

**Before the Hearings Panel
At Waimakariri District Council**

Under the Resource Management Act 1991

In the matter of the Proposed Waimakariri District Plan

Joint Witness Statement – DEXIN rezoning request (Urban Design)

Date: 02 August 2024

INTRODUCTION:

- 1 This Joint Witness Statement (JWS) relates to expert conferencing on 2nd Aug 2024.
- 2 The following experts were involved in this conferencing and authored this JWS:
 - (a) James Lunday, on behalf of DEXIN and
 - (b) Edward Jolly, on behalf of the Waimakariri District Council.
- 3 A meeting between James Lunday of Common Ground and Edward Jolly of Jasmx Architects was held on 2nd Aug 2024 at the Jasmx Office, 79 Litchfield Street, Christchurch, and further discussions relating to the urban design outcome resulting from the proposed 27 unit cap have been held since. This JWS has resulted from the meeting and discussions.
- 4 In preparing this statement, the experts have read and understand the Code of Conduct for Expert Witnesses as included in the Environment Court of New Zealand Practice Note 2023¹.

PURPOSE AND SCOPE OF CONFERENCING:

- 5 The conferencing was focused on matters identified in Minute 28, dated 13 June 2024, in relation to reply report questions for Hearing Stream 12A report authors. It is also focused on the direction contained in Minute 30, dated 9 July 2024, to respond to DEXIN’s updated urban design evidence
- 6 The experts discussed the request contained in Minute 28 to provide any updated recommendations in respect to the DEXIN updated ODP and provisions, including the density limitation of 27 dwellings in Activity Area 7B.

MATTERS THAT THE EXPERTS AGREE ON:

¹ <https://www.environmentcourt.govt.nz/assets/Practice-Note-2023-.pdf>

7 It was agreed that further detail was required in the ODP from an urban design perspective to give greater certainty of outcome and direction to future subdivision and consenting. The revised ODP tabled by the submitter DEXIN successfully meets the key areas of concern raised by the experts. This included the followings amendments to the ODP²:

- (a) Provision of communal open space within Activity Area 7B: Residential (Medium Density) to enable future residents with recreational, play and social opportunities.
- (b) Provision of stormwater / habitat creation /enhancement spaces adjacent to the Taranaki Stream within Activity Area 7B: Residential (Medium Density) to provide protection of the natural environment from development.
- (c) Provide the extent of vehicle access (streets) within Activity Area 7B: Residential (Medium Density) to enable street address for future dwellings and access for future residents.
- (d) Provision of open spaces within Activity Area 8: Māketete Village to enable high quality landscape outcomes to be achieved.
- (e) Provision of stormwater / habitat creation /enhancement spaces adjacent to the Taranaki Stream within Activity Area 8: Māketete Village to provide protection and enhancement of the natural environment from development.
- (f) Removal of vehicle access from Burntwood Lane cul-de-sac into Activity Area 8: Māketete Village to minimise movement effects on existing residents.
- (g) Provide pedestrian connections within Activity Area 8: Māketete Village to establish connectivity between the SH1 footpath and the Pegasus Resort.

² Refer to Appendix A for updated ODP Plan prepared by Common Ground representing these changes

(h) Provide the footprint of the carparking proposed within Activity Area 8: Māketete Village to establish its scale and location as well as the consequential default setback of built form which minimises the bulk and scale effects of future buildings from Pegasus Boulevard.

8 Experts believe that these amendments to the ODP will provide greater certainty and direction for future consenting. The experts have confidence that the likely urban design outcome will be positive from these changes.

9 The experts considered the draft updates to the design guidelines and in particular landscape planting schedules and provisions for planting within carparking areas as prepared by the submitter DEXIN. The need to provide guidance in terms of appropriate mixes of plant species for different conditions and applications was agreed by the experts. Similarly the need to provide greater certainty in regard to the softening of carparking areas within the Pegasus Resort through the provision of planting and tree canopies. It was agreed that the planting schedules are appropriate and will give certainty to future landscape outcomes.

10 The experts agreed that an additional rule is required in the design guidelines that limits future development to a maximum of 3 adjoining units. This is to minimise long building facades or continuous terraces that are not consistent with the master plan and could potentially lead to inappropriate urban design outcomes. The experts recommend a further change to the design guides to incorporate this provision.

11 Although the experts were not initially in agreement³ in regard to the appropriate location and context for Activity Area 7B: Residential (Medium Density) there was agreement that a cap on the number of units permitted will minimise urban design effects relating to the intensity of development anticipated.

³ Refer to Mr Lunday's evidence previously published, 20th May 2024, with reference to sections 53-61. Mr Jollys Urban Design Assessment, dated 5th July 2024, in Appendix B of this statement.

- 12 Furthermore, the experts agreed that the reduction of 40 units to 27 units as proposed by the submitter DEXIN will limit urban design effects relating to intensive development when compared to a non-restricted residential medium density approach which could yield a significantly larger number of units.
- 13 The experts reached agreement that on balance the reduction and limit of units, changes to the ODP including the introduction of communal openspace within both areas, the provision of landscape setbacks and the design controls introduced through the urban design guidelines will result in appropriate urban design outcomes for both of the activity areas and that the 27 residential units are appropriate for the site.

