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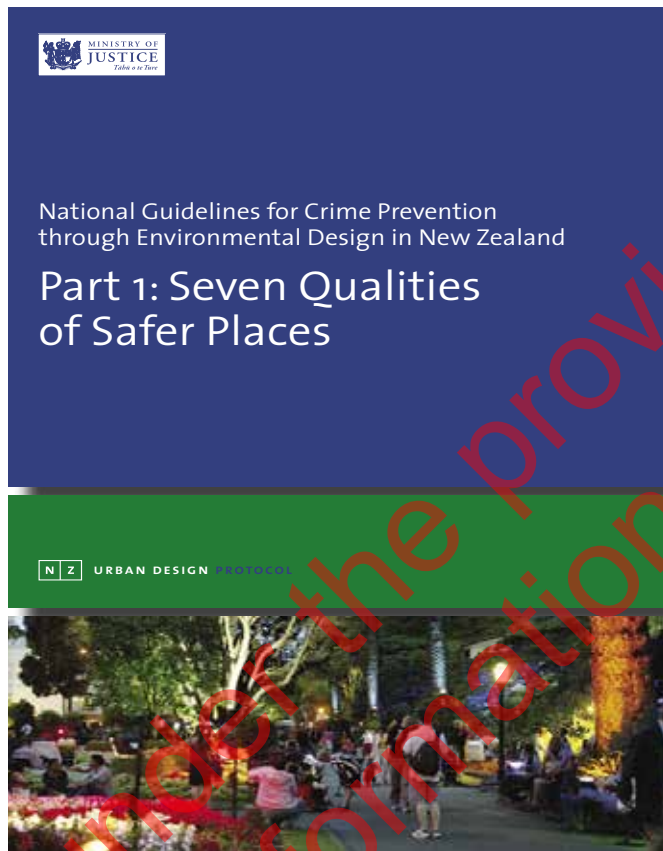
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*This Report is prepared for Acanthus Ltd in connection with the proposed development at  
1 Selfs Road, Papatoetoe.*

## 1.0 Introduction & Scope

1.1 This report provides an urban design review for the proposed residential development at 1 Sels Road, Papatoetoe.

1.2 The report is structured in accordance with accepted good practice urban design principles set out in the MfE's New Zealand Urban Design Protocol. This report also provides some commentary on the proposal when measured against the Auckland Unitary Development Plan provisions.

