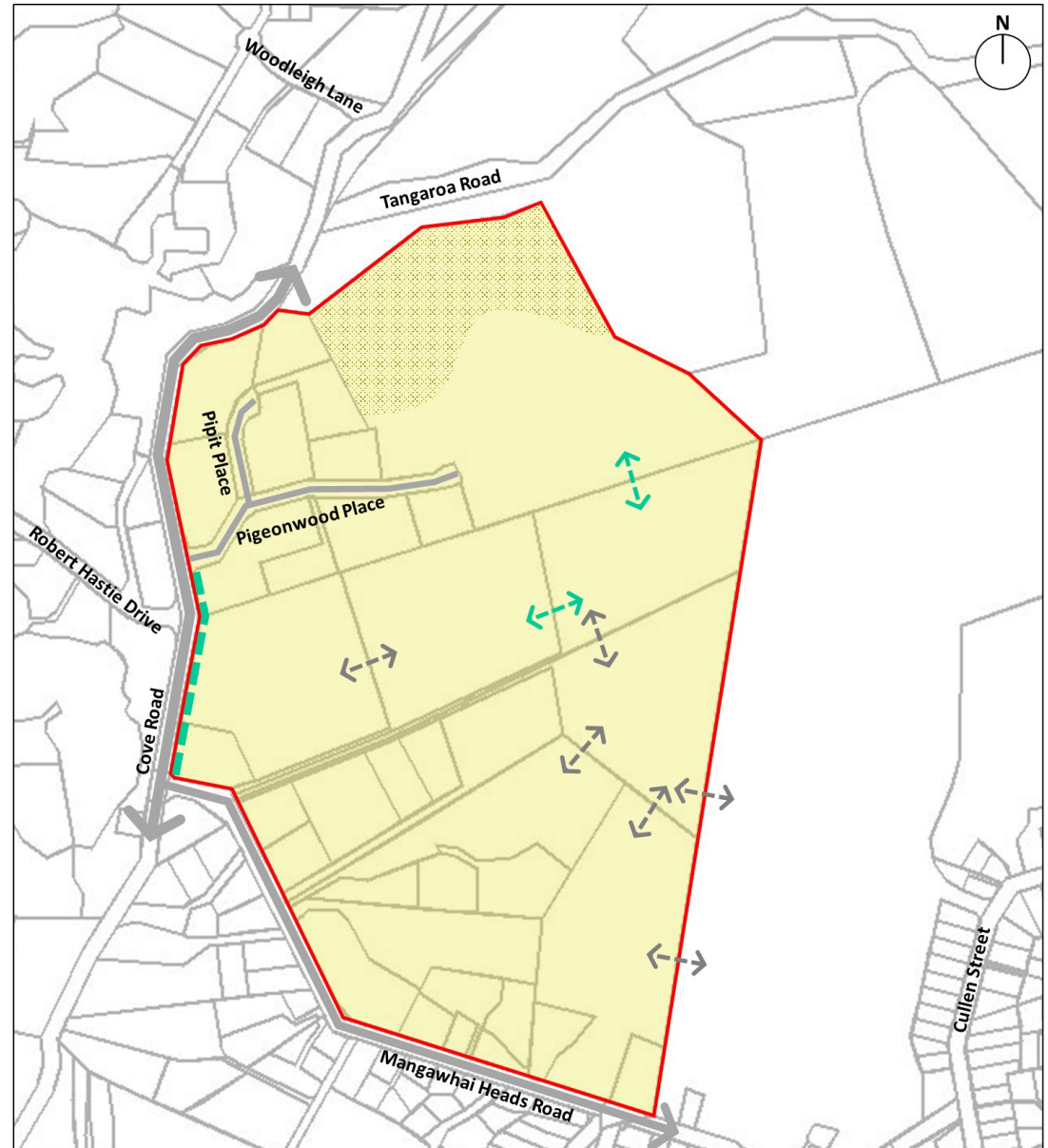
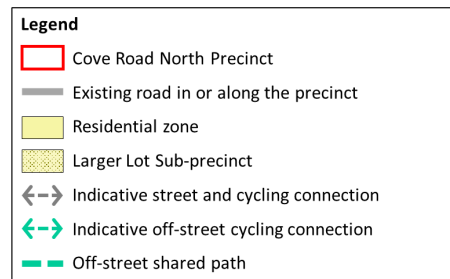
3.5. PROPOSED PLAN PROVISIONS

The proposed Cove Road North Precinct Plan

The Cove Road North Precinct Plan is a key method proposed to give effect to the proposed objectives and policies. It is shown in Figure 3-5 and contains the following key elements:

- Density provisions in the form of the residential zone and the Larger Lot Sub-precinct.
- Connections in the form of indicative street and cycling connections and in indicative off-street cycling connection.
- An off-street shared path along Cove Road.