MATTERS THAT THE EXPERTS DISAGREE ON:

- 14 There were no matters that experts did not disagree on.

Date: 02 Aug 2024

Signatories

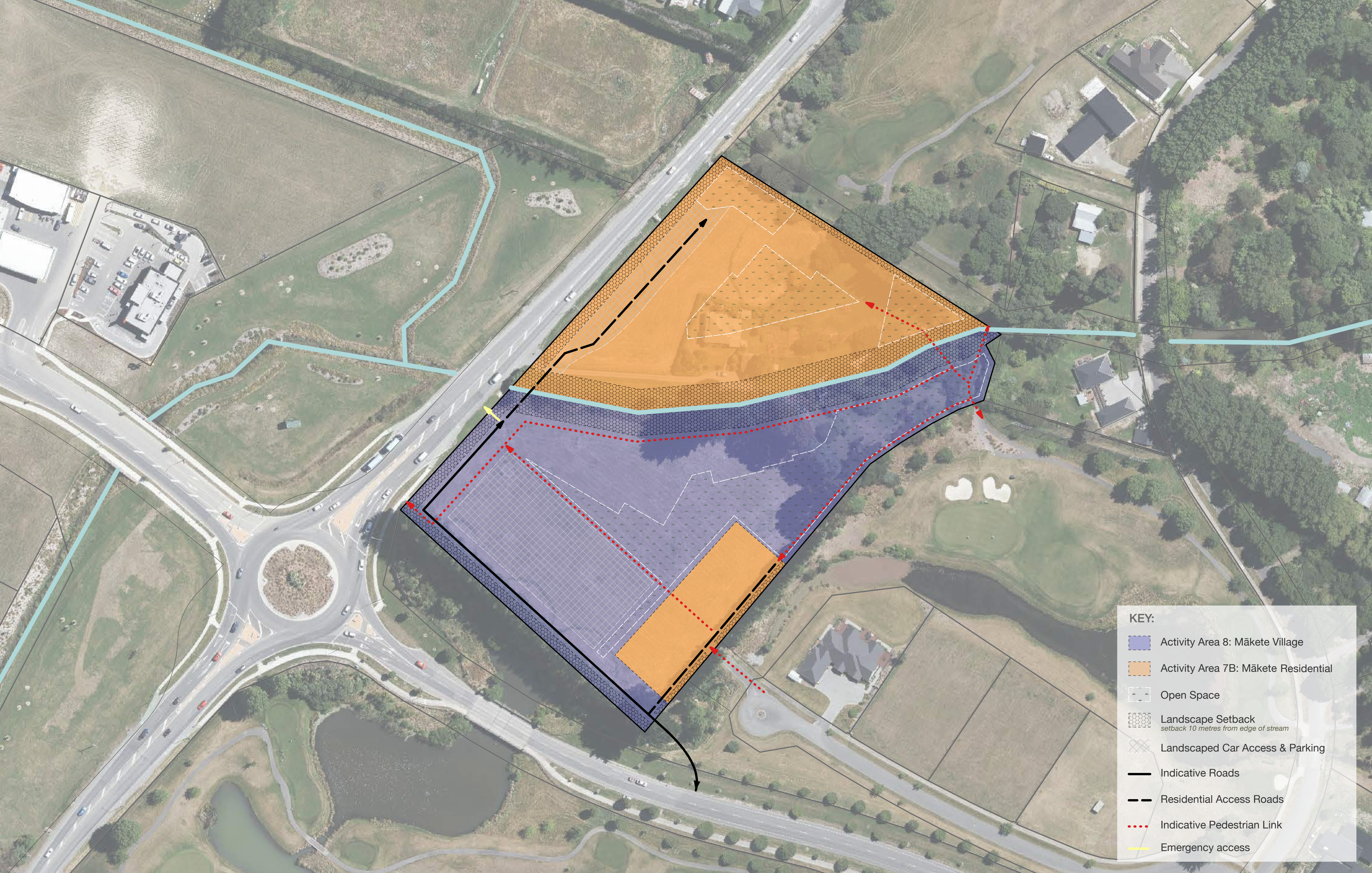
A handwritten signature in black ink, appearing to read "James Lunday", written over a horizontal dotted line.

James Lunday – Principal.

A handwritten signature in black ink, appearing to read "Edward Jolly", written over a horizontal dotted line.

