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**Subject: Statement of Evidence for Proposed District Plan (PDP)**

## **Hearing 15D - Rezoning Kerikeri-Waipapa**

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### **1. Introduction**

#### **Purpose of this document**

This Statement of Expert Evidence is prepared on behalf of Vision Kerikeri (VKK), Our Kerikeri Trust (OKK), Carbon Neutral Trust (CNT), and Kapiro Conservation Trust (KCT), collectively referred to as "the Community Groups", for purpose of Hearing 15D of the Proposed Far North District Plan (PDP), focusing specifically on the following matters related to Kerikeri and Waipapa:

- Post- hearing 14 evidence provided by FNDC & implications on urban zones, incl. new zones
- New zones - Town Centre Zone, Medium Density Residential Zone
- Turnstone Trust, S499
- Kiwi Fresh Orange Company Limited, S554

This evidence provides a professional commentary based on architectural and master planning expertise, offering observations and recommendations from an urban planning perspective.

I have no conflict of interest to declare. While this statement represents an independent opinion, it is provided to assist Community Groups in achieving their objectives within the PDP Hearing process.

#### **About Author**

My professional qualifications as a Registered Architect (NZIA) with a Master's degree in Architecture and Urban Planning, coupled with 16 years of experience in residential, commercial, and institutional design and master planning across New Zealand and Europe, inform the assessments contained herein. My expertise in this context includes the "look and feel" of the street, building incorporation and spatial implications, height and bulk, façade massing, CPTED (Crime Prevention Through Environmental Design) principles, material quality, building articulation, connectivity across sites, and place-making through landscaping and street planning, all of which are highly relevant to urban design outcomes and matters considered under the Resource Management Act (RMA) and district plans.

Living and working within Northland also grants me a practical familiarity with Kerikeri, which is invaluable.

## 2. Background & Link to Hearing 14 (Urban)

This statement is built upon- and should be read in conjunction with the materials submitted for Hearing 14 (attached) in relation to **Kerikeri** and **Waipapa**:

- VKK CNT KCT statement Hearing 14 climate matters
- Statement by OKK VKK CNT KCT Hearing 14 final
- 250703 Hearing 14 Statement - KASA Architects
- Kerikeri-Waipapa Spatial Plan Feedback - KASA Arch (in context of the KFO site)

The outcomes sought by Community Groups through Hearing 14 make it clear that rezoning decisions (including under Hearing 15D) cannot be approached in isolation, nor simply through the current PDP chapter wording. **Rezoning must be embedded within a holistic, design-led urban planning framework** that ensures Kerikeri and Waipapa develop in a way that is consistent with the Spatial Plan and the communities' long-term aspirations to ensure **human-scale and context-sensitive outcomes**.

Rezoning in Kerikeri and Waipapa **cannot precede or substitute for the preparation of mandatory Structure Plans, Urban Design Code / Guidelines, and Staging Plans** that are developed with community and mana whenua consultation. Without these, rezoning risks locking in fragmented, car-dependent, and poorly scaled development contrary to the Spatial Plan vision. Therefore, rezoning support at Hearing 15D is conditional upon a design-led approach that delivers human-scale, resilient, and community-driven outcomes.

Design-led frameworks must be developed in full consultation with community groups, local hāpu, and other stakeholders. **Until these frameworks are operative, rezoning should proceed cautiously and be supported by Character Overlays to maintain human-scale and context-sensitive outcomes.**

The Community Groups' submissions indicate the following **key integrated principles**:

- **Village Character and Central Zone Activation**
    - **H14 link:** Shift from permissive to prescriptive planning; mandatory Master Plans and Design Guidelines; enhanced public notification; frontage HIRB.
    - **H15D implication:** Rezoning in central Kerikeri must not enable ad-hoc, oversized development that undermines the human-scaled, low-rise village character. Until a legally binding design-led framework is adopted into the PDP, "more than minor" breaches of maximum height and HIRB should be non-compliant and subject to publicly notified consent. The height and scale expectations must be further defined through Design Guidelines and Structure Plans to ensure visual consistency with surrounding built form and topography. Larger and taller buildings may be appropriate but only in designated growth areas (e.g. SH10/Brownlie "Business Centre"), not in the town heart.
- Wide paved footpaths in the central zones are important for town centre activation. These paved areas can either be public and addressed in masterplans & design guidelines; however, in absence of these documents, the desired outcome is sought via PDP-integrated requirements for building setbacks.

