

16 December 2022

TO:

Madeleine Berry
Fast-track Consenting Team
Ministry for the Environment

c/o Werner Murray
The Property Group

**Response to request for further Information - Items 3 and 8
COVID-19 Recovery (Fast-Track Consenting) Act 202 - Wairatahi
BRF-2533**

Madeleine,

Please find the details and answers sought with respect to items 3 and 8 on the RFI dated 12 December 2022.

Request 3

“whether the proposed number of residential units allows for the provision of minor residential units for the multi-generational housing typology”.

1. 5% of the residential sites are proposed to be multi-generational. Under Plan A 23 lots provide a principal dwellings and minor residential unit – total 46 dwellings.
2. This is within the maximum infrastructure design capacity (530 dwellings).
3. Should more be required / desired the residential yield would remain the same however the number of lots would drop.

Request 8

“how the project will contribute to a well-functioning urban environment”.

4. The proposal will achieve the urban form envisioned by the Heretaunga Plains Urban Development Strategy (HPUDS) by consolidating growth into the areas earmarked for future urban development. Future urban development in these areas has been anticipated by the relevant district Council's and as such, Wairatahi is considered an appropriate location for greenfield development.
5. The location of the proposal is contiguous with existing urban development and will avoid ad-hoc encroachment into plains production land. This will contribute to a compact urban environment that integrates with existing infrastructure, community amenity and employment centres.

CONTACT

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6. The proposal integrates fully with Flaxmere's existing transport network, including road, cycle and pedestrian pathway connectivity. By providing a central spine road through the site that connects Dundee Drive to Portsmouth Road, the proposal enables bus services to be extended through the development in future.
7. Through the refocussing and protection of the Irongate Stream, a generous landscape buffer (to the adjacent horticultural activities) and amenity space for the community will be established. This enables environmental and ecological revitalisation of the stream.
8. Reengineering of the Wellwood Drain and associated stormwater management area (SWMA) along with landscaped bunding also creates a high amenity buffer to the adjacent highway.
9. Collectively, the integrated path network in these high amenity areas create a high amenity corridor which supports modal shift.
10. The urban pattern is based on a simple street layout on the orthogonal grid- anchored at the core with a central west-east spine road that links Dundee Drive to Portsmouth Road. This route features a dedicated off-road shared pedestrian and cycle path within a heavily landscaped corridor. This provides a highly legible central route and focal point which links a neighbourhood shopping centre, central park (village green) and community facility. This main route not only aids wayfinding but helps to focus community energy and communion.
11. The network of wider landscaped streets which support this provide a highly-integrated road network which effectively distributes traffic and helps reduce vehicle speeds and dominance.
12. This urban pattern is augmented by a lot and dwelling design approach which seeks wider frontages. This objective helps optimise street landscaping and visitor parking while also improving off-street parking, private rear living courts and outlook to both front and rear – all desirable attributes in enhancing CPTED.
13. The urban pattern and lot/dwelling design approach helps deliver medium density development without reliance on multi-



level or attached dwellings. As a result of simplified construction and titling, the majority of the development can be considered “affordable by design”. As a result increased home ownership rates and more affordable rentals are anticipated.

14. The comprehensive design approach delivers substantially better outcomes than would be possible for brownfield development with established block and lot design. Testing of the design approach along with capacity networks upgrades demonstrates the robustness of the proposal with flexibility to adapt the housing mix (including the inclusion of a retirement village) without any significant change.
15. The mix of land uses (additional to residential development) includes recreation areas, community facilities and a neighbourhood centre are all important aspects to creating a complete community where residents can live, work and play.
16. The variety of housing typologies proposed, and in particular the inclusion of multi-generational living, provides for a wide range of living options central to accommodating a ‘complete community’ and expanding the lifestyle options available in Flaxmere. The potential for a retirement community at the heart of the development (adjacent to the proposed neighbourhood centre) would not only support aged living with pedestrian accessibility to local services but also enhance local employment opportunities.
17. From the elements and attributes outlined above it is clear that Wairatahi will deliver a well-functioning urban environment that will have a defined sense of place, character and identity which adds value to the Flaxmere community.

Bruce Weir
Principal Urban Designer
Saddleback