**Edward Jolly – Senior Urban Designer,
Associate Principal.**

APPENDIX A - Updated ODP



KEY:

- Activity Area 8: Mäketē Village
- Activity Area 7B: Mäketē Residential
- Open Space
- Landscape Setback
setback 10 metres from edge of stream
- Landscaped Car Access & Parking
- Indicative Roads
- Residential Access Roads
- Indicative Pedestrian Link
- Emergency access

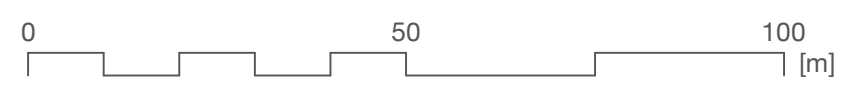
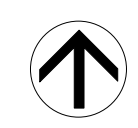
rev	date	details	by
B	23/04/2024	Revised ODP	CC
C	03/05/2024	Revised ODP	CC
D	08/05/2024	Revised ODP	CC
E	31/07/2024	Revised ODP	CC
F	06/08/2024	Final ODP	CC

scale: 1:1000 size: A2
 Do not scale drawings. Verify all dimensions on site
 drawn: CC checked: JL date 06/08/2024

project: pegasus mäketē
 name: final ODP
 drawing: project 2304 rev F



client: DEXIN
 Disclaimer: This plan has been prepared on behalf of and for the client. CGS accepts no liability or responsibility in respect upon this plan by any third party.



**APPENDIX B - Urban Design Assessment, Proposed Pegasus Resort ODP, 1250
Main North Road, Ed Jolly, 05/07/2024**

Urban Design Assessment

To: Jessica Manhire

From: Ed Jolly

Date: 05/07/2024

Subject: Proposed Pegasus Resort ODP, 1250 Main North Road, Urban Design Assessment

1.0 Introduction

This document provides an urban design assessment of the revised Outline Development Plan (ODP) proposed for 1250 Main North Road, Pegasus. Jasmox were commissioned to provide an independent expert opinion and appraisal of the ODP following a hearing panel process carried out on the 4th of June 2024. This was at the request of district plan review commissioners whom instructed council to establish a position in terms evidence presented including the urban design aspects of the proposal and the council officer to respond to the panel questions requested an urban design assessment of the ODP.

The scope of the assessment is the proposed ODP, associated provisions and urban design guidelines. It is not an assessment of the masterplan and detailed aspects of the future development anticipated by the applicant. This review was prepared to assist Jessica Manhire the council officer who prepared the s42A report that relates to the proposed development.

Jasmox visited the site in July 2024 and are familiar with surrounding context including Pegasus Town, Ravenswood and the wider Pegasus resort.

2.0 Assessment brief

The assessment brief was to consider the proposed ODP and associated provisions in terms of achieving appropriate urban design outcomes. The assessment is focused on outcomes driven by the revised ODP and provisions and not against the masterplan specifically. However the masterplan is useful to understand the context of the proposed ODP in terms of the applicants intention for future landuse development. It is noted that the masterplan is one of various possible design outcomes that could be realised under the revised ODP.

The applicant is seeking to rezone the site at 1250 Main North Road from Rural Lifestyle Zone (RLZ) to Special Purpose Zone Pegasus Resort (SPZ(PR)), amendments to provisions, and an amended ODP to provide for a range of agricultural tourism activities and medium density residential activities. Specifically the applicant is seeking to incorporate two new Activity Areas within the SPZ(PR) as follows:

- Activity Area 7B: Residential (Medium Density); and
- Activity Area 8: Māketete Village

Activities identified by the applicant within Activity Area 8: Māketete Village are: wellness activities; cafes; restaurants; wine bars; farmers markets; artisan workshops and associated retail of products; gift/souvenir shops; cultural facilities; entertainment activities; agri-tourism and wine tourism; and associated educational facilities.

The proposed provisions are covered in the applicants statements of evidence and councils recommended amendments. The applicant has provided amendments to provisions to respond to the issues raised in the councils S42A report regarding consolidation and integration of Activity Area 7B with other areas of the SPZ(PR). These include:

- SPZ(PR)-BFS3 - A maximum height of 10m (rather than the 12m originally proposed)

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- SPZ(PR)-BFSX - A maximum number of residential units that can establish in Activity Area 7B of 27 (reduction from 40 originally proposed)
- SPZ(PR)-R2 - Residential Activity in Activity Area 7B is a controlled activity (rather than permitted as originally proposed) to give effect to the urban design guidelines proposed by the applicant.

The Pegasus Resort Urban Design Guidelines have been updated which covers the Pegasus Resort Zone SPZ(PR) and provides specific guidance to each activity area.

In preparing urban design assessment the following documents have been considered:

- Officer's Report: Rezoning Requests Waitaha motuhaka Special Purpose Zone Pegasus Resort, May 1 2024.
- Statement of Evidence of XiangMing (Sam) Huo for DEXIN (Submitter 377), 20 May 2024.
- Statement of Evidence of James Dickson Lunday for DEXIN (Submitter 377), 20 May 2024.
- Statement of Evidence of David John Robert Smith for DEXIN (Submitter 377), 17 May 2024.
- Statement of Evidence of Melissa Pearson for DEXIN (Submitter 377), 20 May 2024.
- Pegasus Resort Urban Design Guidelines, SLR Consulting, May 2024.
- Urban Design Assessment, Proposed Plan Change – Pegasus Māketē, Common Ground, 2022.