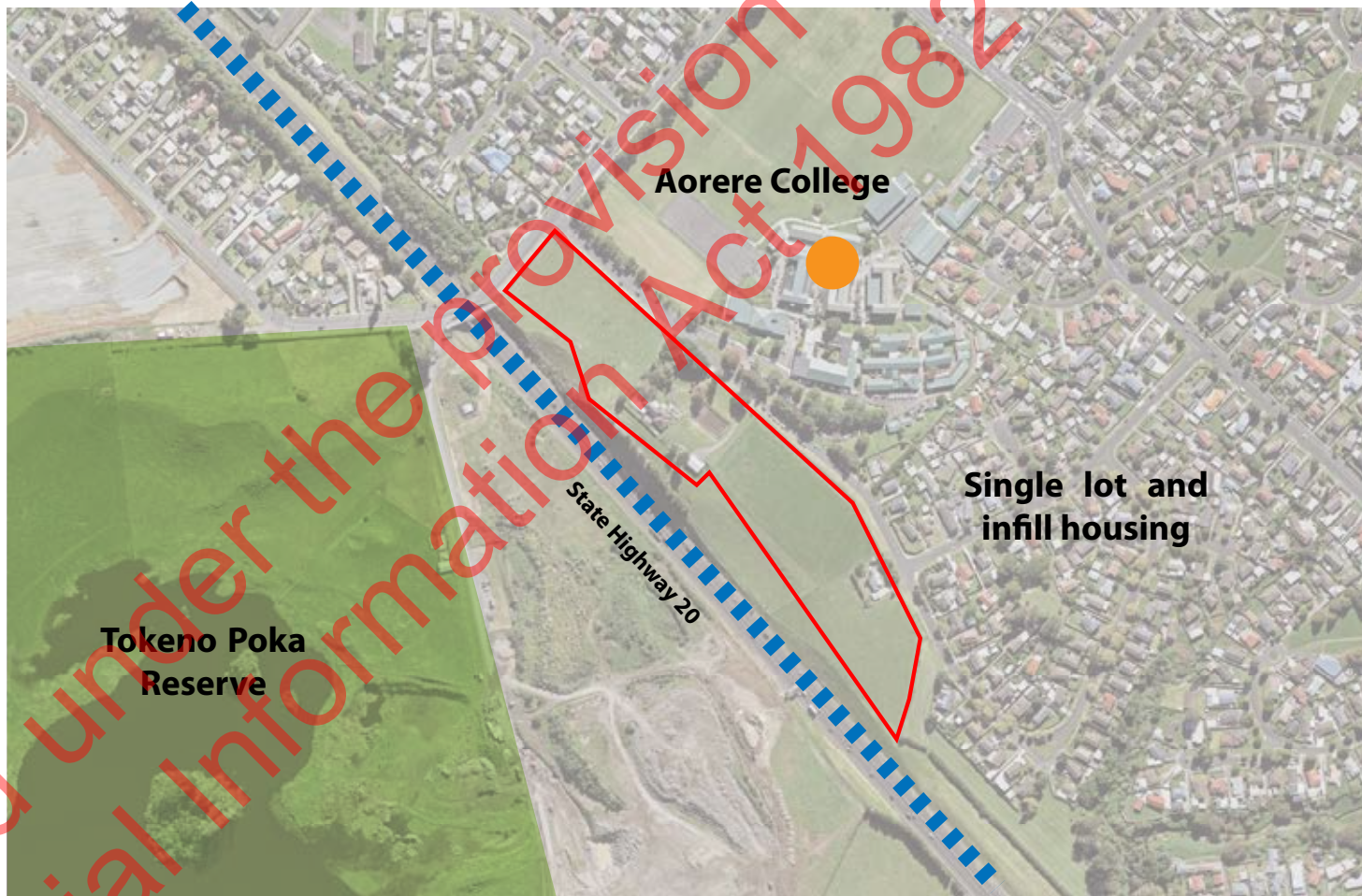


## 2.0 Site location and context

2.1 The site has sloping elongated landform bordering the State Highway 20. The site dimensions are approximately 500m length (north/south) x 90m deep (east/west) diminishing to the south east boundary. The site features two dwellings and various outbuildings presently with the majority of the site given over to paddock. The site has two road frontages with the main road frontage to Sels Road and secondary frontage to Portage Road. To the north is the Aorere College with residential development to the east. The site predominantly features the reverse slope from the motorway with the south west boundary terminating on the limits of the Crater Hill tuff ring (in part) and the motorway corridor. Crater Hill itself (an Outstanding Natural Feature ONF) is located further to the west. The site also features a group of mature trees including a large Puriri tree.

2.2 The development block pattern of the wider area consists of a curvilinear grid. Block sizes are generally large (up to 500m x 280m) and therefore characterised by cul de sacs to serve the block interior. Reserves are frequently positioned within these blocks however and sometimes facilitate through block pedestrian connections.

2.3 Housing stock is generally single storey with some two storey properties and designed in a variety of architectural styles.



Above: Site shown edged red with surrounding key features annotated.



### 3.0 Planning framework

3.1 The subject site is zoned Mixed Housing Suburban by the AUP. Key messages in the zone strategy are:

- Achieve the planned suburban built character of the zone;
- Achieve attractive and safe streets and public open spaces;
- Manage the effects of development on adjoining sites, including visual amenity, privacy and access to daylight and sunlight; and
- Achieve high quality on-site living environments.
- Enable a variety of housing types at high densities including integrated residential development such as retirement villages.