- **Integrated Transport and Connectivity**

- **H14 link:** Integrated transport and connectivity policies; active transport networks; cumulative traffic effects management in alignment with adopted Spatial Plan.
- **H15D implication:** Rezoning for new growth areas must demonstrate clear provision for multi-modal connectivity, not just reliance on existing congested road networks. A design-led rezoning framework must deliver connected pedestrian, cycle, and blue-green link networks, ensuring developments contribute to transport resilience and improved public access to natural assets. Where reliant on zone chapters only, other means such as overlays or structure plans (for significant subdivisions) must be considered to achieve the desired outcome.  
Structure-plan conditions for large rezonings (e.g. Turnstone and KFO) should specify active-mode corridors consistent with the aspirations of Kerikeri Waipapa Spatial Plan (2025) and NZ Transport Agency design guidance.

- **Environmental Protection and Climate Resilience**

- **H14 link:** Quality outdoor space and permeability; public spaces, amenity and landscaping.
- **H15D implication:** Rezoning should not proceed without robust rules for stream and wetland protection, long-term stormwater management, and climate resilience measures. Design-led provisions must ensure accessible green corridors and water-sensitive urban design that reflect Spatial Plan objectives for celebrating Te Taiao. Bare district plan relies on applicant's discretion where natural protection and public green corridors across large sites are often overlooked.

- **Strategic and Phased Growth**

- **H14 link:** Strategic use of topography; policies for public amenity and landscaping; light industrial amenity improvements.
- **H15D implication:** Any significant rezoning must align with the **Kerikeri-Waipapa Spatial Plan** and be supported by **staging plans** where each stage integrates with existing patterns of development, provides diverse housing types, and contributes to public amenity. Rezoning must also account for the area's challenging topography to balance growth, height, and character. Growth is supported where it is **planned, connected, and community-oriented**, not when driven solely by short-term developer yield.  
Structure-plan staging must demonstrate infrastructure readiness and sequencing before development can commence – ensuring coordination with wastewater, storm-water and transport upgrades under the FNDC Long-Term Plan (2024-34).

### 3. Methodology

Each rezoning proposal (Turnstone Trust S499, Kiwi Fresh Orange S554, and the PDP-introduced MDRZ and MUZ areas) is assessed against Appendix 2 ("[Rezoning Guidance Criteria and Evaluation Frameworks](#)") criteria for strategic fit, design integration, and alignment with NPS-UD objectives and Section 32AA of the Resource Management Act (RMA).

My approach involved: review core planning documents and submissions; review of Statements of Evidence provided by FNDC, compare these with Community Group objectives; identify alignment and differences; suggest method of integration of design-led framework, formulate a strategic approach to meet Community Groups' objectives; outline necessary changes; and provide further recommendations based on my professional knowledge.

#### **Material reviewed:**

Submissions by Community Groups:

- OKK fs 047 Brownlie Turnstone Kainga Ora etc 09.2023
- VKK 521 climate 10.2022
- VKK 522 urban rural planning submission 10.2022
- VKK 524 active transport cycling 10.2022
- VKK 527 environment biodiversity submission 10.2022
- S528
- FS569 Vision Kerikeri 2
- FS570 Vision Kerikeri 3
- S446, S449 Kapiro Conservation Trust
- FS62 Kapiro Conservation Trust 1
- FS566 Kapiro Conservation Trust 2
- S529 Carbon Neutral NZ Trust

These materials collectively demonstrate that Community Groups have consistently promoted compact, connected, and design-led growth principles since 2022 — positions now partially acknowledged in Council and officer evidence.