2.0 Site and development proposal

The existing site description is well covered in the council's officers report and the Common Ground Urban Design Assessment 2022 and subsequent evidence documentation. This assessment therefore relies on those previous descriptions of the existing site for reference.

The proposed revised ODP plan (figure 1 below) provides a basic layout of the site with two triangular areas denoting the proposed activity areas 8 and 7B either side of the Taranaki Stream. Due to its simplicity the revised ODP it provides limited direction to future development and although it is recognised that the applicant is intending to develop the site in accordance with their masterplan, the revised ODP does not give specific direction to many of the outcomes such as location of development lots or built form identified in the masterplan. Therefore it is reasonable to presume that the revised ODP could lead to multiple alternative layout outcomes within the site inconsistent with the masterplan.

3.0 Revised outline development plan review

Specific areas of concern where limited detail provides uncertainty within the revised ODP plan include:

- State Highway 1 setbacks are not located on the plan, the 25m/30m setbacks from the road boundary into the site should be clearly shown as a non-development area. This setback is relevant as it is understood in place to reduce reverse sensitivity effects from the State Highway 1 on future development (noise, pollution, movement etc). Furthermore it is noted that the masterplan shows a series of north facing row houses in Activity Area 7B along the boundary with SH1 and potentially within the 25m setback.
- Definition of residential blocks. The two triangles provide a general zone for development however don't give direction to the development of the site inline with the masterplan (with the exception of the residential cluster in the southeast corner of the proposed ODP). Previous iterations of the ODP (including the version in figure 2 below) provided greater clarity on the clusters of residential development giving direction to the masterplan.
- Lack of defined communal open space in terms of location and scale for residential Activity Area 7B area. It is noted that the masterplan indicates a central common open space and associated landscaping. However no open space is identified within the revised ODP Activity Area 7B.
- Footprint and extent of internal roads. The indicative roads shown on the revised ODP are a dashed single lines which do not represent the indicative scale of an actual future carriageway. It is important to show the indicative scale of all proposed roads within the ODP and the footprint they are likely to have. Furthermore there is no road or street provision within the Activity Area 7B residential. This potentially leads to a lack of street address and legibility for visitors and residents consistent with the wider Pegasus Resort.

- Footpaths and through site links. As the proposed future development is for publicly fronting uses particularly in the Activity Area 8: Māketē Village through site pedestrian routes would be beneficial to show how internal connectivity will work and how the site can provide connectivity between adjacent sites.



Figure 1 Proposed revised ODP plan May 2024.



Figure 2 Previous proposed ODP appended to the Urban Design Assessment, provided with the further submission, dated 2022, page 8

4.0 Pegasus Resort Urban Design Guidelines

The applicant has proposed that the Pegasus Resort Urban Design Guidelines (PRUDG) are used as a condition of consent under a controlled activity status for the zone. The intention is that development will be developed in 'accordance' with the design guidelines. Setting aside the planning function of 'giving effect' to the guidelines the following commentary is based on urban design outcomes that are likely to be achieved through development delivered against the guidelines in Activity Area 7b and 8.

It is noted that the authors intention of the guidelines is that they will be updated overtime to reflect '*lessons learnt from completed projects*', this potentially leads to uncertainty of outcome in relation to future amendments. For clarity this assessment is focused on the May 2024 version of the guidelines.

It is understood that the purpose of the guidelines is to provide a consistent style of architectural and landscape design across the resort, '*creating good urban design outcomes for the establishment of a successful new resort whilst protecting the existing appreciated amenity of Pegasus Golf Course*'. This approach has been successful elsewhere however they are reliant on the robustness of the design guidelines and how they will be implemented.

In general the design guidelines including objectives and built form elements are relatively generic, providing general direction that will steer future development in a direction that will be consistent and cohesive. However the guidelines are not specific rules or assessment criteria and are somewhat open to interpretation. It is noted that some elements such as roof and façade guidance are detailed and specific with clear outcomes however this is not consistent to all elements covered in the guidelines such as landscape planting, car parking and vehicle access.

The layout of the design guidelines could be refined and clearer to follow. A 'how to use these guides' section would be helpful in the front of the document that clearly identifies how they are to be used in a consent assessment. It is noted that the design guides repeat some of the proposed zone specific built form standards such as site coverage, height, and maximum number of units. As the design guides are intended to be used in their entirety it maybe appropriate to either reduce the scope of the design guides such that they are focused on specific design parameters not covered in the plan or provide a separation within the design guidelines document identifying a specific section that applies as the framework for assessment. This will provide clarity in terms of how they are intended to be used in determining assessment of development proposals.