These are referred to in the provisions included in the tables over the pages following.



RIGHT FIG. 3-5: The Cove Road North Precinct Plan with legend.

The Precinct performance standards

The table below contains the proposed plan change provisions insofar relevant for urban design. The right-hand column contains urban design commentary (in green font) on the Permitted Activity Performance Standard and Assessment

Criteria or Matters for Discretion, whereby text in black font are excerpts from the current District Plan, while red font are proposed insertions that are part of the Plan Change application.

Rule and parameter	Residential Permitted Activity Performance Standard	Assessment Criteria	Urban design commentary
<p>13.10.3a Dwellings</p>	<p>(1) Residential Zone Construction of a <i>dwelling</i> is a Permitted Activity if: After completion, it will be the only dwelling on the site: or It will be an additional dwelling on the site, and the minimum net site area associated with each additional dwelling is: - 600m² for a serviced site not in an Overlay Area; or - 1,000m² for a serviced site in an Overlay Area; or - 3,000m² for an un-serviced site. There is a separation distance of at least 3m from any other detached dwelling; and There is a separation distance of at least 6m where there is a private open space area located between two residential dwellings.</p> <p>(2) The Cove Road North Precinct <u>Construction of a dwelling is a permitted activity if after completion, it will be the only dwelling on the site.</u></p>	<p>(1) Residential Zone [...]</p> <p>(2) The Cove Road North Precinct <u>Where an activity is not permitted by this rule, Council will have regard to the following matters when considering an application for Resource Consent:</u></p> <ul style="list-style-type: none"> - <u>The privacy, outlook and amenity of adjacent and adjoining sites;</u> - <u>Sufficient sunlight access to the outdoor living space;</u> - <u>Building mass, orientation and passive surveillance toward the road/street.</u> - <u>Bulk, scale and shading effects;</u> - <u>Effects on any natural features with respect to natural wetlands, water courses, and indigenous vegetation;</u> - <u>The extent to which the activity is consistent with the purpose, character and amenity values of the Cove Road North Precinct; and</u> - <u>The ability to accommodate incidental activities anticipated within the Cove Road North Precinct such as parking (if it is to be provided), manoeuvring, waste collection and landscaping.</u> <p><u>Where three or more residential units (multi-unit development) are proposed within a site the following additional matters shall be considered:</u></p> <ul style="list-style-type: none"> - <u>The relationship of the development with adjoining streets or public open spaces, including the provision of landscaping.</u> - <u>Privacy, shading and overlooking within the development and on adjoining site, including the orientation of habitable rooms, balconies, and outdoor living spaces.</u> - <u>Infrastructure servicing.</u> - <u>The provision of adequate waste and recycling bin storage including the management of amenity effects of these on streets or public open spaces.</u> - <u>Where on-site car parking, garaging and vehicle manoeuvring areas are provided, the design and location of car parking (including garaging) as viewed from streets or public open spaces.</u> 	<p>The proposed assessment criteria include best practice urban design matters.</p> <p>These are aimed at the densities envisaged for the Precinct, which will be greater than in the Residential Zone outside the Cove Road North Precinct. For this type of development effects relating to impacts on the public realm, neighbours and residential amenity are more relevant.</p>