Submissions and materials by others:

- Kainga Ora 561 urban and multi
- Kainga Ora FS 243
- Proposed-District-Plan-Submission-499-Turnstone-Trust
- Proposed-District-Plan-Submission-554-Kiwifresh-Orange-Company-Limited
- Turnstone Draft Concept - Kerikeri Riverside Precinct 18th October 2023
- Further submitters' materials shared on [FNDC Hearing 15D - Rezoning](#)

[Proposed District Plan 3/2025](#)

[Adopted Spatial Plan \(6/2025\)](#)

[FNDC Hearing 14 - Urban](#) , [S42A Urban](#)



Section 32 Reports:

<https://www.fndc.govt.nz/your-council/district-plan/proposed-district-plan/Related-documents/section-32-reports>  
[https://www.fndc.govt.nz/\\_data/assets/pdf\\_file/0017/18080/section-32-urban-environment.pdf](https://www.fndc.govt.nz/_data/assets/pdf_file/0017/18080/section-32-urban-environment.pdf)

Reports and Statements on [FNDC Hearing 15D - Rezoning](#), particularly:

- [S42A Report Rezoning Requests 15D Urban](#)
- [Jane Rennie on TCZ](#)
- [Jane Rennie on MDRZ](#)
- [Jane Rennie's memo on my and community groups' statement for Hearing 14](#)
- [Jane Rennie on Turnstone Trust Rezoning](#)
- [Jane Rennie on KFO](#)
- [M. a. Lindenberg on KFO](#)
- [Officers Recommended Amendments to MDRZ Chapter as sought by Kāinga Ora](#)
- [Recommended amendments to the PDP Maps Rezoning](#)

## 4. Integration of Design-Led Planning Framework

### Legal & SoE by Others Following Hearing 14

Statements prepared for Council by Jane Rennie on [MDRZ](#) and [TCZ](#) emphasises importance of built form outcomes, character, public realm, amenity, activation of street-front, etc. These values greatly align with Community groups' objectives.

From the National Policy Statement on Urban Development 2020 (NPS-UD):

- Councils must ensure well-functioning urban environments that enable people's wellbeing, health, safety etc. [Ministry for the Environment](#)
- Councils are required to provide for intensification, and ensure planning documents (district plans, regional policy statements) give effect to those objectives and policies. [Ministry for the Environment](#)
- The implementation guidance (e.g. Ministry for the Environment's "Understanding and implementing intensification provisions") suggests that councils use structure plans, precincts, overlays, design guidance, etc., to help achieve the outcomes required under NPS-UD (e.g. walkability, good accessibility, housing choice, quality built form). [Ministry for the Environment](#)

Although NPS-UD does *not* always explicitly compel a "masterplan / design guide on every site" in all situations, it gives strong policy weight to ensuring that intensification is done *well*, which includes considering public realm, built form, amenity etc. The **obligation to engage with the public** and with Māori / mana whenua is also part of NPS-UD. [NPS on Urban Development](#)

The community groups support the intensification in general however, as currently written, there is a misalignment between objectives and desired outcomes of the Spatial Plan, NPS-UD and the reliance on PDP which cannot ensure delivery of a high quality environment beyond developers' will, unless further

urban design quality controls are in place. This will not be achieved by a bare wording in PDP chapters. Public spaces in Kerikeri are car-dominated and - according to Community Groups — not thriving, contrary to [Ms Rennie's TCZ evidence](#) (para 3.10). An improvement of these spaces cannot be delivered by reliance on PDP outcomes alone.

Regardless of final implemented zoning, as elaborated in my SoE, and Community Groups' statement for Hearing 14, design-led planning framework (mandatory master plans / structure plan and design guidelines) should be applied to the urban areas to ensure that key attributes or values are integrated into built form and landscape outcomes.

