



**MWH**

*BUILDING A BETTER WORLD*



REPORT

## **Urban Design Stocktake of Resource Management Plans and Policies**

Prepared for the Ministry for the Environment

November 2009

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# MINISTRY FOR THE ENVIRONMENT

## Urban Design Stocktake of Resource Management Plans and Policies

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# 1 Introduction

The Ministry for the Environment (MfE) has, over recent years, provided leadership to councils and the wider community in promoting urban design initiatives to make our towns and cities more successful places. That has been, through the establishment and implementation of the 2005 NZ Urban Design Protocol, a voluntary non-statutory initiative with associated tools and resources including, *The Value of Urban Design*, *Urban Design Case Studies*, and the *Urban Design Toolkit*. In November 2008 a Review of Urban Design Case Law was released, which identifies how urban design is being considered by the Courts in New Zealand.

The MfE engaged MWH New Zealand Ltd (MWH) in November 2008 to undertake research into the nature and extent of urban design related provisions contained in statutory plans and policies prepared under the Resource Management Act 1991 (RMA). The purpose of this research is to provide MfE with:

- baseline information to help inform future Urban Design Protocol tools and resources
- a foundation for any future urban policy analysis.

The research involved three phases as follows:

1. A pilot study to test the proposed methodology
2. Full research of a representative sample of local authority RMA policies and plans
3. An analysis of relevant plan changes to the selected RMA policies and plans.

Phase 1 of the research was undertaken in December 2008 and January 2009. Five RMA planning documents were selected for assessment in the pilot study, in order to test the appropriateness of the methodology developed by MWH. The details of the selection process for these documents, is discussed in Section 2.2 of this report. From the pilot study, it was determined that, with some minor changes, the proposed methodology was appropriate for the full research project in Phases 2 and 3.

The decision was made to undertake Phases 2 and 3 concurrently, as it was considered to be more efficient to assess any relevant plan changes to a selected planning document following the assessment of that document, as opposed to following the completion of the assessments for all selected planning documents. This work was undertaken in January - April 2009.

## 2 Methodology

### 2.1 Pilot Study Methodology

The Phase 1 pilot study involved the following steps:

1. Selecting a sample of five RMA planning documents to assess
2. Developing a proposed questionnaire to assist with the interrogation of RMA planning documents;
3. Testing the proposed questionnaire by applying it to the five selected RMA planning documents, and preparing a report on the pilot study
4. Following consideration of the report by the MfE, refine the methodology as required.

Testing the methodology against a representative sample of RMA planning documents was important to ensure that the methodology was appropriate for both district and regional planning documents, and the planning documents prepared by both small and large councils. The five planning documents selected for the pilot study were chosen to meet requirements from the MfE that the selection include the following:

- a. A district plan prepared by a metropolitan council (populations exceeding 90,000)
- b. A district plan prepared by a provincial council (populations between 20,000 and 90,000)
- c. A district plan prepared by a rural council (populations under 20,000)
- d. A regional policy statement prepared by a regional council
- e. A regional plan prepared by a regional council.

A regional approach was adopted in selecting the RMA planning documents, to allow for the identification of any links between regional and district planning documents. The planning documents selected were, with one exception, from the Wellington Region. The selected planning documents were:

1. Wellington City District Plan (metropolitan district plan)
2. Kapiti Coast District Plan (provincial district plan)
3. Rangitikei District Plan (rural district plan)
4. Wellington Regional Policy Statement
5. Wellington Regional Coastal Plan.

Details on the development of the questionnaire, the assessment methods, and changes to the methodology are detailed throughout the following sections.

### 2.2 Selection of RMA Planning Documents for Phases 2 and 3

Reviewing every district plan and regional policy statement, and relevant plan changes, in New Zealand was considered unnecessary for providing a representative overview of the nature and extent of urban design provisions in RMA planning documents. Therefore, it was decided to select a representative sample of planning documents from throughout New Zealand.

A regional approach was taken to selecting the planning documents for assessment. To ensure a full range of planning documents were selected, regions chosen included areas that are under significant development pressure as well as those that are in decline. In total seven regions were selected for the full research, four of which are facing growth pressures, and three of which experience minimal or low growth.

From the chosen regions it was initially anticipated to assess the regional policy statement and regional plan with most influence over urban development, and a range of district plans. Following completion of the pilot methodology it was clear that there was little benefit in assessing regional plans, as their urban design content is likely to be low, and reflect that which is in the regional policy statement.

The regional policy statements within each chosen region were assessed, along with the district plans for four metropolitan, five provincial, and three rural councils, and three combined regional and district plans from unitary authorities.

The selected councils for Phase 2 and 3 of the research included:

- Auckland Regional Council,
  - Manukau District Council (metropolitan)
  - Papakura District Council (provincial)
  - Rodney District Council (metropolitan)
  - Waitakere City Council (metropolitan)
- Environment Bay of Plenty
  - Opotiki District Council (rural)
  - Tauranga City Council (metropolitan)
  - Western Bay of Plenty District Council (provincial)
- Gisborne District Council (unitary authority: provincial)
- Tasman District Council (unitary authority: provincial)
- Nelson City Council (unitary authority: provincial)
- Canterbury Regional Council
  - Timaru District Council (provincial)
  - Mackenzie District Council (rural)
- Otago Regional Council
  - Dunedin City Council (metropolitan)
  - Queenstown-Lakes District Council (provincial)
  - Waitaki District Council (provincial)
- West Coast Regional Council
  - Buller District Council (rural).

## 2.3 Assessment Methodology

Following the selection of RMA planning documents to be assessed in the pilot study, the next step was to develop a methodology to assess the level of inclusion of urban design provisions in RMA planning documents.

MWH determined that the most appropriate method for assessing the inclusion of urban design provisions in the selected RMA planning documents would be to develop a questionnaire or matrix to provide for a consistent assessment of each document.

### 2.3.1 Development of the Questionnaire

In developing a questionnaire it was assumed that RMA planning documents that would result in or encourage quality urban design would be those documents that included provisions that embodied or would help to realise and promote urban design principles in development. Therefore, it was determined that the questionnaire should be based on established urban design principles.

So there was consistency between the review of urban design provisions in RMA planning documents and the *Review of Urban Design Case Law*, the 'Urban Design Outcomes' identified in the case law review, were broadly used to form the initial basis for the questionnaire. These were chosen as they characterise the key elements that comprise quality urban design. Two further matters, collaboration and custodianship, were also selected to ensure the review covered the key urban design principles contained in the New Zealand Urban Design Protocol. These 10 outcomes formed the headline criteria for the questionnaire.

To help clarify the intent of these headline criteria and guide the assessment of the nature and extent of plan provisions under each, a set of further sub-criteria were developed. The sub-criteria are based on a combination of the urban design qualities outlined in Section 3 of the *New Zealand Urban Design Protocol*

and knowledge and experience MWH had acquired from working on projects that incorporated best practice urban design principles. Following the completion and review of the pilot study research a single sub-criterion under urban design outcome “Character” – *“Encouragement of development to fit in with and enhance its surroundings”* was deleted as it essentially duplicated another sub-criteria.

A table setting out the headline criteria and sub-criteria is included below:

Headline Criteria	Sub-criteria
<p><b>Amenity</b>                      The qualities and characteristics of an [urban] place or area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes (from s2 RMA 1991).</p>	<ul style="list-style-type: none"> <li>• Provisions that promote the retention of urban amenity values – i.e. pleasantness, aesthetic, coherence, cultural and recreational.</li> </ul>
<p><b>Commerce</b>                      The type, location and interaction of business within an urban place or area that influences employment opportunities, viability, services and opportunities for growth.</p>	<ul style="list-style-type: none"> <li>• Provisions of mixed-use opportunities in town and neighbourhood centres.</li> <li>• Design controls to enhance shopping/working/living experience in town and neighbourhood centres.</li> <li>• Management of large format retail (LFR).</li> <li>• Provision of home-based businesses</li> </ul>
<p><b>Choice</b>                      Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options and activities.</p>	<ul style="list-style-type: none"> <li>• Reward/allow increasing densities in association with provision of open space.</li> <li>• Maximum parking standards.</li> <li>• Ensures public spaces are accessible by everybody including people with disabilities.</li> <li>• Provision for variety of housing types.</li> <li>• Provision for variety of section sizes.</li> <li>• Provision of higher density subdivision and development around town centres and public transport modes.</li> <li>• Variety of permitted maximum building heights.</li> <li>• Site coverage which can affect housing density and design.</li> </ul>
<p><b>Custodianship</b>                      Quality urban design reduces the environmental impacts of towns and cities through environmentally sustainable and responsive solutions. Custodianship recognises the lifetime costs of buildings and infrastructure, and aims to hand on places to the next generation in as good or better condition.</p>	<ul style="list-style-type: none"> <li>• Incorporates and encourages renewable energy sources in subdivision and development e.g. passive solar gain.</li> <li>• Incorporates water saving devices in subdivision and development.</li> <li>• Incorporates noise mitigation to reduce noise impacts from major infrastructure airports, ports, and new roads.</li> <li>• Incorporates noise mitigation to reduce noise impacts from town centres.</li> <li>• Encourages buildings, spaces, places and transport networks that are safer, with less crime and fear of crime e.g. crime prevention through environmental design.</li> <li>• Provision to consider residential building in relation to the street e.g. minimal front yard standard for living areas.</li> <li>• Avoids or mitigates natural and man-made hazards.</li> <li>• Considers the on-going care and maintenance of buildings, spaces, places and networks</li> <li>• Uses design to improve environmental performance and infrastructure.</li> <li>• Considers the impact of design on people’s health e.g. provision of outdoor living courts.</li> </ul>
<p><b>Collaboration</b>                      Quality urban design requires good communication and co-ordinated</p>	<ul style="list-style-type: none"> <li>• Uses a collaborative approach to long-term structure planning including subdivision design that acknowledges the contributions of many different disciplines and perspectives.</li> </ul>



Headline Criteria	Sub-criteria
actions from all decision makers: central government, local government, professionals, transport operators, developers and users.	<ul style="list-style-type: none"> <li>• Involves communities in meaningful decision making processes for developments with high community interest e.g. through incorporation of consultative methods in design guides.</li> <li>• Forges public/private sector partnerships.</li> </ul>
<b>Character</b> The physical qualities of an urban place or area as determined by the combination of building types, age, street pattern, open space, slope, vegetation pattern, mix of land uses, and climate.	<ul style="list-style-type: none"> <li>• Provisions that retain sense of place e.g. retaining architectural style of character areas.</li> <li>• Provisions that promote sense of place.</li> <li>• The protection and enhancement of urban water bodies.</li> <li>• The identification and protection of distinctive landforms.</li> <li>• The identification, protection and enhancement of indigenous vegetation.</li> </ul>
<b>Heritage</b> Includes historic sites, structures, places and areas; archaeological sites; and sites of significance to Māori including wahi tapu and surroundings associated with natural and physical resources [in an urban area] [from s2 RMA 1991].	<ul style="list-style-type: none"> <li>• The provision of heritage place register and indication of its main focus.</li> <li>• Basis for the heritage registers.</li> <li>• Level of protection.</li> <li>• Inclusion of non-regulatory provisions.</li> <li>• Responding to heritage values of an area- reuse, maintain, enhance.</li> </ul>
<b>Open Space</b> The provision of or changes to open spaces within an urban place or area which may be for recreational, aesthetic or natural values.	<ul style="list-style-type: none"> <li>• Policy framework to provide for open spaces including the provision of a wide range of reserves.</li> <li>• Provision of policy and standards to promote better designed streets and streetscape and promote as open spaces with public surveillance e.g. landscaping/tree planting requirements, traffic calming.</li> <li>• Open space areas associated with stormwater/utilities/streets e.g. integration of stormwater and provision/retention of open space.</li> <li>• Having clear boundaries between public and private open spaces e.g. through appropriate use of fencing.</li> </ul>
<b>Connectivity</b> The way in which people and goods are conveyed within and to urban places and areas including by walking, motorised and self propelled means and the infrastructure required to facilitate it.	<ul style="list-style-type: none"> <li>• Provisions which promote walking, cycling and different modes of transport.</li> <li>• Constraints and opportunities to provide for connectivity of transport network connection with other streets e.g. limitations on connecting to major roads (constraint).</li> <li>• Provisions to reduce the level of vehicular traffic and/or traffic speed.</li> <li>• Provisions to encourage safe, attractive and secure pathways and links between landmarks and neighbourhoods.</li> <li>• Facilitates green networks that link public and private open space.</li> <li>• Streets and other thoroughfares are designed as positive spaces with multiple functions.</li> <li>• Provides for environments that encourage people to become physically active.</li> </ul>
<b>Urban Growth Management</b> The definition of the extent and location of new and existing urban areas including the process and mechanisms for planning the form and patterns of these areas and the implications for change in land use such as for transport.	<ul style="list-style-type: none"> <li>• Provisions that provide for the management of urban growth.</li> <li>• Inclusion of structure plans in relation to urban growth management strategies/studies.</li> <li>• Provisions that provide for the reuse of brownfield sites/reuse of buildings, and urban renewal.</li> <li>• Collaboration policy, with region and/or territorial authority/ies in relations to growth areas.</li> </ul>

### **2.3.2 Application of Assessment Criteria**

For the purpose of applying the assessment criteria it was decided that the best option would be to formulate the criteria as a table. This would offer an efficient means whereby relevant issues, objectives, policies, rules, and other measures such as design guides, in each document could be identified as fulfilling specific assessment criteria. A copy of the table is attached as Appendix A.

It was considered that a tabular format would help assessors record information when assessing each document. It would provide a visual representation of the extent of provisions fulfilling each assessment criteria and urban design outcome, making it relatively easy for assessors and other readers to analyse the results of the document assessment. This approach/method proved to be effective in assessing plans in the pilot methodology. It was consequently adopted for the full research phase.

### **2.3.3 Assessment of the Selected Planning Documents**

Each of the selected RMA planning documents was assessed against the urban design assessment criteria in the table. In order to improve efficiency and reduce the time spent assessing each document, assessors went through only the chapters of each plan considered relevant to urban design outcomes (i.e. commercial/inner city, residential, rural chapters were not assessed).

Plan provisions relevant to each of the assessment criteria were entered into the table, with very brief descriptions to identify the focus of the provisions. It was decided that this would be more beneficial for analytical purposes than relying solely on the reference numbers for the relevant provisions.

Colour coding was also employed to assist with the analysis of the information entered into the questionnaire tables. For example, residential zone rules were coloured blue, and inner city provisions red. Likewise different colours were assigned to differentiate proposed plan changes.

### **2.3.4 Analysis of the Questionnaire Results**

In assessing the extent of urban design provisions in each assessed RMA planning document, the percentage of sub-criteria under each plan, for which there was at least one relevant provision, was calculated. This provides a very basic assessment of the extent of provisions for each planning document, and allows for comparison. However, while a planning document may have one or two relevant provisions for a number of sub-criteria this does not demonstrate that the plan has a great depth of urban design provision.

In order to provide, additional useful information on the nature and extent of urban design provisions in the assessed planning documents, a weighting system was used, to determine the level, or depth, of relevant urban design provisions in a planning document.

Following the completion of the assessment table, each of the sub-criteria were given a weighting providing a basic identification of the depth of relevant urban design provisions for that sub-criterion. This weighting was based on the number of relevant provisions under a sub-criterion as follows:

- 0 None
- 1-4 Low
- 5-9 Medium
- 10+ High

The percentage of sub-criteria with none, low, medium or high weightings were then graphed for each planning document, to provide a visual representation of the general depth of the urban design provisions.

### **2.3.5 Council Verification Process**

A copy of the relevant completed questionnaire and summary of the results was sent to each of the councils to provide them with an opportunity to comment on the findings, or make any corrections, and to validate the assessment. A copy of the letter sent to the councils asking for their input is attached as Appendix A.

The majority of councils (15) reviewed and validated them with requests for some additions and amendments and three councils validated the assessments with no requested changes. Two councils were unable to provide feedback due to time constraints, and six councils opted not to review or provide comments. Most of the requested changes were incorporated into the report's findings.

Copies of the finalised questionnaires and summaries are provided in the supplementary document.

The following section provides a summary of the findings from the analysis of the planning documents, including the graphed results.

## 3 Results

This section provides an overview of the results for each of the assessed planning documents. The full assessment tables are provided in a supplementary document. Each overview below provides a summary of the nature and extent of provisions within the planning document relevant to each of the headline criteria.

### 3.1 Auckland Region

#### 3.1.1 Auckland Regional Policy Statement

Auckland Regional Council reviewed the questionnaire and summary assessing the Auckland Regional Policy Statement. They concluded that it would provide useful input into their current review of the RPS. No changes were requested.

##### 3.1.1.1 Context

The Auckland Regional Council has a population of approximately 1.3 million. The population grew 12.4% between 2001 and 2006 and is projected to reach 2 million by 2036. The management of this growth is a key concern for the region, and has been addressed through the Auckland Regional Growth Strategy, and the Auckland Region Growth Forums. The Regional Growth Strategy is about planning and managing growth by protecting the character and resources of the region, and by providing opportunities and choices for the future. The use of quality urban design principles and tools is recognised as being important to managing this growth and improving urban areas. The Council has a project income under its 2008/2009 Annual Plan of \$317 million. This is a per capita income of \$260. Forty-three per cent of that income comes from rates, 8% from user charges, 6% from financial investment, and 43% from other sources.

##### 3.1.1.2 Plan Provisions

The Auckland Regional Policy Statement became operative in 1990. There are two relevant plan changes to the RPS. These are proposed Plan Change 6 (Giving Effect to the Regional Growth Strategy and Integrating Landuse and Transport Planning) and proposed Plan Change 7 (Metropolitan Urban Limits). The following provides a summary of the nature and extent of provisions under the policy statement and proposed plan changes that incorporate and promote the urban design criteria under the questionnaire.

##### Amenity

The RPS has a broad issue and objective addressing urban amenity in metropolitan Auckland. Proposed Plan Change 6 introduces additional objectives and policies encouraging attractive urban areas where amenity is maintained and enhanced. Combined, these provide a 'medium' number of provisions addressing amenity.

##### Commerce

There are no relevant provisions under the RPS.

Proposed Plan Change 6 introduces policies encouraging mixed-use development in high density centres and corridors. However, the remainder of the sub-criteria under commerce are not addressed, and overall commerce has a 'low' weighting.

##### Choice

In line with section 6(d) of the Resource Management Act, the RPS requires the maintenance of public access to the coast, and proposed Plan Change 6 requires public access to all urban water bodies. Proposed Plan Change 6 also introduces policies encouraging a variety of housing densities and provision for high density development around town centres and public transport corridors.

The RPS does not include provisions addressing issues of site coverage, height, section size, parking or an association of higher densities with open space requirements. This level of detail would be expected at the district plan level.

#### Custodianship

The RPS has a strong focus on avoiding or mitigating adverse effects of natural or man-made hazards through the design and location of new developments. The RPS also includes provisions encouraging sustainable energy and energy efficiency through design.

Proposed Plan Change 6 introduces a policy requiring higher building standards and acoustic treatment in high density areas to avoid adverse noise effects on dwellings.

The RPS does not include any provisions relating to water saving, design to increase safety, ongoing maintenance of buildings and spaces, or the impact of design on the health of people.

#### Collaboration

The RPS has one issue identifying the need for consistency with plans of adjacent councils, but there are no other objectives or policies relating to this, or the other sub-criteria under collaboration.

#### Character

The RPS includes a number of objectives and policies relating to the protection or enhancement of natural features such as waterbodies, landforms, and indigenous vegetation in development planning. It also has an objective for retaining the character and features of the urban environment.

Proposed Plan Changes 6 and 7 introduce additional issues, objectives and policies relating to retaining or developing a sense of place and urban identity. Each sub-criteria is addressed under the RPS and proposed Plan Changes to varying degrees.

#### Heritage

The RPS, with additions from proposed Plan Changes 6 and 7, includes a high number of provisions of the identification, protection and management of the region's heritage resources.

Non-regulatory incentives are not addressed, and the RPS does not identify different levels of heritage protection.

#### Open Space

The RPS includes an objective and policy related to the provision of esplanade reserves, and proposed Plan Change 6 includes a policy for improving the quality, quantity and distribution of public open spaces.

The open space criterion has a low number of relevant provisions overall, with none addressing streetscape, use of public space for integrated stormwater management, or public/private boundaries.

#### Connectivity

The RPS includes provisions encouraging integrated land use and transport planning, and enhancement of public access to public spaces and around the city. Proposed Plan Change 6 introduces a number of provisions encouraging safe, attractive cycle and walking routes, as well as transport planning to reduce the use of private vehicles.

The RPS covers most of the sub-criteria, albeit with a low number of provisions, but does not cover green networks, or the encouragement of physical activity. However, through the provisions of better cycle and walking, access is provided.

#### Urban Growth

The RPS has a high number of provisions addressing urban growth and development, and the need to contain urban growth, through ensuring growth is sustainable and identifying suitable areas for further growth.

Proposed Plan Change 6 introduces a high number of provisions relevant to growth management, with a focus on a compact urban form, integrated land use and transport planning, development of high density centres, and containment of growth within identified areas.

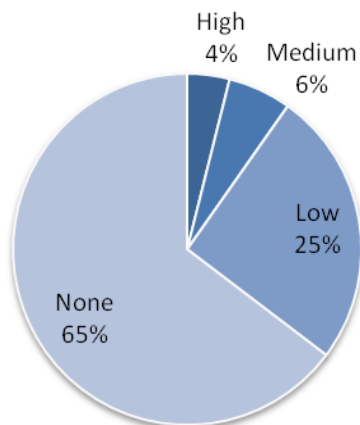
Growth is to be in line with the Auckland Regional Growth Strategy and the Auckland Regional Council is working with district and city councils in the region through the Auckland Growth Forum.

Overall, there is a strong focus on managing the region's growth under the RPS.

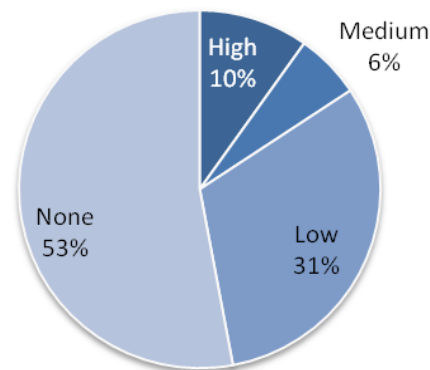
### 3.1.1.3 Summary

For a regional policy statement, the Auckland Regional Policy Statement has a relatively high number of urban design provisions. Under the operative Regional Policy Statement 35% of the questionnaire sub-criteria are addressed through the plan provisions. This increases to 47% when plan changes are included. The following graphs illustrate and compare the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium, or low, or for which there were no relevant provisions, under the operative RPS, and the RPS with plan changes included.

**Extent of Relevant Provisions In Operative RPS**



**Extent of Relevant Provisions with Plan Changes Included**



The graphs above show that proposed Plan Changes 6 and 7 to the RPS have not only increased the number of sub-criteria under the questionnaire which are addressed, but have also increased the extent of provisions addressing each sub-criteria.

The urban design criteria that are well addressed under the RPS and proposed plan changes include character, heritage, connectivity and urban growth management.

A number of sub-criteria under amenity, choice, custodianship and open space are addressed through the District Plan. Commerce, collaboration and open space are not covered thoroughly under the RPS. Gaps include:

- no provisions encouraging a range of sections sizes, building heights, site coverage
- no provisions encouraging water saving devices, CPTED design principles, the impact of design on health or the ongoing maintenance of buildings and spaces
- no provisions promoting streetscape design, or the integrated management of stormwater and open spaces.

### 3.1.2 Manukau City District Plan

Manukau City Council has reviewed the questionnaire and summary assessing the Manukau City District Plan. The Council provided a comprehensive review of the assessment, making a number of changes and additions to the questionnaire and summary, which have been included.

#### 3.1.2.1 Context

Manukau City Council is a metropolitan council with a population of 329,814 residents (2006 Census). The population of the district increased 16.1% between 2001 and 2006. It is expected to grow to 600,000 by 2050. The number of households in Manukau is expected to increase by 37% from 2001 and 2016. The city is relatively young, is the third largest and fastest growing city in New Zealand. It is expected that growth pressures will continue for some time. Issues identified are a lack of housing choice and streetscape suburban monotony. These issues are being addressed in the development of new urban areas such as Flat Bush. Manukau does have large areas of open space and parklands and has a vibrant and diverse community. The Council has a projected income under its 2008/2009 Annual Plan of \$338 million, 53% of this coming from rates, 46% coming from other revenue, and 1% from other gains/losses.

#### 3.1.2.2 Plan Provisions

The Manukau District Plan became operative in 2002. The Plan sets out the resource management objectives, policies and rules to manage the city's natural and physical environment. There are a number of District Plan changes that are of relevance to this study. The following provides a summary of the nature and extent of provisions under the Plan and proposed Plan Changes that incorporate and promote the urban design criteria under the questionnaire.

##### Amenity

A large number of issues, objectives and policies within the Manukau District Plan aim to retain amenity values within the district. These include provisions relating to height, height in relation to boundary, noise, vibration, yards, private open space, site coverage, lighting etc and have been clubbed as development and performance standards.

The Council has identified its urban design action plan and urban design panel as methods for achieving the amenity objectives. The District Plan classifies residential areas into eight residential zones (including residential zones with heritage), contains a Design Guide for Intensive Housing and structure plans for several areas that help achieve objectives relating to amenity. Plan Changes 23, 4 and 8 propose to introduce a number of amenity provisions.

##### Commerce

The Plan provides for mixed uses, not through specific mixed-use provisions, but by allowing a wide range of activities in the business zones so long as they meet the permitted activity standards. Plan Change 12 aims to promote a diverse range of business activities. Plan Change 23 proposes to provide for mixed uses within the Waterside Business Area.

The Plan specifically provides for large format retail activities in the Flat Bush section and assessment criteria include matters relating to urban design issues. Home-based businesses are provided for in the Plan as a permitted activity in all residential zones.

##### Choice

There are provisions in the Flat Bush section of the Plan that reward/allow increasing densities in association with open space. Flat Bush provides for several precincts with a minimum density to be achieved and provides for flexibility to achieve higher densities around open spaces. These precincts have been identified around open spaces i.e. Barry Curtis Park and green finger network.

The Plan also allows for higher densities in the main residential zone around town centres (Business 2, 3, 4) and around transportation corridors. This is not related to the provision of open space. However Chapter 15 – Public Open Space requires – “*Neighbourhood reserves shall be a minimum size of 0.2*

*hectares per 1000 population and shall be within 500m of residential dwellings and shall be integrated with walkways and accessways where possible.”*

The Plan includes a number of issues and objectives aimed at preventing the over provision of and poorly designed car parking spaces. However, there are no rules relating specifically to maximum parking standards.

There are no provisions within the Plan that ensure public spaces are accessible by everyone including people with disabilities. The Plan only provides rules and provisions for design of circulation and parking areas for disabled persons. In addition to the Plan provisions, am guide, *Barrier Free Manukau*, provides details on accessibility standards for disabled persons.

There are a number of provisions within the Plan that provide for a variety of housing types and section sizes. Proposed Plan Change 12 introduces a policy aimed at ensuring that new development within town centres provides for a diverse range of residential activities.

There are a number of provisions within the Plan that provide for a variety of permitted maximum building heights and site coverage. The Plan also specifically provides exemptions for maximum height and site coverage rules for integrated intensive in the main residential zone around town centres (Business 2, 3, 4) and along transportation corridors.

#### Custodianship

There are a large number of provisions in the Plan that incorporate/encourage renewable energy sources in subdivision and development. However, there are no specific rules within the Plan that provide for this.

There are no provisions within the Plan that encourage water saving devices within subdivision and development.

There are two provisions within the Plan for the mitigation of noise from infrastructure and from town centres. Plan Change 8 proposes to introduce a rule for activities sensitive to aircraft noise (ASAN). The Plan contains rules for ASAN's that are affected by the noise contours from Auckland International Airport. Flat Bush specifically requires for noise insulation between apartments and other attached dwellings.

There are a large number of provisions within the Plan which encourage incorporating crime prevention through environmental design principles. The Council has a Crime Prevention Action Plan to implement the provisions within the Plan.

The Plan includes a number of rules specifying minimum yard standards. Plan Changes 17, 8 and 4 propose to introduce a number of provisions to consider residential buildings in relation to the street. The Plan requires areas of private open space in the residential zone. *Design Guide for Intensive Housing* provides details on yards, setbacks etc.

#### Collaboration

The Plan provides for public private partnership in the Flat Bush town centre. It specifically provides for the Council and tangata whenua to co-manage taonga in the Council's ownership.

#### Character

There are several provisions within the Plan that aim to retain a 'sense of place'. Plan Change 12 proposes to introduce a provision which specifically refers to a 'sense of place'. There are several policies within the Plan that aim to promote a 'sense of place' with special emphasis given in the Flat Bush section of the Plan.

The Plan identifies objectives, policies and provisions relating to protection and enhancement of urban waterbodies.



There are several provisions for the identification and protection of distinctive landforms and indigenous vegetation.

#### Heritage

A high number of objectives and policies which aim to avoid the loss of heritage values are provided for under the Plan. The provisions under the Plan aim to maintain heritage values whilst still allowing for minor modifications. A number of non-regulatory provisions are provided for under the Plan including non-regulatory guidelines, scheduling of waahi tapu and archaeological sites, public acquisition and a heritage strategy.

#### Open Space

A large number of provisions under the Plan provide for a wide range of reserves. Plan Change 8 proposes to introduce a number of provisions for the development of an open space network in association with the development of the Whitford rural area.

There are several provisions within the Plan that promote better designed streets and streetscape, open space areas associated with stormwater, utilities and streets or clear boundaries between public and private open space. These are covered by way of objectives, policies rules and assessment criteria that guide to achieve the above mentioned urban design issues.

#### Connectivity

There are a number of provisions in the Plan which promote walking and cycling. A number of methods such as a design code and structure plans with street layouts which achieve high levels of pedestrian and cycle permeability are referred to in the Plan.

Constraints on access points onto the primary road network are included as a rule within the Plan. There are a number of provisions to reduce the level of vehicular traffic and/or speed within the Plan.

There are a number of provisions within the Public Open Space and Flat Bush section of the Plan that facilitate green networks that link public open space or streets and other thoroughfares designed as positive spaces with multiple functions.