4.1 Activity Area 7b and 8 - built form design considerations

- Modulation of buildings is described in terms of the interventions to break down building lengths of up to 15m. It is understood that this guidance is to prevent long 'blank' building walls which provide poor urban design outcomes. The measures proposed to modulate the built form are appropriate however it is unclear in terms of the quantum and frequency of intervention required. It is also unclear if buildings under 15m should have some form of modulation as well. Potentially the 'rule' should be re-written to be more specific addressing the quantum or frequency of intervention required to achieve a modulated façade, providing definition and address of each dwelling etc.
- Roof form guidance is extensive and detailed. This will lead to a good level of consistency and coherence in roof form outcomes across both the 7b and 8 Activity Areas. It is understood that the colour pallets are similar in other activity areas which again will lead to consistency and coherence across the resort.
- Guidance for cladding materials, windows and doors is detailed and specific and will also lead to a consistency in outcome.
- There seems to be no specific requirement for private landscape space, size requirements per dwelling, orientation and materiality is missing. It is noted that the proposed zone specific provisions provide standards in relation to outdoor living space however the design guides does not elaborate on this providing the detailed guidance.
- Guidance on the design of vehicle movement space within Activity Area 7B is limited, it is noted that standalone parking buildings or at grade parking areas are not 'permitted' in the area. However little guidance is given to the design of vehicle movement spaces or driveways to access dwellings. It is also unclear in how visitor parking will be accommodated. It is recommended that guidance is developed in regard to how vehicles move across the site and access dwellings as well as the specific function and materiality of these spaces are dealt with in terms of surfacing

and planting etc. Similarly it is unclear on how garages are integrated into buildings such that they are not a dominant feature of the building when considered from the street or lane.

- There seems to be limited guidance for communal outdoor space in specific areas, including social spaces, play spaces, shelter and screening, surfacing materiality and planting.
- The revised ODP does not give specific direction to the location of at grade carparking in Activity Area 8 and therefore it is assumed the reference to specific areas in the design guides can be considered as general guidance for the purposes of this review. Carparking guidance is relatively generic, providing limited detail on layout measures taken to mitigate effects of large areas of parking. The guidance describes the need for *'landscape planting to a high standard'* with carparking areas but does not define what specific measures are required to achieve a 'high standard' such as how parking areas will be broken down with planting, number and frequency of beds and trees etc. As written the design guide do not provide confidence that car parks will achieve the high standard of urban design as described.

4.2 Planting guidance

- It is understood that planting species in the design of future development are to be chosen from the 'indicative planting list' in the landscape section of the design guide. However the plant list does not provide guidance in terms of appropriate mixes for different conditions and applications. The requirements of different applications will determine the appropriateness of species. For example different species will be required for buffer zones to roads and SH1, for riparian corridors, for residential gardens, for the golf course areas, for public realm, and for car parking etc
- It is also unclear if the planting list cover existing planting already established and consequently if the new planting will be complementary or otherwise to the existing landscape.
- It is also noted that no minimum landscape requirements are set for Activity Area 7b or 8 (all other activity areas have minimum landscaping). This is also relevant to the urban design assessment in regard to character and context fit addressed below.

5.0 Assessment framework

The following framework has been developed specifically to assess the proposed ODP. It based on well-established urban design best practice documentation from local and international sources including the MfE New Zealand Urban Design Protocol, Building for Life 12 and Peoples+Places+Space as well as general good practise.

The framework has been prepared in a series of questions framed within the 7 C's identified in the New Zealand Urban Design Protocol¹ which are context, character, choice, connectivity, creativity, collaboration and custodianship. In practice not all of these principles are suitable for the urban design assessment of an outline development plan. The principles of creativity, choice and collaboration are either too focused on specific designs or process driven rather than outcomes focused and therefore are not a priority for the framework. The principles relevant for the Pegasus Resort SPZ(PR) amendments assessment framework are therefore context, character, connectivity and custodianship. The framework also recognises that the applicant is intending to develop residential medium density housing on the site as well as specific uses related to tourism business and activities.

5.1 Context

Will future development within the ODP provide (or is it close to) community facilities that enable medium density residential development such as shops, schools, workplaces, parks, play areas, bars / cafes / restaurants?

Will the proposed tourism based activities complement exiting planed activities with the resort reinforcing the legibility and coherence of the built form?

5.2 Character

Is landuse well integrated within the site, and with surrounding sites? Does the ODP allow retention and enhancement of existing natural features?

¹ [New Zealand Urban Design Protocol | Ministry for the Environment](#)

What is the combined potential impact of future development within the ODP (built form and landscape features) when seen in relation to its surroundings? How will future development within the ODP respond to the scale and character of the local natural and built context?

5.3 Connections

Will the ODP enable development that is easy to move around by multiple modes, in particular by walking and cycling to reduce dependency on the private car? Is it legible and easy to find your way around?

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones? Is it well connected to adjacent uses? Particularly by active transport modes (walking and cycling), or will it require most people to use their car to access the facilities?

5.4 Custodianship

Does the scheme demonstrate methods for minimising its ecological footprint and demonstrate how it enhances the site and local environment?

6.0 Assessment

6.1 Context

Will future development within the ODP provide (or is it close to) community facilities that enable medium density residential development such as shops, schools, workplaces, parks, play areas, bars / cafes / restaurants?

