

**Table 1: Overview of Proposed Plan Changes**

Proposed Plan Change	Comments
Proposed Plan Change 78 ('PC78')	<p>PC78 is an Intensification Planning Instrument under section 80F of the Resource Management Act 1991 ('RMA'). PC78 deliver on the requirements of the National Policy Statement on Urban Development 2020 ('NPS-UD') and incorporate the Medium Density Residential Standards ('MDRS').</p> <p>PC78 is relevant to the project site as changes are proposed to the provisions of the Residential – Mixed Housing Urban zone and Gatland Road Precinct chapters.</p>
Proposed Plan Change 79 ('PC79')	<p>PC79 includes amendments to transport related provisions. The proposed amendments focus on the impacts of intensification on the transport network, pedestrian safety, accessible car parking, loading and heavy vehicle management, and facilities that support electric vehicles.</p> <p>PC79 is relevant to the project site as the proposed Great South Homes Park project includes private pedestrian and vehicle access areas, and residential activities that the proposed standards apply to.</p>
Proposed Plan Change 80 ('PC80')	<p>PC80 includes amendments to the Regional Policy Statement in integrate the concepts and terms under the NPS-UD including 'well-functioning urban environment'.</p> <p>PC80 is not considered to be less relevant to the project, which predominantly includes a residential activity on residentially zoned land. It is considered that the proposed amendments to the Residential – Mixed Housing Urban zone under PC79 give effect to the proposed provisions under PC80.</p>
Proposed Plan Change 81 ('PC81') and Proposed Plan Change 82 ('PC82')	<p>PC81 and PC82 include amendments to the Historic Heritage Schedule (Schedule 14) to include eleven new historic heritage places and to amend the information in relation to 99 existing historic heritage places.</p> <p>PC81 and PC82 are not relevant as the project site is not currently within the Historic Heritage Schedule and is not proposed to be included.</p>
Proposed Plan Change 83 ('PC83')	<p>Proposed Plan Change 83 includes amendments to the Notable Trees Schedule (Schedule 10).</p> <p>PC83 is not relevant as no trees located within the project site are proposed to be included in the Notable Trees Schedule.</p>

**Table 2: Relevant Objectives and Policies under PC78 and PC79.**

Provision	Objective / Policy	Comments
H5 Residential – Mixed Housing Suburban Zone (PC79)		
H5.2(A1)	A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	As assessed in Part VIII of the application form, the proposal is considered to achieve a well-functioning urban environment.
H5.2(B1)	A relevant residential zone provides for a variety of housing types and sizes that respond to – (a) Housing needs and demand; and (b) The neighbourhood’s planned urban built character, including 3-storey buildings.	The proposal will provide for a variety of housing types and sizes, including terraced and duplex typologies, two, three, and four bedroom residential units, and both two and three storey buildings.
H5.2(5)	Development does not adversely affect the environmental values of adjoining water bodies including riparian, lakeside and coastal protection areas and does not increase the impact from natural hazard risks.	As assessed in Part VII of the application form, the proposal will have less than minor adverse ecological effects and risks associated with land stability and flooding will be appropriately managed.
H5.2(6)	Development contributes to a high-quality built environment that is resilient to the effects of climate change.	As assessed in Part IX of the application form, there is confidence that the proposal will be developed in a manner that is resilient to the effects of climate change, particularly in relation to flooding.
H5.2(7)	Development is enabled where it can be serviced by the water supply, wastewater and stormwater networks to manage adverse effects.	As detailed in the Civil Engineering Memo, included as Attachment 10 of the application form, the proposal can be serviced for three waters infrastructure.
H5.2(8)	Enable a safe street environment for pedestrians.	The proposed project includes the comprehensive development of the Gatland Road Precinct, and all new streets will be designed to provide a safe pedestrian environment.
H5.2(9)	Development is enabled on sites within significant ecological areas where it provides for the protection and management of the significant ecological values.	N/A – the project site is not within a significant ecological area.
H5.2(10)	Intensification is avoided in areas with significant transport infrastructure constraints.	As detailed in the Transportation Memo, included as Attachment 7 of the application form, the proposal can be appropriately serviced by existing transport infrastructure.
H5.3(A1)	Enable a variety of housing typologies with a mix of densities within the zone, including three-storey	Please refer H5.2(B1) above.

Provision	Objective / Policy	Comments
	attached and detached dwellings, and low-rise apartments.	
H5.3(B1)	Apply the MDRS across all relevant residential zones in the district plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites wāhi tapu, and other taonga).	The project has considered the existing Residential – Mixed Housing Suburban zone, which is comparable to the MDRS. Where a proposed qualifying matter applies (flooding), potential risks and effects can be appropriately managed.
H5.3(C1)	Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.	The proposed buildings will predominantly have their primary frontage orientated towards the street providing activation and passive surveillance outcomes resulting in a safer street environment.
H5.3(D1)	Enable housing to be designed to meet the day-to-day needs of residents.	The proposed dwellings have predominantly been designed to comply with the relevant standards for on-site amenity and are therefore considered to meet the day-to-day needs of residents.
H5.3(E1)	Provide for developments not meeting permitted activity status, while encouraging high-quality developments.	The proposed dwellings have predominantly been designed to meet the relevant standards, with the exception of density.
H5.3(6A)	<p>(6A) Require development to achieve a built form that contributes to high-quality built environment outcomes by:</p> <p>(a) maintaining privacy, outlook, daylight and sunlight access to provide for the health and safety of residents on-site;</p> <p>(b) providing for residents' safety and privacy while enabling passive surveillance on the street;</p> <p>(c) minimising visual dominance effects to adjoining sites;</p> <p>(d) maintaining a level of privacy, and sunlight and daylight access for adjoining sites;</p> <p>(e) minimising visual dominance effects of carparking and garage doors to streets and private accessways;</p> <p>(f) minimising adverse effects on the natural environment, including restricting maximum impervious area on a site to reduce the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated;</p>	The key design elements of the proposal that will contribute to high-quality built environment outcomes are detailed in Part VIII of the application form.