Continued overleaf

Rule and parameter	Residential Permitted Activity Performance Standard	Assessment Criteria	Urban design commentary
<p>13.10.7 Setbacks</p>	<p>1) Residential Zone Any building is a Permitted Activity if it is located outside the following setback distances (yards):</p> <ul style="list-style-type: none"> - Front yard - 5m; - Side yards – one of 1.5m and one of 3m (Residential Zone), two of 3m in Overlay Areas; - Rear yards - 3m except on rear sites where one yard of 1.5m may be provided; - [...] <p>Provided that an accessory building may be erected in any side or rear yard where:</p> <ul style="list-style-type: none"> - Vehicle access is retained to the rear of the site; and - It is located at least 3m from any habitable room on an adjoining site; and - It does not exceed 10m in length or 25% of the length of the side or rear yard, whichever is less. <p>(3) The Cove Road North Precinct <u>Any building is a Permitted Activity if it is located outside the following setback distances (yards):</u></p> <ul style="list-style-type: none"> - <u>Front yard - 3m;</u> - <u>Side yards – 1.5m;</u> - <u>Rear yards - 1.5m;</u> - <u>Cove Road legal boundary – 5m;</u> - <u>Rural Zone – 3m.</u> - <u>Provided that an accessory building may be erected in any side or rear yard where:</u> - <u>It is located at least 3m from any habitable room on an adjoining site; and</u> - <u>It does not exceed 10m in length or 25% of the length of the side or rear yard, whichever is less.</u> 	<p>(1) Residential Zone Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <ul style="list-style-type: none"> - The outlook and privacy of adjacent and adjoining neighbours; - Extent of visual intrusion and dominance of any buildings from beyond the site, particularly from the road and public places including the Coastal Marine Area, and the effect on skylines and ridgelines; - If in the Mangawhai Structure Plan Area, whether the proposed landscaping is in accordance with the design principles of the Mangawhai Structure Plan (pages 46 - 49) for Policy Area Three; - Effects on the locality, particularly residential and natural character and amenity values; - If located within an Overlay, the extent to which the values identified in the Objectives and Policies for Overlays (Chapter 4) are present on the site, and the extent to which the proposal is compatible with those values; - The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2 and if applicable the extent to which the subdivision, use or development meets the additional assessment criteria contained in Appendix 18B; - Effects on ecological values and in particular any sites of ecological significance as defined by the criteria listed in Appendix 25G; - Effects on public access; - [...] <p>(2) The Cove Road North Precinct <u>Where an activity is not permitted by this rule, Council will have regard to the following matters when considering an application for Resource Consent:</u></p> <ul style="list-style-type: none"> - <u>The privacy, outlook and amenity of adjacent and adjoining sites;</u> - <u>Sufficient sunlight access to the outdoor living space;</u> - <u>Building mass, orientation and passive surveillance toward the road/street.</u> - <u>Bulk, scale and shading effects;</u> - <u>Effects on any natural features with respect to natural wetlands, water courses, and indigenous vegetation;</u> - <u>The extent to which the activity is consistent with the purpose, character and amenity values of the Cove Road North Precinct; and</u> - <u>The ability to accommodate incidental activities anticipated within the Cove Road North Precinct such as parking (if it is to be provided), manoeuvring, waste collection and landscaping.</u> 	<p>Smaller setbacks are appropriate for the densities envisaged for the Cove Road North Precinct.</p> <p>A slightly larger setback (5m instead of 3m) is required along Cove Road, to allow for more planting and maintain a more spacious street interface at the northern entrance into the town.</p> <p>A slightly larger setback (3m instead of 1.5m) is required along the rural zone boundary, to allow for a greater buffer to this zone.</p>