When planning for residential medium density best practise is to consider its contextual fit with surrounding landuses. Medium density residential developments function best when they are adjacent to a combination of activities including employment, schools, retail and community uses promoting integrated and walkable communities. The Ravenswood Town Centre Zone within the North Woodend ODP does provide this context (within 225m) albeit the town centre is currently in early stages of development and maturity. In time, Ravenswood Town Centre has the potential to provide residential development within the proposed ODP for shopping needs, some employment opportunities and community and social activities. However Ravenswood Town Centre is separated from the Pegasus Resort by the SH1 corridor which provides a significant movement barrier particularly for pedestrians. It is noted that the Waka Kotahi NZTA Woodend Bypass Project may provide an underpass for pedestrian connectivity across SH1. Even with these future upgrades the SH1 corridor will remain as a physical barrier and potentially resulting in isolation of the future residential developments from the key activities of Ravenswood Town Centre. This separation will likely result in increased reliance on private vehicle use to access shops, schools and places of employment. It is reasonable to conclude that the proposed medium density residential development will not be considered an integral part of the Ravenswood area and therefore will not benefit from the key community facilities as an enabler for the development.

The proposed ODP will provide access for future residents to restaurants and cafes within the proposed Activity Area 8: Agricultural Tourism. This will provide some benefit for the residents of medium density development with future residents benefiting in terms of social interaction and activation. However this will only provide part of the contextual requirements to achieve well-functioning medium density residential development.

The immediate surroundings to the north, south and east of the proposed site is either golf course resort open space or large residential lots. This context does not provide enablement for medium density development as discussed above. Therefore the proposed medium density development risks becoming an enclave separated from compatible landuse and isolated from social and community activities it requires to be successful.

Another key contextual consideration of medium density development is the need to provide semi-private or common outdoor and play space within the development. Private outdoor living space is limited in medium density development due to a reduction in lot size and therefore development relies on public or communal openspace to provide the quality of environment suitable for future residents. It is noted in the 'indicative masterplan' there is provision for a communal green space which could potentially provide openspace amenity and play areas for future residents. However this is not translated to the revised ODP plan as previously discussed and hence there is little certainty that this will be realised. The revised ODP therefore does not enable medium density development by providing access to adjacent residential focused openspace, play space, and informal recreation opportunities etc.

An alternative to medium density residential development on the site would be to provide general residential development. Standard residential lots with a potential range in sizes arranged in clusters similar to the residential already developed within the resort would be appropriate. Lower density residential development with larger private lots would be less reliant on the contextual requirements of medium density residential development to be successful. Furthermore the architectural and landscape outcomes that are intended in the urban design guidelines providing consistency with the wider Pegasus Resort can also be achieved in lower density residential development.

Will the proposed tourism based activities complement existing planned activities with the resort reinforcing the legibility and coherence of the built form?

The proposal for tourism based uses in the Activity Area 8: Agricultural Tourism will create a second hub and focus within the proposed Pegasus Resort SPZ(PR) to the existing and proposed activities adjacent to the Pegasus Golf Club rooms (Activity Areas 1-4).

As proposed the two 'tourism nodes' are distinct and separated areas. They are separated physically by the golf course and low density residential clusters on Burntwood and Taerutu Lanes. This separation results in a potential reduction in the legibility and coherence of the overall development. However the planned tourism based activities in each of the two nodes are distinctly different from each other and it is likely these uses will complement each other within the wider resort context.

It is likely that development with the Activity Area 8 will provide a 'destination' based tourism offer including activities such as farmers markets and artisan craft workshops which will not be found in Activity Areas 1-4. The applicant has identified the Matakana Development north of Auckland as a precedent for the development, which is renowned for attracting day trip visitors from Auckland and the upper North Island. It is reasonable to conclude that the activities listed within the proposed Activity Area 8 will enable a similar type of development and experience. The Pegasus Golf Course and future development within Activity Areas 1-4 provides for a range of visitor accommodation options, hot pools and spa complex will also provide tourism destination based activity. However this is distinctly different from the activities planned in Activity Area 8 therefore minimising any reduction to legibility due to their separation within the overall resort offer.

In terms of built form the revised ODP through the urban design guidelines will provide direction to future development to enable appropriate continuity and coherence between the two tourism focused nodes. The urban design guidelines (including recommendations for improvements as discussed previously) will result in outcomes that provide appropriate levels of continuity and coherence of architecture and built form between both tourism focused nodes.

Development with the proposed Activity Area 8 will be of modest scale at 9m high, two stories and 20% site coverage. It is noted that there are no building length controls in the provisions or the design guides which would further reduce potential built form bulk effects. However the overall building bulk will be modest when viewed from Pegasus Boulevard and State Highway 1 and therefore built form continuity will not be a significant issue at this scale.