Plan Change 19 proposes to provide for motor sport activities at Colin Dale Park.

#### Urban Growth

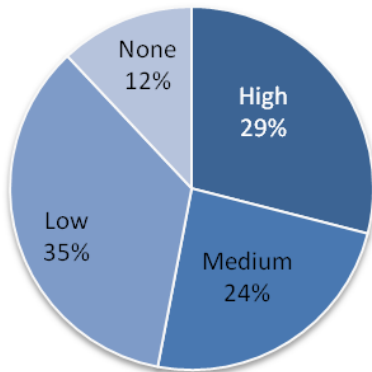
A large number of provisions within the Plan address urban growth. Plan Change 12 proposes to introduce a number of provisions for the management of growth in Manukau.

There are no provisions within the Plan that provide for the reuse of brownfield sites or collaboration policy with region and territorial local authorities in relation to growth areas.

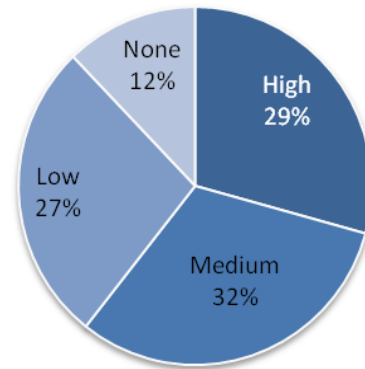
#### *3.1.2.3 Summary*

The Operative Manukau District Plan has a high number of urban design provisions. Under the Operative District Plan, 88% of the questionnaire sub-criteria are addressed through the Plan provisions. This percentage does not change when relevant plan changes are included. However, as the following graphs illustrate, the number of sub-criteria with a medium number of relevant provisions does increase, showing a greater depth of urban design provisions.

**Extent of Relevant Provisions in Operative District Plan**



**Extent of Relevant Provisions with Plan Changes Included**



The urban design categories for which all sub-criteria are provided for under the Plan included amenity, commerce, choice, collaboration, character and connectivity.

Most assessment criteria under custodianship, heritage, open space and urban growth are addressed through the District Plan.

The Plan provides for the following issues under the Flat Bush section of the Plan. However, there are no city wide provisions:

- management of large format retail
- the protection and enhancement of urban water bodies
- green networks that link public and private open space
- low impact stormwater
- secure transport networks and streets.

Gaps in the Plan on a city-wide basis include the following issues:

- water saving devices
- different levels of heritage protection
- integrated stormwater
- public/private boundaries
- brownfield development
- collaboration with other councils on urban growth.

### 3.1.3 Waitakere City District Plan

Waitakere City Council has reviewed the questionnaire and summary assessment of the Waitakere City District Plan, and noted that some provisions may have been interpreted incorrectly. They did not request any specific amendments.

#### 3.1.3.1 Context

Waitakere City Council is a metropolitan council with a population of approximately 200,000 residents. The population has grown 10.5% since 2001. The population of Waitakere City is expected to double by 2050. The city recognises a need for greater local employment, higher density housing in appropriate areas, and efficient use of resources. With most residents in the city reliant on the use of motor vehicles for commuting, and with increased population over time, this is likely to place pressure on the city's

natural and physical resources. The Council has a projected income under its 2008/2009 Annual Plan of \$248 million. This is a per capita income of \$1240. 48% of that income comes from rates, 4% from assets vested in Council by developers, and 48% from other sources.

### 3.1.3.2 Plan Provisions

The Waitakere City District Plan became operative in 2003. A number of relevant plan changes have been introduced and incorporated into the Plan, and have addressed issues of growth and transport. The following provides a summary of the nature and extent of provisions under the Plan that incorporate and promote the urban design criteria under the questionnaire.

#### Amenity

A very high number of provisions under the Plan restrict the effects of development that could adversely affect the urban amenity values of areas. Design guides for apartments and medium density housing provide more specific design guidelines aimed at creating amenity within high density developments and retaining the amenity of the areas in which the development is located.

#### Commerce

The Plan provides a high number of policies encouraging mixed-use developments, as well as rules and design guides providing design controls on such developments. Design controls are also provided for enhancing the pedestrian environment with weather protection, quality street frontage design, and ground floor display windows providing interaction with the street. Plan rules determine a greater level of Council discretion for large format retail developments, and retail home occupations are restricted to front sites.

#### Choice

The Plan provisions and apartment design criteria provide requirements for a minimum level of private outdoor space for dwellings. The Plan provisions provide for a range of housing densities and opportunities, as well as building heights and site coverage. Objectives and policies promote higher density development in town centres and transport hubs. The accessibility of public spaces is promoted.

There are no maximum parking design controls.

#### Custodianship

All sub-criteria are addressed under the Plan, with policies encouraging energy efficiency, renewable energy, water saving design, and minimising waste and stormwater, as well as incorporating low impact stormwater into design. Acoustic treatment is required for residential developments near major infrastructure and in town centres and mixed-use areas.

Policies require developments to address public places, and the impact of design on health is recognised with requirements for private open space in residential developments. The Plan provisions also require that new developments along with open space are maintained.

#### Collaboration

There are no relevant provisions under the Plan.

#### Character

A high number of provisions are provided for ensuring development is in keeping with existing character. And a high number of provisions require or encourage the retention of the natural features which contribute to the character of an area, especially in planning new developments and subdivisions. Several provisions also identify the importance of creating an identity and character in new developments.

#### Heritage

There are a high number of provisions for managing effects on heritage resources, and avoiding adverse effects on them. Council funding is provided to promote heritage protection. It is not stated under the Plan how the scheduled items are identified and categorised.

### Open Space

Policies under the Plan aim to provide appropriate public space, meeting recreational and community needs and improving amenity. Policies also contemplate the relationship between open space and the street. There are no rules directly supporting these policies, and no provisions promoting integrated open space and stormwater management, or private/public boundary identification.

### Connectivity

Provisions promoting walking and cycling, and safe, attractive pathways are included in the Plan, as well as traffic reduction policies, and maximising connectivity opportunities. Streetscape is given brief consideration. The Plan also promotes the maintenance of green networks providing ecological linkages. The Plan does not specifically promote physical activity but open spaces are identified as being required for both passive and active recreation.

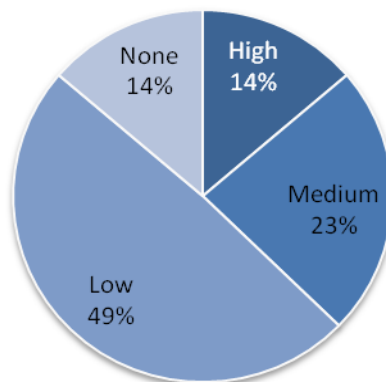
### Urban Growth

The Plan includes a very high number of policies for managing urban growth with the goal of having a compact urban form, with intensification in specified areas, restricted peripheral growth, increased densities in new development and expansion in identified future development areas. The use of structure plans to guide future growth is focused on in the Plan, with a number of identified growth areas subject to structure plans and specific controls. There are no general provisions for “brownfield” development. However, redevelopment and intensification of a former air base is provided for under a structure plan. Collaboration with other councils to manage urban growth is recognised as an issue.

#### 3.1.3.3 Summary

The Waitakere City District Plan has a relatively high number of urban design provisions. Under the District Plan, 86% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

**Extent of Relevant Provisions in Operative District Plan**



The above graph shows a third of the sub-criteria are ‘high’ or ‘medium’ in the Waitakere District Plan, with over half of the sub-criteria between 1 and 4 relevant provisions.

The following urban design criteria are addressed well under the Plan: amenity, commerce, choice, custodianship, character, heritage, connectivity and urban growth management.

Most assessment criteria under open space are addressed through the Plan. However, there are no provisions relevant to collaboration. Gaps include:

- no maximum parking controls

- no provisions relevant to the collaboration sub-criteria: collaboration between disciplines, community engagement, public/private partnerships
- the methods used for assessing heritage items are not identified under the Plan
- no integrated management of stormwater and open spaces, and no definition of public/private boundaries
- no specific provisions encouraging physical activity.

### 3.1.4 Papakura District Plan

Papakura District Council has reviewed the questionnaire and summary assessment of the Papakura City District Plan, and requested some additions and amendments. A Council spokesperson noted that the Plan is difficult to interpret and that it would have been useful for councils to have been consulted earlier on in the project to guide the assessment of plans. They also questioned the applicability of some of the sub-criteria to the Papakura District.

#### 3.1.4.1 Context

Papakura District Council is a provincial council with a population of approximately 45,000 residents. The population grew 11.1% between 2001 and 2006 and the population is expected to grow by 25% over the next 10 years, creating significant urban growth pressures. The Council has a projected income under its 2008/2009 Annual Plan of \$35 million. This is a per capita income of \$780. Some of the key pressures, in terms of urban growth and design, facing the Papakura District include achieving:

- mixed use and higher densities
- urban redevelopment
- residential development along the rail corridor and stations
- residential development on arterial roads
- business investment in neighbourhood centre developments
- expansion or intensification of the town centre.

The Council is currently undertaking a revitalisation project of the town centre, which incorporates many of the questionnaire sub-criteria such as pedestrian connectivity, safety and urban amenity.

#### 3.1.4.2 Plan Provisions

The Papakura District Plan became operative in 1999. Proposed Plan Change 10 (Auckland Regional Policy Statement Change to District Plan) is relevant especially in terms of the urban growth management provisions it introduces, proposed Plan Change 12 (Glenora Structure Plan) also brings in new urban design provisions. The following provides a summary of the nature and extent of provisions under the Plan and proposed Plan Change that incorporate and promote the urban design criteria under the questionnaire.

##### Amenity

The Plan has a very high number of provisions relating to the maintenance and enhancement of amenity in urban areas including residential, inner city and open space areas. The Plan also includes a number of assessment criteria relating to building, landscape and subdivision design and development, as well as specific assessment criteria for various structure plan areas.

##### Commerce

The Plan has a number of provisions promoting mixed-use zones in urban centres, guided by structure plans. The provisions also allow for home-based business in residential areas. The Plan also includes provisions for the enhancement of the pedestrian experience, and Plan Change 12 introduces some controls on large format retail developments. The commerce criterion generally has a 'medium' weighting.

##### Choice

The Plan includes a number of provisions providing for a variety of housing types and densities, variety of section sizes, building height and site coverage, and provides for higher densities around town centres

where it supports walking, cycling and public transport. Proposed Plan Change 10 introduces an objective for achieving quality urban growth through intensification, and Plan Change 12 introduces a number of additional provisions encouraging medium density development.

Overall, the choice criterion is addressed well within the Plan's provisions, with the only gaps being provisions that specifically reward high density with open space or restrict parking spaces in urban areas.

#### Custodianship

The Plan includes acoustic design requirements for residential development near major infrastructure, and in mixed-use areas. It encourages development in town centres to increase safety by providing natural street surveillance and sunlight. The Plan also includes a high number of provisions addressing natural and man-made hazards, and includes rules and design guide criteria requiring minimum private open space provisions in residential developments. The Plan does not include any provisions addressing energy efficiency and sustainability, water saving, or ongoing maintenance of buildings and spaces.

Plan Change 12 introduces additional acoustic requirements, as well as provisions and Design Assessment Criteria relating to crime prevention through environmental design principles and stormwater.

#### Collaboration

Under the Plan, there are areas identified through the Auckland Regional Growth Forum for future growth, which are to be managed by structure plans. However, there are no provisions under the Plan specifically requiring collaboration with communities or different disciplines, and no provisions which encourage public/private partnership opportunities.

#### Character

The character criterion is well addressed under the Plan, with all sub-criteria having either 'medium' or 'high' weightings. The Plan includes provisions promoting the retention and enhancement of character and natural features, as well as the importance of creating a sense of identity in new developments. Design guides and Plan Change 12 provide additional guidance.

#### Heritage

Except for having no non-regulatory incentives, heritage is well covered under the Plan with a number of provisions for the identification, management and protection of heritage items under the various categories.

#### Open Space

The Plan has minimum requirements for the quantity of open space to be provided, and provisions which encourage positive streetscape with passive surveillance. The subdivision design guide provides greater guidance for the design of open space in new developments.

Plan Change 12 introduces provisions for the integrated management of stormwater in open space.

#### Connectivity

The Plan has a high number of provisions promoting design to facilitate cycling and walking, as well as a high number of provisions promoting connectivity, encouraging pedestrian safety, and reducing vehicle traffic and speed through design and calming measures. The subdivision design guide provides additional criteria to improve connectivity within and between new developments.

Plan Change 12 restricts vehicle access onto certain roads, and encourages pedestrian and cycle linkages.

#### Urban Growth

The Plan has a strong focus on urban growth management, with a number of provisions focused on managing projected population growth. Proposed Plan Change 10 includes a number of objectives promoting a compact, intensified urban form with controlled expansion. A number of areas identified for future growth are to be managed through a structure plan process, and there are a high number of provisions guiding this under the Plan. The Plan and proposed Plan Change 10 require collaboration with

Auckland Regional Council and giving effect to the Regional Policy Statement (RPS) and Auckland Regional Growth Strategy.

Plan Change 12 introduces provisions supporting and requiring medium density development in specific areas, as well as including additional structure plan provisions.

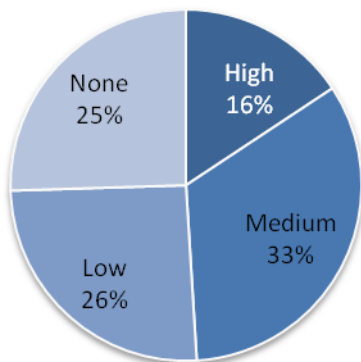
#### Strategic Areas

Under the Plan there are two strategic special purpose areas with only limited design controls, including a Healthcare Servicing Area and an Educational Facilities Zone.

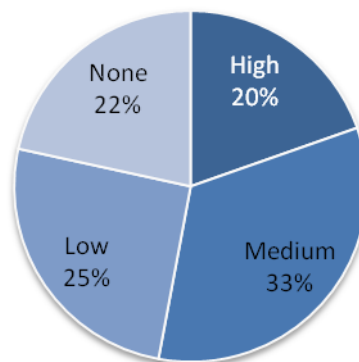
#### 3.1.4.3 Summary

The Papakura District Plan has a relatively high number of urban design provisions. Under the operative District Plan, 75% of the questionnaire sub-criteria are addressed through the Plan provisions. This increases to 78% when proposed Plan Changes 10 and 12 are included. The following graphs illustrate and compare the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the operative District Plan, and the District Plan with proposed Plan Changes 10 and 12 included.

**Extent of Relevant Provisions in Operative District Plan**



**Extent of Relevant Provisions with Plan Changes Included**



The above graphs show that half of the sub-criteria under the questionnaire have a 'medium' or 'high' extent of relevant provisions under the District Plan, with slightly more when the proposed plan changes are included.

The urban design outcomes that are well provided for within the Plan include amenity, commerce, choice, character, heritage and urban growth management.

Most assessment criteria under custodianship, open space and connectivity are addressed through the Plan. Collaboration is not covered very thoroughly under the Plan. Gaps include:

- no maximum parking standards
- no renewable energy or water saving design rules or guidelines
- no provisions addressing ongoing maintenance requirements for buildings and spaces
- no provisions involving the community in decision making, or using private/public partnership though in practice the Council works in partnership with developers on major development projects
- no non-regulatory incentives to protect or maintain heritage items
- limited provisions for encouraging green networks, or designing streets to have multiple functions.

Plan Changes 10 and 12 to the District Plan introduce new provisions which expand the extent of urban design provisions under the Plan, and also address some of the gaps in the operative District Plan. They include controls on large format retail, and rules to consider low impact stormwater methods.

### 3.1.5 Rodney District Plan

Rodney District Council has reviewed and verified the questionnaire and summary assessment of the Rodney District Plan and identified some Plan Changes which needed to be assessed. These have all been included in the final assessment.

#### 3.1.5.1 Context

Rodney District Council is a metropolitan council with a population of approximately 89,601 residents (2006 Census). Rodney District is one of the fastest growing districts in the country; the population grew 16.5% between 2001 and 2006. The constant increase in new houses and people moving into the district, and the effects of this growth is a key issue for the Rodney District Council. Because of the sustained growth rate, the Council faces challenges in water supply, stormwater and wastewater treatment and disposal and roading infrastructure reaching capacity earlier than expected. The Council has a projected income under its 2008/2009 Annual Plan of \$166 million.

The Council has two non-regulatory design guides which are used by developers, and by council planners in assessing applications. These are the Gulf Harbour Design Guide, and Rodney District Development Design Guide.

#### 3.1.5.2 Plan Provisions

In November 2000, the Rodney District Council released its Proposed District Plan which was publicly notified. The Proposed District Plan is a review of the operative Rodney District Plan. It encompasses matters addressed in Plan Changes not yet made operative. There are four relevant plan variations to the proposed Rodney District Plan: Proposed Variation 51 – Special 18 (Gulf Harbour) Zone; Proposed Variation 52 – Silverdale North; Proposed Variation 58 – High Intensity Residential Zone; and Proposed Variation 101 – Orewa. The Council has also prepared two non-regulatory design guidelines to help developers understand urban design principles and translate these into their development schemes. The following provides a summary of the nature and extent of provisions under the Plan and proposed Variations 51 and 58 that incorporate and promote the urban design criteria under the questionnaire.

#### Amenity

A large number of issues, objectives and policies within the Proposed Rodney District Plan aim to retain amenity values within the District. However, this focus on retaining amenity values is not reflected in the activity rules and standards. Only a small number of rules within the Plan focus on applying different standards (e.g. height in relation to boundary and noise controls) to different zones. The proposed guidelines for the residential section provide some guidance on interpreting rules relating to amenity retention. Proposed Variations 52 and 101 introduce a number of provisions relating to amenity.

#### Commerce

The Plan provides for mixed uses especially in the mixed business zone, not through specific mixed-use provisions, but by allowing a wide range of activities so long as they meet the permitted activity standards.

Specific provisions, including incorporating outdoor dining areas, windows comprising no less than 40% of the building façade and verandas covering the full extent of the façade provide for the improvement of shopping and walking experience in business zones.

The Plan provides for the management of large format retail activities through the provision of the Silverdale North Large Format Retailing Zone.

Home-based businesses are provided for in the Plan as a permitted activity in all residential zones.



### Choice

The Plan does not specifically provide for increasing densities in association with the provision of open space or specify maximum parking standards. The Plan does have provisions requiring public space to be accessible; however, these make no mention of accessibility for everyone, including those with disabilities.

There is only one provision within the Plan that relates specifically to providing for a variety of housing types. A number of section sizes are provided for within the Plan, each zone having a different minimum section size. A number of objectives and policies within the Plan provide for higher density subdivision and development around town centres and public transport nodes. This is also reflected in the provision of different allotment sizes in different zones.

A maximum building height of 9m is provided for in all residential zones. Different maximum building heights are prescribed for each of the business zones. Different site densities are specified for each residential zone allowing for differences in housing density and design.

Variation 101 proposes to introduce a number of provisions relating to the choice sub-criteria.

### Custodianship

There are no specific provisions on renewable energy, water saving devices, or low impact stormwater. Noise is addressed under the Plan, with varying noise limits for different zones and specific noise provisions for transport infrastructure and airfields.

Issues and policies under the Plan promote the use of design to achieve safe and secure transport networks and streets. There are no specific rules or design guidelines relating to safe buildings, spaces, places and transport networks.

The Plan considers residential buildings in relation to the street through minimum yard rules for all residential zones.

The Plan has a large number of provisions aimed at avoiding, remedying and mitigating the adverse effects of natural and man-made hazards. These provisions specifically relate to flooding, coastal hazards, fire and erosion. The Plan also includes a provision which specifically relates to climate change.

There is one policy within the Plan relating to the on-going maintenance of buildings. There are a number of issues, policies and rules which consider the impact of design on people's health. These relate to the provision of private open space and distance between buildings.

There are a number of gaps in the Plan with respect to custodianship. These include no involvement of communities in meaningful decision-making processes and no provisions which encourage public-private partnerships.

Proposed Variation 101 introduces four provisions under the custodianship sub-criteria.

### Collaboration

There are no provisions regarding collaboration within the Plan.

### Character

There are no provisions within the Plan relating to promoting or retaining a 'sense of place'.

The Plan has extensive provisions which provide for the protection and enhancement of urban water bodies, the identification and protection of distinctive landforms and the identification, protection and enhancement of indigenous vegetation.

### Heritage

A wide variety and high number of buildings, objects, areas and trees are listed under the Plan with objectives and policies aiming to avoid the loss of their heritage values. There are no rankings of the significance of the different heritage items on the list. The provisions under the Plan aim to maintain heritage values whilst still allowing for minor modifications. A number of non-regulatory provisions are provided for under the Plan including financial incentives for the protection and preservation of cultural heritage resources and a heritage assistance fund.

### Open Space

There are few provisions within the Plan aimed at providing for open space within the district.

A number of provisions promote better designed streets and streetscape. Proposed Variations 58 and 101 contain additional policies to considering additional development matters and street frontage design.

There are no provisions relating to the provision of open space areas associated with stormwater, utilities or the street. There are no provisions regarding clear public/private boundaries.

### Connectivity

Whilst there are a number of objectives and policies regarding provisions which promote walking and cycling, there are few specific rules guiding this. Furthermore, although there are a number of policies restricting access to major roads, there are no rules guiding this. There are few provisions relating to reducing the level of vehicular traffic and facilitating green networks that link public and private open space and there are no provisions to encourage safe, attractive and secure pathways and links between landmarks and neighbourhoods. However, proposed Variation 101 introduces a number of provisions relating to encouraging safe, attractive and secure pathways and links between landmarks and neighbourhoods. Proposed Variation 52 introduces a number of provisions to reduce the level of vehicular traffic and/or traffic speed.

The Plan provides for the design of streets and thoroughfares as positive spaces and providing environments that encourage people to become more physically active. However, there are no associated rules or standards.

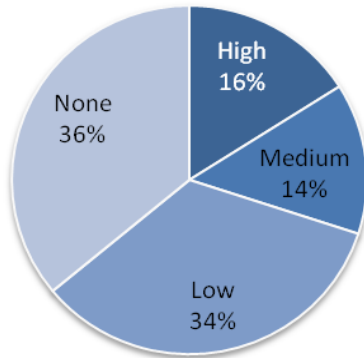
### Urban Growth

There is one policy and one objective relating to managing urban growth. A number of structure plan areas are identified within the Plan and one chapter deal specifically with structure plans. There are no provisions within the Plan that provide for the reuse of brownfield sites or for collaboration policy with regional and/ or territorial local authorities. Proposed Variation 101 introduces the Orewa East Structure Plan Area.

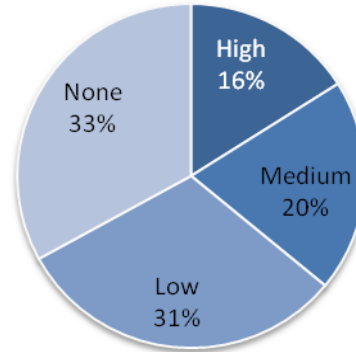
#### *3.1.5.3 Summary*

The Proposed Rodney District Plan has a relatively high number of urban design provisions. Under the Proposed District Plan, 64% of the questionnaire sub-criteria are addressed through the Plan provisions. This percentage increases to 67% when the proposed variations are included. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low or for which there were no relevant provisions under the Proposed District Plan, and with the proposed plan variations included.

**Extent of Relevant Provisions in Proposed District Plan**



**Extent of Relevant Provisions with Plan Variations Included**



The urban design sub-categories that are well provided for within the District Plan include amenity, the management of large format retail, avoidance or mitigation of the effects of hazards, the impact of design on peoples' health, the identification and protection of distinctive land forms and indigenous vegetation and responding to heritage values.

Most assessment criteria under choice, custodianship, character and open space are addressed through the District Plan. However, gaps include:

- no allowance for increased densities with the provision of open space
- maximum car parking standards
- water saving devices or low impact stormwater
- secure transport networks and streets
- no public-private partnerships
- promoting or retaining a 'sense of place'.

Collaboration, connectivity and urban growth management are not covered thoroughly under the Plan.

The various proposed plan variations to the Plan have increased slightly the number of provisions under the Plan.

## 3.2 Bay of Plenty Region

### 3.2.1 Bay of Plenty Regional Policy Statement

Environment Bay of Plenty has reviewed and verified the questionnaire and summary assessment of the Bay of Plenty Regional Policy Statement. They requested some corrections and additions, and these have been incorporated into the analysis.

#### 3.2.1.1 Context

The Bay of Plenty region has a population of approximately 257,379. The population grew 7.8% between 2001 and 2006 and is projected to reach 307,700 by approximately 2021. Most of this growth occurred in the Western Bay of Plenty with population decline to the east. The region has addressed urban development and design through the establishment, review and implementation of Smart Growth strategies. The Smart Growth Strategy strengthens the sub-regional response to growth management. The outlook to 2051 provides a context for considering decisions of the present and how they may affect future generations. The Strategy reinforces the importance of issues, including the location of housing and employment and their impact on transportation networks and the need to protect versatile land

resources that provide a strong base for the region's economy. The Council had an operating revenue of \$252 million under its 2007/2008 Annual Plan.

### 3.2.1.2 Plan Provisions

The Bay of Plenty Regional Policy Statement became operative in 1999. There are two relevant plan changes to the RPS, these being proposed Plan Change 1 and Plan Change 2. Plan Change 1 incorporates into the RPS policies, methods and associated criteria for assessing heritage values and places referred to in section 6 of the RMA. Plan Change 1 became operative in June 2008. Proposed Plan Change 2 proposes to amend the staging of urban development for some areas of land within the urban limits for Omokoroa. Plan Change 2 provides additional issues, objectives or policies to the Operative RPS with regard to Growth Management. The following provides a summary of the nature and extent of provisions under the Plan that incorporates and promotes the urban design outcomes under the Plan.

#### Amenity

The RPS includes two issues which identify the adverse effects of use and development on amenity values. No other amenity provisions are included in the RPS.

#### Commerce

There are no provisions within the RPS relating to any of the commerce sub-categories.

#### Choice

The RPS includes an issue, objective and policy for the enhancement of public access to and along lakes, rivers and the coast.

#### Custodianship

The RPS includes an issue and a number of policies aimed at encouraging renewable energy sources in subdivision and development. A number of methods are identified to promote renewable energy sources. There are no policies on water saving, noise, crime prevention through environmental design or stormwater.

There are a number of issues, objectives and policies addressing hazards, including the effects of climate change. A number of these provisions are prescriptive, for example, avoiding subdivision in hazard risk areas. The RPS provides a large number of methods to address natural hazards.

#### Collaboration

The RPS addresses most of the collaboration sub-categories. A number of objectives and policies are identified which focus on integrated management across council boundaries. An objective and policy are included aimed at promoting consultation as widely as possible. The RPS promotes public/private sector partnerships.

#### Character

Whilst the RPS identifies the effects of development on waterways, no objectives or policies promote the protection and enhancement of waterways.

The RPS includes a number of provisions which promote the identification and protection of distinctive landforms and indigenous vegetation. A large number of methods are identified to give effect to the policies and objectives.

#### Heritage

Provisions in the RPS focus on the protection of historic heritage and giving consideration to the restoration or enhancement of natural character and heritage.

#### Open Space

There are no specific provisions within the RPS which provide for open spaces. The RPS does include an issue and objective which promote the sustainable management of riparian and wetland areas.

### Connectivity

There are no relevant provisions under the RPS.

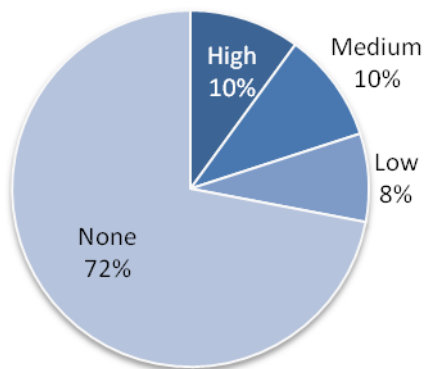
### Urban Growth

The RPS identifies the effects of urban expansion and subdivision as an issue and includes a policy to avoid sprawling and sporadic subdivision, use and development. Proposed Change 2 seeks to include a number of provisions regarding the management of urban growth and the inclusion of structure plans.

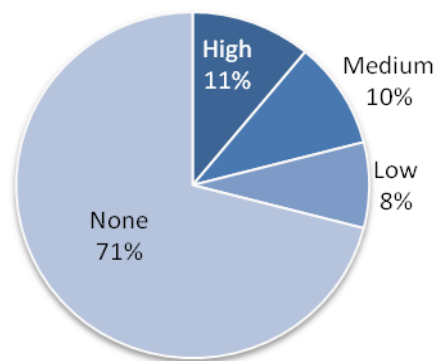
#### 3.2.1.3 Summary

Under the operative Regional Policy Statement, 28% of the questionnaire sub-criteria are addressed through the plan provisions. With the inclusion of Plan Change 2 this percentage increases to 29%. The following graphs illustrate and compare the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the operative RPS and when Plan Change 2 is included.

**Extent of Relevant Provisions In Operative RPS**



**Extent of Relevant Provisions with Plan Changes Included**



The urban design criteria that are addressed under the RPS include custodianship, collaboration, character and heritage.

A number of sub-criteria under amenity, choice, open space and urban growth management are addressed through the Regional Policy Statement. Commerce and connectivity are not covered under the RPS.

### 3.2.2 Tauranga City District Plan

Tauranga City Council was provided with the questionnaire and summary assessment of the Tauranga District Plan. They chose not to provide comments or request any changes.

#### 3.2.2.1 Context

Tauranga City has a total area of 12,742 hectares and has a usual resident population of 103,632 (2006 Census). The population grew 14% between 2001 and 2006. The population of the city has doubled over the past 20 years and is predicted to grow to 142,300 by 2021. The city has addressed urban development and design through the establishment, review and implementation of Smart Growth strategies. The Strategy provides a context for considering decisions of the present and how they may

affect future generations. The Strategy reinforces the importance of issues, including the location of housing and employment and their impact on transportation networks and the need to protect versatile land resources that provide a strong base for the city's economy. The Council has a projected income under its 2008/2009 Annual Plan of \$127.743 million, 57% of that income coming from rates and 43% coming from other income sources.