Continued overleaf

Rule and parameter	Residential Permitted Activity Performance Standard	Assessment Criteria	Urban design commentary
<p>13.10.7a Fence and Landscaping</p>	<p>(1) The Cove Road North Precinct</p> <p>Any fence is a permitted activity where:</p> <ul style="list-style-type: none"> - The fence is adjacent to any road boundary and has a maximum height of 1.1m. <p>Or</p> <ul style="list-style-type: none"> - The fence is separated no further than 0.5m from a retaining wall and the combined height of the fence and retaining wall has a maximum height of 1.5m. <p>Any activity within a site that has a legal boundary with Cove Road is a permitted activity where an area of planting is provided along the entire length of the Cove Road legal boundary which is:</p> <ul style="list-style-type: none"> - 1.5m wide; and - 1.8m in establishment height; and - At a density that will achieve canopy closure within 3-5 years. 	<p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <ul style="list-style-type: none"> - The extent to which the fencing and landscaping visually connects the private front yards to public roads and open spaces. - The extent to which privacy is provided for residential units, while enabling opportunities for passive surveillance of public places. - The extent to which shading and visual dominance effects to immediate neighbours and the street are minimised. - The extent to which built form is obscured from Cove Road. 	<p>The fence provisions are aimed at protecting opportunities for passive surveillance over the street and appropriate visual character effects.</p>
<p>13.10.11 Private Open Space</p>	<p>(1) Residential Zone</p> <p>A dwelling is a Permitted Activity if the private open space meets the following:</p> <ul style="list-style-type: none"> - Is equivalent to 50% of the gross floor area of the dwelling; - Is of a usable shape of no less than 3m dimension, capable of accommodating one circle of no less than 5m in diameter; - Is located on the east, north or west side of the dwelling; - Has direct access from the main living area of the dwelling; - Is unobstructed by vehicle access or parking areas; and - Is adequately screened from adjoining dwellings and adjacent sites, except in the case of reserves. <p>(2) The Cove Road North Precinct</p> <p>A dwelling is a Permitted Activity if the main private open space meets the following:</p> <ul style="list-style-type: none"> - Is at least 20m² or equivalent to 25% of the gross floor area of the dwelling; - Has a minimum dimension of 4m; - Is located on the east, north or west side of the dwelling; - Has direct access from the main living area of the dwelling; - Is unobstructed by vehicle access or parking areas; and - Shall not be located between the dwelling and a road boundary. 	<p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <ul style="list-style-type: none"> - The on-site privacy and amenity of the occupants; - The open space nature of the surrounding neighbourhood; and - The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2 and if applicable the extent to which the subdivision, use or development meets the additional assessment criteria contained in Appendix 18B. 	<p>The private open space provisions are compatible with the density envisaged for the Cove Road North Precinct. For the smaller private open space and denser development, the minimum dimension, orientation, access and connectivity, and location relative to vehicles and the street, are more important for the appropriate degree of residential amenity.</p>

Continued overleaf

Rule and parameter	Residential Permitted Activity Performance Standard	Assessment Criteria	Urban design commentary
<p>13.10.13 Building Coverage</p>	<p>(1) Residential Zone Any activity is a <i>Permitted Activity</i> if: - Building coverage on a <i>site</i> is less than 35% of the <i>net site area</i>.</p> <p>(2) The Cove Road North Precinct Any activity is a <i>Permitted Activity</i> if: - Building coverage on a site is less than 45% of the net site area.</p>	<p>Where an activity is not permitted by this Rule, Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</p> <ul style="list-style-type: none"> - The scale and bulk of the building in relation to the site; - The existing built character of the surrounding neighbourhood; - Effect on the open space nature of the surrounding neighbourhood; - The availability of useable on-site outdoor living space; and - The extent to which the proposal will affect the values of any Outstanding Natural Landscape identified in Map Series 2 and if applicable the extent to which the subdivision, use or development meets the additional assessment criteria contained in Appendix 18B. 	<p>The private open space provisions are compatible with the density envisaged for the Cove Road North Precinct, which will be higher than in the Residential Zone outside the Cove Road North Precinct.</p>
<p>13.10.14 Retirement Facility</p>	<p>(1) The Cove Road North Precinct Any retirement facility is a Restricted Discretionary Activity.</p>	<p><u>Council has restricted its discretion over the following matters when considering and determining an application for Resource Consent:</u></p> <ul style="list-style-type: none"> - <u>The siting, scale, design and layout of buildings ensures compatibility between buildings and their integration with other sensitive development on the site, adjacent sites and surrounding public spaces</u> - <u>The design, size and location of the private and/or communal open space, parking, loading spaces and driveways on the site achieves a high standard of on-site amenity, noise and visual privacy for residents, and ensures that effects from dust, fumes and light glare are minimised</u> - <u>Outdoor living areas or balconies are contiguous with the internal living areas.</u> - <u>The location of buildings, window and door placement, parking areas and outside amenity areas avoid reverse sensitivity effects on any adjoining industrial activities.</u> 	<p>Principles for the integration of retirement facilities in their context are provided, due to their scale which is likely larger than that of the surrounding development.</p>

