

Summary of Evidence

Garth Falconer on behalf of Mangawhai Hills Limited

Urban Design and Landscape

Dated 22 May 2024

1. The key features of PC84 to rezone the plan change area from Rural to a bespoke Development Area (Mangawhai Hills Development Area (MHDA)) include core provisions that provide for high quality large lot residential development set in an extensive natural landscape, framed by indigenous vegetation, wetlands and water systems.
2. Overall the proposal responds to demand for increased levels of housing in Mangawhai, building on the strategic location being close to Mangawhai Village and is part of the current consolidation of the two historically disparate centres reflected in recent developments such as the nearby Mangawhai Central and new walking and cycling links across the harbour.
3. The plan change area comprises 218.3ha of land and has long road frontages to several roads including Tara Road, Cove Road, Moir Rd and Old Waipu Road.
4. The plan change area has a strong topography, two main streams a number of wetlands and approximately 16ha of native vegetation remnants.
5. To sensitively fit development and enhance the nature of the plan change area, the Mangawhai Hills Structure Plan Urban Design Statement (**UDS**) sets out the comprehensive approach to the Structure Plan design.
6. The UDS is based on a strong vision and guiding design principles that have shaped the design approach which is formulated on three site-specific design strategies; conservation design, water sensitive design and slope adaptive design. The core value of these design strategies is to minimise the environmental impacts.

7. The capability of the plan change area to accommodate the proposed low density development has been well researched, with the retention and enhancement of the existing indigenous vegetation and waterways being the basis for the structure of the discrete interspersed residential neighbourhoods.
8. Following a review of the Urban Design Statement and Landscape and Visual Assessment submitted as part of the PC84 application and in response to issues raised by submitters I was instructed by Mangawhai Hills Ltd in November 2023 after the lodgement of the Private Plan Change 84 (PC84) to provide further urban design input and assessment, a revised landscape and visual assessment report and input to landscape design. I have assisted in the preparation of an Urban Design Assessment and a Landscape Character and Visual Assessment report including twenty-Two (22) viewpoints that were selected, illustrated and assessed in detail as part of this report.
9. I have recommended changes to the MHSP as outlined in my evidence. These include extension of the LPA, along the northern ridgeline towards the Causeway Church property along with green corridors linking to the existing large bush area to mitigate potential development effects. Extension of green corridors from the valley bottom east west and an indicative linear open space along the primary road to better create a network of green corridors and provide effective screening from adjoining sites to the west Closer fit of the roading network to the existing contour and the main entry off Tara Road shifting south towards Moir Road. The refined plans based on to my recommended changes are I believe effective at reducing impacts and I consider that the level of sensitivity of the plan change area to visual change is generally low.
10. The development of PC84 has been developed in alignment with and positively reflects the desired urban design outcomes sought by the Regional Policy Statement and the Kaipara District Plan and aligns well the best practice urban design requirements set out by the NZUrban Design Protocol and from the National Policy Statement on Urban Development 2020 provides for a well functioning urban environment.
11. The section 42A report agrees that landscape change from a rural character to “a new housing area set amongst extensive ecological enhancement” is a change but not an adverse one and that the proposal will integrate well with both the township to the south and rural lifestyle development in the wider area
12. My evidence in chief has addressed the various submissions that are relevant to urban design and landscape matters.

13. Causeway Church have submitted that they do not want the north south road to go through their property. Whilst I believe the proposed primary road through the submitter's property is appropriate from a connectivity perspective, it isn't fundamental as the main entry road off Tara Road has been shifted southwards towards Moir Road which centralises access and lowers the need for the north south road if the link through the Causeway Church property did not proceed.
14. The proposed setback from the street and internal boundaries are sufficiently large (5 and 7m respectively) to create a spacious streetscape where space dominates rather than built form. The ability to locate small accessory structures on the internal boundaries allows for servicing
15. Rebuttal evidence from Mr Clease on behalf of KDC has proposed that building size in the Landscape Protection Area is limited to being the lesser of 25% or 350m² to avert the possibility of larger buildings on larger sites. I agree with this suggestion.
16. From a review of further submissions I can identify a small number of urban design and landscape concerns: the alignment of PC84 with Mangawhai Spatial Plan 2020, alternative alignment of the primary north south road off Moir Road and the need for the retention of the paper road that extends from Ulrich Rd along the ridge.
17. With regards to the recently prepared Mangawhai Spatial Plan 2020 the site is within the area for growth and the Spatial Plan identifies the need for further growth around the two centres. The southern end of the PPC84 area is identified as one of the two most suitable urban locations for Mangawhai's future expansion though the northern end is anticipated to be rural residential.
18. In terms of aligning the different medium and rural residential zones proposed with those suggested in the Spatial Plan for the PPC84 area, the s42A report acknowledges the in depth investigation work has led to more developed averaging of density across the plan area than the high level Spatial Plan to achieve a large lot development that aligns with the area's capacity and enables a considered response to landform and ecology on the site.
19. The submitters suggestion that the alignment of the primary north south road connecting the township to the PPC84 area should be directly west of the KDC reserve off Moir Road could work to provide access to the site. However I believe the earlier proposal for the main north south road is better from Uliich road as it fits the contour well and provides good visual access
20. Addressing the suggestions of retaining the paper road as a buffer I believe the proposed provisions of the LPA will successfully integrate development along the northern ridge. Public

trails are enabled through the plan area that connect with existing established bush. There is no functional or sustainable management reason in the context of my expertise for a reserve to be taken in this location.

21. In conclusion the PPC84 proposed rezoning in conjunction with the carefully composed and comprehensive design features together with extensive ecological restoration successfully enables a well-integrated development that aligns well with the anticipated development and character of Mangawhai and positively contributes to a well-functioning urban environment.

Garth Falconer