### 3.2.2.2 Plan Provisions

The District Plan is a key component of Tauranga City Council's strategy for the environment. It sets out the issues, objectives and policies in relation to promoting sustainable management of natural and physical resources, and managing the effects of activities on the environment. Proposed Plan Change 44 (Wairakei Urban Development) contains a number of relevant urban design provisions. The following provides a summary of the nature and extent of provisions under the Plan and proposed Plan Change 44 that incorporate and promote the urban design outcomes under the questionnaire.

#### Amenity

The Plan has a very high number of amenity provisions which aim to control the adverse effects of development on amenity values. Provisions under the Plan cover a wide range of urban design aspects including street scene; overshadowing; noise; light and glare; character; and visual amenity. The Plan specifies amenity provisions for all zones. Plan Change 44 adds a number of new amenity provisions.

#### Commerce

The Plan provides for mixed-use opportunities in town and neighbourhood centres by allowing a wide range of activities so long as they meet the activity standards for that zone.

The Plan includes a large number of provisions to enhance the shopping, walking and living experience in town and neighbourhood centres. These provisions include covered footpaths, the street scene and sympathetic design. Plan Change 44 proposes a number of additional provisions to enhance the shopping, walking and living experience.

There are no provisions within the Plan that relate to large format retail activities.

Home-based activities are permitted in all residential zones.

#### Choice

There are few provisions under the Plan which relate to commerce. Although the Plan does not specifically specify maximum parking standards, activities requiring more than 25 parking spaces is a limited discretionary activity.

Plan Change 44 proposes a policy to promote a variety of housing types.

A number of maximum building heights are specified in all zones.

#### Custodianship

The Plan includes provisions relating to custodianship. The Plan includes several provisions relating to noise mitigation to reduce noise impacts from major infrastructure and from town centres. These provisions relate to port and airport noise and reverse sensitivity standards. The Plan includes a number of provisions which consider residential buildings in relation to the street including street scene, space about buildings and setback requirements.

A number of provisions within the Plan aim to avoid or mitigate the effects of natural and manmade hazards including compressible soils, land instability, flooding and coastal erosion. The Plan includes a rule relating to the provision of 'green' stormwater and low impact stormwater design.

Plan Change 44 proposes a policy to require all dwellings to provide sufficient outdoor living space.

There are no provisions which promote renewable energy or water saving devices in development.

### Collaboration

There are no relevant provisions under the Plan.

### Character

There are no provisions under the Plan which aim to retain a 'sense of place'. The Plan does include a number of provisions to promote a 'sense of place'. The urban design strategy is identified as a method to achieving this.

There are a number of rules within the Plan for the protection and enhancement of water bodies. The identification and protection of distinctive landforms and indigenous vegetation is provided for under the Plan through a number of provisions.

### Heritage

There are a high number of provisions relating to the heritage sub-criteria under the Plan. There are no provisions on non-regulatory methods for the protection of heritage values. Plan Change 44 proposes a number of objectives and policies for responding to heritage values. A large number of methods are identified within the Plan for achieving the objectives and policies specified under the Plan.

### Open Space

There are a high number of provisions covering the open space sub-criteria under the Plan, including the provision of recreation resources, the ability to implement traffic calming devices, street scene and retaining watercourses while contributing to stormwater management. Plan change 44 proposes two provisions for providing safe, pleasant and attracted public open space. There are no provisions within the Plan for clear boundaries between public and private open space.

### Connectivity

There are a high number of connectivity provisions under the Plan. Provisions within the Plan specify that pedestrian and cycle routes are to be provided as part of development. Plan Change 44 proposes a number of provisions relating to the promotion of walking and cycling facilities.

The Plan specifies that traffic calming measures are to be taken in residential areas and for links between landmarks and neighbourhoods. Provisions for recreation reserves aim to encourage people to become more physically active. There are no provisions within the Plan for streets and other thoroughfares to be designed as positive spaces with multiple functions.

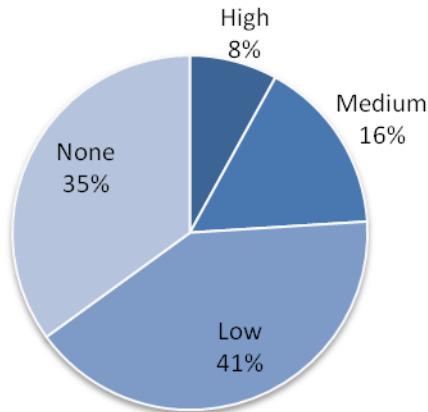
### Urban Growth

The Plan provides an objective and policy for the consolidation of urban areas. Plan Change 44 proposes a number of provisions for the sustainable management of urban growth within the region including a smart growth strategy, a comprehensive design approach to a sustainable urban form, and the Tauranga Urban Growth and Structure Plan.

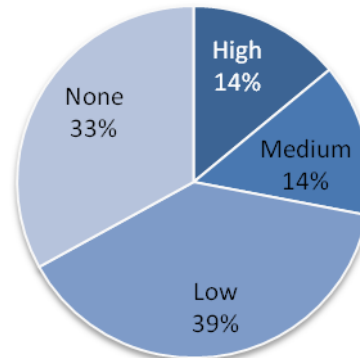
#### *3.2.2.3 Summary*

The Tauranga District Plan has a relatively high number of urban design provisions. Under the Operative District Plan, 65% of the questionnaire sub-criteria are addressed through the Plan provisions. proposed Plan Change 44 increases this percentage to 67%. The following graphs illustrate and compare the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the Operative District Plan, and the District Plan with proposed Plan Change 44 included.

**Extent of Relevant Provisions in Operative District Plan**



**Extent of Relevant Provisions with Plan Changes Included**



The above graphs show there is a small increase in the number of sub-criteria covered within the District Plan when Plan Change 44 is included. The number of sub-criteria under the questionnaire which are covered to a 'medium' or 'high' extent increases as a result of Plan Change 44.

The urban design outcomes that are well provided for within the District Plan include amenity, commerce, character, open space and connectivity.

Most assessment criteria under choice, custodianship and urban growth management are addressed through the District Plan. Collaboration is not covered under the Plan. Gaps include:

- no control of large format retail
- density increases in association with the provision of open space
- the provision of higher density development around town centres and public transport nodes
- site coverage which can affect housing density and design
- water saving devices
- the on-going care and maintenance of buildings, spaces, places and networks
- provisions that 'retain' a 'sense of place'.

Plan Change 44 to the District Plan introduced new provisions which expand the extent of urban design provisions under the Plan, and included provisions for a variety of housing types where there are no provisions addressing this under the Plan.

### 3.2.3 Western Bay of Plenty District Plan

Western Bay of Plenty District Council has reviewed and verified the questionnaire and summary assessment of the Western Bay of Plenty District Plan. They requested some additions and amendments, which have been made.

#### 3.2.3.1 Context

The Western Bay of Plenty District has a total area of 2,121km<sup>2</sup> and has a usual resident population of 42,075 (2006 Census). The population grew 10% between 2001 and 2006. The district is one of the fastest growing in the country; by 2026 the district is forecast to have a population of 60,268. The district has addressed urban development and design through the establishment, review and implementation of Smart Growth strategies. The Strategy provides a context for considering decisions of the present and how they may affect future generations. The Strategy reinforces the importance of issues, including the location of housing and employment and their impact on transportation networks and the need to protect



versatile land resources that provide a strong base for the district's economy. The Western Bay of Plenty District Council has a projected income under its 2008/2009 Annual Plan of \$65.542 million, 38% of that income coming from rates and 62% coming from other income sources.

### 3.2.3.2 Plan Provisions

Western Bay of Plenty's Operative District Plan was first notified in July 1994. In the subsequent time period the views and expectations of the community have changed and the District Plan Proposed Review looks to update the Plan provisions to reflect this. The review of the current Plan has been undertaken over the past 20 months and has culminated in the public notification of the Western Bay of Plenty District Plan Proposed First Review. The proposed District Plan was publicly notified in February 2009. The following provides a summary of the nature and extent of provisions under the proposed Plan that incorporate and promote the urban design outcomes under the questionnaire.

#### Amenity

Amenity is retained through provisions which restrict the effects of development which could adversely affect the amenity of the area. Provisions include noise limits, spill light and glare standards, and daylight setback rules. The proposed Plan includes a high number of provisions in relation to amenity.

#### Commerce

The proposed Plan provides for mixed uses, especially within the commercial zone, by allowing a range of activities so long as they meet the activity standards for that zone. The Omokoroa provisions within the Plan specifically refer to the requirement to provide for mixed uses within the structure plan area.

The proposed Plan includes a number of provisions to enhance the shopping, walking and living experience in neighbourhood centres. These provisions are particularly prominent in the commercial zone.

Home-based businesses are provided for within the residential and future urban zones as permitted activities.

#### Choice

The Plan states that higher density development should occur where adequate open space is provided in areas close to amenities. A number of provisions provide for a variety of housing types. The proposed Plan provides for a variety of building heights by specifying maximum building heights within each zone. Furthermore, different maximum site coverage requirements are specified for each zone.

There are no provisions within the Plan for maximum parking standards and ensuring that public spaces are accessible to everyone.

#### Custodianship

There are a number of gaps within the proposed Plan relating to custodianship. These include encouraging renewable energy sources, incorporating water saving devices, mitigation measures for major infrastructure, consideration of the on-going maintenance of buildings, spaces, places and networks and using design to improve the environmental performance of infrastructure.

There is a policy within the commercial zone which aims to prevent reverse sensitivity issues arising. A number of provisions require development to have consideration for CPTED principles. Minimum yard and outdoor living area standards are specified for each zone. There are a number of provisions within the Plan that deal with avoiding and mitigation the effects of hazards.

The development code includes some provisions relating to the custodianship sub-criteria.

#### Collaboration

One policy is proposed which aims to give effect to community plans which are the result of community consultation.

### Character

There are two provisions that aim to retain a 'sense of place', however, there are no provisions which promote a 'sense of place'. There are a large number of district wide provisions for the identification and protection of distinctive landforms and indigenous vegetation. There are no provisions for the protection and enhancement of urban water bodies.

A number of policies and objectives refer to the Town Centre Plans and Built Environment Strategy. These documents have a lot of detail regarding character reflecting the different character of the towns in the district.

### Heritage

There are large number of provisions, including non-regulatory methods, which provide for the reuse, maintenance and enhancement of heritage values. These provisions include providing for the maintenance, restoration and repair of scheduled buildings as a permitted activity.

### Open Space

There are no provisions within the proposed Plan that provide for clear boundaries between public and private open space. The Plan provides for the provision of open space through a number of issues, objectives, policies and rules including the requirement for esplanade reserves and strips. A number of rules within the Plan promote better designed streets and provide for open spaces in association with stormwater, utilities and streets. Open space provisions are in the Development Code which is linked to the District Plan.

### Connectivity

Provisions within all zones provide for walking and cycling.

The proposed Plan includes a number of provisions which restrict access onto major roads.

Objectives and policies are proposed under the Plan to provide for safe, usable and attractive networks and linkages. However, there are no rules within the proposed Plan that give effect to this. There are no provisions under the proposed Plan that provide for environments that encourage people to become more physically active.

Provisions regarding connectivity are also in the Development Code.

### Urban Growth

A number of provisions recognise the need to concentrate urban growth areas and existing zone boundaries including the use of structure plans for urban growth management.

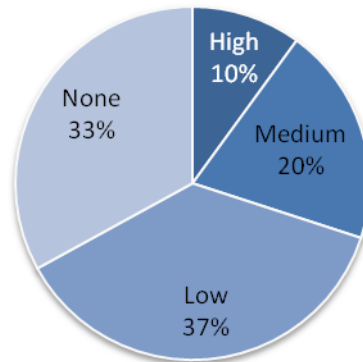
There are no provisions under the proposed Plan for collaboration policy with regional and territorial authorities in relation to growth areas.

The Plan relates to the Regional Policy Statement and smart growth which have all the details regarding urban growth. The various structure plans are also included in the Plan.

#### 3.2.3.3 *Summary*

The Western Bay of Plenty Proposed District Plan has a relatively high number of urban design provisions. Under the Operative District Plan, 67% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the Proposed District Plan.

### Extent of Relevant Provisions In Proposed District Plan



The urban design outcomes that are well provided for within the District Plan include amenity, commerce, character, connectivity and urban growth management.

Most assessment criteria under choice, custodianship, heritage and open space are addressed through the District Plan. Collaboration is not covered well under the proposed Plan. Gaps include no provision for:

- maximum parking standards,
- ensuring public spaces are accessible to everyone
- encouraging renewable energy sources,
- water saving devices
- noise mitigation from major infrastructure
- consideration of the on-going care and maintenance of buildings
- using a collaborative approach to long-term structure planning
- public/private sector partnerships
- promoting a 'sense of place'
- protection and enhancement of urban water bodies
- environments that encourage people to become more physically active.

### 3.2.4 Opotiki District Plan

Opotiki District Council was provided with the questionnaire and summary assessment of the Opotiki District Plan. They were unable to provide feedback due to time restrictions.

#### 3.2.4.1 Context

The Opotiki District has a total area of 3,090km<sup>2</sup> and has a usual resident population of 8,976 (2006 Census). The population declined by 0.4% between 2001 and 2006. The resident population of the Opotiki District is predicted to increase by around 10% (1% per annum) to reach 10,040 by 2016. About half of the population lives in Opotiki township. Much of the township is prone to flooding. Any new development will need to be designed to avoid potential flood damage from high rainfall events. The district contains over half of the Bay of Plenty region's coastline. While there are low and declining population growth rates, there are relatively high visitor numbers. The recent announcement that a coastal camp ground may close and potentially develop into a "gated" community could result in urban development which is different to what the District has experienced. The Opotiki District Council had a total revenue of \$10 million over the 2007/2008 financial year (2007/08 Annual Report), 66% of that income coming from rates and 34% coming from other income sources.

### 3.2.4.2 Plan Provisions

The Opotiki District Plan became operative in 2005. The following provides a summary of the nature and extent of provisions under the Plan that incorporate and promote the urban design criteria under the questionnaire.

#### Amenity

The Plan includes a large number of objectives, policies and rules which restrict the effects of development which could adversely affect the amenity of an area. These provisions include the screening of storage areas, landscaping, daylight protection and noise and glare.

#### Commerce

The Plan includes a large number of provisions regarding the commerce sub-criteria. A mixture of activities are permitted in the commercial and mixed activity zone.

The Plan includes a number of provisions to enhance shopping, walking and living experience in town and neighbourhood centres including protection of the retail frontage and maintaining the pedestrian shelter and continuity of verandas.

Home occupations are provided for in the residential and mixed activity zone as a controlled activity.

There are no provisions within the Plan that provide for the management of large format retail, activities.

#### Choice

There are few provisions within the Plan that address choice issues. There are no provisions within the Plan that reward or allow increasing densities in association with the provision of open space, to ensure that public spaces are accessible to everybody and the provision of higher density development and subdivision around town centres and public transport nodes.

Provisions are included in the Plan which allow for a variety of section sizes and housing types and a variety of maximum building heights.

#### Custodianship

The Plan contains a large number of provisions which consider residential buildings in relation to the street, including yard standards and the effects of the activity on adjoining sites. There are also a large number of provisions under the Plan which aim to avoid or mitigate the effects of natural and manmade hazards. These provisions include minimum floor levels and site management and contingency plans.

No other custodianship sub-categories are covered under the Plan.

#### Collaboration

There are two methods identified within the commercial zone of the Plan that forge public/private partnerships. These methods are with regard to the main street beautification programme and retail initiatives to develop the pedestrian nature of the zone. No other collaboration provisions are provided for within the Plan.

#### Character

The Plan includes several provisions to retain a 'sense of place' through design and appearance controls. There are no provisions within the Plan that promote a sense of place.

There are no provisions within the Plan for the protection of urban water bodies and only one policy which aims to protect outstanding natural features and landscapes.

There are a large number of provisions within the Plan for the identification and protection of indigenous vegetation.

### Heritage

There are no provisions on non-regulatory methods for the protection of heritage values and no provisions which demonstrate the basis for the heritage register.

There are a large number of provisions which respond to heritage values. These provisions include quantifying those resources that have heritage value, providing information on heritage resources, and protecting the buildings and facades of buildings within the commercial zone that are of heritage importance.

### Open Space

The Plan includes several district wide provisions for the provision of open spaces which include the use of financial contributions, ensuring that land is set aside for open space purposes and to acquire esplanade reserves and strips.

There are no provisions within the Plan that provide open space areas associated with stormwater, utilities and streets or providing clear boundaries between public and private open space.

### Connectivity

The only connectivity sub-categories that are covered by the Plan are the provision of walking and cycling within the commercial zone and the provision of recreation activities as a permitted or controlled activity in the residential zone.

There are no provisions within the Plan that provide for streets designed as positive spaces with multiple functions, green networks, safe, attractive and secure pathways and links between landmarks and neighbourhoods and provisions to reduce the level of vehicular traffic.

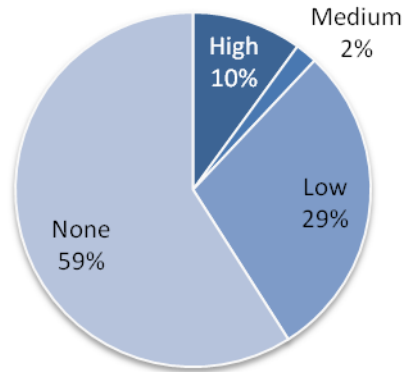
### Urban Growth

Within the residential zone the Plan sets out provisions which identify and respond to the need to avoid, remedy or mitigate residential expansion. However, there are no structure plans or urban growth strategies identified within the Plan.

#### *3.2.4.3 Summary*

The Opotiki District Plan has a relatively low number of urban design provisions. Under the operative District Plan, 41% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium, or low, or for which there were no relevant provisions, under the Operative District Plan.

### Extent of Relevant Provisions in Operative District Plan



The above graph shows that more than half of the sub-criteria from the questionnaire are not addressed in the Operative Opotiki District Plan.

The urban design outcomes that are well provided for within the District Plan include amenity, and commerce.

Most assessment criteria under choice, custodianship, character, heritage, open space and urban growth management are addressed through the District Plan. Collaboration and connectivity are not covered well under the Plan. Gaps include no provision for:

- control of large format retail
- rewarding/allowing increasing densities in association with the provision of open space
- ensuring that public spaces are accessible to everyone
- higher density development around town centres and public transport nodes
- water saving devices, renewable energy sources
- noise mitigation measures
- Crime prevention through environmental design (CPTED)
- the on-going care and maintenance of buildings, spaces, places and networks
- the impact of design on peoples health
- using a collaborative approach to long term structure planning
- involving communities in meaningful decision making
- retaining a 'sense of place'
- the protection of urban water bodies

## 3.3 Gisborne

### 3.3.1 Gisborne Combined Regional Land and District Plan

Gisborne District Council was provided with a copy of the questionnaire and summary assessments of the Gisborne Combined Regional Land and District Plan, but chose not to comment.

#### 3.3.1.1 Context

The Gisborne district lies in the north eastern corner of the north island and is the largest district in the North Island comprising a total area of 8,355km<sup>2</sup>. The population of the Gisborne district is 44,463 (2006 census). The population of the district increased 1.1% between 2001 and 2006. Ninety-five per cent of the

district's population reside in Gisborne township. The Council is implementing a number of township development plans which provide for community aspirations and needs over the next 10-20 years. These include goals and actions such as upgrading the town centre of Patutahi by 2011. In addition, in March 2009 the Council released a draft Urban Development Strategy. It identified that its natural environment and lifestyle are key values that make Gisborne unique and attractive. It has an isolated small coastal city feel, Maori heritage, cultural diversity, an attractive climate with easy access to nature and outdoor recreation, has a laid-back, slower pace and friendly people, and is easy to get around with closeness of facilities with easy access to rural life. It proposes to address urban development/design issues by advocating for seven key directions:

1. Compact City
2. Quality Environment, Places and Spaces
3. Strong Neighbourhoods
4. Vibrant Culture and Identification with Heritage
5. Articulation of the Maori Cultural Landscape
6. Support for Economic Development
7. Implement Best Practice and Integrated Planning.

The Gisborne District Council has a projected income under its 2008/2009 Annual Plan of \$72,442 million, 57% of that income coming from rates and 43% of that income coming from other sources.

### 3.3.1.2 Plan Provisions

Land use in the Gisborne District is managed by a zoning and overlay technique. Both regional and district provisions are included in the Combined Regional Land and District Plan (CLRDP) and take the form of objectives, policies, methods and rules. Where necessary, district and regional functions have been separated within the CLRDP. There are no plan changes that introduce urban design provisions which are relevant to this study.

The Gisborne District Council was sent the questionnaire and summary of the Gisborne Combined Regional Land and District Plan for assessment. The Council declined to provide feedback.

#### Amenity

The Plan includes a large number of district wide and zone specific amenity provisions. These provisions include controlling the effects of development with regard to lighting and glare, noise, daylight and privacy and maintaining an acoustic environment compatible with the character of the area.

#### Commerce

The Plan provides for mixed uses, especially in the business zones, by allowing a wide range of activities so long as they meet the activity standards for that zone.

The Plan includes a number of design controls to enhance shopping, walking and cycling experience in town and neighbourhood centres. These provisions, such as verandas and landscaping, are only applicable to the business zone.

Home occupations are provided for as a permitted activity in residential zones.

#### Choice

There are few provisions within the Plan that relate to choice. Whilst there is an objective within the Plan to enable a diversity of residential styles within the district, there are no rules which give effect to this.

There are rules within the Plan that provide for a variety of section sizes, maximum permitted building heights and site coverage which can affect housing density and design.

There are no provisions within the Plan that allow for increased densities in association with the provision of open space, maximum parking standards, accessible public spaces and the provision of higher density development and subdivision around town centres and public transport nodes.

### Custodianship

There are a large number of district wide provisions that aim to incorporate noise mitigation measures to reduce noise impacts from major infrastructure. These provisions include noise from port management zones, airport noise and arterial roads. There are no provisions within the Plan to reduce noise impacts from town centres.

There are no provisions within the Plan that aim to incorporate renewable energy sources in subdivision and development and water saving devices or crime prevention through environmental design principles.

The Plan includes a large number of provisions to avoid or mitigate the effects of natural and manmade hazards. Rules within the Plan include the provision of a hazard overlay, site design guidelines, records and a contingency plan.

There are no provisions within the Plan which consider the on-going maintenance and care of buildings, spaces, place and networks, the use of design to improve the environmental performance of infrastructure and provisions which consider the impact of design on people's health.

### Collaboration

The only provision within the Plan regarding collaboration is a method to encourage public/private partnerships for city centre development projects.

### Character

The Plan includes a high number of provisions relating to character. There are a number of district wide and zone specific provisions aimed at retaining a 'sense of place'. These provisions include maintaining the sense of place and identity of the city centre, ensuring development is designed with regard to the character of the area, and encouraging the reuse of buildings. There are no provisions within the Plan that aim to promote a 'sense of place'.

There are a number of district wide provisions for the protection and enhancement of urban water bodies, distinctive landforms and indigenous vegetation. There are also a number of methods identified within the Plan that aim to help achieve this.

### Heritage

There are a high number of heritage provisions under the Plan. The Plan states that items registered by the Historic Places Trust and items identified by Gisborne District Council, tangata whenua and the community form the basis for the heritage register. The Plan includes a number of non-regulatory provisions for the protection of heritage values as well a large number of provisions which aim to respond to heritage values.

### Open Space

There are few provisions within the Plan that address the open space sub-categories. The policies in the Plan include providing for the creation of esplanade strips and to work with landowners to design and purchase additional reserve space. The Plan includes a number of methods such as economic instruments, an open space strategy and recreation plans.

### Connectivity

The Plan includes a high number of provisions relating to the connectivity sub-criteria. The District has a walking and cycling strategy, and an active recreation strategy. However, the Plan does not include provisions to promote walking and cycling or environments that encourage people to become more physically active. There is one objective within the Plan that promotes the visual and physical link between activities and the surrounding environments.

### Urban Growth

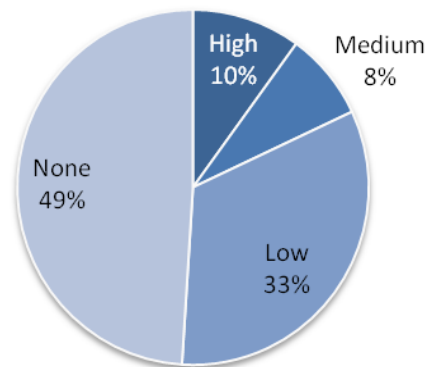
There are no relevant provisions within the Plan.



### 3.3.1.3 Summary

The Gisborne Combined Regional Land and District Plan has a relatively low number of urban design provisions. Under the Plan, 51% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates and compares the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the Plan.

**Extent of Relevant Provisions in Operative Combined Plan**



The above graph shows that almost half of the sub-criteria under the questionnaire are not addressed under the Gisborne CRLDP.

The urban design outcomes that are well provided for within the Plan are amenity, commerce, character and heritage.

Most assessment criteria under, choice, custodianship, open space and connectivity are addressed through the Plan. Collaboration and urban growth management are not covered well under the Plan. Gaps include:

- allowing increased densities in association with the provision of open space
- no maximum parking standards
- ensuring public spaces are accessible to everyone
- the provision of higher density development around town centres and public transport nodes
- no renewable energy, water saving, or low impact or integrated stormwater design rules or guidelines
- mitigation measures to mitigate noise impacts from town centres
- Crime prevention through environmental design provisions
- no provisions addressing ongoing maintenance requirements for buildings and spaces
- no provisions involving the community in decision making, or using private/public partnership
- no provisions to consider the impact of design on people's health
- no provisions to involve communities in meaningful decision making
- no provisions which promote a 'sense of place'
- no non-regulatory incentives to protect or maintain heritage items
- having clear boundaries between public and private open spaces
- no provisions which promote walking and cycling
- no green networks that link public and private open space
- no urban growth management.

## 3.4 Wellington Region

### 3.4.1 Wellington Regional Policy Statement

Greater Wellington Regional Council was provided with a copy of the questionnaire and summary assessment of the Wellington Regional Policy Statement. Whilst keen to provide input, they did not initially have the time to comment on the assessment as they were preparing to notify their proposed Regional Policy Statement. The proposed RPS was notified on 23 March 2009, after the initial assessment was undertaken in early February 2009. Greater Wellington Regional Council had a preliminary look at the assessment and noted that there were some gaps. Following the notification of the proposed RPS, the RPS was reviewed and as a result several amended or new provisions were included in the analysis.

#### 3.4.1.1 Context

Greater Wellington Regional Council has a population of approximately 449,000 residents. The population grew 5.9% between 2001 and 2006, although this growth was not evenly spread throughout the region. Wellington City and Kapiti Coast districts experienced the highest growth in the region, with 9.5% and 8.8% respectively, followed by Upper Hutt district with 5.6% growth. Most of the other districts in the region experienced more moderate growth around 2.5%, whilst Masterton district had negligible population change. In 2006, there were approximately 182,000 dwellings in the Wellington region, with a 7% vacancy rate. However as with differences in growth, there are also differences in vacancy rates and housing availability throughout the region.

Two of the key pressures currently facing Greater Wellington Regional Council are the need to upgrade the public rail transport system, which is a significant cost, and the need to identify and develop a new water source by 2013 to meet the demands of a growing population. Key regionally significant issues which are relevant to urban design relate to regional form. These include strong north-south connections but with limited east-west connections, sporadic and uncoordinated development (including infrastructure) and a lack of integration of land use and the region's transportation network. These issues were identified and addressed in the Wellington Regional Strategy. This non statutory document provides direction to both the region and district/city councils in addressing regional urban design issues (refer [www.wrs.govt.nz](http://www.wrs.govt.nz)).

Greater Wellington Regional Council has a projected income under the 2008/2009 Annual Plan of \$233 million, with 32% coming from rates, 47% from government subsidies, 10% from water supply levies, and 11% from other sources.

#### 3.4.1.2 Plan Provisions

The Wellington Regional Policy Statement (RPS) became operative in 1995. A draft RPS was released for submission in March 2008. As the operative RPS is 13 years old, reference has been made to the proposed RPS, which indicates the direction Greater Wellington is moving in terms of regional policy. The following provides a summary of the nature and extent of provisions under the operative and draft policy statement that incorporate and promote the urban design outcomes under the questionnaire.

##### Amenity

A number of issues, objectives and policies under the operative RPS aim to avoid the adverse effects of development and promote a high quality urban environment.

The proposed RPS also includes provisions to maintain and enhance urban vibrancy and vitality and to employ regional urban design principles.

##### Commerce

The operative RPS has no relevant provisions. The proposed RPS includes an objective and policy promoting mixed uses and higher densities around centres.

### Choice

The operative RPS includes an objective and policy for the enhancement of public access to the coast, but not public spaces more generally. An issue identified under the operative RPS is the inefficiencies associated with low density development, but there are no objectives or policies to address this issue.

The proposed RPS promotes higher density development and mixed uses around centres, as well as integrating development with transport to improve efficiency.

### Custodianship

Both the operative and proposed RPS includes policies which require the consideration of energy efficient building design and the adoption of renewable energy. A number of policies address hazards, including sea-level rise, and the importance of considering hazards in development planning. However, the operative RPS does not include policies on water saving, noise, crime prevention through environmental design or low impact stormwater. The proposed RPS does include provisions addressing efficient water use.

### Collaboration

The operative RPS has no relevant provisions relating to collaboration. The proposed RPS includes a policy for engaging tangata whenua and the community on protecting heritage. Collaboration is identified as one of the regional urban design principles under Appendix 3 of the proposed RPS, where it is noted that quality urban design requires good communication and coordination between central and local government, professionals, transport operators, developers and users. However, no specific guidelines are provided for undertaking collaboration.

### Character

The operative RPS has policies for maintaining and enhancing water quality and avoiding adverse effects of use and development on water bodies. The RPS also includes policies requiring the protection of significant landforms from inappropriate use and development. The loss of indigenous vegetation is identified as an issue. However, no objectives or policies are provided to address it. There are no provisions relating to retaining or promoting a sense of place, or to ensure new development fits in with the existing environment.

The proposed RPS includes similar provisions, but has a greater extent of relevant provisions.