Continued overleaf

Rule and parameter	Terms for Subdivision	Matters for Discretion	Urban design commentary
<p>13.13X The Cove Road North Precinct Subdivision</p>	<p>General Rules: <u>1. Subdivision within the Cove Road North Precinct:</u></p> <ul style="list-style-type: none"> - <u>Is a restricted discretionary activity.</u> - <u>Is not subject to Residential Zone rules 13.11.1 – 3, 13.12.1, 13.13.1 and 2.</u> - <u>Is subject to rules 13.13X.</u> - <u>Complies with the relevant Performance Standards in Section 13.10 and 13.14 of this Chapter.</u> <p>Subdivision Design Rules: <u>2. Any subdivision within the Cove Road North Precinct shall ensure:</u></p> <ul style="list-style-type: none"> - <u>Every allotment has a minimum net site area of 400m² where a connection here a connection to public reticulated wastewater infrastructure is available, or a private wastewater system is proposed to be established to serve all proposed allotments, except where the proposed allotment is located within the Northern Area as shown on Precinct Map 1; or</u> - <u>Every allotment has a minimum net site area of 850m² where a connection to reticulated wastewater infrastructure is not available; and</u> - <u>Every proposed allotment within the Northern Area as shown on Precinct Map 1 has a minimum net site area of 1,000m²; and</u> - <u>Proposed allotments have an average size of at least 600m²</u> 	<p>Council will restrict its discretion over the following matters when considering and determining an application for Resource Consent:</p> <p>Rule 13.13X.1 – 4:</p> <ul style="list-style-type: none"> - <u>The extent to which the proposal is consistent with the Cove Road North Precinct policies.</u> - <u>The extent to which the proposal is generally in accordance with the Cove Road North Precinct Map 1.</u> <p>Rule 13.13X.2 – Subdivision Design</p> <ul style="list-style-type: none"> - <u>The design, size, shape, gradient and location of any allotment, access or public road.</u> - <u>Whether the proposal utilises low impact and/or water sensitive stormwater management devices and designs, outfalls that mitigate concentrated flows and detail of any obligations for lot owners to construct and maintain such devices.</u> - <u>The extent to which stormwater quality treatment has been provided to protect the environment from contaminants generated from the activity including whether the proposal includes appropriate stormwater quality monitoring associated with the design and construction stages as well as the consent holder’s maintenance obligations.</u> - <u>Where staged subdivision is proposed, whether all necessary infrastructure, roading, utilities, public spaces and connections to service the proposed development will be established.</u> - <u>Where common lots are proposed, the extent to which appropriate mechanisms are provided to ensure that all infrastructure management and maintenance requirements are sustainable.</u> - <u>Where there are any communally owned or managed services, infrastructure or other such assets or joint responsibilities arising from any proposal; that the nature of arrangements which are proposed ensure the on-going implementation of such arrangements whether through body corporate or similar mechanisms.</u> - <u>Location of existing buildings, access and manoeuvring, and private open space.</u> - <u>The location of proposed allotment boundaries and building areas so as to avoid potential conflicts between incompatible land use activities, including reverse sensitivity effects.</u> - <u>The provision, location, design, capacity, connection, upgrading, staging and integration of infrastructure, and how any adverse effects on existing infrastructure are managed.</u> - <u>The protection of land within the proposed allotments to allow access and linkages to adjacent allotments for future infrastructure.</u> 	<p>The subdivision design rule for the average lot size has been determined based on the Mangawhai Spatial Plan.</p> <p>The minimum net site area of 400m² allows for variation and medium density housing, balanced with, for Mangawhai, conventional housing types.</p> <p>The minimum net site area of 1,000m² in the northern Sub-precinct allows for lower-density development in the northern area where the Site slopes steeply towards the northern, vegetated edge.</p> <p>Larger minimum allotment sizes are required for situations where a connection to reticulated wastewater infrastructure is not available, to allow for on-site treatment.</p>