5.2 The proposal meets these objectives by providing a variety of unit types in a format that fits with the surrounding character and respects the context of the Crater Hill.

Key development controls that will inform design:

- Building Height in relation to boundary.
- Maximum building height.
- Outlook.
- Site coverage.
- Landscaping and landscape character.
- Vehicle tracking and turning (larger vehicles particularly).

(Note: this list is not exhaustive)



4.0 Proposed Design Response

4.1 The proposed layout (see drawing on opposite page) is based upon a largely street defining arrangement of lots with the site divided into a series of north south development blocks connected by the proposed landscaped edge to the tuff ring.

4.2 Vehicle access is from Selfs Road with each proposed development block featuring a vehicle access point to Selfs Road. The roading design within the site provides for safe manouvre and dedicated pedestrian access for each of the proposed blocks. Further pedestrian connectivity is enabled by the landscaped edge to the south boundary to the motorway.

4.3 Parking is provided for within garages or on the respective driveways of the proposed lots. Where proposed blocks do not feature inter-connectivity the cul de sac blocks feature turning heads to facilitate safe manouvre for larger vehicles.

4.5 Building massing is single storey with a variety of roof forms and architectural details proposed to create visual interest and individual identity. All the designs share a similar two bay plan form.

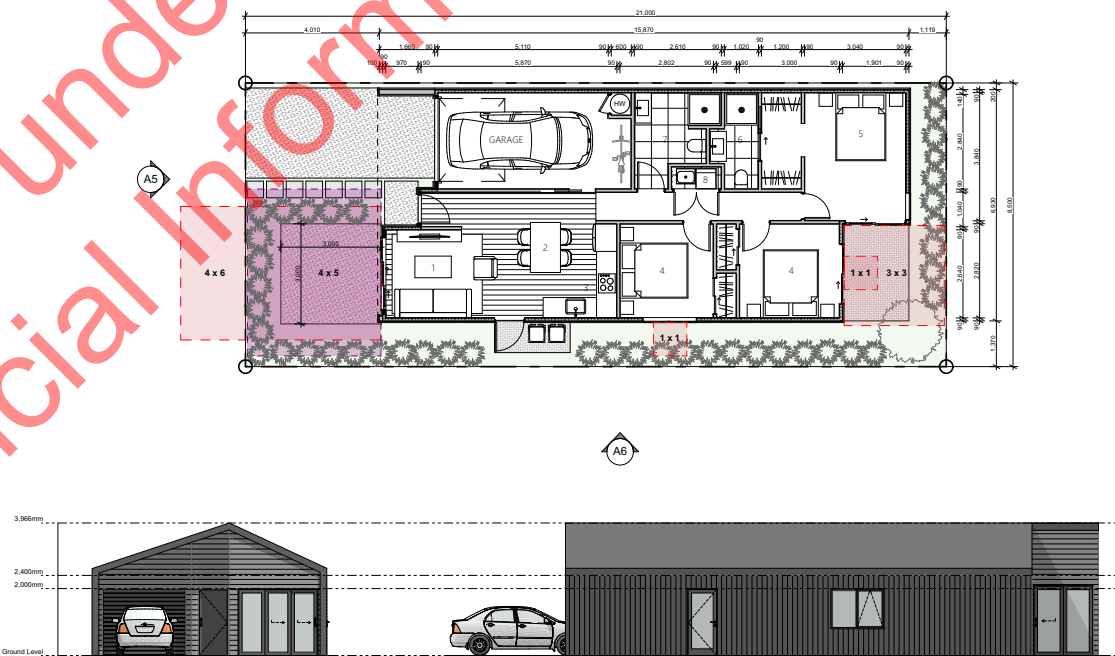
4.6 The various dwellings proposed are typical of many contemporary housing developments comprising open plan living, kitchen, dining.