This opinion was supported in a memo [Appendix 3 prepared by Jane Rennie](#) in response to Hearing 14 s42A para 119, as follows; *"...there is a **role for future master planning and design guidelines in ensuring good practice outcomes within different urban environments**, particularly town centre and medium density areas where larger scale change is anticipated."* , *"I consider that this work [design guidelines] **should be undertaken prior to determining how the District Plan provisions should be amended** (in due course) to address broader master planning, character and urban design matters. I consider that this will enable a more careful and targeted evaluation of the appropriate mechanisms to manage urban change from an urban design perspective. An assessment of character (both built and landscape) will be important as part of these investigations."* And, *"In addition, it is also relevant to **consider the role of 'Urban Design Panels'** and more targeted assessment matters as part of consent pathways for larger-scale projects.* Further, she notes *"Kerikeri Waipapa Spatial Plan includes an action to prepare a structure plan for Kerikeri as part of a broader Urban Design Framework"* which will cover *"The quality of the public realm within Kerikeri town centre"*.

While this is positive, there is **no clarity on public consultation, timing and integration of the design-led planning framework**, including interim provisions. Community Groups noted historic insufficient consultation of the KWSP planning team with them. Future design-led documents must therefore include **explicit consultation protocols with Community Groups** and mana whenua prior to Council adoption or certification.

## Proposed Integration

I acknowledge that preparing full masterplans, structure plans, and design guidelines requires significant technical work, consultation, resources, and time. However, to avoid long delays and to ensure built form and public realm quality from the outset, I propose the following integration mechanisms and additional changes in PDP:

- statutory embedding of masterplans/design guidelines in the PDP,
- binding timelines for adoption, and
- baseline changes in the PDP to ensure appropriate outcomes **until** the design guidelines and masterplans are completed and notified, with qualitative guidance adding on top.

### (A) Timing / Resourcing Clause (for MUZ, MDRZ, GRZ)

Note: This SoE opposes TCZ, hence omitted.

- **Policy [new]:** Within **12 months of the District Plan becoming operative**, Council must prepare, notify, and adopt master/structure plans and urban design guidelines for all Multi-Use Zones

(MUZ), Medium-Density Residential Zones (MDRZ), and General Residential Zones (GRZ) identified for growth in the Spatial Plan.

- These plans must be subject to **full public consultation under the Schedule 1 RMA process** to ensure communities have a statutory role in shaping their centres and neighbourhoods.
- For **high-impact or large-scale developments (sites greater than 0.5 ha in MUZ/MDRZ and 1 ha in GRZ)**, the developer must prepare a Structure Plan and Design Code (or detailed masterplan) at their own cost, followed by public consultation and Council notification of the final document before rezoning takes effect.
- No resource consent applications in MUZ, MDRZ, or GRZ shall be granted unless they are consistent with the adopted masterplan and design guide once these documents are operative.

## **(B) Baseline Human-Scale Rules & Standards**

These rules shall apply permanently in MUZ, MDRZ, and GRZ from the date the District Plan becomes operative. They provide measurable baseline human-scale protections. When structure plans and design guidelines are adopted, they will add qualitative design guidance (facade treatment, materials, landscaping, active street furniture etc.) but will **not replace** these rules.