Continued overleaf

Rule and parameter	Terms for Subdivision	Matters for Discretion	Urban design commentary
<p>13.14.2 Road, Private Way Formation and Property Access</p>	<p>The design and layout of the subdivision provides for, and takes into account:</p> <ol style="list-style-type: none"> Property Access <ul style="list-style-type: none"> Every allotment within the subdivision is capable of having vehicular access to a road; Property access is formed where it is shared by two or more allotments; Vehicle access and driveways comply with Rule 13.10.25; No more than seven allotments are served by a private shared access; Driveways onto the road or private ways are located in a manner that will allow for the safe entry and exit from the site based on expected vehicle operating speeds and methods for controlling vehicle speeds; Driveways onto the road or private ways are located to provide adequate sight distances for the safe functioning of the vehicle crossing and access; The property access is of a suitable width to contain required services; and For new vehicle crossings on to State Highways, all NZTA engineering requirements have been satisfied. Road, Private Way, Cycle Way and Property Access Formation <ul style="list-style-type: none"> Road vesting in accordance with the following requirements: <ul style="list-style-type: none"> Driveways serving eight or more allotments shall be by public road vested with Council; Design and construction shall be to the satisfaction of Council's Asset Manager [...]; and A cul-de-sac shall be provided at the end of any no-exit public road. Use and construction of unformed legal roads is to the satisfaction of Council's Asset Manager [...]. 	<ol style="list-style-type: none"> Council will have regard to the following matters when considering an application for Resource Consent under this Rule: <ul style="list-style-type: none"> Whether and the extent to which the road or private way follows the alignment of indicative roads; Whether and the extent to which there is a need for forming or upgrading roads in the vicinity, due to increased traffic from the subdivision; Whether and the extent to which there is a need for traffic control measures on the roads due to increased traffic from the subdivision; Whether and the extent to which there is a need for footpaths; Whether and the extent to which there is a need for stormwater management associated with the provision of the new road or private way; Whether an adequate alternative access can be provided for the anticipated use; Whether the access can contain required services; The expected vehicle operating speeds and methods for controlling vehicle speeds; Adequacy of sight distances available at the vehicle crossing and along the access; Possible measures or restrictions on vehicle movements in and out of the access; Possible adverse effects on Council infrastructure on adjoining properties; Any foreseeable future changes in traffic patterns in the area (including future congestion); The provision made to mitigate the effects of stormwater runoff and any impact on roading and access on waterways, ecosystems, drainage patterns or the amenities of adjoining properties; Whether and the extent to which the road, private way or property access complies with the Kaipara District Council Engineering Standards 2011 or has been confirmed as appropriate by Council's Engineer.; and Where a new access is being provided or an existing access onto a State Highway modified, or on sites that have access over a railway line, whether the consent of the NZ Transport Agency and/or New Zealand Railways Corporation is obtained; <p><u>The Cove Road North Precinct Road, Cycleway and Pedestrian Connection</u></p> <ol style="list-style-type: none"> <u>Council will have regard to the following additional matters when considering an application for resource consent under this rule within the Cove Road North Precinct:</u> <ul style="list-style-type: none"> <u>The extent to which any road, cycling and pedestrian connections are established in accordance with the Cove Road North Precinct Map 1 and Cove Road North Precinct Concept Plan 1.</u> 	<p>The matters for discretion ensure that the indicative connections shown on the Cove Road North Precinct Plan and on the Cove Road North Concept Plan are considered and an appropriate degree of connectivity for all modes of transport will be achieved, including across property boundaries and as the Site is development incrementally over time.</p>