### Heritage

The proposed RPS includes a number of provisions providing for the identification and protection of historic heritage, and management of effects on historic heritage.

### Open Space

There are no relevant provisions under the RPS, or proposed RPS.

### Connectivity

Greater Wellington Regional Council has draft walking and cycling plans, but no specific provisions in the RPS to promote non-vehicular modes of transport. The RPS does recognise the issue of low density development leading to inefficiencies in public transport, and there is an objective and policy relating to the promotion of an effective transport system.

As mentioned above, the proposed RPS promotes higher density development and mixed uses around centres and regional focus areas, as well as integrating development and transport to improve efficiency.

### Urban Growth

There are no relevant provisions under the operative RPS.

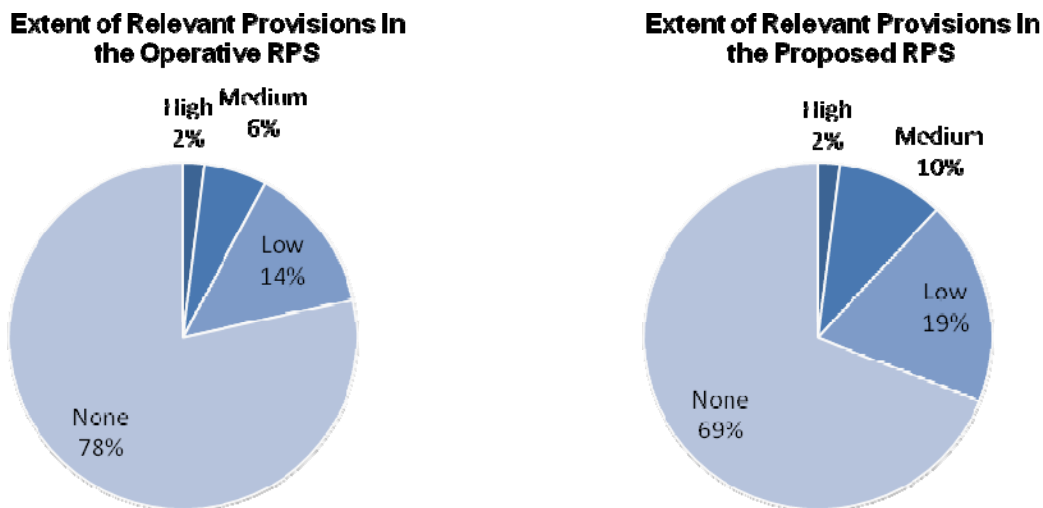
The proposed RPS includes objectives and policies promoting compact urban form, integrated development and transport, higher density development around centres and regional focus areas, and

achieving urban design principles. The proposed RPS also promotes the use of structure plans for major developments.

### 3.4.1.3 Summary

As can be expected from a regional policy document, the Wellington RPS does not include objectives and policies on specific urban design methods, and takes a higher level strategic approach to policy. For example, the RPS includes objectives and policies for avoiding adverse effects of developments and promoting a high quality urban environment, but does not include specific guidance on issues such as building design or large format retail, which are more appropriately dealt with at the city/district level.

Under the Wellington Regional Policy Statement, 22% of the questionnaire sub-criteria are addressed through the Plan provisions. This increased to 29% under the proposed RPS. The following graphs illustrate the proportion of those sub-criteria for which the number of relevant provisions under the operative and proposed RPS was high, medium or low, or for which there were no relevant provisions.



The graphs above show that the proportion of sub-criteria which are addressed to a medium or low extent increases under the proposed Regional Policy Statement.

Some assessment criteria are well covered under the operative and proposed RPS, including amenity, coastal access, energy efficiency, hazards, and protection of urban waterways and significant landforms. However, there are a number of gaps under open space, choice, collaboration and heritage. Gaps include:

- few minimal for addressing open space or street design
- no mention of design measures to ensure efficient use of other resources such as water
- minimal provisions addressing heritage
- no provisions addressing open-space
- no provisions addressing collaboration.

The proposed RPS does, however, include objectives and policies to promote mixed uses, and strategic increases in densities around centres, as well as objectives and policies for the identification and protection of historic heritage, and for collaboration, thus addressed some of the gaps that were present in the operative RPS.

### 3.4.2 Wellington City District Plan

Wellington City Council has reviewed and verified the questionnaire and summary assessment of the Wellington City District Plan. Council was generally in agreement with the assessment, but recommended

several additions, including a plan change which had not been assessed initially. These comments have been addressed.

#### 3.4.2.1 Context

Wellington City Council is a metropolitan council with a population of approximately 190,500 residents. The population grew 9.5% between 2001 and 2006. Along with strong population growth, Wellington has also experienced a trend towards inner city living. This has produced challenges for the Council in terms of managing the pressure for development, while still preserving the values, character and environment of Wellington City. Issues of living costs, noise, housing affordability and building design and quality have been key issues facing Wellington City. The Council has taken measures to address urban growth by introducing greater restrictions on residential infill housing, and is developing strategies to target residential growth in and around centres with improved infrastructure and public transport access. The Council has a projected income under its 2008/2009 Annual Plan of \$319 million. This is a per capita income of \$1674. Sixty-three per cent of that incomes comes from rates, 23% from user charges, and 14% from other income sources including leases, dividends, housing grants, and petrol tax.

#### 3.4.2.2 Plan Provisions

The Wellington City District Plan became operative in 2000. Under part 2 of the Plan there are a number of design guides that are incorporated into the planning provision through the assessment criteria. There are a number of proposed plan changes containing relevant urban design provisions, including Proposed Plan Change 43 (Heritage Provision Review); proposed Plan Change 45 (Urban Development Area and Structure Plans); proposed Plan Change 46 (Subdivision Design Guide Review); proposed Plan Change 48 (Central Area Review); proposed Plan Change 52 (Suburban Centre Amendments); and proposed Plan Change 56 (Infill Housing Development). The following provides a summary of the nature and extent of provisions under the Plan and proposed plan changes that incorporate and promote the urban design outcomes under the questionnaire.

##### Amenity

A number of objectives, policies and rules restrict the effects of developments which could adversely affect the amenity of an area (e.g. controls on noise, sunlight access, wind). Different standards apply to different zones. A wide variety of design guides provide guidance to retain amenity standards when designing new developments. These include broad design guides, as well as area specific character area design guides.

New central area provisions introduced under Plan Change 48 are similar in intent to those under the Operative Plan. The main change with regard to amenity is the introduction of controls on infill housing in residential areas under Plan Change 56. These controls aim to avoid poor quality design for infill housing which can adversely affect residential amenity. Plan Change 56 also introduces a residential design guide and changes to a revised subdivision design guide, which both provide design guidelines to encourage new developments to maintain the amenity of an area.

##### Commerce

The Plan provides for mixed uses, especially in the central and suburban centre zones, not through specific mixed-use provisions, but by allowing a wide range of activities so long as they meet the activity standards for retaining amenity values. Developments in the central area are also guided by the central area, wind, and crime prevention design guides, which provide guidelines for improving people's experience of the urban environment. Specific provisions including controls on sunlight access to public spaces, verandas and display windows, also work to improve the pedestrian environment in the inner city by providing shelter, retaining a human scale, and avoiding blank street level façades. New central area provisions introduced under Plan Change 48 are similar in intent to those in the Operative Plan, but with expanded policies providing greater detail and guidance on the Plan's vision for the inner city.

Appropriate mixed-uses are provided for in the residential area, including home-based businesses, and childcare centres. There are no controls on large format retail developments in any zone. A notable addition under Plan Change 52 is the inclusion of restrictions on retail gross floor area in suburban

centres, effectively providing a control on large format retail developments. Plan Change 45 introduces controls on large format retail developments to avoid affecting town centres, and also includes a policy promoting mixed integrated uses.

### Choice

The Plan requires that open space is provided for multi-unit developments. However, there are no policies linking provision of open space with an ability to increase densities. It is more focused on retaining amenity and avoiding over development. There are no specific provisions encouraging higher densities around centres, or specific provisions about housing types. However a variety of housing types are provided for under the general provisions of the zone chapters, including apartments in the inner city, and multi-unit, infill and single dwelling residential sites, so long as activity standards are met. Plan Change 56 identifies multi-unit developments as more than three residential dwellings on a site. A multi-unit development is subject to the residential design guide, which provides a higher level of control on the design of the development and its setting, than for say, a single dwelling development.

Permitted activity standards provide for different height limits in each zone, with taller buildings provided for in the inner city, and greater restrictions on height in the outer residential area. Where permitted heights are exceeded, the Council retains discretion over building design and appearance.

Limits on car parking provisions in the inner city are provided to reduce commuter demand and visual effects.

Policies promoting accessibility for public space are provided. There are no rules but the national standard access design criteria are referred to.

Change 56 introduces rules setting out requirements for open space provisions in the residential area, with their design guided by the residential design guide. New subdivision controls are also introduced under Plan Change 56 and a revised Subdivision Design Guide (Plan Changes 46 and 56). Controls on building bulk in the central area are introduced in conjunction with amended height rules under Plan Change 48. Under the residential design guide, developments are to comply with the Code of Practice access provisions. Plan Change 45 encourages a range of residential densities.

### Custodianship

There are no specific provisions on renewable energy, water saving, or low impact stormwater. The District Plan does however, include design guidelines to maximise sunlight access, and provisions to avoid shading. Noise is addressed well under the Plan, with varying noise limits for different zones, and requirements for acoustic insulation for noise sensitive activities in proximity to the port, and in the inner city.

Objectives and policies under the Plan promote using design to improve safety, and specific guidelines for achieving this are provided in the crime prevention design guide, which focuses on surveillance ability, openness, and maintenance in designing buildings, streets and public places.

With regard to hazards, the Plan objectives and policies focus on avoiding the impacts of hazards, with rules relating to hazardous substances, wind, fault lines and flooding. There is no mention of climate change.

There are objectives and policies promoting health and safety in design, although there are no rules. However, guidelines in the multi-unit design guide do recognise the link between building design and occupant health.

There are a number of gaps in the Plan with respect to custodianship. These include no consideration of ongoing building and street maintenance, no structure planning provisions, no provisions about the relationship of residential buildings to the street, and no mention of public/private partnerships.

Plan Change 48 incorporates new policies promoting the inclusion of efficient and renewable energy in building design in the central area, and encouraging the utilisation of natural light. The residential design guide and revised subdivision design guide also provide guidance on incorporating energy efficient designs and enhancing environmental performance. Under Plan Change 48 new central area policies are included to avoid development of vulnerable activities in hazard areas.

#### Collaboration

The District Plan is particularly light on provisions relating to collaboration. There are two specific policies requiring public participation on waterfront development decisions, and consultation with iwi where listed items of significance to Maori are affected. The Plan changes do not introduce any new provisions.

Plan Change 45 introduces the Lincolnshire Farm Structure Plan, which has partnership in development as one of its core principles.

#### Character

A number of objectives and policies focus on enhancing and maintaining urban character and form. Under the Plan, specific character areas have been identified, and design guides have been developed to guide development in these areas in order to retain their special character (e.g. Thorndon character area design guide). Other general design guides (including multi-unit, central area, and subdivision) include objectives and guidelines which promote the retention of an area's existing character and sense of place by avoiding inappropriate developments. These design guides and provisions also aim to ensure that new developments fit in with their surroundings.

There are no provisions under the Plan to promote (rather than retain) a sense of place. However, objectives and guidelines under the subdivision and central area design guides discuss the development and promotion of character in new developments.

There are residential area objectives and policies for the identification and protection of important landforms, and provisions under the subdivision design guide, but no provisions under the other zones. Plan Change 45 requires developments to fit in with natural features. Coastal waters are identified in all zones for protection and enhancement, though other water bodies are not. Indigenous vegetation is not specifically protected. However, listed trees are afforded protection under the heritage provisions.

Change 48 introduces more central area policies relating to retaining character, as well as the inclusion of rules controlling building mass, these provisions also relate to encouraging new developments to fit in with their surroundings.

The residential design guide and revised subdivision design guide provide guidance for creating/promoting a sense of place in new developments, and new central area provisions under Plan Change 48 focus on promoting a sense of place in the Lambton harbour area specifically, as well as in waterfront developments.

#### Heritage

A wide variety and high number of buildings, objects, areas, trees and areas of significance to Maori, are listed under the Plan, with objectives and policies aiming to avoid the loss of their heritage values. There are no rankings of the heritage significance of the different items on the list. More detailed information on the listed heritage items is provided in the Council's Cultural Heritage Inventory, and there is a Built Heritage Incentive Fund, which makes funds available to owners of listed heritage buildings.

The provisions under the Plan aim to maintain heritage values whilst still allowing for their use and for minor alterations, with stricter controls on major alterations, removal or demolition.

Plan Change 43, provides specific activity controls for the different categories of listed items (areas, buildings, trees, sites of significance to Maori) and controls on signs that could affect heritage values of listed items. The objectives and policies promote the sustainable use and conservation of historic heritage.

### Open Space

There are a limited number of objectives and policies relating to maintaining and enhancing open space areas. The subdivision design guide provides guidance on the development of public space in terms of amenity, and the Te Ara Haukawa design guide provides guidance for open space development within that area.

There are only limited provisions relating to street design in the Plan, with a central area policy and rule protecting sunlight access to public spaces. The crime prevention design guide provides extensive guidance for street and open space design to improve safety and reduce crime risk. The subdivision design guide also provides guidance on street design in new subdivisions, and the code of practice provides detail on amenity street planting.

There are no traffic calming provisions or low impact stormwater provisions under the Plan. The code of practice does look at the use of open spaces for stormwater retention.

There are no provisions regarding clear public/private boundaries. There are restrictions on fence height in residential areas (2 metre maximum). However, this is addressed as an amenity issue.

The residential design guide (Plan Change 56) and revised subdivision design guide provide guidance for open space in residential developments and also on ways to reduce traffic speeds. Plan Change 48 introduces a greater number of policies and rules to improve the quality of streets in the central area.

### Connectivity

Whilst objectives and policies encourage improved access for pedestrians, cyclists and vehicles in the residential and central area, there are no specific rules guiding this. The crime prevention design guide provides guidelines to improve the safety and quality of streets and open spaces, through the design of those spaces and the adjoining buildings, these measures also aim to encourage pedestrian access by making public spaces and access paths more inviting. There are no provisions relating to physical activity in the Plan.

The revised subdivision design guide (Plan Change 46) provides guidance on access and interconnection, as well as methods to reduce traffic speeds through design, there are no additional rules proposed by the Plan changes however. Plan Change 45 includes a policy for ensuring compact well connected neighbourhood centres.

### Urban Growth

There is one policy and objective under both the residential and suburban centre chapters, encouraging development within existing urban boundaries, but there are no rules to enforce this. Urban growth is not comprehensively addressed under the Plan. The Council has, however, produced a number of discussion documents on strategic intensification of development around town/suburban centres and around key transport routes.

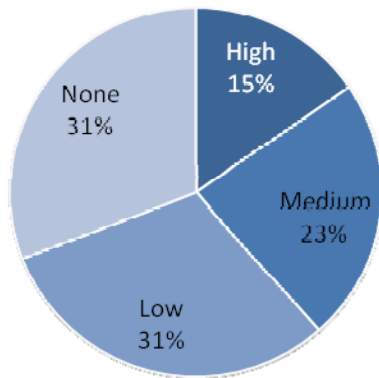
Plan Change 45 introduces a number of new provisions relating to urban growth and structure plans, including policies for identifying areas for new development, and requiring structure plans for their development.

#### *3.4.2.3 Summary*

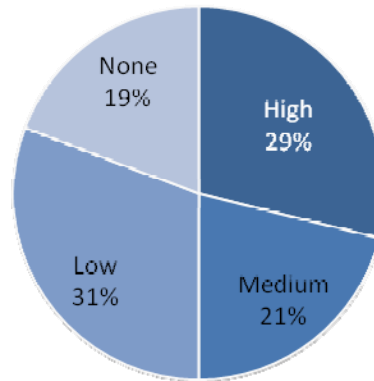
The Operative Wellington City District Plan has a relatively high number of urban design provisions. Under the Operative District Plan, 69% of the questionnaire sub-criteria are addressed through the Plan provisions, and this increases to 81% when plan changes are included. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions (including under the plan changes) was high, medium or low, or for which there were no relevant provisions.



**Extent of Relevant Provisions in Operative District Plan**



**Extent of Relevant Provisions with Plan Changes Included**



The above figures show that plan changes currently proposed by Wellington City Council have significantly increased the number and extent of urban design provisions in the District Plan.

The urban design outcomes that are well provided for within the District Plan include amenity, commerce, choice, and heritage. In general the Plan is not overly prescriptive and allows for a wide range of activities, so long as activity standards are met.

Most assessment criteria under custodianship, character and open space are addressed through the District Plan. However, gaps include:

- no water saving or low impact stormwater design rules or guidelines
- no provisions addressing ongoing maintenance requirements for buildings and spaces
- a lack of protection for urban water bodies other than the coastal environment
- limited provisions for design, maintenance and enhancement of open space, except for provisions in the crime prevention design guide.

The various plan changes to the Plan have improved and extended the number of provisions under the Plan promoting urban design principles, and filled some of the gaps existing under the Operative Plan, as discussed under the summaries for each criterion. Overall, the Wellington City District Plan provides comprehensive urban design provisions and a wide number of design guides.

### 3.4.3 Kapiti Coast District Plan

Kapiti Coast District Council has reviewed and verified the questionnaire and summary assessment of the Kapiti Coast District Plan. They were generally happy with the audit and made a number of suggestions such as having more references to design guides. The majority of changes requested were incorporated into this report.

#### 3.4.3.1 Context

The Kapiti Coast District Council is a provincial council with a resident population of approximately 47,000. The population grew 8.8% between 2001 and 2006. Up until recently the district had one of the highest numbers of new dwellings built in New Zealand, most of which have been built as part of greenfield development rather than backyard infill. Continued demand for new residential and rural residential properties has put pressure on both the provision of appropriate land and infrastructural

services. The Council also has approved plans to upgrade all of its town centres incorporating low impact development and urban design principles. This was in response to community demand for improvements and raised expectations. The Council has limited resources to cope with the multitude of demands facing a relatively new district. The Council has a projected income under its 2008/2009 Annual Plan of \$49.8 million. This is a per capita income of \$1078. Rates account for 71% of the Council's income, and other activities including user charges, petrol tax, vested assets, and subsidies account for the other 29%.

### 3.4.3.2 Plan Provisions

The Kapiti Coast District Plan was made operative in 1999. Relevant plan changes include proposed Plan Change 72a (Wharemauku); proposed Plan Change 74 (Raumati Town Centre); proposed Plan Change 75 (Water Demand); proposed Plan Change 78 (Large Format Retail); and proposed Plan Change 79 (Waikanae North Urban Edge, Low-Impact Urban and Eco-Hamlet Areas). The following provides a summary of the nature and extent of provisions under the Plan and proposed plan changes that incorporate and promote the urban design outcomes under the questionnaire.

#### Amenity

The provisions are general in nature with a number of objectives and policies promoting the retention of amenity values. The corresponding development standards are minimal and relate to minor amenity enhancement provisions such as landscaping. The plan changes on the other hand introduce specific references to urban amenity such as referring to active building frontages in the explanation to existing amenity objectives and policies and specific rules to promote urban amenity (building and car park design in the main commercial centre). These plan changes follow extensive community consultation as part of the development and implementation of the LTCCP. The changes reflect comments made during the consultative process to improve the urban design standards in town centres.

#### Commerce

There are comprehensive provisions for mixed-use development and design controls. There are the whole suite of provisions from issues, objectives, policies, rules and standards and design guides included in the District Plan. The plan changes for town centres include additional provisions to enhance the shopping, working and living experience in town centres.

On the other hand there are limited controls on large format retail in the Operative District Plan except in the Industrial/Service zone where there are specific limitations which aim to limit these to DIY stores. Following the adoption of the Kapiti Retail Study, Plan Change 78 was introduced to manage the location of large format retail and improve the design of these centres. The full range of large format retail is considered, and different standards apply to different zones. The Plan change includes new objectives, policies and rules and standards. Home occupations are also provided for. In summary, the urban design provisions for town centres and local commerce are well provided for.

#### Choice

The District Plan provides for a variety of housing types and densities in the commercial and residential zones. There are no minimum lot sizes in commercial/retail zones and the residential subdivision standards require a variety of lot sizes in larger subdivisions and provide for non-notified medium density housing around town centres/transport nodes. There are also comprehensive design guides which are embedded in the District Plan. This includes the residential subdivision and medium density housing guides. There are gaps such as in rewarding the provision of open spaces with increased density and not managing carparking to encourage walking and cycling. However, overall the Plan enables the provision of a variety of section sizes and house types. Plan Change 79 Waikanae North Urban Edge, Low-Impact Urban and Eco-Hamlet Areas introduces a framework to enable low impact urban development via a structure plan and rezoning process. The new policy outlining what is required in any zone change reinforces choice with the requirement that a mix of housing types and density be provided.

#### Custodianship

The Plan provides for many of the urban design outcomes in relation to custodianship. Some of these however only relate to specific areas such as the requirement for solar hot water systems at Ferndale and the installation of water saving areas in land recently rezoned from rural to residential. Noise mitigation

standards for noisy activities are provided for but there is no provision for noise mitigation for residential activities other than in relation to the airport and SH1 for apartments in town centres. This has been rectified to some degree in one of the Plan changes providing for mixed uses in Raumati town centre. Plan Change 75 also provides for water management through a requirement to install rain water tanks or grey water systems for all new and relocated dwellings.

Many of these provisions i.e. requirements for solar hot water systems, thermal insulation and water saving devices would normally be covered by the Building Act/Code. Whether or not it is appropriate to provide for these in an RMA planning documents is the subject of much debate but is an issue which is beyond the scope of this report. It is important, however, that these types of provisions are recorded as part of the audit of RMA planning documents.

There is an emphasis in the Plan to encourage subdivision and development that provides for low impact development and design to reduce crime. This is via rules which provide Council with control over the design of roads and subdivisions and the use of the medium density housing guide and residential subdivision guide. Apart from the maintenance of the ongoing care and maintenance of buildings where there are no rules/standards, the Plan provides for a fairly comprehensive range of provisions which provide for custodianship.

#### Collaboration

Involvement of communities via the subdivision design process is encouraged through the design and review process. The residential subdivision guide encourages involvement of the community in the subdivision design process. While having limited statutory weight, it does allow Council officers to encourage developers to involve the community in larger subdivisions. Wider consultation can happen by default where written consents are sought to enable the subdivision to be processed on a non-notified basis. This may or may not involve the wider community.

However, Plan Change 79 Waikanae North Urban Edge, Low-Impact Urban and Eco-Hamlet Areas however introduces a policy to require a high level of community participation at the rezoning stage. On balance there is a lack of provisions to encourage quality urban design through collaboration. This reflects that a lot of these activities are pursued through non-regulatory processes.

#### Character

There are no provisions which promote an area's 'sense of place'. In the commercial areas, there are some provisions which promote the retention of 'main street' and this has been reinforced through plan changes relating to a number of the town centres and in Otaki the review of residential subdivision provisions aim to retain the low density character of the town except within easy walking distance of the town centres. The extent of plan provisions, including design guides to require identification, maintenance and protection of natural values on site on the other hand are extensive. This reflects the Plan which has more emphasis on protecting natural values than urban amenity values in the built environment.

#### Heritage

Generally there is a very extensive level of regulatory and non-regulatory provisions which maintain, protect and enhance heritage values through the whole spectrum of planning provisions and non-regulatory provisions such as rates relief.

#### Open Space

All open space urban design outcomes are provided for in the District Plan. This includes the provision of a comprehensive subdivision and development design framework supported by objectives, policies, rules, standards, guidelines and the design and review process. A key part of the Plan is the inclusion of the "Subdivision and Development Principles and Requirements" which requires careful consideration of the design of open spaces, streets and the construction of low impact stormwater devices which incorporate reserves and open spaces. In support is the residential subdivision guide, which provides practical examples of best practice design of roads and open spaces.

### Connectivity

All criteria under connectivity are provided for in the District Plan. This includes the provision of a comprehensive subdivision and development design framework supported objectives, policies, rules, standards, guidelines and the design and review process. As with Open Space a key part of the Plan is the inclusion of the Subdivision and Development Principles and Requirements which requires careful consideration of the design of streets and the provision of walkways and cycleways. Proposed Plan Change 79 heavily reinforces connectivity through the introduction of a specific policy that requires the provision of multi-modal transport and the requirement to provide for connectivity with the road network.

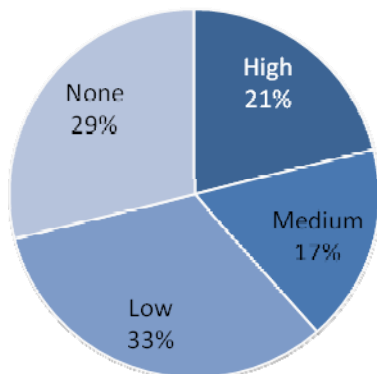
### Urban Growth Management

There is only one reference to urban growth management in the District Plan and the provision of urban development within an area identified in the 2007 Development Management Strategy. This is an area located within Waikanae North future low impact urban area. Proposed Plan Change 79 provides restrictions on rural subdivision until the land is rezoned via a structure plan process. There are no provisions that require the reuse of existing sites/buildings or collaboration with the region and territorial local authorities. In summary the District Plan urban growth management is only partly provided for in one area of the district.

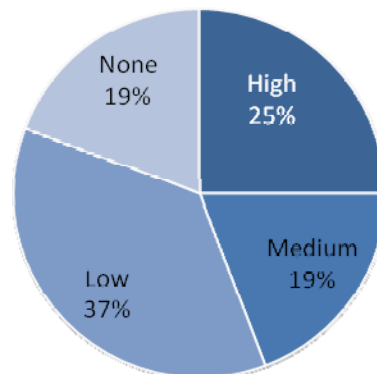
#### 3.4.3.3 Summary

Overall, the Kapiti Coast District Plan provides for the majority of the assessment criteria under the urban design outcomes, with 71% of sub criteria addressed under the operative District Plan, and 81% addressed when the plan changes are taken into account.

**Extent of Relevant Provisions in Operative District Plan**



**Extent of Relevant Provisions with Plan Changes Included**



The Plan does in places provide a one rule fits all. Recent plan changes are addressing this issue with urban design provisions and associated guidelines being place based targeting specific areas.

Although the Kapiti District Plan includes a number of objectives, policies and rules relating to amenity, they are general in nature and do not specifically provide for urban amenity. The plan changes relating to town centres however, recognise the importance of urban amenity in town centres and provide for specific urban design standards with the aim to improvement the design of buildings and public areas.

There are comprehensive provisions which provide for mixed-use development and with the introduction of town centre plan changes there are specific provisions which aim to improve the urban design of town

centres. Likewise, the management of large format retail is well provided for by proposed Plan Change 78.

The District Plan provides for a variety of housing types and density in commercial and residential zones. The Plan provides for the assessment criteria under open space and connectivity criteria through the subdivision and development design process and associated rules, standards and design guides. Retention of character, in particular natural character, is well provided for as is heritage and custodianship.

There are however minimal provisions relating to collaboration.

## 3.5 Manawatu-Wanganui Region

### 3.5.1 Rangitikei District Plan

Rangitikei District Council has reviewed and verified the questionnaire and summary assessment for the Rangitikei District Plan. They did not request any amendments.

#### 3.5.1.1 Context

The Rangitikei District covers a geographical area of 4,538 square kilometres of mainly rural land. The 2006 census showed a resident population of 14,712 (compares to 15,102 at the 2001 census). Although the population is declining, the rate of decline has substantially reduced from 7.7% between 1996 and 2001, to 2.6% between 2001 and 2006 suggesting that the population decline is easing. Concordant with a slowing decline, the number of occupied dwellings at the 2006 Census has increased, up by 0.8% compared with a decline of 3.4% at the 2001 Census.

The Rangitikei District is experiencing limited urban development pressures; the key driver of Rangitikei's economy is the farming sector. One of the biggest challenges for the district is to promote economic growth and employment opportunities as identified in the Council's Business and Economic Development Plan. The Council has a projected income of \$28.8 million under its 2008/2009 Annual Plan. This is a per capita income of \$1,959. Rates account for 49% of the Council's income, and other activities account for the other 51%.

#### 3.5.1.2 Plan Provisions

The Rangitikei District Plan was made operative in 1999 and updated with plan changes in 2007. There are no proposed plan changes relevant to urban design. The following provides a summary of the nature and extent of provisions under the Plan that incorporates and promotes the urban design outcomes under the questionnaire.

#### Amenity

Amenity is retained through provisions which restrict the effect of developments that could adversely affect the amenity of an area (e.g. controls on noise, daylight setback, screening from residential boundaries). Different standards apply to different zones reflecting the various levels of effects considered appropriate for maintaining the amenity of that zone. The provisions in the Plan are particularly focused on maintaining the amenity of residential properties and minimising nuisance to residential properties from non-residential activities.

#### Commerce

The Plan provides for mixed uses, especially in the commercial and mixed commercial zones. Not through specific mixed-use provisions, but by allowing a wide range of activities as long as they meet the permitted activity standards. Provisions are made for maintaining a continuous overhead pedestrian veranda in the commercial zone, for improving the quality of appearance and condition of buildings, the street landscape, and pedestrian and cycle facilities in the commercial areas of Taihape, Marton and Bulls. The Plan also provides for the display of advertising signs in the commercial zone. Home

occupations are provided for as a permitted activity in all zones. There are no controls on large format retail developments.

#### Choice

There appears to be a number of gaps in the Plan provisions relating to the urban design outcome of choice. The Plan has no provisions which reward or allow increasing densities in association with the provision neither of open space nor for the accessibility of public open space to everyone, including the disabled. The Plan specifies a standard minimum lot size of 400m<sup>2</sup> everywhere in the residential zone. The Plan does not specify any minimum lot area in the commercial and mixed commercial zones, allowing for the provision of a variety of section sizes in these zones. All housing types are provided for in the residential zone as long as they meet the permitted activity standards. The permitted building height in all zones (except industrial) under the Plan is 10m.