### **MUZ (with Character Overlay replacing TCZ)**

- **Residential activity on ground floor:** permitted unless mapped as a pedestrian frontage. Reflects Kāinga Ora Hearing 14 evidence and s42A acceptance that blanket prohibitions are counter-productive in small-town contexts with limited commercial viability. Residential activity increases passive surveillance.
- **Street Setback:** Minimum **3 m** setback from street boundary (excluding verandah roofs).
  - Note: The 3 m setback is based on the VKK statement at Hearing 14. While it was **not** originally my recommendation in my SoE for Hearing 14 (weaker active edge, CPTED due to discontinuity between existing and new frontage), I now support it because there is no other provision ensuring widened people-oriented public space. If a master plan demonstrates adequate activated and widened public space in the central zones, for example pedestrian-only access, this frontage setback rule may be revisited. Ms Rennie signals that streetscape / engineering standards may need revision; and that these broader public realm issues are often best addressed through master planning and structure planning via Spatial Plan. However, as noted before, due to lack of surety and timing, I suggest that a setback provision is put in PDP. Refer New Zealand precedents in [Appendix A](#).
- **Street Activation: Minimum 65% clear glazing** to a height of 2.8 m on street-facing façade; active uses (entrances, windows) facing street; blank wall lengths no more than **8 m**. Stricter rules, streetscape and verandah apply under [Kerikeri Town Centre Overlay](#).
- **Façade Articulation / Modulation:** Façades must be broken into modules no wider than **12 m**, with changes of plane, depth or material. Large façades should be visually subdivided so their scale relates to human proportions (e.g. via vertical or horizontal rhythm, windows, bays).
- **Upper Storey Height / Recession:** Height-in-Relation-to-Boundary (HIRB) control: **8 m + 60°** recession plane from street boundary to retain human-scale, village character.

- **Landscaping / Public Realm Edge:** Where setback allows, provide paving and landscaped planting (street trees, planter boxes) in the front yard / verge; ensure pedestrian circulation and seating or street furniture where possible.

An evolution of the above rules (including sketches) is elaborated in [Appendix I](#).

Full working is outlined further in this document, refer [NEW ZONES - MUZ](#).

## MDRZ

- **MDRZ policy wording clarified:** non-residential activities ancillary to residential use (e.g., small café serving local residents) may be considered positively where effects are minor and they contribute to activation of public space or riverfront edges.
- **Street Setback:** Minimum **1.5 m** front yard setback.
- **Façade Articulation:** Any street-facing façade must include a change in plane or material at intervals no greater than **12 m**.
- **Glazing:** Minimum **20% glazing** on street-facing façades between 0.8-2.2 m above floor level.
- **Upper Storey Height / Recession:** HIRB control of **8 m + 60°** from the street boundary.
- **Landscaping:** Front yard planting, street trees in verge, buffer between public footpath and building where feasible; ensure pedestrian amenity (lighting, shelter, passive surveillance from windows etc.).
- **Clarify height range:** up to 11+1 m for roof (1 – 3 storeys). Heights must respect landform and neighbouring context to reduce visual dominance on sloping sites.
- **Waterfront Overlay:** Mapped sites orient entrances, glazing and outdoor seating toward the river or public space, while low fence contributes to activation and passive surveillance.

## GRZ

- **Street Setback:** Minimum **3 m** front yard.
- **Glazing:** Minimum **20% glazing** on street-facing façades between 0.8-2.2 m above floor level.
- **Façade Articulation:** No uninterrupted wall longer than **12 m** facing a public street; changes of material, plane or depth required.
- **Landscaping / Edge Treatment:** Front yard planting, buffer planting, ensure privacy and amenity while maintaining passive surveillance; street trees / planting where road-verge allows.
- **Clarify height range:** up to 8 m (1 – 2 storeys). Heights must respect landform and neighbouring context to reduce visual dominance on sloping sites.

In addition to the above, I propose the following changes:

## Zone Objective (MUZ, MDRZ, GRZ)

- **Objective – Vibrant and Pedestrian-Friendly Streetscapes**  
To ensure that development contributes to vibrant, safe, and attractive streetscapes characterised by active frontages, high quality public spaces, human-scale design, and well-landscaped edges, which enhance community life and local identity.

## Zone Policies

- **Policy – Active Frontages**

Require all buildings fronting primary or designated streets in MUZ to provide walking-oriented design: pedestrian entrances, glazing and windows to the street, verandahs or awnings, shelter and signage consistent with a pedestrian scale.

Residential activity at ground floor outside mapped pedestrian-frontage areas is acceptable where it maintains visual connection and passive surveillance to the street.

- **Policy – Façade Quality and Modulation**

Encourage façade treatments that break large building masses into visually smaller elements through variation in material, rhythm, fenestration, projections or recesses, to respond to local character and create human scale.