Continued overleaf

Rule and parameter	Terms for Subdivision	Matters for Discretion	Urban design commentary
<p>13.14.3 Provision for the Extension of Services</p>	<p>The design and layout of the subdivision provides for, and takes into account:</p> <p>a. The efficient and effective future extension of water and electricity supply, stormwater, wastewater, public access, walking trails, bridal ways and roads to any adjoining land</p>	<p>(1) Council will have regard to the following matters when considering an application for Resource Consent under this Rule:</p> <ul style="list-style-type: none"> - Whether and the extent to which the subdivision is located close to existing residential settlements and avoids the need for provision of new or requirement for increased capacity of Council owned infrastructure and services to meet the needs of the development; - Whether and the extent to which the subdivision and development avoids cumulative effects on the environment and on the provision of infrastructure and services to the land being subdivided, and to nearby land that might be subdivided in the future; - Whether bonds or covenants, or both, are required to ensure performance or compliance with any conditions imposed; - Whether there is the need for land to be set aside and vested in the Council as a site for any public utility required to be provided; - Whether and the extent to which public access for walking, cycling and bridleways can be provided as part of the development; - The need for and amount of any financial contributions in accordance with Chapter 22: Financial Contributions to achieve the above matters; and - Whether and the extent to which the extension of services meet the relevant Performance Standards or the Kaipara District Council Engineering Standards 2011 <p>Note 1: General assessment the Kaipara District Council Engineering Standards 2011 is undertaken as part of the assessment of the Subdivision Resource Consent application and conditions relating to compliance with any of these Standards may be applied to the consent as part of the Engineering Approval.</p> <p><u>The Cove Road North Precinct Road, Cycleway and Pedestrian Connection</u></p> <p>(2) Council will have regard to the following additional matters when considering an application for resource consent under this rule within the Cove Road North Precinct:</p> <ul style="list-style-type: none"> - <u>The extent to which any road, cycling and pedestrian connections, create connectivity throughout the precinct and residential land beyond the precinct and are established in accordance with the Cove Road North Precinct Map 1 and Cove Road North Precinct Concept Plan 1.</u> 	<p>The matters for discretion ensure that the indicative connections shown on the Cove Road North Precinct Plan and on the Cove Road North Concept Plan are considered and an appropriate degree of connectivity for all modes of transport will be achieved within the Cove Road North Precinct and with the Residential zoned land to the east.</p>

SECTION 4. URBAN DESIGN ASSESSMENT

4.1 ASSESSMENT FRAMEWORK

Urbanismplus have developed an urban design framework to assess the final scheme against. The principles of this assessment framework have been derived from best practice urban design principles as documented in urban design literature¹, 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 common) 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.

¹Literature 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); Mangawhai Design Guidelines (Operative Kaipara District Plan Appendix 25); and Good Solutions Guide for Medium Density Housing (North Shore City Council, 2007).

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 provisions should promote walking and cycling.
2. The proposed plan change provisions should require vehicular access that will be both safe and efficient.

4.2. ASSESSMENT

This section provides an assessment of the proposed plan change against the urban design criteria listed in Section 4.1. This assessment is limited to those proposed plan change provisions that are additional to, or supersede the provisions of the Residential Zone.

It should also be noted that Assessment Criteria and Matters for Discretion, both existing and additionally proposed for the Cove Road North Precinct, will provide the Council an opportunity to have regard to several matters related to urban design.

These matters and criteria are not included in this assessment.

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, increases densities within the urban area, and provides for diverse housing needs.
- The proposed plan change enables residential growth close to Mangawhai.
- The proposed plan change requires bigger movement and ecological connections through and to the Site.
- The proposed plan change requires a transitional lower density in the northern part, where the Site slopes down towards a strip of bush along the northern boundary.
- The proposed plan change requires both a minimum lot size and a minimum average lot size. This will stimulate a relatively wide variety

of lot sizes and therefore likely also built form, and an appropriate response to constraints and opportunities that the Site offers.

- The proposed plan change provides recreational opportunities for residents and the wider community.
- The proposed plan change contains a shared path along a portion of Cove Road which will benefit the wider community.
- The proposed plan change requires a larger building setback relative to the Rural Zone boundary.

B. Response to the surrounding existing and the proposed public (or common) 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 plan change provisions allow for up to double-storey development on lots as small as 400m², with street setbacks of at least 3m on internal streets and Mangawhai Heads Road, and a 5m setback along Cove Road.

This density is in line with what can be expected in an urban residential area. The 3m street setback on all roads, except for Cove Road, will provide an appropriate degree of spatial enclosure along residential streets, while allowing for visual softening through space for planning in front yards.

The 5m front setback along Cove Road, combined with the requirements for planting along the Cove Road interface, will allow for an appropriate transition between the urban area of Mangawhai and its rural surroundings.

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.

The following precinct-specific provisions will contribute to passive surveillance and crime prevention:

- Lots of at least 400m² in area (with dimensions of e.g. 16m by 25m or 12m by 33m) will comfortably accommodate dwellings with widths that accommodate a living room (or kitchen or dining) with one or more large windows facing the street.
- The minimum front setback of 3m along all streets (except Cove Road) will likely result in dwellings being located more closely to the street. The provision requiring the main private open space to not be located between the dwelling and the street will further contribute to this.
- The 1.1m height restriction for fences located along street boundaries will ensure visual connections between private properties and the public realm.