#### Custodianship

There are no provisions in the Plan relating to renewable energy sources, water saving devices, or design measures to improve the environmental performance of infrastructure. Noise is addressed under the Plan, with varying noise limits for different zones. There are no provisions for noise insulation measures. The plan includes policies on encouraging development and activities to be designed to promote community health, safety and security and to minimise the risk of accident, injury or crime in public spaces. The Plan sets out rules for building setback from the road frontage and specifies standards for activities that do not meet the setback requirements. There is a large focus within the Plan on avoiding and mitigating the adverse effects of hazards, particularly natural hazards. The Plan has a number of provisions relating to indoor and outdoor space and sunlight.

#### Collaboration

The Plan does not include any provisions relating to collaboration.

#### Character

There are no provisions within the Plan to retain or promote a 'sense of place'. There are also few provisions within the Plan for protecting and enhancing urban water bodies, with one district wide provision relating to the access to and protection of riparian margins and waterways.

Objectives and policies within the Plan list specific distinctive landforms to be protected. Appendix 1 to the Plan also lists particular natural features to be protected. Only one rule in the Plan provides for the protection of distinctive landforms and natural features. This rule is applicable to all zones. Although there is a policy and objective within the Plan, there are no rules providing for the protection and enhancement of indigenous vegetation.

There are a number of policies and objectives within the Plan aimed at encouraging development to fit in with and enhance its surroundings. These rules within the Plan mostly relate to ensuring recycled and relocated buildings fit into the surrounding area and are repaired and maintained to a high standard.

#### Heritage

A wide variety of heritage buildings, features and items, marae, areas of significant to Māori and notable trees are listed under the Plan. Policies and objectives under the Plan are aimed at recognising and protecting sites of significant to Māori and taonga and recognising and protecting the districts significant heritage resources. The list of heritage buildings within the Plan includes category I and II buildings. The rules under the Plan aim to maintain heritage values whilst allowing for internal modifications to buildings. The rules also aim to restrict the modification, demolition or removal of any site of significance to Māori identified by Council. The Plan includes non-regulatory methods for identifying and protecting heritage items such as rates relief and assistance with research or promotion of heritage resources.

#### Open Space

There are very few provisions to provide for open space within the district. Although there is an overarching policy for the provision of open space, there are no provisions which provide for a range of open space, open space areas associated with stormwater/utilities/streets or providing clear boundaries between public and private open space. The subdivision and development guidelines do however, refer to

retaining natural watercourse where there is no requirement for piping which are to be located within a public or designated reserve. The only provision relating to streetscape in the Plan applies to the residential zone.

#### Connectivity

There are few provisions relating to connectivity in the Plan. Those provisions in the Plan focus on promoting access for pedestrians, cyclists and vehicles. However, these do not relate to each zone but are district wide provisions. The subdivision and development guidelines briefly refer to traffic control and calming devices. Whilst a number of policies and objectives aim to maintain and promote public access and to promote the establishment of walkways there are no specific provisions relating to connectivity. There are no provisions within the Plan to encourage people to become more physically active.

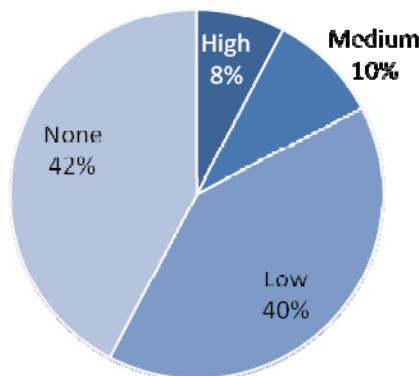
#### Urban Growth

Although there are policies aimed at defining the geographic extent of settlements and consolidation and redevelopment there are no associated rules.

#### 3.5.1.3 Summary

Although the Rangitikei District Plan includes a number of objectives, policies and rules specifically relating to urban design, there are a number of gaps with respect to the urban design assessment criteria which have been identified from the assessment undertaken. Overall, 58% of the sub-criteria were addressed by provisions in the District Plan.

**Extent of Relevant Provisions in Operative District Plan**



The above figure shows that for the majority of those sub-criteria, there were a low number of relevant provisions.

There are no provisions at all within the Plan relating to the urban design outcome of collaboration. Furthermore, although there are policies within the Plan that aim to define the geographic extent of settlements and to promote consolidation and redevelopment, the Plan does not go further to define specific provisions to address Urban Growth.

There are few provisions within the Plan relating to the provision of open space. There are no provisions within the Plan that deal with energy efficiency or any design measure to deal with the efficient use of other resources. There also appears to be a lack of provisions in the Plan promoting connectivity.

Overall, whilst some aspects are covered, including amenity, hazards and heritage, there are a number of gaps in terms of the urban design guidance.

## 3.6 Tasman

### 3.6.1 Tasman Resource Management Plan

Tasman District Council has reviewed and verified the questionnaire and summary assessment for the Tasman Resource Management Plan. They requested a small number of changes which have all been addressed.

#### 3.6.1.1 Context

Tasman District Council is a provincial unitary authority with a population of approximately 47,445 (2009 estimate) residents. The population grew 8% between 2001 and 2006. Tasman has seven main urban centres (areas with greater than 1000 residents). The region is vast with an extensive coastline with large areas of indigenous forest. Fifty-eight per cent of the district comprises national parks. With the sunny climate, high natural values and a vibrant arts community, the district is popular with both visitors and new residents. This has and is likely to place pressure on services.

Richmond is the second largest town and fastest growing urban area in the Tasman/Nelson region. The Council has identified a need for more residential and business land in and around Richmond. It has recognised that this should not be provided at the expense of prime agricultural land and that the risk of sea level rise should not be ignored. The Council has identified a network of interlinked greenways and open space opportunities that will open up the edge of the Waimea Inlet to recreational activities. The costs of servicing the new development is also a major issue which may result in deferment of zoning of land for development until there is provision of essential services. The Council has a projected income under its 2008/2009 Annual Plan of \$68 million. This is a per capita income of \$1,525. Sixty per cent of that income comes from rates, 24% from user charges, 5% from investments, and 11% from other sources.

#### 3.6.1.2 Plan Provisions

The Tasman District Council operates a combined district and regional plan, the Tasman Resource Management Plan. Parts 1 and 2 (Introductory and Land) of the Tasman Resource Management Plan (constituting the District Plan) became operative in November 2008. There are 13 plan changes at various stages, seven of which are relevant to urban design. These plan changes have been incorporated into the text of the Plan, but with notations identifying those that are not yet operative. The following provides a summary of the nature and extent of provisions in the Plan that incorporate and promote the urban design criteria under the questionnaire.

#### Amenity

The Plan includes a very high number of provisions for avoiding adverse effect of development on amenity. Further guidance is provided in specific subdivision and development design guides.

#### Commerce

Mixed-use development is provided for in one specific area, but no other relevant provisions promote it in the region. Design controls to enhance the pedestrian experience are included, such as verandahs, and ground floor areas which interact with the street. Large format retail is provided for specifically in the mixed-use business zone, but not outside of that retail area. Home-based businesses are permitted with controls to retain residential amenity.

#### Choice

The Plan provisions provide for choice in housing type and density, section sizes, height and site coverage. A plan rule and subdivision and development design guide allow for greater density where adequate private outdoor space is provided. The Plan also includes a number of provisions ensuring public access to water bodies, public spaces and esplanade reserves. There are no maximum parking standards, and no provisions promoting higher densities in town centres.



### Custodianship

The Plan has a very strong focus on avoiding adverse effects of natural and manmade hazards, including provisions restricting development, or placing controls on development, in hazard prone areas, including avoiding residential development in flood prone or coastal erosion hazard zones, and requiring setbacks. The Plan also includes some provisions encouraging safety through design and this is also addressed through the subdivision and development design guides. A number of provisions and design guide criteria promote the use of low impact stormwater design.

Most sub-criteria under custodianship are addressed by provisions under the Plan, except for any requirement to acoustically treat dwellings in higher noise areas.

### Collaboration

The Plan recognises the need for co-ordinated management of cross-boundary issues with other councils. It includes policies to pursue consistent management of cross-boundary issues, including integrated management of urban development, transportation and amenity services across the Tasman-Nelson boundary. The Plan also includes policies requiring community structure planning exercises to provide for future development in certain specified areas. There is no mention of public/private partnerships.

### Character

The Plan provisions and design guide criteria comprehensively address character, with provisions for retaining character through design, form and scale consistency, and promoting and developing an identify in new developments. The provisions also require the maintenance and protection of significant natural features.

### Heritage

Under the Plan there are a number of categories for heritage trees and buildings, and criteria are provided for identifying items for scheduling. The Plan provisions provide for the recognition and protection of heritage items, and their surrounds. Rules allow maintenance, but restrict alterations or demolition. Non-regulatory incentives are also identified under the Plan, including financial assistance to owners, a heritage fund, and rates relief.

### Open Space

A high number of provisions are provided under the Plan requiring adequate distribution of open space with specific minimum provision requirements, and promoting multi-use open spaces. Open spaces are also to be integrated with stormwater management. One rule relates to attractive streetscapes under the Plan. There are no provisions regarding private/public boundaries.

### Connectivity

There are a number of provisions promoting walking and cycling, and these are expanded upon in the subdivision and development design guides. Provisions also focus on reducing traffic speeds and improving the amenity, efficiency and safety of connections. The Plan also promotes the protection of natural corridors (green networks or greenways) and areas for recreational pursuits.

### Urban Growth

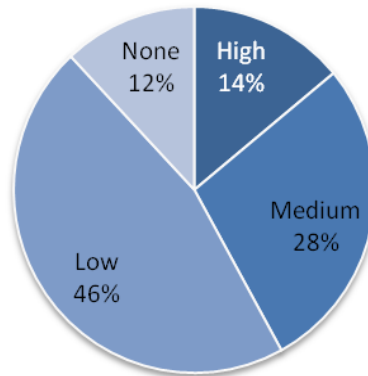
The Plan includes a high number of provisions for managing urban growth, with a focus on avoiding expansion into hazard prone areas, and providing for expansion and intensification within specified urban boundaries. A policy for providing more development subject to structure planning is included in the Plan. There are no provisions which specifically identify brown field development or collaboration with other councils on growth management.

#### *3.6.1.3 Summary*

The Tasman Resource Management Plan has a relatively high number of urban design provisions. Under the District Plan, 88% of the questionnaire sub-criteria are addressed through the Plan provisions. The

following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

**Extent of Relevant Provisions in Operative Resource Management Plan**



The above graph shows that there were a 'low' number of provisions in the Tasman Resource Management Plan addressing nearly half of the sub-criteria, and nearly a third of the sub-criteria had a 'medium' number of relevant provisions.

All of the main criteria were addressed under the Plan, with the level of inclusion for individual sub-criteria varying. Gaps include no:

- maximum parking controls
- specific promotion of higher densities around town and transport centres
- requirement for dwellings in higher noise areas to be acoustically treated
- provisions relevant to public/private partnerships
- definition of public/private boundaries, or encouraging physical activity
- provisions for the reuse of brownfield sites.

## 3.7 Nelson

### 3.7.1 Nelson Resource Management Plan

Nelson City Council has reviewed and verified the questionnaire and summary assessment of the Nelson Resource Management Plan. They requested a number of additions and amendments, and provided information on work the Council is currently engaged in regarding urban design initiatives. Nelson City Council noted that the review was useful in terms of identifying areas they had not yet looked into.

#### 3.7.1.1 Context

Nelson City Council is a provincial unitary council with a population of approximately 43,000 residents. The population grew 3.2% between 2001 and 2006. Nelson has faced pressures on housing availability and affordability. Nelson City Council is a signatory to the New Zealand Urban Design Protocol. The Council is committed to a range of action to enhance the look and feel of Nelson's urban areas. That includes providing for:

- quality public spaces
- a city that is easy to travel around for pedestrians, cars, cyclists and buses
- a choice of housing types
- efficient and sustainable use of resources
- innovative architectural and landscape design.

The Council has a projected income under its 2008/2009 Annual Plan of \$86 million. This is a per capita income of \$,2000. Fifty-five per cent of that income comes from rates, and 45% from other sources.

### 3.7.1.2 Plan Provisions

The Nelson Resource Management Plan became operative in 2004, and is a combined district and regional plan. The following provides a summary of the nature and extent of provisions under the Plan that incorporate and promote the urban design criteria under the questionnaire.

#### Amenity

There are a high number of provisions for the maintenance and enhancement of amenity values in development design, including daylight access, sign controls, and storage screening. Appendices provide additional design guidance for retaining and enhancing amenity.

#### Commerce

The Plan includes provisions which would allow for some mixing of uses, and requires verandahs for pedestrian protection. The Plan also limits large format retail to parts of the Tahunanui industrial zone and some restricted large retail format in the Stoke Centre. Home occupations are permitted in the residential zone (REr.21). However, the number of commerce provisions is low overall

#### Choice

A variety of housing densities, site areas, and site coverage, provide for a range of housing options in lower density, higher density, and standard density areas. Smaller lots are required to provide at least a minimum of outdoor space. There is some limited promotion of infill housing and consolidation in the city centre. The Plan does not include any maximum parking controls.

#### Custodianship

Two sub-criteria are addressed well under custodianship. Natural and manmade hazard avoidance has a high number of provisions under the Plan, focusing on avoiding inappropriate development in hazard prone areas. Noise mitigation for dwellings near the airport or port is required under the Plan, and proposed Plan Change 07/01 adds two additional provisions for acoustic insulation within the port noise affected area. There are limited provisions under the Plan addressing energy efficiency, low impact design, and consideration of health effects in design, and no provisions related to water saving devices, crime prevention through environmental design ongoing care and maintenance of buildings and sites, and the relationship of buildings to the street.

#### Collaboration

There are no relevant provisions under the Plan.

#### Character

There are a high number of provisions for retaining the character of an area and also for protecting distinctive landforms in development and subdivision. A few provisions also address the retention and protection of indigenous vegetation and water bodies. There are no provisions focused on the creation of character and identity in new developments.

#### Heritage

A high number of provisions are included in the Plan for managing and responding to heritage items, with differing levels of protection for the various categories of heritage building and trees. No non-regulatory methods are identified in the Plan. However, some do exist such as grants for the maintenance of heritage items.

#### Open Space

A number of provisions provide for a range of public open spaces. There are no relevant provisions for the other sub-criteria under open space.

### Connectivity

Provision is made for enhancing cycle and pedestrian networks, and promoting a walkable environment. The other sub-criteria under connectivity are not addressed under the Plan's provisions. Appendix 7 provides guidelines for providing street planting to improve amenity.

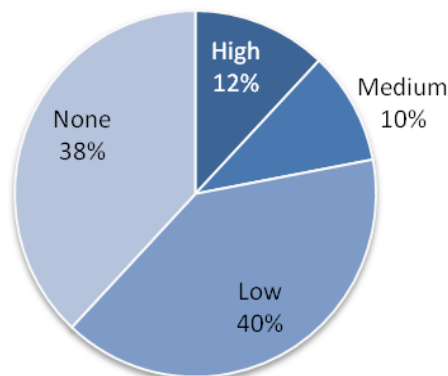
### Urban Growth

The Plan includes a high number of provisions addressing growth management, with a focus on promoting a compact city centre, and avoiding sprawling sporadic coastal subdivision. There are no provisions promoting the use of structure plans or brownfield reuse, or requirements for collaboration with other councils on growth management. However, Nelson City Council is actively developing structure planned areas (Nelson South and Marsden Valley) as directed by Nelson Urban Growth Strategy, and is also collaborating closely with Tasman District Council on growth related matters. Chapter 2 RI2 recognises the importance of cross boundary issues with Tasman and Marlborough District Councils, the first item listed relates to growth issues.

#### 3.7.1.3 Summary

The Nelson Resource Management Plan has a moderate number of urban design provisions. Under the operative Plan, 62% of the questionnaire sub-criteria are addressed through the Plan provision. A proposed Plan Change 07/01 does not increase this percentage nor does it alter the weighting given to any of the sub-criteria. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

**Extent of Relevant Provisions in Operative Resource Management Plan**



The above graph shows that there were a 'low' or 'medium' number provisions under the Nelson Resource Management Plan addressing half of the sub-criteria.

The urban design criteria that are addressed thoroughly under the operative Plan and proposed Plan Change include amenity, choice, character, and heritage. A number of sub-criteria under commerce, custodianship and urban growth management are addressed through the District Plan. Collaboration, open space and connectivity are not covered very thoroughly under the Plan. Gaps include:

- no maximum car parking controls
- limited provisions encouraging water saving devices, crime prevention through environmental design principles, or the ongoing maintenance of buildings and spaces
- no provisions encouraging collaboration
- limited provisions promoting character and identity in new developments
- lack of non-regulatory incentives to manage heritage resources, however, heritage grants are available for maintenance of buildings)

- no provisions addressing streetscape design, or the integrated management of stormwater and open spaces
- no provisions for reducing vehicle speeds, encouraging attractive linkages, or maintaining green networks.

Nelson City Council is currently working on a number of initiatives which will improve some of the items listed. The ones underway now are:

- Central City Strategy which includes a number of items related to urban living, street frontages, commercial areas and open space. Some of these are simple projects to beautify or improve areas, while others are rule changes or rezoning.
- Residential Development and Intensification. This project is looking to allow for more site responsive development which follows best practice urban design and low impact design. This will also look to improve internal council processes to ensure there is knowledge and flexibility in the system to allow an outcome-based approach rather than a prescriptive, rule-based approach.
- Inner City Noise project looks to create a vibrant inner city while allowing for inner city living as part of this.
- Other growth and energy efficiency projects being planned. These include solar provisions, structure plans, landscape protection, improving heritage provisions.

## 3.8 Canterbury Region

### 3.8.1 Canterbury Regional Policy Statement

Canterbury Regional Council reviewed and verified the questionnaire and summary assessment of the Canterbury Regional Policy Statement. They requested some amendments and additions which have all been addressed.

#### 3.8.1.1 Context

The Canterbury Region is the largest region in the South Island, and ranks second in size out of the 16 regions of New Zealand. The Canterbury Region has approximately 521,832 residents, with the population growing by 8.4% between 2001 and 2006.

The Canterbury Regional Council (Environment Canterbury) is responsible for a wide variety of functions including public passenger transport, regional biosecurity, river engineering, environmental monitoring and investigations, regional policy and planning, and for considering applications for certain resource consents - land-use consents (including beds of water bodies), coastal permits, water permits, and discharge permits.

Urban design pressures facing Environment Canterbury includes the sprawling nature in the greater Christchurch area, where settlement is getting further and further from the central business district, whilst inner city densities are relatively static. Environment Canterbury, along with the relevant territorial authorities are attempting to consolidate the greater Christchurch area, and avoid further urban sprawl in the area. This is being addressed through the implementation of the (non-statutory) "Greater Christchurch Urban Development Strategy." The Strategy is gaining RMA status through the notification of Plan Change 1 of the RPS. Local authorities are also preparing responses to the Strategy with plan change and other initiatives to address urban design issues.

In other part of the region, the pressures are more around maintaining character whilst allowing for development of communities. As with elsewhere in New Zealand, there are pressure points around certain lakes or holiday areas where a lot of holiday home developments are taking place, creating pressure on services whilst not providing a permanent population to support the services.

### 3.8.1.2 Plan Provisions

The Canterbury Regional Policy Statement became operative on 5 June 1998. The following provides a summary of the nature and extent of provisions under the Plan that incorporate and promote the urban design criteria under the questionnaire.

#### Amenity

The RPS has a low number of provisions that relate to amenity. However, the RPS recognises that current growth trends are resulting in low density urban form that will not meet the future needs of the people and communities within the Canterbury region.

#### Commerce

There are no relevant provision under the RPS.

#### Choice

The RPS currently has no provisions that relate to choice. It does, however, provide for public access to the coast and other water bodies.

Through the introduction of Plan Change 1, the RPS recognises that an increasing proportion of residential growth should take place through intensification, in identified areas. For example, intensification should be encouraged in, and close to, key activity centres and suitable industrial brownfield sites. The RPS states that territorial authorities should encourage intensification by selecting particular areas to provide for attractive environments for higher density living (through the development of urban intensification plans), whilst providing administrative and financial arrangements to encourage intensification. Plan Change 1 sets out minimum net densities that should be achieved for residential subdivision and development within the outline plan development areas for individual greenfield and intensification areas.

#### Custodianship

The RPS promotes the use of sustainable energy resources and promotes the conservation of efficient energy use. The RPS has a number of provisions that relate to avoiding the risk to people and property from natural hazards. These provisions include, but are not limited to, avoiding new development where there are significant adverse effects from natural hazards. The RPS also contains provisions to avoid effects of hazardous substances. Provisions are also contained within both the RPS and Plan Change 1 relating to noise mitigation from major infrastructure and reverse sensitivity issues.

#### Collaboration

A method is included in the RPS which requires the preparation of strategies to be in co-ordination with district/city councils. It is noted that Plan Change 1 and the Urban Design Strategy were both major pieces of work that were undertaken collaboratively.

#### Character

The RPS has a high number of provisions that relate to the promotion and retention of character, including the protection and enhancement of waterbodies, distinctive landforms and areas of significant vegetation.

Plan Change 1 introduces an objective that achieves a built environment within Greater Christchurch that has a sense of character and identity, retains heritage values, protects amenity, provides for a range of densities, and are healthy, sustainable and vibrant places to live and work.

#### Heritage

The RPS promotes the protection and enhancement of historical and cultural heritage sites. The RPS enables urban development and the physical expansion of settlements, whilst avoiding, remedying or mitigating effects on heritage values.

#### Open Space

There are no relevant provisions under the RPS.

### Connectivity

The RPS has a low number of provisions that relate to connectivity. A policy incorporated in the RPS promotes the need to change movement patterns and travel habits, and to promote a safe and efficient transport infrastructure that reduces the demand for transport.

Plan Change 1 also aims to promote the use of active transport modes.

### Urban Growth

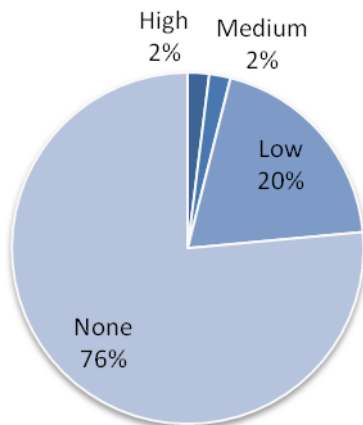
Plan Change 1 introduces a number of provisions that provide for the management of urban growth. Growth, through the RPS, is proposed to be consolidated, whilst protecting the natural environment, and reducing any potential risk to people and property from natural hazards. As part of Plan Change 1, urban activities are encouraged to be contained with the urban limits, with territorial authorities being encouraged to identify suitable areas for future business growth.

The RPS makes reference to the Greater Christchurch Urban Development Strategy.

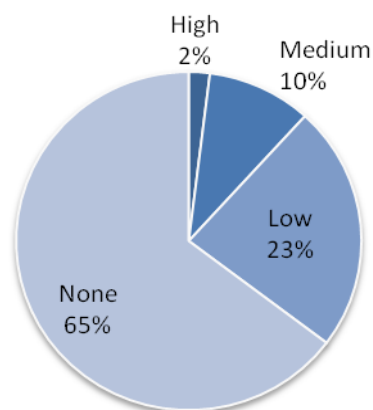
#### 3.8.1.3 Summary

For a regional policy statement, the Canterbury Regional Policy Statement has a moderate number of urban design provisions. Under the operative Regional Policy Statement, 24% of the questionnaire sub-criteria are addressed through the Plan provisions, and this increases to 35% when Plan Change 1 is included. The following graphs illustrate and compare the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the operative RPS, and the RPS with plan changes included.

**Extent of Relevant Provisions in Operative RPS**



**Extent of Relevant Provisions with Plan Changes Included**



The graphs above show that proposed Plan Change 1 to the RPS has not only increased the number of sub-criteria under the questionnaire which are addressed, but has also increased the extent of provisions addressing each sub-criteria.

The urban design criteria that are well addressed under the RPS and proposed plan change include custodianship, character and urban growth management.

A number of sub-criteria under amenity, choice, heritage and connectivity are addressed through the RPS. Commerce, collaboration, connectivity and open space are not covered very thoroughly under the RPS. Gaps include no:

- provisions encouraging a range of building heights and site coverage

- provisions encouraging water saving devices, crime prevention through environmental design principles, the impact of design on health or the ongoing maintenance of buildings and spaces
- provisions promoting streetscape design
- provisions for the type, location and interaction of business within urban areas
- provisions for the creation of open space.

### 3.8.2 Timaru District Plan

Timaru District Council reviewed and verified the questionnaire and summary assessment of the Timaru District Plan. They requested some minor additions and amendments all of which have been addressed.

#### 3.8.2.1 Context

The Timaru District is situated along the South Canterbury coastline and covers 2,602 square kilometres of diverse landscape. Approximately 42,870 people live in the Timaru District. This is an increase of 903 people, or 2.2%, since the 2001 Census. The District's population ranks 28th in size out of the 73 districts in New Zealand, having approximately 1.1% of New Zealand's population. Timaru township is strategically and centrally located on major transport arteries. Its airport and port facilities provide a central distribution point for South Island exports/ imports. It also has a low density residential environment with a number of heritage buildings throughout the town providing a sense of place unique to Timaru. Subdivision is limited to infill and the occasional multi-lot development. The retention of the low density residential environment and built heritage are key urban design issues. The Council has a projected operating income under its 2008/2009 Annual Plan of \$56.4 million. This is a per capita income of \$1316.00. Fifty-four per cent of that income comes from rates, 10% from investments, and 36% from other income sources.

#### 3.8.2.2 Plan Provisions

The Timaru District Plan became operative on 8<sup>th</sup> March 2005. The following provides a summary of the nature and extent of provisions under the District Plan that incorporate and promote the urban design outcomes under the questionnaire.

##### Amenity

A number of issues, objectives, policies and rules contained within the Plan restrict the effects of developments which could adversely affect the amenity of an area (e.g.: controls on noise, sunlight access, landscaping, building setback, height restriction and open space). Different standards apply to different zones. Objectives and policies contained within the Plan aim to avoid, remedy or mitigate any effects of residential subdivision and development on amenity values, and aim to promote low impact and high quality urban design that is environmentally sustainable.

##### Commerce

The Plan contains a number of rules and standards relating to design controls, including ground floor frontage, verandahs, parking, exterior lighting and storage areas. The Plan also has rules relating to development having to be in accordance with concept and outline development plans. There is provision in the Plan for home-based businesses. There are no controls on large format retail. Council by-laws contain controls relating to active road edges.

##### Choice

The Plan provides for different allotment sizes within each of the residential zone. There are no minimum size requirements for the Commercial Zone. Different permitted heights are provided for the residential, commercial and recreation areas. There are also different provisions for heights within each of the commercial and recreation areas. Differing site coverage requirements are required for the Commercial Zone. Overall, there are a low number of provisions relating to choice, with the Plan allowing one house per a certain square metre (e.g. Residential 1, one house per 300m<sup>2</sup>) in Residential Zones.



### Custodianship

There are a number of provisions relating to custodianship under the Plan. Provisions included relate to compliance with noise requirements to mitigate any potential effects of noise from the commercial zone on nearby or adjoining residential properties. A provision specific to the commercial 2 zone requires detailed information to be provided to the Council for any new supermarket. Information required includes a noise mitigation plan to be prepared, building plans to be provided and the proposed delivery schedule to be made available to the Council.

A number of setback requirements are included in the Plan. Depending on which commercial or recreation area a site is located in, determines the setback requirements. Corner sites require their own setback requirements, and there are further restrictions on structures located within 6 metres of an intersection.

A number of issues and a policy provided for under the Plan encourages public spaces and building design to take into account public safety and security.

Issues, objectives, policies, rules and other methods have all identified the potential risks of natural hazards, and that potential effects should be avoided. Restrictions on buildings have been contained within the Plan, for example the restriction of building height. The zoning of additional land in flood plains for urban purposes is also restricted.

There were no provisions in the Plan addressing issues of energy efficiency, water saving, low impact stormwater, acoustic insulation or the impact of design on health.

### Collaboration

The Plan recognises that increased protection of significant natural areas requires a collaborative approach from landowners, the Regional Council, the Department of Conservation and other agencies and interested groups.

### Character

There are a medium number issues, objectives, policies and methods in the Plan that specifically promote the protection and enhancement of water bodies and the identification and protection of distinctive landforms. There is however, a high number of provisions that relate to the identification, protection and enhancement of indigenous vegetation. Methods include implementing publicity programmes at raising awareness, offering rate relief for areas covenanted for conservation protection, identifying significant trees with a marker or protective barrier and including a schedule of significant trees in the Plan.

There are a high number of provisions that aim to retain a 'sense of place', and a low number that promote a sense of place. Issues, objectives and policies aim to enhance the visual appearance of surroundings, and retain residential character and amenity throughout the District. One general method is for revitalisation programmes to be developed that will enhance the existing character of selected commercial areas.

### Heritage

The Plan has a relatively high number of provisions that relate to the protection of heritage values within commercial areas and private heritage buildings (not in commercial areas) specifically, and under district wide provisions. Protection includes:

- protection and enhancement
- protection from development
- protecting heritage character and visual quality.

The Plan also states that the New Zealand Historic Places Trust is considered to be an affected party when considering an application for a heritage building or structure.

A range of measures have been suggested in the Plan that encourage sympathetic development of a historic place, including funds, waivers of fees, grants supplying information to the public, landowners and

developers to increase the awareness of heritage values, and promoting revitalisation through the LTCCP.

#### Open Space

There is a high level of provisions to provide for open space, and for the promotion of better designed streets through the undergrounding of overhead lines

There are no relevant provisions under the Plan which relate to open spaces being associated and integrated with stormwater provisions.

#### Connectivity

There are a medium number of provisions that recognise and provide for different uses of road networks. One method under the Plan suggests that cycle lanes on some roads be provided, and that high standards of roads be developed, whilst maintaining pedestrian flows. A rule under the Plan requires that a work place travel plan be provided to all staff working at a shopping complex located in the commercial 2 zone, which should promote an alternative means of travelling to work.

There are no relevant provisions under the Plan that facilitate green networks that link public and private open space or that promote environments that encourage people to become more physically active.