- **Policy – Public Realm and Landscape Integration**

Ensure that new development contributes positively to the public realm via landscaping, street trees, furniture, lighting, and buffer planting; that setbacks and space at the street edge are designed to support pedestrian comfort, safety, and amenity. Large developments shall consider pedestrian connectivity across the site in the town-wide context.

- **Policy – Transition to Adjacent Zones**

Require development in MUZ/MDRZ zones adjacent to lower density or character zones to provide appropriate transitions in scale and form (e.g. via stepping, reduced height, increased setbacks or recessions).

These additions help ensure that:

- The **baseline rules** give measurable, enforceable protection for human scale, active frontage, amenity.
- The **objectives & policies** embed expectations for public realm, landscape, façade quality so that design guidelines have strong policy hooks.
- There is consistency with **NPS-UD** in enabling well-functioning urban environments, providing for amenity, accessibility, and good design.

Once the design-led framework is integrated in the District Plan, the zone chapters' wording above can be revisited.

## **High-impact developments**

Local communities are best placed to understand how high-impact large-scale development will affect the **character and public spaces** of their town. This local context is not always captured by peer reviewers or design experts from outside the area. While a **Design Review Panel** / peer review (suggested by [Ms Rennie in her memo](#) para 9, 14) may provide useful technical input, it **does not guarantee statutory community involvement or binding quality standards**.

Community groups remain concerned that, once rezoning has been approved, high-profile large-scale developments could proceed before urban design guidelines and structure plans are in place, relying on discretionary activity status and vague policies open to wide interpretation.

To balance **community input** with **property rights under RMA s32**, I propose the following:

**1) Interim period – until design guidelines and structure plans are operative:**

- Developments of **high impact** (yet to be defined) or larger than **0.5ha in MUZ/MDRZ** (and **1ha in GRZ**), shall be **publicly notified** unless the applicant provides a **Council-approved masterplan** demonstrating compliance with PDP objectives and policies. Note the added **Policy – Public Realm** as above.

This approach is consistent with the **NPS-UD** in ensuring well-functioning urban environments that reflect local character and values, while giving developers a clear alternative pathway.

**2) Long-term – once design guidelines and structure plans are operative:**

- Public notification is no longer automatically required, as the design framework itself provides certainty. Applications must simply demonstrate consistency with the operative masterplan and design guidelines.

This approach ensures that in the **interim** period, communities retain a meaningful say in shaping large-scale development, while in the **long-term**, certainty and efficiency are provided for both landowners and the public realm through a robust design-led framework.

It aligns with RMA Schedule 1 Clause 16(2) and FNDC Appendix 2 Rezoning Guidance by linking developer obligations to certified structure-plan documents rather than ad-hoc consent triggers.

## **Public Access in Private Developments**

The Spatial Plan's and NSP-UD's aspirations for walkable, well-connected neighbourhoods are undermined when large sites ("superlots"), such as private residential villages, retirement communities, or gated developments, restrict or discourage public walking and cycling access across their land. These barriers fragment movement networks, reduce permeability, and diminish public access to key destinations such as rivers, reserves, schools, and commercial areas.

To address this, a new **District-wide Policy – "Public Access in Private Developments"** should be introduced:

### **POL – Public Access in Private Developments**

- a. Ensure all large or privately managed developments maintain pedestrian and cycle connectivity consistent with the surrounding street-block network, or provide at least one public access for every 10 ha of net developable area, whichever results in the denser network.
- b. Each access must be of an appropriate width, **but no less than 1.5 m**.
- c. Where development adjoins a public open space or riverfront reserve, provide a continuous public walkway and cycleway along that interface.
- d. Secure easement or vesting before s224(c) certification; vesting encouraged where practicable.
- e. Where areas are vested in Council, the vesting plan shall include provision for playgrounds and active recreation spaces to be maintained as extensions of adjoining reserves.