C. Response to surrounding private properties

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 will be able to be safeguarded.

The following precinct-specific provisions will contribute to the appropriate management of privacy and outlook on neighbouring properties:

- Lots of at least 400m² in area will be able to accommodate dwellings with an appropriate separation distance from each other. This area will also allow for dwellings with outlook from key spaces focussed towards the street and / or main private open space.
- Setbacks of at least 1.5m are required, resulting in an at least 3m separation distance between dwellings.
- A private open space of at 20m² or the equivalent of 25% of the gross floor area of a dwelling is required, with a minimum dimension of 4m. This will provide further separation between neighbouring dwellings.
- The maximum fence heights between private properties that apply for the Residential Zone will also apply to the Cove Road North Precinct.

C2. The proposed plan change provisions will require an appropriate interface with the neighbouring sites. Overshadowing of surrounding properties will be able to be minimised.

The following precinct-specific provisions will contribute to the appropriate management of solar access into neighbouring properties:

- Lots of at least 400m² in area will be able to accommodate dwellings with an appropriate separation distance from each other.
- Setbacks of at least 1.5m are required, resulting in an at least 3m separation distance between dwellings.
- A private open space of at 20m² or the equivalent of 25% of the gross floor area of a dwelling is required, with a minimum dimension of 4m. This will provide further separation between neighbouring dwellings.

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 following precinct-specific provisions will contribute to daylight and solar access as well as outlook:

- Allotments of at least 400m² in area will allow for dwellings with outlook from key spaces focussed towards the street and / or main private open space.
- Allotments of at least 400m² in area will allow for mostly standalone dwellings with daylight and sunlight access into all indoor spaces with an exterior wall.
- The private open space provisions require the main private open space to be located to the east, north or east side of the dwelling.

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 following precinct-specific provisions will contribute to private open space amenity:

- A private open space of at 20m² or the equivalent of 25% of the gross floor area of a dwelling is required, with a minimum dimension of 4m. This minimum is considered sufficient to fulfil a range of expected functions.
- The provisions require the main private open space to be located to the east, north or east side of the dwelling. This will ensure good solar access.

- The provisions require the main private open space to have direct access from the main living area of the dwelling to ensure it is well-integrated with the indoor functions of the dwelling.

E. Transportation

E1. The proposed plan change provisions will promote walking and cycling.

- The proposed plan change provisions require a movement network for walking and cycling that has a finer grain that the network of vehicular connections.
- The proposed plan change provisions require an off-street shared path connecting between Pigeonwood Place and Mangawhai Heads Road. This will make walking and cycling along this portion of Cove Road more attractive.
- The aspects of the proposal that will result in streetscape activation will make walking and cycling along residential streets within the Site more attractive.

E2. The proposed plan change provisions will require vehicular access that will be both safe and efficient.

- The existing plan provisions will manage the safety of streets.
- The indicative street connections in the Cove Road North Precinct Plan will require an appropriate degree of connectivity (which leads to efficiency) within the Site and with its surrounding area, balanced with the efficient development of individual properties within the Site.

Further encouragement to achieve best practice urban design outcomes

As explained, the Mangawhai Design Guidelines have informed the framework for the assessment contained in this report. However, these guidelines also provide more detailed guidance that is relevant at master planning and subdivision design level. In addition to the proposed plan change provisions, these guidelines will therefore provide a further encouragement to achieve best practice urban design outcomes in the Cove Road North Precinct.

4.3. CONCLUSION

This report concludes that the proposed plan change:

1. 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;
2. Will enable development that will be well-integrated into the urban fabric through the provision of the required connections, and also through the transitional density in the northern part of the Site;
3. Will allow for new dwellings with massing that responds appropriately to the surrounding private and public realm, including overshadowing, outlook, and passive surveillance;
4. Will allow for dwellings which will have the required residential amenity, taking into account functionality, solar orientation, privacy, and indoor-outdoor relationship; and
5. Will promote walking and cycling through the way the movement network will be laid out and through provisions that contribute to an attractive streetscape.

The proposed plan change is therefore supported from an urban design point of view.