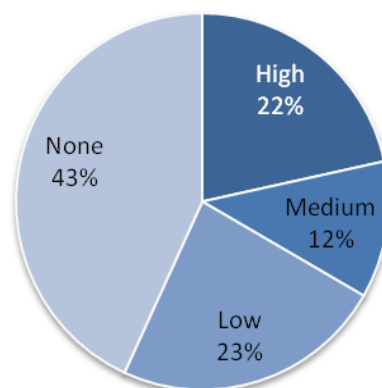
#### Urban Growth

There are few specific provisions that relate to the management of urban growth, structure plans, the reuse of brownfield sites, or collaboration with other councils.

#### 3.8.2.3 Summary

The Timaru District Plan has a medium number of urban design provisions. Under the District Plan, 57% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

**Extent of Relevant Provisions in Operative District Plan**



The above graph shows that there were a 'high' or 'medium' number of provisions under the Timaru District Plan addressing approximately one-third of the sub-criteria, and approximately a quarter of the sub-criteria there were between one and four relevant provisions.

The following urban design criteria are addressed well under the Plan: amenity, commerce, choice, custodianship and character and heritage.

Most assessment criteria under heritage, open space and connectivity are addressed through the Plan. However, there are few provisions relevant to collaboration and urban growth management. Gaps include no:

- maximum parking controls,
- management of large retail format
- encouragement of sustainable energy and water saving devices and low impact stormwater devices
- integrated management of stormwater and open spaces, and no definition of public/private boundaries
- specific provisions encouraging physical activity.

### 3.8.3 Mackenzie District Plan

Mackenzie District Council was sent the questionnaire and summary assessments for the Mackenzie District Plan, but chose not to provide feedback.

#### 3.8.3.1 Context

By population, the Mackenzie District has the lowest population density in New Zealand with a usual resident population of 3801 (2006 Census). The population of the district increased by 2.3% between 2001 and 2006. The area of the district is large comprising 7440km<sup>2</sup>. With its spectacular scenery and popularity with visitors, there is potential for development pressure providing for accommodating visitors and residents to service to increase. Depending on how these are designed and developed this may have a positive or negative impact on the attractiveness of existing townships. The Mackenzie District Council has a projected income under its 2008/2009 Annual Plan of \$12,214 million, 40% of that income coming from rates and 60% coming from other sources.

#### 3.8.3.2 Plan Provisions

The Mackenzie District Plan became operative in 2004. There is one plan change (Plan Change 5 - Residential 1 and 2 Zones) which is of relevance to this study. The following provides a summary of the nature and extent of provisions under the Plan and the proposed plan change that incorporates and promotes the urban design outcomes under the questionnaire.

##### Amenity

The Plan includes a large number of amenity provisions, particularly within the residential and business zones. These provisions include visual amenity, design and appearance, landscaping and maintaining the pleasantness of areas.

##### Commerce

The Plan includes provisions relating to all commerce sub-categories. These provisions are not overly prescriptive. The Business Zone provisions include policies and rules on providing mixed-use opportunities in town and neighbourhood centres, design controls to enhance shopping, walking and living experiences in towns and neighbourhood centres, and the management of large format retail.

Home-based businesses are permitted in residential zones.

##### Choice

There are no provisions in the Plan to allow increasing densities in association with the provision of open space, maximum parking standards, ensuring public space is accessible, provision for a variety of housing types and section sizes, and the provision of higher density subdivision and development around town centres and public transport nodes.

The Plan does include a number of provisions which permit a variety of maximum building heights in the business and residential zones. Plan Change 5 proposes to include a new rule relating to permitted maximum building heights.

The Plan specifies site coverage standards in the residential zone which can affect housing density and design.

#### Custodianship

The Plan does not include provisions on renewable energy, water saving devices, noise mitigation measures to reduce noise from major infrastructure, the on-going care and maintenance of buildings or crime prevention through environmental design.

The Plan does include provisions on noise mitigation to reduce noise from town centres in the business zone.

There are a number of provisions within the Plan aimed at considering buildings in relation to the street. These, however, only apply to the business zone and not specifically to residential buildings.

There are a number of provisions applicable to the whole district and specific provisions for the business and residential zones which focus on avoiding and mitigating the effects of hazards. These provisions include avoiding flood prone land and minimum floor levels for buildings.

There is one district-wide rule on the provision of outdoor living space.

#### Collaboration

There are no relevant provisions within the Plan.

#### Character

There are a number of provisions within the Plan which both aim to 'retain' and 'promote' a sense of place, particularly in the business zone.

No other character sub-categories are addressed under the Plan.

#### Heritage

There are a number of district-wide provisions on responding to heritage values. These provisions include identifying and protecting important heritage items, actively supporting owners with property which has a protected item located on it, and requiring resource consent as a discretionary activity for any demolition, removal or alteration of identified heritage sites.

#### Open Space

The Plan includes a number of provisions to provide for open space, particularly in the open space and recreation zone. These provisions include the provision of active and passive recreation areas and permitting associated activities within the zone.

There are no provisions within the Plan that promote better designed streets, open space areas associated with stormwater, utilities and streets or having clear boundaries between public and private open space.

#### Connectivity

There are few connectivity provisions within the Plan. Two provisions are provided within the business zone that promote walking and cycling.

There are a number of provisions within the open space and recreation zone that provides for environments to encourage people to become more physically active, including walkways and recreation opportunities.

Plan Change 5 proposes a rule that specifies that direct access to the state highway from the residential zone is a discretionary activity.

There are no provisions within the Plan to reduce the level of vehicular traffic that encourage safe, attractive and secure pathways and links between landmarks and neighbourhoods or streets that are designed as positive spaces with multiple functions.

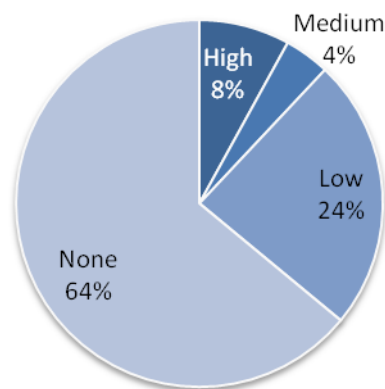
#### Urban Growth

There are no relevant provisions within the Plan.

#### 3.8.3.3 Summary

The Mackenzie District Plan has a relatively low number of urban design provisions. Under the District Plan, 36% of the questionnaire sub-criteria are addressed through the Plan provisions. Plan Change 5 does not increase this percentage. The following graph illustrate and compare the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the District Plan.

**Extent of Relevant Provisions in Operative District Plan**



The above graph shows that over half of the sub-criteria under the questionnaire are not addressed under the Mackenzie District Plan.

The urban design outcome that is well provided for within the Plan is amenity.

Most assessment criteria under, choice, custodianship, character, heritage, open space and connectivity are addressed through the Plan. Collaboration and urban growth management are not covered at all under the Plan. Gaps include no:

- allowance for increased densities in association with the provision of open space
- maximum parking standards
- provisions to require public spaces are accessible to everyone
- provision of a variety of housing types
- provision of a variety of section sizes
- provision of higher density development around town centres and public transport nodes
- renewable energy, water saving, or low impact or integrated stormwater design rules or guidelines
- Crime prevention through environmental design provisions
- provisions addressing ongoing maintenance requirements for buildings and spaces,
- provisions involving the community in decision making, or using private/public partnership
- collaboration provisions
- provisions which promote a 'sense of place'

- non-regulatory incentives to protect or maintain heritage items
- policy and standards to promote better designed streets and streetscape and promote as open spaces with public surveillance
- limited provisions for encouraging green networks, or designing streets to have multiple functions
- urban growth management

## 3.9 Otago Region

### 3.9.1 Otago Regional Policy Statement

Otago Regional Council has reviewed and verified the questionnaire and summary for the Otago Regional Policy Statement. They requested a number of changes which have all been addressed.

#### 3.9.1.1 Context

Otago is the second largest region in New Zealand in terms of land area; approximately 32,000 sq km or 12% of New Zealand's land area. Otago's resident population is 203,500 (2008 estimate), which is approximately 5% of the country's total population. Sixty per cent of the region's population live in the Dunedin urban area. The population in the region grew by 6.8% between 2001 and 2006 with Dunedin's population growing by a moderate 3.8%. In 2006, there were 87,900 dwellings in the region of which 12,000 (13.6%) were unoccupied. The towns of Queenstown, Wanaka and Cromwell, and surrounding rural areas, have experienced most growth within the region. The Queenstown Lakes District grew by 35% over the past five years, and Central Otago District grew by 15%.

Pressing issues include the short supply of surface water in some parts of the region, and the need to use water wisely. In urban areas public transport systems are receiving attention with the expansion of bus services, particularly in Dunedin. Flood management is also a challenge being addressed within both urban and rural areas. The Otago region has a projected income under its 2008/2009 Annual Plan of \$46.5 million, with 25% of that income coming from rates, and 75% from reserves, dividends and other forms of revenue.

#### 3.9.1.2 Plan Provisions

The Regional Policy Statement for Otago (RPS) became operative in 1998. The following provides a summary of the nature and extent of provisions under the operative policy statement that incorporates and promotes the urban design outcomes under the questionnaire.

#### Amenity

A number of issues, objectives and policies under the RPS aim to avoid the adverse effects of development on the quality of the urban environment, natural and physical resources, and promote sustainable management.

#### Commerce

The RPS has no specific provisions relating to commerce. However, it promotes diversification and use of the land resource, and refers to avoiding the adverse effects of the built environment (including economic activities) on Otago's natural and physical resources.

#### Choice

The RPS promotes diversification and use of the land resource, and includes issues, objectives and policies for maintaining and enhancing public access to natural and physical land features. These features include water bodies and coastal waters.

#### Custodianship

The RPS includes issues and policies which require the consideration of renewable resources including energy efficiency through technology and architecture and in particular the efficient use of water. There

are also provisions relating to limiting noise in the coastal environment and the sustainable management of infrastructure.

There are a number of issues, objectives and policies addressing hazards, such as flooding and sea-level rise, and the importance of considering these hazards in future developments.

The manawhenua perspective overlays the whole RPS. They identify a number of issues and objectives, with policies woven throughout the resource chapters.

#### Collaboration

The RPS refers to working together, rather than collaboration, particularly with respect to land and hazard management, iwi liaison and managing the built environment. Cross boundary issues are identified, agreed to and dealt with by encouraging co-ordinated planning of activities.

#### Character

The RPS has policies for maintaining and enhancing water quality and quantity, and avoiding adverse effects of use and development on water bodies. The RPS also includes issues and objectives to protect outstanding natural features and landscapes, to maintain and enhance significant indigenous vegetation and significant habitat of fauna, trout and salmon; and to re-establish indigenous ecosystems.

A sense of place is achieved through provisions relating to Otago's natural and physical features in their various forms and the manawhenua perspective.

#### Heritage

The RPS has objectives and policies providing for the identification and protection of heritage values.

#### Open Space

The RPS does not directly refer to open space. It recognises outstanding natural features and landscapes, riparian margins and the importance of public access, especially to water and the coast. It considers the adverse effects of urban development on natural and physical resources, including amenity values.

#### Connectivity

The RPS has issues and policies to promote and encourage the sustainable management of the transport network. The Otago Regional Council has a Regional Land Transport Strategy and is currently working on a Regional Passenger Transport Plan aimed at promoting bus transport.

The RPS does not refer to residential densities and has no specific provisions to promote non-vehicular modes of transport.

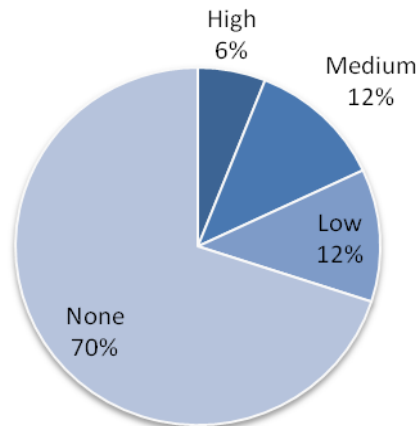
#### Urban Growth

The RPS includes policies promoting efficiency in development and the use of infrastructure. Urban development is generally viewed as requiring mitigation to minimise adverse effects on the environment, including localised air pollution, impacts of urban development on the coastal environment, loss of productive land and urban encroachment

#### *3.9.1.3 Summary*

The RPS has a relatively low number of specific urban design provisions. Under the RPS, 30% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

### Extent of Relevant Provisions in Operative RPS



The above graph shows that most of the sub-criteria in the questionnaire were not relevant in the provisions of the RPS. The majority of those sub-criteria that were of relevance to aspects of urban design have 'low' or 'medium' representation with minimal provisions of a 'high' proportion of relevance.

As with other regional policy documents, the RPS for Otago takes a higher level strategic approach to policy and does not include objectives and policies on specific urban design methods. The focus of the RPS is on objectives and policies for avoiding adverse effects of developments on the environment and promoting the sustainable management of Otago's natural and physical resources.

A number of gaps with respect to the urban design outcomes can be identified from the assessment undertaken. It does not include specific guidance on issues such as building design or large format retail, which are more appropriately dealt with at the district level. There is little in the way of provisions addressing open space or street design, however, these issues again are considered to be the focus of territorial authorities and not regional councils. The RPS addresses efficiency in using resources. It identifies that inefficient uses of water and wastage of water can occur, including from industrial and domestic water use, and promotes efficient consumptive water use through good water use practices (which include design). It promotes the sustainable use and management of energy, including improving energy efficiency through the use of energy efficient technology and architecture, and energy efficient transport modes.

The focus of the RPS is on providing an overview of the resource management issues of the Otago region and on ways of achieving the integrated management of its natural and physical resources. There are however, gaps relating to the urban environment and the incorporation of urban design principles to development proposals.

### 3.9.2 Dunedin City District Plan

Dunedin City Council has reviewed and verified the questionnaire and summary assessments for the Dunedin City District Plan. They requested some minor changes which have all been addressed.

#### 3.9.2.1 Context

Dunedin City Council is a Council with a population of approximately 118,600 residents. The population grew 3.8% between 2001 and 2006. Most growth was experienced in the Mosgiel area (5.9%) largely as a result of the availability of land and convenience of access due to the building of the motorway. The University of Otago plays a dominant role in the City and this has produced challenges for the Council in terms of managing the pressure for development, while still preserving the values, character and environment of the city. The current challenge is the high profile, proposed Awatea rugby stadium.



Dunedin has a projected income under the 2008/2009 Annual Plan of \$200m, with 45% of that income coming from rates and 55% of that income from dividends and other forms of revenue.

### 3.9.2.2 *Plan Provisions*

The Dunedin City District Plan became fully operative in 2006. The following provides a summary of the nature and extent of provisions under the Plan and proposed plan changes that incorporate and promote the urban design outcomes under the questionnaire.

#### Amenity

A number of objectives, policies and rules restrict the effects of developments which could adversely affect the amenity of an area such as controls on signage, noise, sunlight access and visual clutter. Different rules apply to different zones. While many relate to residential activities, there are rules that also apply to enhancing character that could also be considered relevant to amenity. Sign Guidelines provide guidance to retain amenity standards when placing new signs in the city.

#### Commerce

The Plan provides for mixed uses in the central and suburban centre zones by permitting a wide range of activities that are considered to be compatible and that meet the activity rules for retaining amenity values. Developments in the central area are also guided by Design guidelines for the Princes street commercial precinct which have been prepared to assist owners and developers who wish to renovate or redevelop their properties. Specific provisions include controls on the facades of historic buildings and streetscape, verandas and display windows. They also include provisions to improve the pedestrian environment in the inner city by providing shelter, retaining a human scale, and avoiding blank street level façades.

Appropriate mixed uses are provided for in the residential area as local activity zones, including home-based businesses. There are also controls on large scale retail developments and the need for suitable provision of these activities.

The proposed Harbourside Development (Plan Change 7) makes provision for mixed uses alongside the Otago Harbour.

#### Choice

The Plan requires that amenity open space per unit is provided for all residential developments. There are however no policies linking provision of open space with an ability to increase densities. It is more focused on retaining amenity and avoiding over development on individual sites. Residential densities are also limited to number of bedrooms per unit and no provision is made for multi-unit residential developments. There are no specific provisions encouraging higher densities around centres, and only the campus zone facilitates high residential densities through developments of halls of residences.

Limits on car parking provisions in the city centre and campus are provided but given that alternative forms of transport are limited, and given the large number of out of town students, parking provisions aimed at addressing these provisions are challenging.

Height limits of buildings vary considerably between the campus zone and the rest of the city. The Plan specifies site coverage standards in the residential zones which affects housing density and design.

#### Custodianship

There are no specific provisions on renewable energy, water saving, or low impact stormwater. The Plan does however, include design guidelines to maximise sunlight access, and provisions to avoid shading and glare. Noise is addressed under the Plan, with varying noise limits for different zones, including the ports, airports and business areas.

With regard to hazards, the Plan objectives and policies focus on avoiding the impacts of hazards, with rules relating to hazardous substances, land instability and flooding. There is a Hazards Register and

accompanying plans. There is mention of climate change in policies relating to development areas affected by sea level rise.

There is no mention of the use of design to improve environmental performance of infrastructure or on people's health.

#### Collaboration

The Plan has provisions for collaboration with the port and university, and limited provision for long-term structure planning.

#### Character

There are a number of provisions within the Plan which both aim to 'retain' and 'promote' a sense of place, particularly in the campus zone and within the city centre. The use maps identifying Landscape management areas and urban landscape conservation areas address issues not only of character but also heritage and open space.

#### Heritage

There are a number of district-wide provisions on responding to heritage values. These provisions include identifying and protecting important heritage values, and encouraging development of under-utilised buildings and areas. Heritage buildings and archaeological sites are listed, and townscape and heritage precincts are identified as requiring particular attention.

#### Open Space

The Plan includes a number of provisions to provide for open space, particularly along margins of water bodies and coast. A number of management plans exist for reserves, particularly the town belt. There are no provisions within the Plan that promote better designed streets, open space areas associated with stormwater, utilities and streets or having clear boundaries between public and private open space.

#### Connectivity

There are a number of provisions associated with connectivity. A hierarchy of roads is identified and there are policies relating to avoiding conflict of pedestrian and vehicular traffic. There are provisions within the Plan to reduce the level of vehicular traffic that encourage safe, attractive and secure pathways and links between landmarks and neighbourhoods or streets that are designed as positive spaces with multiple functions.

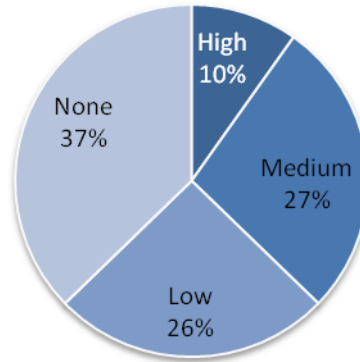
#### Urban Growth

There are a limited number of provisions in the Plan associated with growth management.

#### 3.9.2.3 *Summary*

The Dunedin City District Plan has a reasonable number of urban design provisions. Under the District Plan, 63% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

### Extent of Relevant Provisions



The above graph shows that there were a 'high' or 'medium' number of provisions under the Dunedin City District Plan addressing over a third of the sub-criteria, and nearly half of the sub-criteria there were between one and four relevant provisions.

The following urban design criteria are addressed well under the District Plan: amenity, commerce, choice, custodianship, character, heritage and connectivity. There is a strong emphasis on heritage, landscape conservation values and townscape precincts, relating to particular areas.

Gaps include:

- urban growth management
- no maximum parking controls
- limited provisions relevant to the collaboration sub-criteria: collaboration between disciplines, community engagement, public/private partnerships
- no integrated management of stormwater and open spaces, and no definition of public/private boundaries
- no specific provisions encouraging physical activity
- no renewable energy, water saving, or low impact or integrated stormwater design rules or guidelines.

### 3.9.3 Waitaki District Plan

Waitaki District Council was provided with a copy of the questionnaire and summary assessments of the Waitaki District Plan. They did not provide any comments.

#### 3.9.3.1 Context

The Waitaki district lies in North Otago and has a total land area of 7,214km<sup>2</sup>. The district had a usual resident population count of 20,223 in the 2006 Census. The population increased by 0.6% between 2001 and 2006. Statistics New Zealand predicts a decline in the Waitaki district population. The Council commissioned additional research on the impact of three factors that it considered was likely to have a substantial effect on population. These were irrigation, winery expansion, and the development of Holcim Cement Works. The research predicted that the usually resident population of Waitaki district will increase 20,223 in 2006 and peak in 2016 at 22,203 residents, and then decrease to 21,298 in 2036. The main township of the district, Oamaru is home to one of the most concentrated collection of neo-classical buildings developed using locally quarried Oamaru Stone in New Zealand. The nearby harbour is

recognised as a site of national significance by the New Zealand Historic Places Trust. Retaining this unique heritage and sense of place is a key urban design issue. The Council has a projected income under its 2008/2009 Annual Plan of \$35.8 million, 63% of that income coming from rates and 36% coming from other income sources.

### 3.9.3.2 Plan Provisions

The Waitaki District Plan became operative in 2004. There are two plan changes which are of relevance to this study, Plan Change 2 – Landscape and Visual Amenity and Plan Change 5 – Heritage Related Policies. The following provides a summary of the nature and extent of provisions under the Plan and the proposed plan changes that incorporates and promotes the urban design outcomes under the questionnaire.

#### Amenity

The Plan includes a large number of provisions which restrict the effects of developments which could adversely affect the amenity of an area. These provisions focus on the design and siting of buildings to maintain the privacy, outlook, sunlight and general amenity of the district.

#### Commerce

The Plan provides for mixed uses in all zones by allowing a wide range of activities so long as they meet the activity standards for that particular zone. The Plan specifies design controls to enhance shopping, working and living experience in neighbourhood centres including provisions relating to verandas, windows, landscaping and building setback from roads. There are no provisions within the Plan that deal with large format retail.

#### Choice

The Plan is relatively light on provisions that deal with choice. There are provisions within the Plan that provide for a variety of housing types, and maximum permitted building heights and site coverage which could affect housing density and design.

#### Custodianship

Several provisions within the Plan aim to encourage renewable energy sources. However, there are no rules within the Plan that give effect to this. The Plan includes noise mitigation measures for the Oamaru and Omarama airfield zones. There are no provisions within the Plan that aim to reduce noise impacts from town centres.

Whilst there is a policy within the Plan aimed to ensure that design and siting of development is such that an open space and attractive street scene is maintained there are no other provisions within the Plan which consider residential buildings in relation to the street.

There are a large number of provisions within the Plan which aim to reduce the potential effects of natural hazards. The Plan identifies a large number of methods to give effect to these provisions.

Whilst there is a policy which controls the location of buildings and outdoor living areas to reduce impediments to access to sunlight, there are no rules specified within the Plan which give effect to this policy.

#### Collaboration

There are no relevant provisions within the Plan.

#### Character

There are no specific provisions within the Plan which retain or promote a 'sense of place'. However, the Oamaru Central design guide does aim to achieve this.

The identification and protection of distinctive landforms is provided for through a number of objectives and policies within the Plan. Plan Change 2 proposes to add a policy within the Plan to avoid subdivision where it would not give effect to the policies for the outstanding or significant natural feature or landscape.

Several policies within the Plan provide for the identification, protection and enhancement of indigenous vegetation.

#### Heritage

The Plan includes a high number of the heritage sub-criteria. Plan Change 5 adds a number of issues, objectives and policies aimed to respond to heritage values of an area.

#### Open Space

The Plan includes a number of provisions on open space. There are no provisions on promoting better designed streets and streetscapes, open space associated with stormwater, utilities and streets or having clear boundaries between public and private open space.

#### Connectivity

The Plan contains a relatively large number of provisions on connectivity. These include the development of pedestrian areas and walkways, restricting access points off major roads, and promoting a compact urban form to reduce the length of and need for vehicle trips.

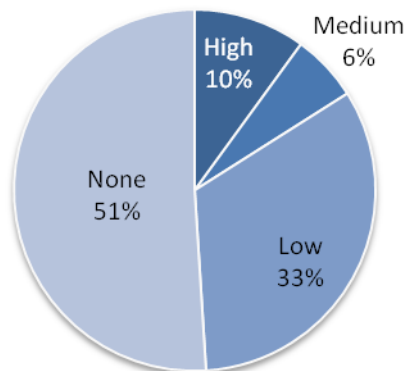
#### Urban Growth

The Plan provides a number of provisions on providing for the management of urban growth including confining residential zoning, promoting a compact urban form and to limit the extent of townships.

#### 3.9.3.3 Summary

The Waitaki District Plan has a relatively moderate number of urban design provisions. Under the District Plan, 49% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates and compares the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the District Plan.

**Extent of Relevant Provisions in Operative District Plan**



The above graph shows that over half of the sub-criteria under the questionnaire are not addressed under the Waitaki District Plan.

The urban design outcomes that are provided for within the Plan include amenity, heritage and connectivity.

Most assessment criteria under, choice, custodianship, character, open space and urban growth management are addressed through the Plan. Collaboration is not covered at all under the Plan. Gaps include:

- no control of large format retail
- no maximum parking standards
- ensuring public spaces are accessible to everyone
- the provision of higher density development around town centres and public transport nodes
- no renewable energy, water saving, or low impact or integrated stormwater design rules or guidelines
- no provisions addressing ongoing maintenance requirements for buildings and spaces
- no provisions involving the community in decision making, or using private/public partnership
- No provisions which promote a 'sense of place'
- no non-regulatory incentives to protect or maintain heritage items
- policy and standards to promote better designed streets and streetscape and promote as open spaces with public surveillance
- limited provisions for encouraging green networks, or designing streets to have multiple functions.

### 3.9.4 Queenstown Lakes District Plan

Queenstown Lakes District Council has reviewed and verified the questionnaire and summary assessments for the Queenstown Lakes District Plan. They requested changes which have all been addressed. The Council is currently preparing an urban design strategy for the district, covering the following broad areas: growth issues; public space, built form and identity; connections – transport and land use; sustainability; quality; and community, collaboration and custodianship.

#### 3.9.4.1 Context

The Queenstown Lakes district is the fastest growing region in New Zealand. The usual resident population count for Queenstown-Lakes District was 22,959 (2006 Census), an increase of 34.7% since 2001 which was the highest regional growth rate in New Zealand over that period. The number of occupied homes in the district grew by the same amount. In Queenstown, housing affordability for younger workers is a major concern. The district has high visitor numbers. The development of associated accommodation is also providing urban design challenges. Development of infrastructure to keep pace with population growth and ensuring development is in keeping with the highly valued iconic landscapes is a major urban design issue facing the district. The Council has taken measures to address urban growth issues. In 2008, the Council undertook a growth projection study to understand existing capacity and likely future land needs. The Council has a Growth Management Strategy, community plans and the Wanaka Structure Plan to strategically manage growth in the Queenstown Lakes district. The Council has Queenstown and Arrowtown design guidelines which provide guidance as to how new buildings should be integrated into these urban environments. They also have an urban design panel to provide urban design advice on Council capital and policy projects and private development proposals. The Council has a projected income under its 2008/2009 Annual Plan of \$97million.

#### 3.9.4.2 Plan Provisions

The Queenstown Lakes District Plan became partly operative in 2008. The following provides a summary of the nature and extent of provisions under the Plan that incorporates and promotes the urban design outcomes under the questionnaire.

##### Amenity

The Plan has a very high number of provisions relating to the maintenance and enhancement of amenity in urban areas including district wide provisions, town centre, and residential areas. However, whilst there

are a large number of issues, objectives and policies relating to amenity there are few rules within the Plan which give effect to these provisions. The Queenstown town centre guidelines provide provisions relating to amenity.

#### Commerce

The Plan has a number of provisions promoting mixed-use zones in urban centres, not through specific mixed-used provisions, but by allowing a wide range of activities so long as they meet the permitted activity standards. The Plan includes one policy aimed at promoting public facilities and street furniture within the commercial/town centre zone. There is one policy enabling home occupations within residential areas, however there are no rules relating to this.

#### Choice

The Plan includes policies which provide for a variety of housing types and for higher density residential activity around the town centre. However, there are no rules which give effect to these. The Plan includes rules which affect housing density, specifically site coverage and site density rules. There are no specific provisions on increasing densities in association with the provision of open space, maximum parking standards, ensuring public spaces are accessible, provision of a variety of section sizes or a variety of maximum building heights.

#### Custodianship

A number of provisions within the Plan encourage renewable energy in subdivision and development. The Plan includes provisions to incorporate noise mitigation to reduce noise impacts from major infrastructure. Rules within the Plan specify building setback requirements and a number of provisions to mitigate the effects of hazards. These provisions aim to avoid areas with a high probability of being effected by natural hazards. A number of provisions are included in the Plan which consider the impact of design on people's health by specifying requirements for outdoor living space.

There are no provisions on water saving devices, noise mitigation measures to reduce noise impacts from town centres, crime prevention through environmental design, the on-going care and maintenance of building spaces, places and networks or design to improve the environmental performance of infrastructure.

#### Collaboration

There are no relevant provisions within the Plan.

#### Character

The Plan includes a large number of provisions which aim to retain a 'sense of place'. These provisions control the form and location of buildings to retain the existing character of residential areas and town centres. There are no specific provisions within the Plan that promote a 'sense of place'.

There are no provisions within the plan which protect urban waterbodies. Policies focus on the identifying and protecting distinctive landforms and indigenous vegetation.

#### Heritage

There are a large number of provisions within the Plan that respond to the heritage values of an area. The Plan states that Category I and II items identified in the New Zealand Historic Places Trust register form the basis for the historic places list within the Plan.

#### Open Space

A number of provisions are included within the Plan which provide for open space in the district and standards to promote better designed streets in the commercial area. There are no provisions within the Plan that promote open space areas associated with stormwater, utilities or streets and there are no provisions on having clear boundaries between public and private open spaces.

#### Connectivity

A number of provisions within the Plan promote walking and cycling in the district. However, no rules are included to give effect to the objectives and policies. There is one policy within the Plan which promotes

the integration of public spaces, reserves and streets with development. A number of policies promote a compact urban form to reduce the length of and need for vehicle trips.