4.7 The proposal features two focal point landscape areas adjacent to Selfs Road that accomodate the retained mature trees. This provides a sense of visual consistency and lends maturity to the proposal.

4.8 Principle private outdoor spaces are located either to the rear of the building line or adjacent to the respective JOAL. This arrangement is predicated on the best available solar access and are detailed to ensure the areas provided are appropriately sized and fenced to provide for secure play areas for children and pets. The proposal also features an extensive shared amenity space along the south boundary.

Below: Architectural plan showing example of proposed typologies.

TYPE A3



OUTDOOR LIVING SPACE  
OUTLOOK  
IMPERMEABLE PAVING  
PERMEABLE PAVING

1	LIVING
2	KITCHEN
3	BEDROOM
4	MASTER BEDROOM
5	BATH
6	LAUNDRY
7	GARAGE

MATERIAL & COLOUR

1. WALL CLADDING  
WEATHERBOARD HORIZONTAL  
PAINTED RESINE SANDSTONE GREY

2. WALL CLADDING  
WEATHERBOARD VERTICAL  
PAINTED RESINE PEACHBLOSSOM

3. ROOF  
ROOF GLITTER, SCORPION  
COLORSTEEL RINGLAND

MYLAND PARTNERS  
1 SELFS ROAD, PAPATOETOE  
AUCKLAND  
FOOTPRINT F1 FOR P1 AN A1



# NOTES

-All survey information shown supplied from CIVIX. CASA accept no liability for the accuracy of this information.  
 -Landscaping and planting shown is indicative only. Refer to Boffa Miskell landscape masterplan for accurate information



	TYPE A
	TYPE B
	TYPE D
	TYPE E
	TYPE F
	TYPE G
	TYPE H
	TYPE I
	TYPE J
	TYPE K
	TYPE L
	TYPE M
---	SITE BOUNDARY
---	SETBACKS
---	APPROX TUFF RING

01 -	Contents Page			Work in
001	WIP	Preparation	Issued to Council	Program
				DATE

**MYLAND PARTNERS**

**1 SELFS ROAD, PAPATOETOE  
AUCKLAND**

**TYPOLOGY SITE PLAN**

Scale	A1 - 1:1000	A3 - double	Project	PN-0372
Author	DP		Sheet	102
Date	7/09/2021		01 - WIP	



## 5.0 Initial urban design review

### 5.1 Context & site planning

5.1.1 The design approach to layout creates a logical layout given the site characteristics. Dividing the length of the site into several conventional 'back to back' blocks ensures that the layout maintains a positive relationship to the JOAL environment with further refinements planned to optimise also relationships to Selfs Road.

5.1.2 The high degree of street facing units is a positive outcome with kitchens or living rooms offering outlook to the public realm.

5.1.3 The elevation facing onto Selfs Road offers a suitable character response with the orientation of the lots creating a spacious visual character to the frontage and featuring street trees to the berm and new footpath connection. The retention of the mature trees to the frontage are also positive elements in maintaining existing character elements and lending the proposal some immediate maturity on completion.

5.1.4 The proposed planting to the south boundary also achieves a pleasing visual and physical amenity feature. This area will be privately maintained by a residents association and capable of enjoyment by all the residents. The feature also presents a sympathetic interface with the tuff ring edge as well as effectively buffering the edge to the motorway corridor.

5.1.5 Within the development block structure each dwelling features a small tree and soft landscaping within the lot that creates a strong suburban visual character to the street. This is supported in terms of character outcomes.

5.1.6 The orientation of the outdoor living courts is very good with a varied approach to the location depending on the best solar aspect. The layout design of the individual units effectively supports this approach with the open plan nature of the living rooms allowing ease of access to primary outdoor living areas.

5.1.7 Further to this it is noted that the massing of the proposed buildings is very modest and solar access therefore to secondary courts will also permit reasonable amenity.