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	(g) requiring development to reduce the urban heat island effects of development and respond to climate change, by providing deep soil areas that enable the growth of canopy trees; (h) designing practical, sufficient space for residential waste management; and (i) designing practical, sufficient space for internal storage and living areas.	
H5.3(11)	Require buildings to be setback from water bodies to maintain and protect environmental, open space, amenity values of riparian margins of lakes, streams and coastal areas and water quality and to provide protection from natural hazards.	N/A – there are no water bodies within the project site.
H5.3(12)	Require dwellings to be provided with access to safe and reliable drinking water, wastewater and stormwater disposal services.	Please refer H5.2(7) above.
H5.3(13)	Require development of new dwellings in areas identified on the planning maps as subject to water, wastewater or stormwater infrastructure constraints, are provided with appropriate infrastructure.	N/A – the project site is not proposed to be subject to infrastructure constraints in the planning maps.
H5.3(14)	Require development of four or more dwellings per site to contribute to a safe urban road environment for pedestrians through improvements to the adjacent road network.	As detailed in the Transportation Memo, included as Attachment 7 of the application form, the proposal includes upgrades to Gatland Road and road widening at Great South Road.
H5.3(15)	Require buildings on sites subject to significant ecological areas to be of a scale that protects and maintains the significant ecological values of those areas.	N/A – the project site is not within a significant ecological area.
H5.3(16)	Avoid developments of more than one dwelling per site in areas identified on the planning maps as subject to significant transport infrastructure constraints.	N/A – the project site is not proposed to be subject to transport infrastructure constraints in the planning maps.
H5.3(17)	Building height is restricted to respond to the relationship of Māori and their culture and traditions with their ancestral lands, water, sites wāhi tapu, and other taonga, where located adjacent to Pukekiwiriki Pā Historic Reserve, Red Hill.	N/A – the project site is not located adjacent to Pukekiwiriki Pā Historic Reserve, Red Hill.
Gatland Road Precinct (PC78)		
<i>No changes are proposed to the objectives and policies under I446 Gatland Road Precinct</i>		
E24 Lighting (PC79)		
E24.3(1A)	Provide for appropriate levels of artificial lighting for pedestrian safety, and to enable access and wayfinding.	The proposal will be designed to include appropriate levels of artificial lighting.

Provision	Objective / Policy	Comments
E27 Transport		
E27.2(3)	Parking, including accessible parking and loading supports urban growth, the quality compact urban form.	<p>The proposed transport objectives and policies relate to a suit of new standards proposed in relation the effects of housing intensification on the transport network, accessible car parking, private pedestrian and vehicle access areas, and facilities that support electric vehicles.</p> <p>These standards do not have immediate legal effect under s86B(3) of the Act, are currently being progressed through the plan change and submission process, and are likely to be subject to change. Notwithstanding, there is scope for the project to comply with the proposed standards and therefore give effect to the proposed objectives and policies, to the extent that is required and/or appropriate at the time of any detailed resource consent.</p>
E27.2(4)	The provision of safe and efficient parking, including accessible parking, loading and access is commensurate with the character, scale and intensity of the zone.	
E27.2(5A)	Safe and direct on site access for pedestrian and other users is provided to dwellings, in residential zones.	
E27.2(7)	The necessary electric vehicle supply equipment is provided for to facilitate use of electric vehicles.	
E27.3(3)	Manage the number, location and type of parking, including accessible parking, and loading spaces, including bicycle parking and associated end-of-trip facilities to support all of the following: ... (e) the recognition of different activities having different trip characteristics; (f) the efficient use of on-street parking, and (g) full participation in society for people with disabilities that impact on mobility.	
E27.3(14)	Support increased cycling and walking by: (a) requiring larger non-residential developments and all residential developments without a dedicated garage or basement car parking space to provide secure and covered bicycle parking; ...	
E27.3(20A)	Require vehicle accesses to be designed and located to provide for low speed environments and for the safety of pedestrians and other users, and require pedestrian access that is adjacent to a vehicle access to be designed and located to provide for safe and direct movement, minimising potential conflicts between pedestrians and other users.	
E27.3(20B)	Require pedestrian access that is the sole means of access between residential zoned dwellings and the public road, to be designed and located to provide for safe and direct movement, minimising potential conflicts between pedestrians and other users.	
E27.3(30)	Require provision for electric vehicle supply equipment for new residential developments that provide carparking.	