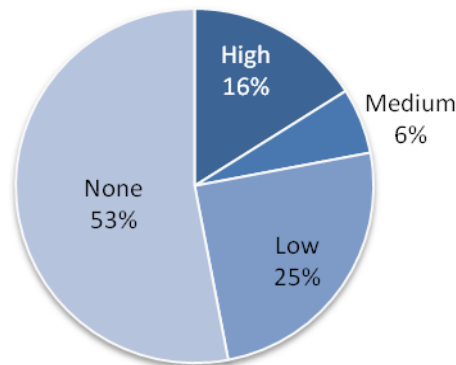
### Urban Growth

The Plan covers urban growth management issues, objectives and policies. The district has a growth management strategy to give effect to these provisions

#### 3.9.4.3 Summary

The Queenstown Lakes District Plan has a moderate number of urban design provisions. Under the Plan, 47% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates and compares the proportion of those sub-criteria for which the numbers of relevant provisions were high, medium or low, or for which there were no relevant provisions, under the Plan.

**Extent of Relevant Provisions in Operative District Plan**



The above graph shows that over half of the sub-criteria under the questionnaire are not addressed under the Queenstown Lakes District Plan.

The urban design outcomes that are well provided for within the Plan include amenity, heritage, character and urban growth management.

Most assessment criteria under commerce, choice, custodianship, open space and connectivity are addressed through the Plan. Collaboration is not covered under the Plan. Gaps include:

- no control of large format retail
- no maximum parking standards
- no variety in maximum building heights
- no renewable energy, water saving, or low impact or integrated stormwater design rules or guidelines
- no provisions addressing ongoing maintenance requirements for buildings and spaces
- no provisions involving the community in decision making, or using private/public partnership
- no provisions which promote a 'sense of place'
- no non-regulatory incentives to protect or maintain heritage items
- limited provisions for encouraging green networks, or designing streets to have multiple functions.



## 3.10 West Coast Region

### 3.10.1 West Coast Regional Policy Statement

West Coast Regional Council has reviewed and verified the questionnaire and summary assessment of the West Coast Regional Policy Statement and requested some minor amendments. The Council also noted that urban design has not specifically been addressed in the Regional Policy Statement as it is not a core function under the RMA, and not a significant issue in the West Coast region.

#### 3.10.1.1 Context

The West Coast Regional Council has a population of approximately 31,500 residents (Census 2006). The population grew 3.4% between 2001 and 2006. With 86% of the region in Crown Conservation Estate and 75% of the region is in native forest, it leaves only 14% of its land rateable. This makes the West Coast region the highest rated region in the country. This places financial pressures on local authorities and communities. The economic base of the region is largely in the primary sector (farming, forestry, fishing and mining) with the fastest growing tourism industry resulting in increased development in some areas. The region is characterised by a number of small separated towns with limited infrastructure. Main urban design issues are retention of built heritage to maintain the townships' unique character and addressing natural hazards in some of the coastal settlements. The Council has a projected income under its 2008/2009 Annual Plan of \$166 million. This is a per capita income of \$5354. Eleven per cent of that income comes from rates, 62% from vector management, 6% from investments, and 5% from user charges.

#### 3.10.1.2 Plan Provisions

The West Coast Regional Policy Statement (RPS) became operative in 2000. The following provides a summary of the nature and extent of provisions under the Plan that incorporate and promote the urban design criteria under the questionnaire.

##### Amenity

There are no relevant provisions under the RPS.

##### Commerce

There are no relevant provisions under the RPS.

##### Choice

The RPS provides for public access to the coast and other water bodies. There are no provisions addressing the other sub-criteria under choice.

##### Custodianship

The RPS promotes the issue of sustainable energy resources and promoting energy efficient design. There are a number of provisions for avoiding loss of life and damage to property from natural and man-made hazards. This includes avoiding new development in coastal erosion prone areas in particular. There are no provisions addressing the other sub-criteria under custodianship.

##### Collaboration

The RPS recognises the need for an integrated approach to cross boundary issues and promotes inter-agency cooperation and information sharing. The Council also has a policy for consulting communities over natural hazards. There are no provisions relevant to public/private partnerships.

##### Character

There are no provisions for the retention or promotion of character of a 'sense of place'. However, there are a medium number of provisions for each of the identification and protection of water bodies, landforms, and indigenous vegetation, in use, development and subdivision planning and design.

##### Heritage

The RPS promotes the identification and scheduling of heritage places and areas, and archaeological sites, and provides assessment criteria for identifying heritage items. Provisions also promote the protection of heritage values and avoiding adverse effects on heritage and archaeological sites.

#### Open Space

There are no relevant provisions under the RPS.

#### Connectivity

There are no relevant provisions under the RPS.

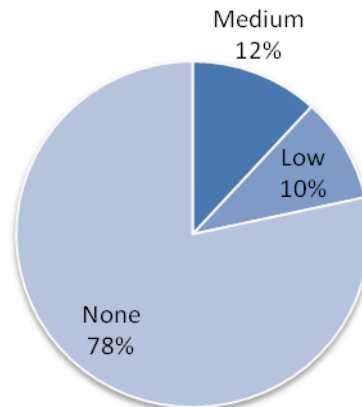
#### Urban Growth

There are no relevant provisions under the RPS.

#### 3.10.1.3 Summary

The West Coast Regional Policy Statement has a relatively low number of urban design provisions. Under the RPS, 22% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

**Extent of Relevant Provisions in Operative RPS**



The above graph shows that for over three quarters of the sub-criteria there were no relevant provisions, and none of the sub-criteria have a 'high' number of relevant provisions under the RPS.

Some sub-criteria under choice, custodianship, collaboration, character and heritage are addressed through the Regional Policy Statement. Amenity, commerce, open space, connectivity and urban growth management are not addressed under the Regional Policy Statement. Gaps include:

- no provisions promoting the retention of amenity values
- no provisions addressing commerce issues
- no promotion of a range of living opportunities
- no provisions encouraging water saving devices, acoustic treatment, crime prevention through environmental design principles, low impact stormwater, or the ongoing maintenance of buildings and spaces
- no provisions encouraging the retention or promotion of urban character and identity
- lack of non-regulatory incentives to manage heritage resources
- no provisions addressing open space requirements and design
- no promotion of connectivity, cycling and walking
- no urban growth management or encouragement of structure planning and brownfield reuse.

### 3.10.2 Buller District Plan

Buller District Council was provided with the questionnaire and summary assessment of the Buller District Plan. They chose not to make any comments or request any changes.

#### 3.10.2.1 Context

Buller District Council is a rural council with a population of 9700 residents (Census 2006). The district is sparsely populated with an average of 1.2 people per sq/km, compared to the national average of 14.1 per sq/km (2001 Census). The population grew less than 1% between 2001 and 2006. Eighty-seven per cent of the land in Buller is vested in the Department of Conservation, with a further 3-4% vested in Council. Ninety per cent of the land in Buller is in public ownership. The Buller district covers an area of 8574 sq/km, stretching from Punakaiki in the south to Karamea in the north and inland as far as Springs Junction. The Council has undertaken revitalisation projects including upgrading the Westport town centre and approaches to the town. The landscaped areas reflect the natural and historic heritage of the town and its unique sense of place. Retention of heritage buildings which provides a link to the past is also an issue. The Council has a projected operating income under its 2008/2009 Annual Plan of \$29 million. This is a per capita income of \$2990. Thirty-six per cent of that income comes from rates, 5% from investments, and 58% from other income sources.

#### 3.10.2.2 Plan Provisions

The Buller District Plan became operative in 2000. There are no relevant plan changes. The following provides a summary of the nature and extent of provisions under the Plan that incorporate and promote the urban design criteria under the questionnaire.

##### Amenity

The Plan includes a medium number of provisions aimed at maintaining amenity.

##### Commerce

The Plan encourages the 'intermingling' of activities within the urban environment, so long as conflicts between activities are avoided. There is a requirement for verandahs in the town centre, but no controls on large format retail, or provision for home-based businesses.

##### Choice

The Plan provides for flexibility in lot sizes so long as they can practically accommodate a dwelling/building, and meet relevant activity standards. The Plan aims for a diversity of living opportunities. Different permitted heights are provided for residential and commercial areas.

##### Custodianship

There are few provisions relating to custodianship under the Plan. Provisions do promote avoiding the risks of natural hazards on communities and maintaining building and land to preserve amenity. However, there are no provisions addressing issues of energy efficiency, water saving, low impact stormwater, crime prevention through environmental design, acoustic insulation or the impact of design on people's health.

##### Collaboration

There are no relevant provisions under the Plan.

##### Character

The Plan has a medium number of provisions promoting the retention of street character, and the identification and protection of indigenous vegetation. There are also some provisions protecting the character of outstanding landscapes and wetlands. There are no provisions for the promotion of identity in new developments.

### Heritage

A high number of provisions address the management of heritage items, including controls on subdivision, destruction and modification. Archaeological sites, historic buildings, places and items, waahi tapu, and notable trees, are identified and included in the heritage schedule of the Plan. There are no non-regulatory methods or incentives for heritage management.

### Open Space

There are no relevant provisions under the Plan.

### Connectivity

There are no relevant provisions under the Plan.

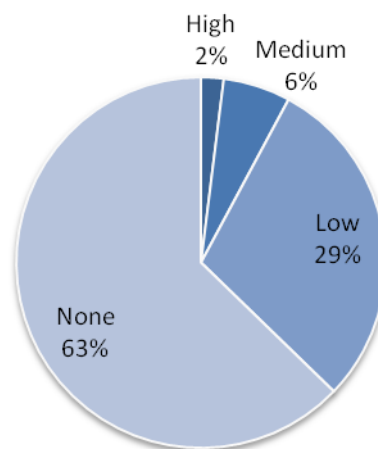
### Urban Growth

There are a few provisions requiring the definition of an urban edge and avoiding adverse effects of growth. There are no provisions relating to structure plans, reuse of brownfield sites, of collaboration with other councils.

#### 3.10.2.3 Summary

The Buller District Plan has a relatively low number of urban design provisions. Under the District Plan, 37% of the questionnaire sub-criteria are addressed through the Plan provisions. The following graph illustrates the proportion of those sub-criteria for which the number of relevant provisions was high, medium or low, or for which there were no relevant provisions.

**Extent of Relevant Provisions in Operative District Plan**



The above graph shows that for nearly two-thirds of the sub-criteria there were no relevant provisions, and for nearly a third there were a 'low' number provisions under the Buller District Plan.

The urban design criteria that are addressed relatively well under the Plan include amenity, character, and heritage.

Some sub-criteria under commerce, choice, custodianship and urban growth management are addressed through the Plan.

Collaboration, open space and connectivity are not addressed under the Plan. Gaps include:

- no provisions addressing home-based businesses, or controls on large format retail
- no maximum car parking controls, or encouragement of higher densities around town centres
- no provisions encouraging renewable energy, water saving devices, acoustic treatment, crime prevention through environmental design principles, low impact stormwater, or the ongoing maintenance of buildings and spaces
- no provisions encouraging collaboration
- no provisions promoting character and identity in new developments
- lack of non-regulatory incentives to manage heritage resources
- no provisions addressing open space requirements and design
- no promotion of connectivity, cycling and walking
- no encouragement of structure planning, or brownfield reuse.

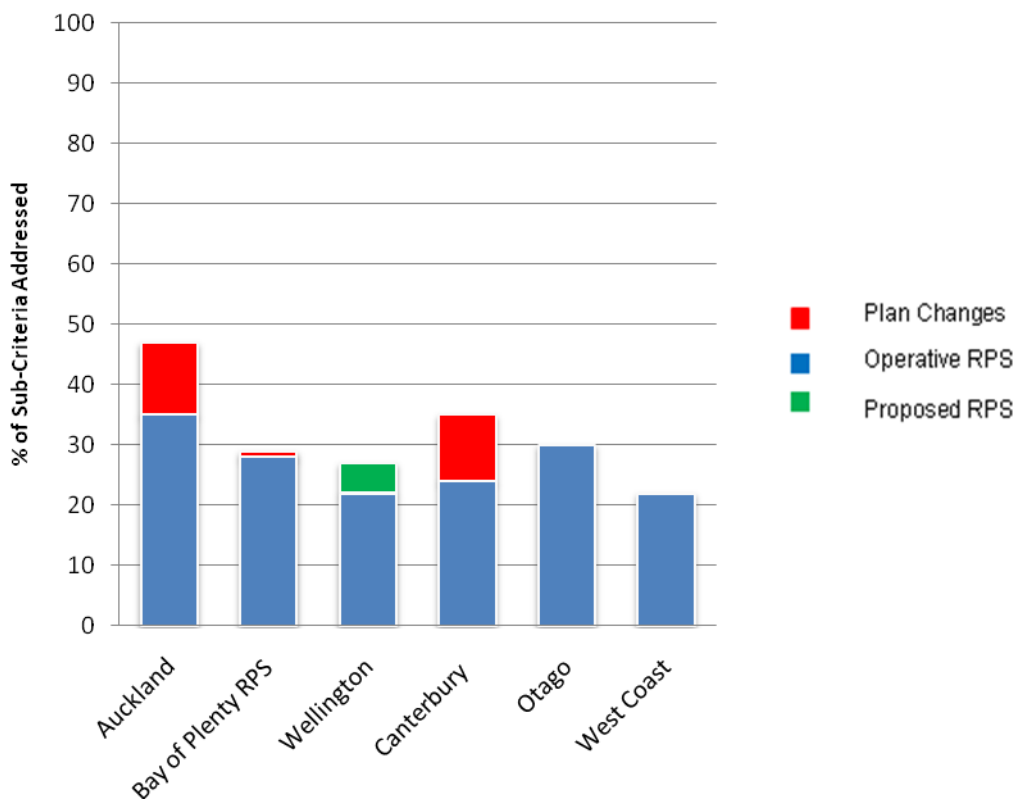
## 4 Discussion

This section provides a discussion of the results, identifying key trends and gaps in terms of the extent of urban design provisions in the sample of RMA planning documents assessed for the purposes of this report prepared under the Resource Management Act.

Graphs are provided to illustrate the urban design context, and extent of urban design provisions, in regional, metropolitan, provincial and rural councils planning documents respectively. These are accompanied by a discussion of the strengths and gaps identified for each of these groups.

### 4.1 Regional Policy Statements

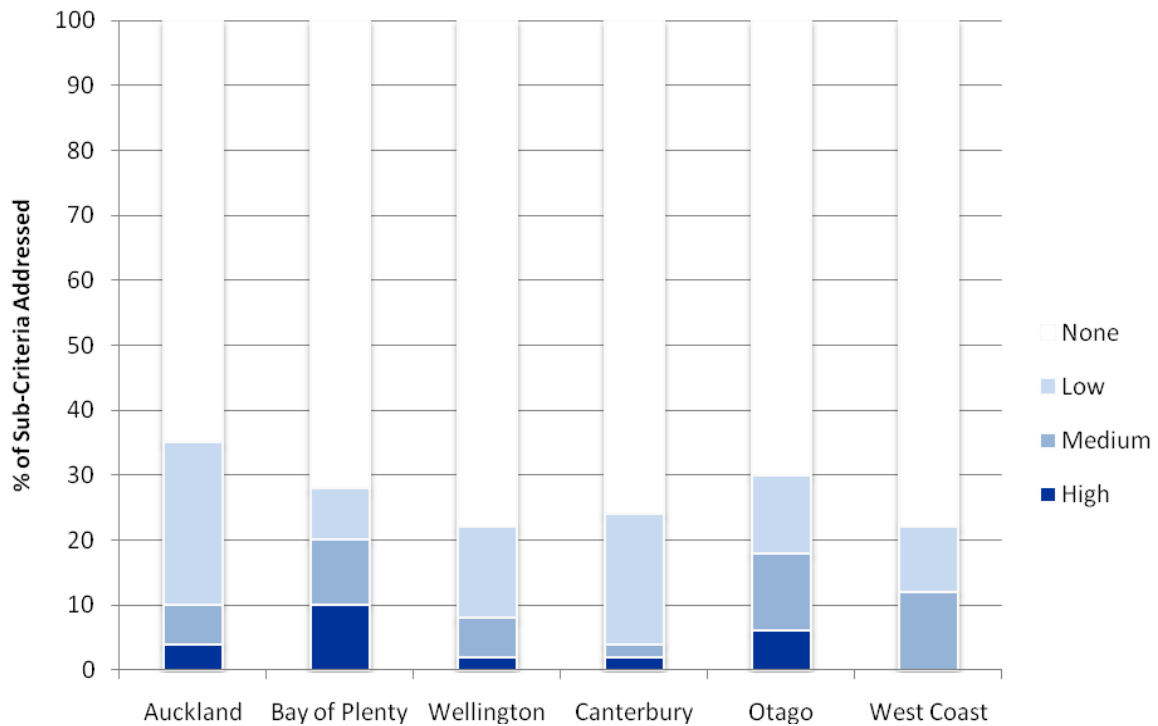
#### 4.1.1 Urban Design Content



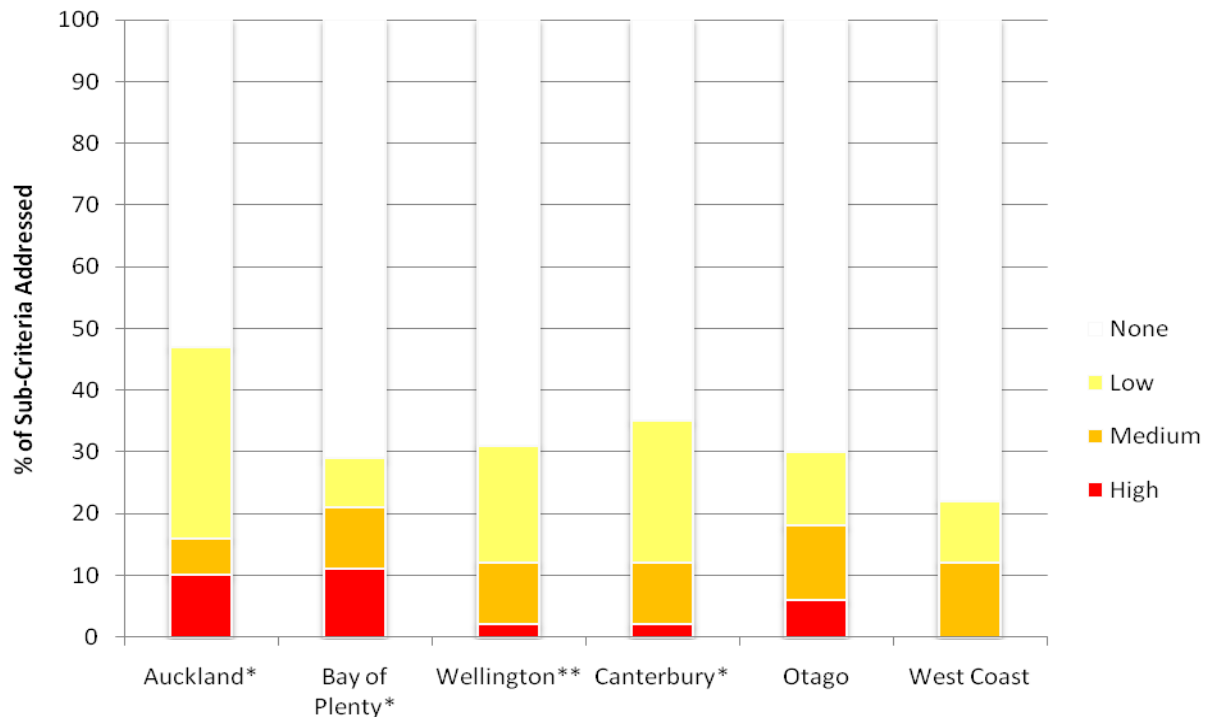
**Figure 4–1: Percentage of Sub-criteria Addressed under Regional Policy Statements**

As shown in Figure 4–1, all of the regional policy statements that were assessed addressed less than half of the urban design sub-criteria. Given the roles and responsibilities of regional government with an emphasis on managing natural resources and high level or strategic planning, this is no surprise. As seen with the Auckland and Canterbury regional policy statements, proposed plan changes will increase the level of urban design provisions into these documents.

### 4.1.2 Extent of Urban Design Provisions



**Figure 4–2: Extent of Urban Design Provisions in Operative Regional Policy Statements**



**Figure 4–3: Extent of Urban Design Provisions in Regional Policy Statements with Plan Changes Included (\* = Plan with Plan Changes \*\* = Proposed RPS)**

Figures 4–2 and 4–3 show that generally the extent of provisions which address the urban design sub-criteria are low. When plan changes are included, the percentage of sub-criteria which are addressed to a high extent increases.

### 4.1.3 Discussion of Regional Council Results

As expected, there is a strong focus on the natural environment in the regional policy statements. Some regional councils are moving towards addressing the built environment and urban design and growth issues, at least at the strategic level reflecting their role of achieving integrated management of the natural and physical resources of their region.

Most of the regional policy statements provided guidance on issues of:

- amenity
- accessibility of public space
- encouraging renewable energy
- mitigating hazards
- using a collaborative approach to structure plans
- protecting urban water bodies, landforms and vegetation
- urban growth management.

The assessed regional policy statements have a relatively low inclusion of urban design provisions when compared to district plans or plans by unitary authorities. This is to be expected as regional policy statements should provide for strategic planning rather than addressing ‘street-level’ detail expected in territorial authority planning documents. Given their functions which have an emphasis on managing the natural environment, it would be unfair to make a direct comparison between regional policy statements and district plans.<sup>1</sup> District plans, which manage land use activities and subdivision, have more influence over the urban design of our towns and neighbourhoods. It would therefore be anticipated that they would contain a higher level of urban design related provisions.

The sub-criteria not addressed under any of the regional policy statements are largely land use, building, and open space/parks, better suited to being addressed through district plans. These include:

- Commerce: design controls to enhance shopping; large format retail controls; and provision of home-based business.
- Choice: maximum parking standards; building heights; site coverage.
- Custodianship: encouraging safe places/crime prevention through environmental design principles, relationship of buildings and street; on-going care of places and buildings; impact of design on health.
- Heritage: non-regulatory incentives.
- Open space: better street design; integrated stormwater and open space; public/private boundaries.
- Connectivity: green networks; encouraging physical activity.

Overall it is considered that all of the regional policy statements assessed have included a reasonable level of urban design provisions relative to their role as regional policy document.

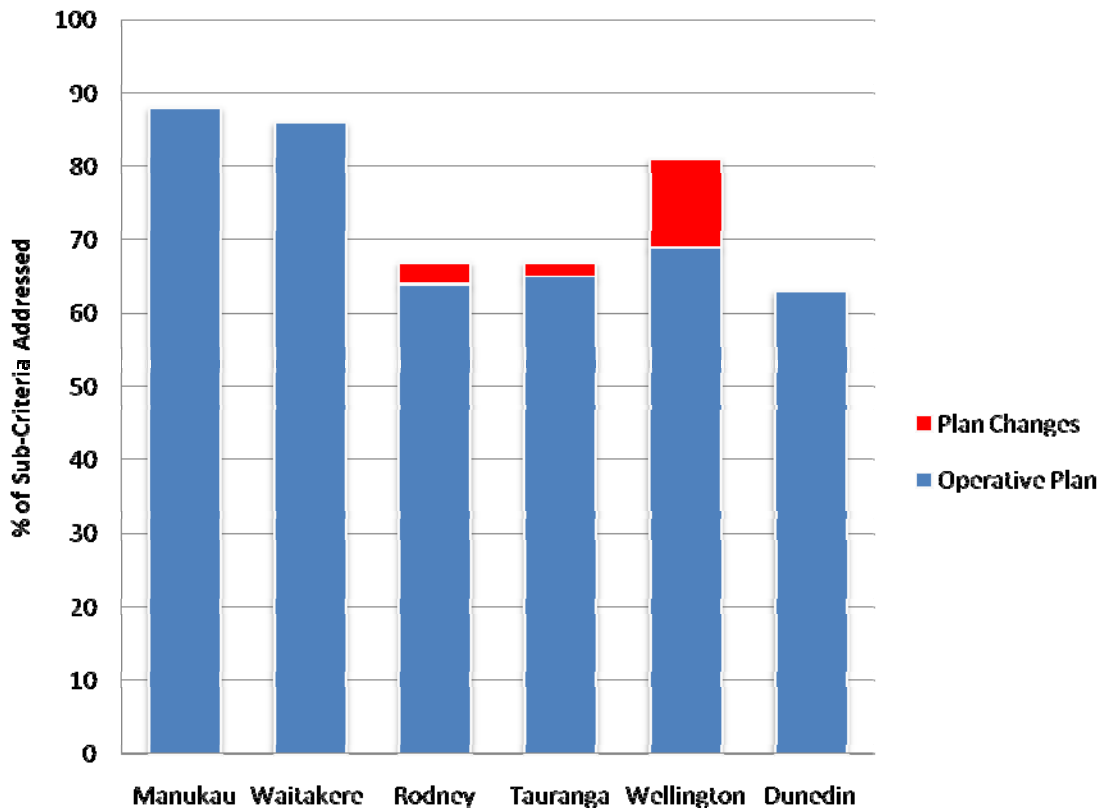
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<sup>1</sup> Regional council functions include maintaining and enhancing the quality of water, ecosystems, the control of the taking, use, damming, and diversion of water, and the control of the quantity, level, and flow of water in any water body, the control of discharges of contaminants into or onto land, air, or water and discharges of water into water and the taking or use of water.



## 4.2 Metropolitan Council Plans

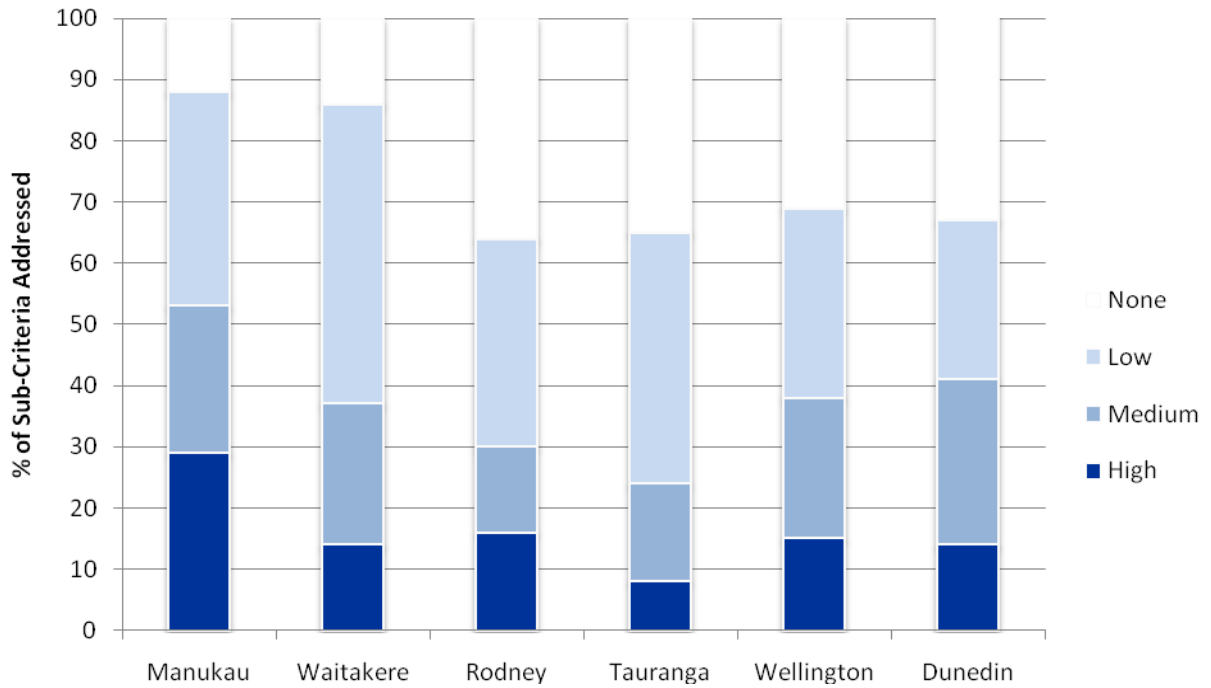
### 4.2.1 Urban Design Content



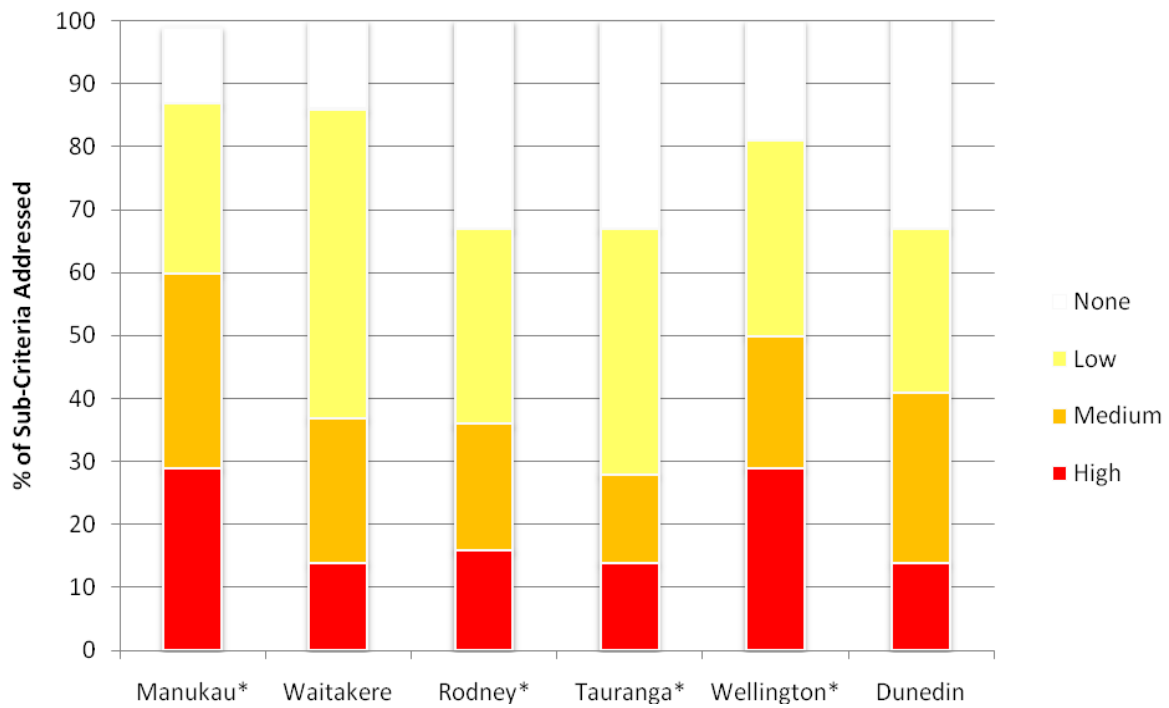
**Figure 4–4: Percentage of Sub-criteria Addressed under Metropolitan Council Plans**

As shown in Figure 4–4, all of the Metropolitan council plans had relatively high levels of urban design content, with all including provisions addressing over 60% of the sub-criteria. When plan changes are included, the district plans of the three largest councils assessed – Manukau, Waitakere and Wellington – all address over 80% of the sub-criteria through their plan provisions (for population data refer to the Context of each plan summary under Section 3).