## 5. NEW ZONES

### Town Centre Zone

This section addresses the proposal to introduce a Town Centre Zone (TCZ) within central Kerikeri through the Proposed District Plan (PDP). **We continue to oppose the introduction of a TCZ** in its current form as recommended in [Ms Rennie's evidence](#) and the [s42A Report](#). We propose that the **Mixed Use Zone (MUZ)** be **retained, its boundary expanded, and a Character Overlay applied** over the Kerikeri centre.

While Community Groups recognise the importance of providing for growth and intensification in accordance with the National Policy Statement on Urban Development (NPS-UD) and the Far North District Council's strategic direction, they do not support a separate TCZ for Kerikeri because it **lacks evidential basis, consultation, and design-led integration**.

In my opinion, the existing MUZ, as **mapped and assessed in the Kerikeri–Waipapa Spatial Plan (KWSP, Te Pātukurea)**, already **provides sufficient capacity to meet projected demand**. The introduction of a TCZ is inconsistent with statutory requirements for evidence-based planning, was not consulted upon, and risks undermining **the human-scale and distinctive village qualities** of Kerikeri that support its function and attractiveness as a local and regional centre.

### Policy Context

#### National Policy Statement on Urban Development (NPS-UD)

- FNDC is a Tier 3 authority. Under Policy 5, district plans must enable a level of density commensurate with either demand or planned **active/public transport**. Kerikeri has minimal public transport, and demand is modest compared with Tier 1 and 2 cities.
- Clause 3.10 requires local authorities to base zoning on **Housing and Business Assessments (HBAs)** to ensure sufficient capacity. KWSP and its HBA concluded that MUZ zoning was adequate to accommodate projected demand.
- Clause 3.11 requires **evidence-based changes to plans**. No such evidence (HBA, infrastructure or traffic assessments) has been provided to justify the TCZ.

#### RMA Section 32

- Requires any rezoning to be the most efficient and effective means to achieve objectives. In the absence of **supporting technical evidence**, the TCZ fails to satisfy s32 obligations.
- The introduction of a new zone through a submission, **without meaningful community consultation**, raises concerns of natural justice and procedural fairness.

#### Kerikeri–Waipapa Spatial Plan (Te Pātukurea)

- KWSP (2025) is the adopted Future Development Strategy for the area. It models high-growth scenarios (20,000–24,000 population by 2054) and identifies sufficient capacity through MUZ and MDRZ.
- KWSP consultation documents did not present TCZ as an option. The visual material showed buildings of 1–3 storeys, consistent with MUZ and village character expectations.

- Importantly, KWSP did not identify a need for a TCZ. This indicates the proposal to introduce TCZ in the PDP is inconsistent with the Council’s own strategic planning framework.

## Process and Natural Justice

- TCZ was not included in the notified PDP.
- While rezoning requests of private land owners are required to be evidence based, and in many cases opposed in s42a, a new zone adding one or more additional storeys across the entire Kerikeri centre is supported in s42a without any testing.
- It was **introduced solely through a Kainga Ora submission**, which applied a “template” approach suggesting that all MUZ in Kerikeri should become TCZ (up to 22m).
- Kainga Ora **did not provide any localised evidence** (HBA, infrastructure reports, traffic modelling, or design-led frameworks) to demonstrate why TCZ is needed in Kerikeri.
- As a result, Community Groups were deprived of meaningful consultation on a proposal with significant long-term implications for character, amenity, and infrastructure.

## Capacity and Demand

- Kerikeri’s current population is ~14,000. Even under high projections, growth is expected to reach 20,000–24,000 by 2054. This remains **small compared with Tier 2 cities**.
- KWSP’s HBA identified a need for 3 260 dwellings (with a “blue-skies” projection of 4 690). The combination of MUZ and MDRZ already provides ample capacity.
- Introducing TCZ would provide capacity for well over 5,000 dwellings — **significantly exceeding demand**.
- Community groups recognise the need for growth and intensification, but Kerikeri is not a land-constrained urban environment in the way that larger Tier 1 or Tier 2 cities are. There is sufficient land supply around Kerikeri to accommodate infill and moderate, managed increases in density. Accordingly, required capacity can be achieved while maintaining the 1 – 3 storey village scale that defines the Kerikeri ridgeline.
- Oversupply of zoned capacity risks inefficient infrastructure investment, speculative land banking, and fragmented development patterns — contrary to the purpose of the NPS-UD, which emphasises well-functioning urban environments.