Furthermore when considering the masterplan future development within Activity Area 8 is planned to be located adjacent to the Taranaki Stream and setback from Pegasus Boulevard behind landscape buffer zones and carparking. The development will therefore have reduced visual presence when viewed from the street limiting any potential built form consistency and coherence effects. It is noted that the revised ODP does not provide a specific setback from Pegasus Boulevard for built form within Activity Area 8 and therefore the development could theoretically be located fronting the boulevard with parking backing onto the Taranaki Stream.

6.2 Character

Is land use well integrated within the site, and with surrounding sites? Does the ODP allow retention and enhancement of existing natural features?

What is the combined potential impact of future development within the ODP (built form and landscape features) when seen in relation to its surroundings? How will future development within the ODP respond to the scale and character of the local natural and built context?

The site sits within the immediate context of the golf course resort with an open park like character. Elements consistent with this character include, mature trees, shelterbelts, water bodies, manicured lawns, greens and fairways typical of a golf course development. The site itself contains the remaining rural character area east of the state highway. Distinct clusters of low density, standalone houses along Mapleham Drive, Burntwood and Taerutu Lanes contribute to the overall built form character surrounding the site. The site is located on the western edge of the resort

adjacent to State Highway 1 and Pegasus Boulevard the main entry road into the resort and Pegasus township. The state highway provides the definitive edge to the site and the wider golf resort. The site can be considered as a 'missing piece' of the overall resort area.

The key natural feature of the Taranaki Stream running through the site is reinforced in the revised ODP which allows a change in landuse from tourism on the southern side to residential on the northern side of the stream. The change in use either side of the stream is a useful approach to enable riparian setbacks, landscaping and habitat creation. The revised ODP provides a 10m setback from the edge of the stream to reinforce the natural feature as an important element in the future development of the site. It is noted that urban design guidelines also identify the need to protect the natural features within the site: *'enhance the natural waterway values and should be free of any new structures'*. However other than the setbacks the revised ODP provides little detail in how this corridor will be protected. The previous ODP as discussed above (figure 2) identifies greater protection and land given over to stormwater and riparian enhancements over and above the setbacks. It is noted that this is also illustrated in the indicative masterplan. This approach is supported over the current revised ODP to ensure natural character features are retained and enhanced.

The potential built environment, buildings, carparking and road infrastructure resultant of the proposed Activity Areas 7b and 8 within the site will create a distinctly different character when compared to the existing setting of the golf course and low density residential in its immediate surrounds as described above. Development will be more intensive and built up when compared to the surrounding park like character within intermittent clusters of low density residential development in its surrounds.

However the character effects of proposed development within the site as viewed from residential development on Burntwood Lane (the closest existing residential dwellings to the site) are managed appropriately through landscape buffer treatments. The revised ODP proposes planted landscape setbacks within the site to complement the existing shelter belt, landscape planting and pond (as part of the Activity Area 6 Golf Course) at the cul-de-sac end of Burntwood Lane provide a buffer zone to manage the character effects on the adjacent residential properties. Similarly planted landscape setbacks with the site on its northern boundary and existing planting within the Golf Course itself also provide some relief to the change in character from open space to the built outcomes of the medium density development proposed.

As discussed in the contextual discussion above the potential built form within both the proposed Activity Areas 8 and 7b will be modest at 9-10m high and two stories. However it is likely that buildings will be longer as either medium density row houses or the tourism based activity buildings in area 8. When compared to the surrounding built form of single story standalone houses on Burntwood Lane the built form will contain a different built form character. There will be some loss of character value for immediately adjacent properties however when balanced with its location on the corner of the resort and planted landscape setbacks in sensitive locations the potential development outcomes as a result of the revised ODP will result in minimal loss of character effects overall.

The design guidelines proposed by the applicant in terms of architecture including cladding materials, colour roof forms, and building form is likely to result in consistent outcomes when considering the existing clubhouse and planned future development within Activity Areas 1-4. The overall quality of the architecture illustrated in the indicative masterplan is of high quality with the potential to create a distinct and coherent new character within the site.

6.3 Connections

Will the ODP enable development that is easy to move around by multiple modes, in particular by walking and cycling to reduce dependency on the private car? Is it legible and easy to find your way around?

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones? Is it well connected to adjacent uses? Particularly by active transport modes (walking and cycling), or will it require most people to use their car to access the facilities?

The existing Pegasus Resort and golf course provides a range of 'on course' and street-based pedestrian links which makes it a highly walkable environment. This is supported by the vehicular routes along the ring road of Mapleham Drive, Burntwood Lane, Taerutu Lane and Pegasus Boulevard. No specific cycle infrastructure is apparent with the resort although it is noted internal streets have low traffic volumes which allows potential on-street cycling.

The proposed ODP provides good connectivity with the existing established movement network particularly along boundary interfaces. The proposed ODP therefore successfully connects with existing pedestrian and cycle routes within

the wider context of the Pegasus Resort. Pedestrian connectivity with existing include into the site in the northeast corner connecting with the golf course pathway and back to Mapleham Drive, from the southeast corner the revised ODP provides connection to the end of the Burntwood Lane cul-de-sac and in the southwest corner to the state highway and pedestrian crossings to Ravenswood.