#### 4.2.2 Extent of Urban Design Provisions



**Figure 4–5: Extent of Urban Design Provisions in Operative Metropolitan Council Plans**



**Figure 4–6: Extent of Urban Design Provisions in Metropolitan Council Plans Including Plan Changes (\* = Plan with Plan Changes)**

Figure 4–5 shows that the extent of urban design provisions contained in each of the metropolitan council’s district plans is variable.

Figure 4–6 shows that with the inclusion of plan change provisions, all but the Tauranga District Plan address over 30% of the sub-criteria to a medium or high extent, with Wellington and Manukau addressing 50% and 60% respectively to a medium or high extent.

### 4.2.3 Discussion of Metropolitan Council Results

There was one sub-criterion that was not addressed by the provisions in any of the metropolitan council plans, and that was the sub-criterion of having clear boundaries between public and private open spaces, under the criterion of open space. The following sub-criteria were each addressed in only one of the metropolitan council plans:

- Water saving devices (custodianship) – included in the Waitakere Plan only.
- Private/public partnerships (collaboration)– included in the Manukau Plan only.
- Integrated stormwater and open space (open space) – included in the Wellington Plan only.
- Reuse of brownfield sites and buildings (urban growth management) – included in the Waitakere Plan only.
- Collaboration between regional and territorial authorities. (urban growth management) – included in the Waitakere Plan only.

Together these sub-criteria identify the general gaps, or areas of urban design that are not particularly well covered in the metropolitan council plans.

The majority of the sub-criteria were well covered in the metropolitan council’s plans, with most being addressed in at least four of the plans. All of the sub-criteria under the following urban design criteria were addressed in at least 4four of the plans<sup>2</sup>:

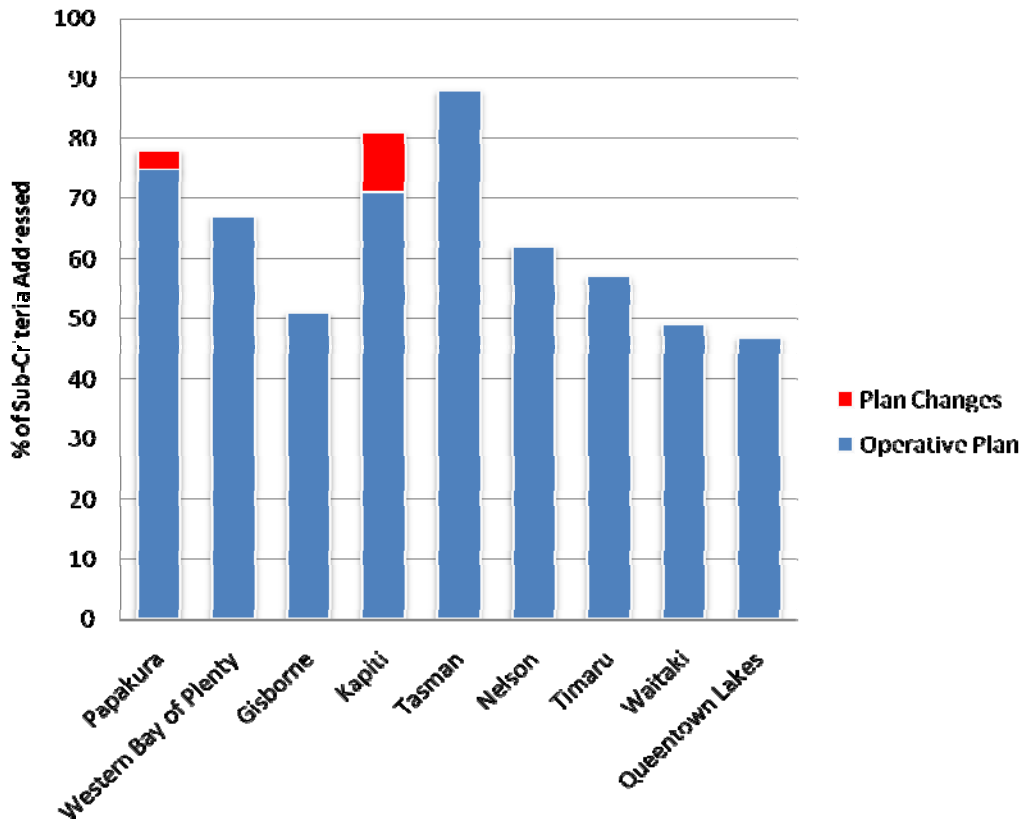
- Amenity,
  - provisions that promote the retention of **urban** amenity values – i.e. pleasantness, aesthetic coherence, cultural and recreational.
- Commerce
  - provision of home-based businesses
  - provision of design controls to enhance shopping/working/living experience in town and neighbourhood centres
  - management of large format retail
  - the provision of mixed-use opportunities in town and neighbourhood centres
  - the identification, protection and enhancement of indigenous vegetation
  - provisions that **promote** “sense of place”
  - provisions that **retain** “sense of place”
  - the protection and enhancement of urban waterbodies
  - the identification and protection of distinctive landforms.

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<sup>2</sup> The plans addressing the sub-criteria varied for each sub-criterion. For example, whilst the sub-criterion for allowing increased densities in association with the provision of open space was addressed under the Manukau, Waitakere, Rodney, and Wellington plans, the sub-criterion regarding the basis for heritage registered was addressed under the Manukau, Rodney, Tauranga and Dunedin plans.

## 4.3 Provincial Council Plans

### 4.3.1 Urban Design Content

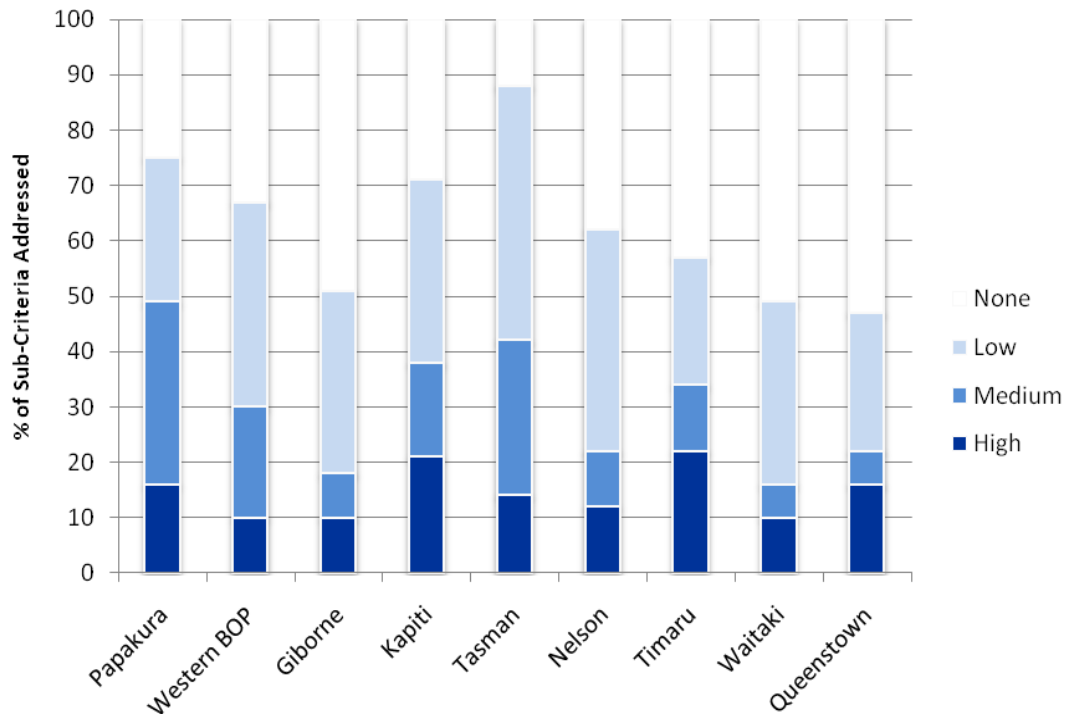


**Figure 4–7: Percentage of Sub-criteria Addressed under Provincial Council Plans**

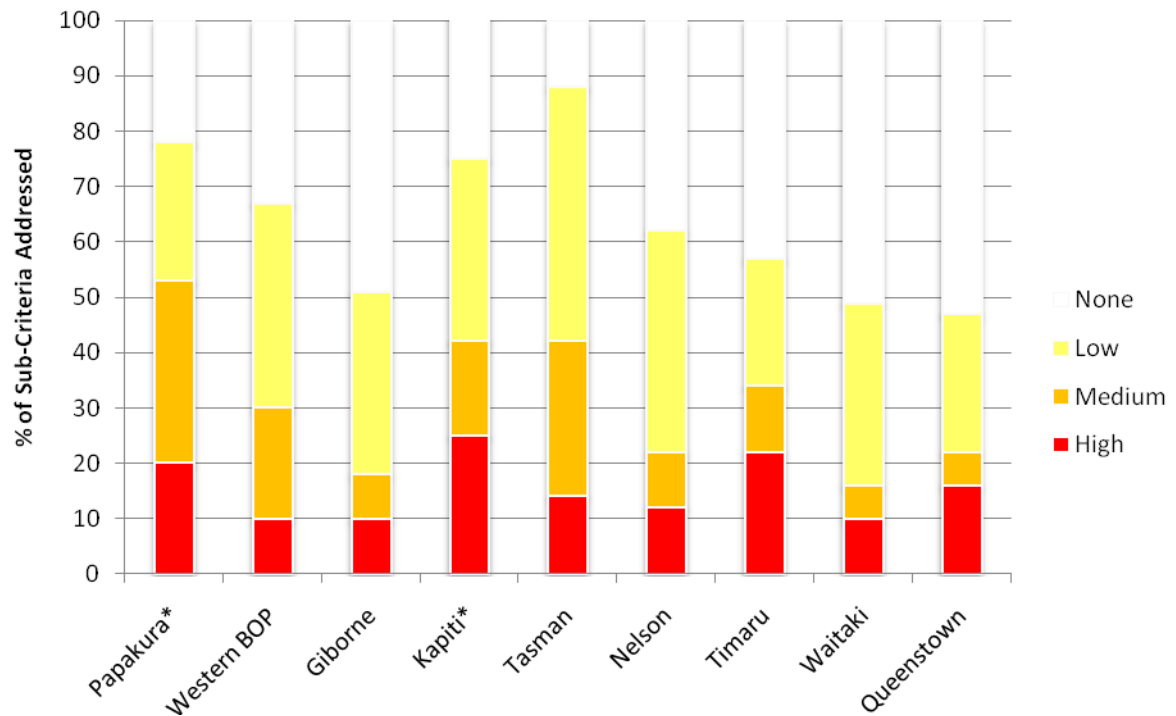
As Figure 4–7 illustrates, there is high variability in the urban design content of provincial council plans, although all except two of the plans include provisions addressing at least 50% of the sub-criteria.

As with the metropolitan council plans, it is the plans from the provincial councils with the highest populations that have the greatest level of urban design content, with Papakura, Kapiti and Tasman all having provisions addressing over 70% of the sub-criteria (for information on council populations see the relevant plan summaries in Section 3).

### 4.3.2 Extent of Urban Design Provisions



**Figure 4–8: Extent of Urban Design Provisions in Operative Provincial Council Plans**



**Figure 4–9: Extent of Urban Design Provisions in Provincial Council Plans Including Plan Changes (\* = Plan with Plan Changes)**

The extent of the urban design provisions included in provincial council plans is highly variable, as shown in Figure 4–8. Figure 4–9 show that the percentage of sub-criteria addressed to a high extent in the Papakura and Kapiti Coast District Plans increases noticeably when the plan changes are included.

### 4.3.3 Discussion of Provincial Council Results

All of the sub-criteria were addressed by at least one of the provincial councils' plans, though which plan they were addressed in varied for each of the sub-criteria. The majority (38 out of 51) sub-criteria were addressed by provisions in more than half of the provincial plans, again with the specific plans in which they were addressed varying for each sub-criterion.

A number of sub-criteria were addressed by all nine of the plans, these being:

- amenity
- mixed-use opportunities
- design controls to enhance shopping
- provision for home-based business
- site coverage affecting density
- measures to mitigate hazards
- provisions retaining sense of place
- protection of distinctive landforms and indigenous vegetation
- provision of open spaces
- provisions promoting walking and cycling.

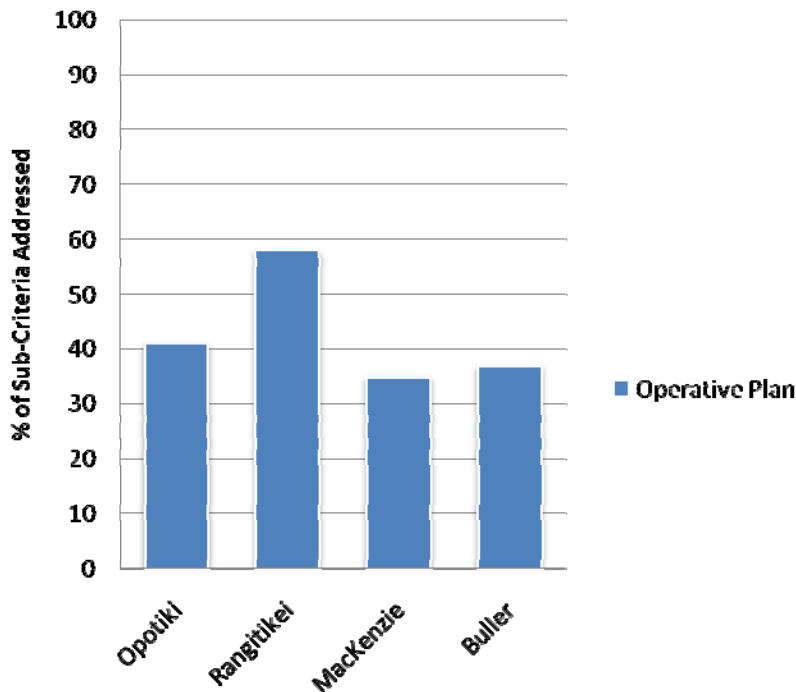
The criteria of amenity, commerce, and heritage being particularly well addressed – with all sub-criteria under them addressed by over half of the provincial council plans, with those plans varying depending on the sub-criterion.

The significant gaps identified in assessing the provincial council plans include the following sub-criteria which were addressed in only 1 or 2 of the plans:

- maximum parking standards (choice)
- on-going care of buildings and spaces (custodianship)
- collaborative approaches to structure plans (collaboration)
- reuse of brownfield sites and buildings (urban growth management)
- collaboration between regional and territorial authorities (urban growth management).

## 4.4 Rural Council Plans

### 4.4.1 Urban Design Content

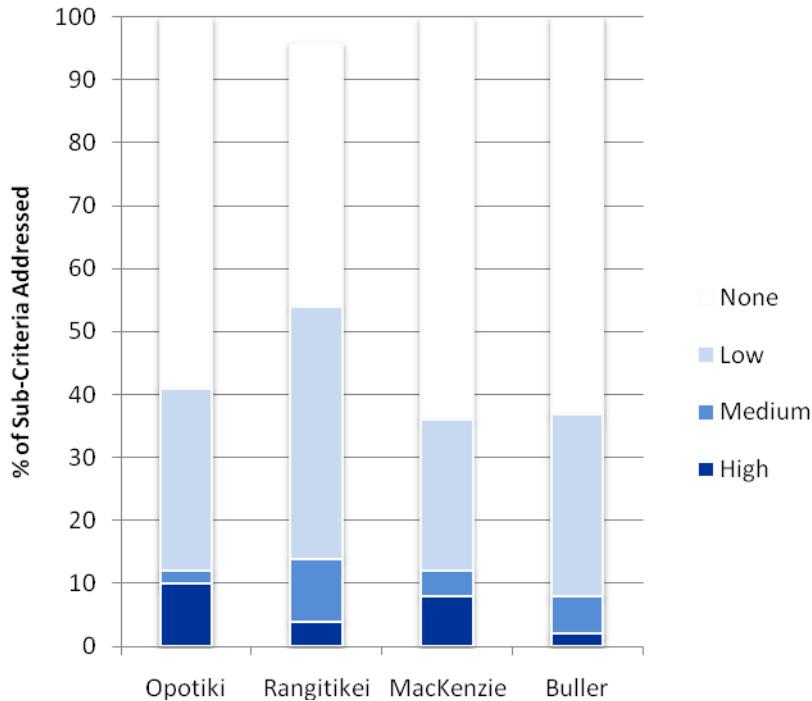


**Figure 4–10: Percentage of Sub-criteria Addressed under Rural Council Plans**

Figure 4–10 show that in comparison with metropolitan (Figure 4–4) and provincial council plans (Figure 4–7), the rural council district plans have relatively low urban design content, with only Rangitikei District Plan including provisions addressing over 50% of the sub-criteria. Rangitikei, with the highest population of the rural districts, has more of its population living in towns.

None of the assessed plans had any proposed plan changes addressing urban design issues.

#### 4.4.2 Extent of Urban Design Provisions



**Figure 4–11: Extent of Urban Design Provisions in Operative Rural Council Plans**

The extent of urban design provisions in the rural council plans was typically low, as shown in Figure 4–11. This is not surprising given the size of towns and with relatively less urban development pressures facing these districts.

#### 4.4.3 Discussion of Rural Council Results

The sub-criteria which were addressed by the provisions of all the assessed rural plans are as follows:

- amenity
- mixed-use opportunities
- design controls to enhance shopping/living experience
- varieties of maximum height
- consideration of residential buildings to the street
- mitigate hazards
- respond to heritage values.

The significant gaps identified in assessing the rural council plans include the following sub-criteria which were not addressed in any of the plans:

- allowing increasing density with open space (choice)
- renewable energy (custodianship)
- water saving devices (custodianship)
- design to improve infrastructure performance (custodianship)
- collaborative approach to structure plans (collaboration)
- involve communities in high interest developments (collaboration)
- level of protection of heritage
- open space and stormwater integration (open space)
- clear private/public boundaries (open space)
- structure plans (urban growth management)



- reuse of brownfields and buildings (urban growth management)
- collaboration between councils (urban growth management).

As discussed in Section 3, none of the rural councils are experiencing growth pressures, with declining populations in both Opotiki and Rangitikei districts, and minimal growth in Mackenzie and Buller districts.

## 4.5 Overall Trends

Looking at the results of the urban design stocktake collectively, a number of trends emerge. These include:

1. With territorial authorities, the more populous districts were more likely to have initiated plan changes addressing issues of urban design. Four metropolitan councils (Manukau, Rodney, Tauranga, and Wellington), and two provincial councils (Papakura and Kapiti), had initiated relevant plan changes largely in response to non-statutory urban growth strategies. On the other hand rural councils did not initiate any urban design related plan changes perhaps reflecting less urban development pressure. The two provincial councils that had initiated relevant plan changes were in the top three provincial councils in terms of district population size.
2. Where relevant plan changes were proposed, the number and extent of urban design provisions guiding development in those districts or regions typically increased. For example, plan changes to the Wellington City District Plan increased the percentage of total sub-criteria addressed from 69 to 81%, and the percentage of sub-criteria addressed to a high extent from 15% to 29%.
3. In each council plan category (regional, metropolitan, provincial, and rural), it was the most populous region or district that had the highest percentage of urban design sub-criteria addressed through its provisions. These were as follows:

Category	Planning Document	Population	Percentage of Sub-criteria Addressed
Regional	Auckland Regional Policy Statement	1,300,000	51
Metropolitan	Manukau City District Plan	330,000	88
Provincial	Tasman Resource Management Plan	47,400	88
Rural	Rangitikei District Plan	14,700	58

4. Collaboration had a low level of inclusion in territorial authority planning documents, with regional councils more consistently addressing this criterion. This possibly reflects one of the functions of regional councils to establish methods to achieve integrated management of the natural and physical resources of the region (refer. s.30 RMA functions of regional councils).
5. Some regional councils have moved away from focusing almost exclusively on the natural environment, to including provisions addressing the built environment and urban design issues. However, it appears that many territorial authorities have not waited for regional councils to take the lead on urban design through inclusion of directives through their regional policy statements. They have already either included urban design provisions in their plans or introduced plan changes to address urban design and urban growth issues. As mentioned above, many of these have been in response to urban growth/development strategies that have involved all levels of government and the community. These include the Wellington Regional Strategy, “Smart Growth” strategies for the Bay of Plenty, the Greater Christchurch Urban Development Strategy and other non-statutory growth management strategies.

## 4.6 Overall Gaps

Across all 25 assessed planning documents, all of the sub-criteria were addressed by provisions in at least one of the assessed plans, with:

- 7 of the sub-criteria addressed by between 4% and 24% (1-6) of the assessed plans

- 16 of the sub criteria addressed by between 25% and 49% (7-12) of the assessed plans
- 16 of the sub-criteria addressed by between 50% and 74%, (13-18) of the assessed plans
- 11 of the sub-criteria addressed by between 75% and 99% (19-24)
- 1 of the sub-criteria addressed by all 25 of the plans

A full table identifying the percentage of plans addressing each of the sub-criteria is included as Appendix B.

Those sub-criteria where less than half of the assessed plans addressed these provisions are identified as gaps have been highlighted in this research.

The seven sub-criteria that were addressed by less than 24% of the assessed plans related to:

1. Water saving devices (custodianship)
2. Ongoing maintenance of buildings and spaces (custodianship)
3. Public/private partnerships (collaboration)
4. Stormwater integrated with open spaces (open space)
5. Public/private boundaries (open space)
6. Reuse of brownfield sites and buildings (urban growth)
7. Collaboration between regional and territorial authorities on growth (urban growth).

These sub-criteria are considered to be the key gaps in terms of urban design provisions included in the planning documents assessed. Based on the representative nature of the sample of plans analysed these finding may also have wider validity at a national level.

The 16 sub-criteria addressed by between 25-49% of the assessed plans related to:

1. Large format retail controls (commerce)
2. Allowing greater density if open space is provided (choice)
3. Maximum parking standards (choice)
4. Provision of higher density around town centres and transport nodes (choice)
5. Noise mitigation for inner city dwellers (custodianship)
6. Crime prevention through environmental design principles (custodianship)
7. Relationship of buildings to the street (custodianship)
8. Design to improve infrastructure (custodianship)
9. Collaborative approach to structure plans (collaboration)
10. Community involvement in high interest developments (collaboration)
11. Promotion of a sense of place (character)
12. Levels of heritage protection (heritage)
13. Non-regulatory heritage protection incentives (heritage)
14. Green networks (connectivity)
15. Streets designed as multi-function public spaces (connectivity)
16. Environment encouraging physical activity (connectivity).

## **Appendix A**

### **Letter to Councils Requesting Feedback**

27 February 2009

<Address>

<Address>

<Address>

**Attention:**     <Name>  
                    <Position>

Dear <Name>

### **National Urban Design Stocktake of RMA Plans and Policies**

MWH has been engaged by the Ministry for the Environment (MfE) to undertake research into the nature and extent of urban design related provisions currently contained in statutory plans and policies prepared under the RMA.

The purpose of this Urban Design Stocktake is two-fold:

1. It will provide baseline information to help inform future Urban Design Protocol tools and resources; and
2. It will provide the foundation for future analysis, under section 32 of the RMA, of the costs/benefits of preparing a National Policy Statement on Urban Design.

25 planning documents were selected for analysis from across the country. A requirement of the analysis was to provide a spread of documents including:

- Regional Policy Statements
- District Plans for metropolitan councils (populations exceeding 90,000)
- District Plans for provincial councils (populations between 20,000 and 90,000)
- District Plans for rural councils (population less than 20,000)
- Unitary Authority plans.

In selecting the chosen plans the intention was to take a regional approach, selecting regions from which we would analyse the Regional Policy Statement and a range of district plans, as well as including plans from Unitary Authorities. In choosing the regions to assess we looked to include regions experiencing different pressures, for example high growth regions, and low or negative growth regions.

Each selected document was assessed against a questionnaire developed for this research, which included ten 'Headline Criteria', these being the urban design principles of Amenity, Commerce, Choice, Custodianship, Collaboration, Character, Heritage, Open Space, Connectivity and Urban Growth Management. A total of 51 sub-criteria were developed under the Headline Criteria.

Plan/policy provisions relevant to each sub-criteria were entered into the questionnaire table. A weighting was given to each sub-criteria based on the number of relevant provisions under the document (1-4 = Low, 5-9 = Medium, 10+ = high).

The aim of the project is to identify the extent to which urban design principles have been incorporated into planning documents, in order to identify any national trends or gaps. No attempt has been made to assess the quality or effectiveness of the provisions, or specifically identify any strengths or weaknesses

We are providing the relevant questionnaire results and a summary of the findings for the <Name of Plan> to provide you with an opportunity to comment on the findings, and suggest any amendments where you see fit. However, we are not expecting you to go through your entire plan re-assessing it

against the questionnaire provisions; it is more to check the overall findings. If you have the time, we would also appreciate it if you could briefly identify the urban design pressures facing <Name of Council>.

We would appreciate your comments on the information we have provided (via phone, email or written) by the 16<sup>th</sup> March 2009

Yours sincerely

Name  
**Planner**  
**MWH New Zealand Limited**

Ph:

Email:

## **Appendix B**

### **Table Identifying Gaps**

Councils with Relevant Provisions	Less than 25%	25% - 49%	50% - 74%	75% - 99%	100%
<b>Amenity</b>					
Provisions that promote the retention of urban amenity values - i.e. pleasantness, aesthetic coherence, cultural and recreational					
<b>Commerce</b>					
The provision of mixed-use opportunities in town and neighbourhood centres (i.e. retail, apartments, commercial services etc).					
Provision of design controls to enhance shopping/working/living experience in town and neighbourhood centres e.g. veranda, glazing, active road edges, allowance for cafes on paths					
Management of large format retail - grocery, DIY, general retail					
Provision of home-based businesses					
<b>Choice</b>					
Reward/allow increasing densities in association with provision of open space					
Maximum parking standards					
Ensures public spaces are accessible by everybody including people with disabilities					
Provision for variety of housing types e.g.: medium, detached, attached					
Provision for variety of section sizes					
Provision of higher density subdivision and development around town centres and public transport nodes.					
Variety of permitted maximum building heights					
Site coverage which can affect housing density and design					
<b>Custodianship</b>					
Incorporates / encourages renewable energy sources in subdivision and development e.g. passive solar gain and thermal insulation					
Incorporates water saving devices in subdivision and development					
Incorporates noise mitigation to reduce noise impacts from major infrastructure airports, ports, new roads (protect residents - avoid reverse sensitivity)					
Incorporates noise mitigation to reduce noise impacts from town centres (protect apartment dwellers - avoid reverse sensitivity)					
Encourages buildings, spaces, places and transport networks that are safer, with less crime and fear of crime e.g. through incorporating crime prevention through environmental design principles					
Provisions to consider residential buildings in relation to the street e.g. minimal front yard standard for living areas					

Avoids or mitigates the effects of natural and man-made hazards (e.g. climate change adaptation measures)					
Considers the on-going care and maintenance of buildings, spaces, places and networks					
Uses design to improve the environmental performance of infrastructure e.g. through incorporation of low impact stormwater management devices					
Considers the impact of design on people's health e.g. provision of outdoor living courts					
<b>Collaboration</b>					
Uses a collaborative approach to long-term structure planning including subdivision design that acknowledges the contributions of many different disciplines and perspectives					
Involves communities in meaningful decision-making processes for developments with high community interest e.g. through incorporation of consultative methods in design guides					
Forges public/private sector partnerships					
<b>Character</b>					
Provisions that <b>retain</b> 'sense of place' e.g. retaining architectural style of character areas, streetscape/block pattern, focal points, encouraging development to fit-in with its surroundings					
Provisions that <b>promote</b> 'sense of place' e.g. promoting architectural style of character areas, streetscape/block pattern focal points					
The protection and enhancement of urban water bodies					
The identification and protection of distinctive landforms e.g. remnant dunes, high points					
The identification, protection and enhancement of indigenous vegetation					
<b>Heritage</b>					
The provision of heritage place registers - buildings, waahi tapu sites, geological and what is the main focus - trees, buildings					
Basis for heritage registers i.e. from NZHPT register, commissioned reports					
Level of protection i.e. the number of categories					
Inclusion of non-regulatory provisions e.g. grants					
Responding to heritage values of an area - reuse, maintain, enhance					
<b>Open Space</b>					
Policy framework to provide for open spaces including the provision of a wide range of reserves - local neighbourhood, city/district, active and passive recreational reserves, ecological/scenic					



Provision of policy and standards to promote better designed streets and streetscape and promote as open spaces with public surveillance e.g. landscaping/tree planting requirements, traffic calming					
Open space areas associated with stormwater/utilities/streets e.g. integration of stormwater and provision/retention of open spaces					
Having clear boundaries between public and private open spaces e.g. through appropriate use of fencing					
<b>Connectivity</b>					
Provisions which promote walking, cycling and other non-vehicular					
Constraints and opportunities to provide for connectivity of the transport network and connection with other streets e.g. controls on street design. Limitations on connecting to major roads					
Provisions to reduce the level of vehicular traffic and/or traffic speed e.g. through engineering code of practice					
Provisions to encourage safe, attractive and secure pathways and links between landmarks and neighbourhoods					
Facilitates green networks that link public and private open space					
Streets and other thoroughfares are designed as positive spaces with multiple functions					
Provides for environments that encourage people to become more physically active.					
<b>Urban Growth Management</b>					
Provisions for the management of urban growth e.g. urban edge limits, encouraging growth in appropriate growth nodes vs. no limits					
Inclusion of structure plans in relation to urban growth management strategies/studies					
Provisions for the reuse of brownfield sites/reuse of buildings, urban renewal					
Collaboration policy with region and/or territorial local authorities in relation to growth areas					
<b>Total</b>	<b>7</b>	<b>16</b>	<b>16</b>	<b>11</b>	<b>1</b>