Above: Architectural render showing the relationship to the south boundary. This area of open space will provide pleasant amenity for the dwellings and effectively buffer the relationship with the tuff ring and motorway corridor.



5.1.8 I therefore consider that the proposed outcomes for private amenity throughout the proposal is acceptable and represents a good urban design outcome.

5.1.9 The character outcomes for the proposal overall are consistent with the provisions of the Mixed Housing Suburban zone. Key drivers in securing this development outcome are in my opinion:

- Logical block structure that promotes a street facing and defining development character.
- The high quality landscaping provides for good levels of on site amenity and contributes also to the future visual quality of the public realm through the influence of berm planting and private front yard trees on the street scene. The retention of mature trees is also a significant and beneficial design outcome.
- The single storey height of the buildings ensures that the buildings will in time become a background element with the street trees and front yard landscaping forming the dominant visual characteristic typical of suburban environments.



Above: Views of the architectural model describing block structure and visual character outcomes. Note modest built form and influence of soft landscape elements to the visual character and amenity.

5.2.1 In terms of established built character the proposal introduces a similar but more modern variation of the typical housing stock. The typologies proposed provide some choice in house style in a three bedroom format. Externally changes of roof and facade treatments is successful in creating visual interest and variety.

5.2.3 Front yard treatments have already been discussed but are considered appropriate to the general character of the area and will provide in time a pleasant visual character.

5.2.4 Material selection for the proposal appears to be good quality and be representative of choices made in other contemporary housing developments. Adopting a more varied approach to the typologies has considerably added to the street character.

5.2.5 The landscaping shown in the architectural plan set appears to be well considered and appropriate to reinforcing the particular design approach.

5.3.1 The proposal offers twelve different dwelling types of between 86m<sup>2</sup> to 100m<sup>2</sup>. All of the proposed

5.3.2 Facade treatments and roof line forms are also varied to provide for individuality.

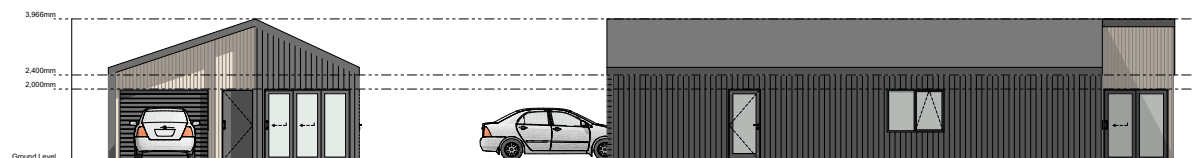
5.4.1 The proposal is well located being within 2km of Papatoetoe and rail connection to Auckland CBD. Access to the motorway is available at either the Massey or Puhinui Road interchanges. Bus accessibility is available on Ferndown Avenue.

5.4.3 The JOAL arrangement is well considered with a minimal number of lots served. Boundary treatments are suitably considered and the routes provide for good levels of passive surveillance.

5.4.4 In urban design terms it is considered the location and design of the access arrangements are effectively considered and represent an appropriate standard.

This is a detailed architectural floor plan of a house, oriented with the entrance at the bottom. The plan includes the following features and dimensions:

- Overall Dimensions:**
  - Width: 4.110 (top) and 4.090 (bottom)
  - Depth: 15.770 (top) and 15.700 (bottom)
- Rooms and Features:**
  - Garage:** Located at the top left, containing a car labeled "GARAGE".
  - Living Area (Top):** Includes a large living room (5) with a fireplace, a dining area (6), and a kitchen (7) with a sink and stove.
  - Living Area (Bottom):** Includes a large living room (1) with a fireplace, a dining area (2), and a kitchen (3) with a sink and stove.
  - Bedrooms:** There are four bedrooms labeled 4, 4, 1x1, and 1x1.
  - Bathrooms:** There are two bathrooms labeled 8 and 9.
  - Other Rooms:** Includes a study (10), a hallway (11), and a closet (12).
- Dimensions and Measurements:**
  - Room 1: 3.000 (width) x 3.000 (depth)
  - Room 2: 3.000 (width) x 3.000 (depth)
  - Room 3: 3.000 (width) x 3.000 (depth)
  - Room 4: 3.000 (width) x 3.000 (depth)
  - Room 5: 3.000 (width) x 3.000 (depth)
  - Room 6: 3.000 (width) x 3.000 (depth)
  - Room 7: 3.000 (width) x 3.000 (depth)
  - Room 8: 3.000 (width) x 3.000 (depth)
  - Room 9: 3.000 (width) x 3.000 (depth)
  - Room 10: 3.000 (width) x 3.000 (depth)
  - Room 11: 3.000 (width) x 3.000 (depth)
  - Room 12: 3.000 (width) x 3.000 (depth)
- Other Details:**
  - A red dashed line indicates a 4x6 area on the left side.
  - A red dashed line indicates a 1x1 area on the bottom right.
  - A red dashed line indicates a 1x1 area on the bottom right.
  - A red dashed line indicates a 1x1 area on the bottom right.
  - A red dashed line indicates a 1x1 area on the bottom right.



2	MASTER BEDROOM
6	EN SUITE
7	W
8	LAUNDRY
9	GARAGE

## MATERIAL & COLOUR

## 1. WALL CLADDING

11/11/2014

## 2. WALL CLADDING



### 3. ROOF



ROOF, GUTTER, DOWNPIPE  
COLORSTEEL IRONSAND



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1 SELFS ROAD, PAPATOETOE  
AUCKLAND



## 5.5 Density and Intensity

5.5.1 The proposal offers an uplift in density commensurate with the zone provisions and is, I consider, a positive outcome to provide for additional housing choice that is conveniently located.

5.5.2 The arrangement of lots is appropriately considered and the relationship of dwelling design to lot area provides for a useable outdoor living areas that are conveniently accessed. Whilst meaningfully contributing to a higher density more sustainable development outcome the proposal retains a domestic architectural and human scaled environment. This characteristic is further enhanced by the proposed planting plan that reinforces the suburban visual identity.

5.5.3 I consider the proposal provides an appropriate urban design response to the site and general character by:

- Limiting block sizes and arranging dwellings with a positive frontage relationship to the street.
- Maintaining a relatively wide dwelling width and therefore creating generous separation and a positive balance between areas of car parking and more active frontage in the form of living rooms and kitchen areas with outlook to the street.
- Limiting building heights to single storey and therefore, in time allowing the landscape elements to attain visual precedence.
- Providing for a good standard of landscape design and in particular trees to the front berm.
- Providing for visual diversity through the material choices and different roof forms.
- Retaining natural features of value.



Right: Typical elevation indicating the spatial relationship of proposed units and relative massing. Note the spacious appearance and breaks between buildings.

## 6.0 Conclusion

6.1 The proposal represents an opportunity to develop a site to a good standard. In terms of urban design the proposal should be supported because:

- The architecture is good quality and maintains a human scale.
- The proposal will result in the supply of additional housing choice to the area and thus support diversity.
- The physical effects of development are well managed and contained to within the site.
- The public spaces are well considered and include varied soft landscape and durable quality hard finish materials.
- The pedestrian is well considered with attention paid to ensuring good degrees of accessibility.
- The proposed density will provide for the sustainable use of land and in a form that does not result in adverse effects.
- Adverse urban design effects have been avoided, remedied or mitigated through the design decisions made; and
- Positive urban design effects will result, anchored around the design quality of the proposal and its positive relationship to the public realm.

6.2 It is my opinion that there is no reason why resource consent should be withheld from an urban design perspective.

JG Evans MRTPI, IHBC  
Independent Hearings Commissioner  
10 September 2021

*Below: Architectural render showing areas of preserved trees and relationship to proposed buildings.*





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