As existing connections are well established connectivity to wider destinations within the resort context including access to the proposed activity areas 1-4 and the Pegasus Golf Club is relatively straight forward with well-established along existing footpaths. Vehicle connections with the Pegasus Boulevard provides a logical entry point that southeast corner of the site. It will be legible and a suitable entry from a way-finding perspective providing access for future development. The revised ODP indicates an additional vehicle access from the end of Burntwood Lane cul-del-sac to an area of proposed medium density residential development within the site. This will potentially result in additional traffic on an existing quite cul-de-sac. The logic for this connection is unclear and potentially a better solution will be to provide all vehicle connections from a main entrance off Pegasus Boulevard.

The proposed ODP provides limited information in terms of connectivity internally within the site. Pedestrian routes are not continuous across the site providing little certainty in future connectivity within the development or cross site links connecting the state highway to existing established connections within the resort. Some roads are indicated along the southern boundary and adjacent to the state highway however as previously discussed no internal roads are identified in the Activity Area 7B. It is unclear how residential development will be accessed, how dwellings will have a 'street address' and how internal legibility will work.

Overall from a connectivity perspective the revised ODP is well integrated into the sites surrounding context. Pedestrian connections are established to link up with exiting network in the resort. However internal circulation is unclear particularly across site connecting the state highway and established connections elsewhere in the resort.

As previously stated, pedestrian connectivity with the Ravenswood Town Centre and future retail, workplace and community focus is poor due to the barrier created by the state highway. This disconnect is likely to result in increased dependency on private vehicle use particularly for future residence in the 7B Activity Area medium density.

6.4 Custodianship

Does the scheme demonstrate methods for minimising its ecological footprint and demonstrate how it enhances the site and local environment?

As previously discussed the ODP recognises the Taranaki Stream as a key natural feature running through the site and associated setbacks to enable riparian landscaping and habitat creation. The revised ODP provides a 10m setback from the edge of the stream to reinforce the natural feature as an important element in the future development of the site. However other than the setbacks the revised ODP provides little detail in how this corridor will be protected. The previous ODP as discussed above (figure 2) identifies greater protection and land given over to stormwater and riparian enhancements over and above the setbacks. It is noted that this is also illustrated in the indicative masterplan. This approach is supported over the current revised ODP to ensure enhancement of local environment can be achieved.

7.0 Recommendations

The following is a summary of the key recommendations of this urban design assessment:

- 1) It is recommended that the layout of the revised ODP is reviewed to provide greater clarity in terms of the definition of residential blocks within Activity Area 7B, vehicle access, openspace provision, setbacks to the state highway and through site links. The previously proposed ODP (figure 2) could be reconsidered as a basis for a review as it provides greater clarity than the revised version.
- 2) The Urban Design Guidelines are useful in providing consistency of architecture and landscape across the resort zone. Further guidance is recommended for landscaping in terms of planting mixes for specific applications, landscaping mitigation including location size and frequency of planting within surface carparking areas in Activity Area 8, and for the vehicle movement and access within the residential Activity Zone 7B. Further guidance is also recommended for how the building modulation guidance will be implemented, the frequency of intervention and also if modulation should apply to buildings with walls less than 15m in length.

- 3) It is recommended that the revised ODP is reconsidered in relation to the Medium Density residential housing. The proposed location and contextual relationships to surrounding landuse does not enable medium density development and it is likely that future residents will be dependent on private vehicle use to access retail, employment, community and openspaces. Potentially lower density residential development could be considered as an alternative with a potential range in sizes arranged in clusters similar to the residential already developed within the resort. If medium density residential development is deemed appropriate in Activity Area 7B through the hearings process then it is recommended that the ODP is reconsidered and provides more detail in relation to
 - a) Defining specific areas of residential development similar that are more in keeping with the clustered forms of development elsewhere in the resort similar to the previous version of the ODP (figure 2) where defined areas of development were located as opposed to the generic triangular shaped area in the revised ODP.
 - b) Location of communal openspace suitable for play and informal recreation potentially giving direction to the masterplan proposal.
 - c) Greater definition of the riparian and stormwater management areas similar to the previous version of the ODP (figure 2)
 - d) Internal pedestrian links connecting to the Activity Area 8, state highway and Burntwood Lane.
 - e) Internal road layout including indicative lane widths
- 4) The revised ODP will enable development that result in a distinctly different character when compared to the existing setting of the golf course and park like surrounds. However character effects are mitigated appropriated with onsite landscape setbacks and existing planting within the golf course.
- 5) Tourism destination in the proposed location, with compatible but different activities to tourism destinations in the wider resort is appropriate. Although the built form outcome will have some effect on surrounding character the scale, height and setback location of buildings will minimise the disconnect from a built form perspective.
- 6) Overall from a connectivity perspective the revised ODP is well integrated into the sites surrounding context. Pedestrian connections are established to link up with exiting network in the resort. However internal circulation is unclear particularly across site connecting the state highway and established connections elsewhere in the resort.

End.