## Urban Design and Character Considerations

- Kerikeri is defined by its village character: predominantly 1–2 storey buildings clustered along a ridgeline.
- A TCZ allowing 15–22m buildings **would introduce a scale fundamentally out of proportion to the existing context**, resulting in visual dominance, shadowing, and loss of human scale.
- Tall buildings on the ridgeline (even 4 stories) would compromise views and erode the identity of the town centre as a distinctive destination.
- These outcomes are inconsistent with Far North 2100, which emphasises sense of place, community wellbeing, and placemaking.
- The proposed Character Overlay (MUZ with character controls) offers a more proportionate response by embedding design standards and height limits without introducing a new zone.



## Infrastructure and Transport

- Intensification at TCZ levels has **not been tested against stormwater, three waters, or transport infrastructure capacity**.
- KWSP acknowledged the **need for staged and sequenced growth aligned with infrastructure funding**. TCZ, by contrast, represents an unsequenced jump that the infrastructure network cannot support.
- Kerikeri is **highly car-dependent**. Unlike Tier 1 cities, there is no viable public transport system. Given this, the automatic removal of parking minimums under TCZ would exacerbate congestion and undermine the centre's functionality.

## Need for Intensification — But in Appropriate Locations

- I acknowledge that intensification is necessary to avoid sprawl, deliver housing choice, and achieve compact urban form.
- The Spatial Plan already provides for intensification in **MUZ** and **targeted MDRZ areas**, including along the riverfront and southern Kerikeri Road, where capacity, integration and master planning can be achieved.
- These areas represent appropriate locations for growth — not the sensitive ridgeline of the existing town centre.
- Therefore, intensification should proceed via the Spatial Plan framework, supported by the design-led instruments described earlier in this Statement, rather than through an untested TCZ.

## Allocation of further intensification beyond KWSP:

Kerikeri's growth can be accommodated through infill and moderate density increases across MUZ and MDRZ land without exceeding 12 m in the character-retaining centre.

Further intensification should occur in the following locations (with design-led guidance in place):

### A. Turnstone (Turnstone) property

Within walkable distance to amenities; introduces a distinct new character. Beyond the proposed MUZ, riverfront edges may support MDRZ typologies (see separate section).

### B. Areas close to schools

Walkable to amenities; MDRZ with on-site parking adequate for residents.

### C. Areas close to SH10

Potential for a commercial node with buildings over 12 m; consistent with historic town patterns where taller buildings sit outside heritage cores (e.g. Ponsonby, Napier).

### D. KFO / Brownlie

Large, available site near Kerikeri, offering a self-sufficient suburb with proximity to SH10, multi-modal access and nature integration; refer to KFO section.

## Comparison of TCZ and MUZ

To understand what is the desired realistic outcome, I reviewed the objectives from community groups (VKK / OKK / Our Kerikeri) from Hearing 14, namely:

- Maximum height ~ **12 m** in central Kerikeri
- Street setbacks (upper levels setback/back from street)
- Emphasis on human scale / small-scale buildings, avoiding visual bulk
- Wide, paved, pedestrian-friendly public realm / high amenity streetscape
- Strong streetscape interface (verandahs or awnings, display windows)
- Good permeability, sunlight access, avoiding overshadowing

Then I compared:

1. The likely outcome under the Proposed District Plan's **MUZ** and **TCZ** as per the [s42A recommendations Appendix 3](#) and [S42A Report Rezoning Requests 15D Urban](#) (i.e. what zones are likely to allow in terms of permitted height, density, etc.).
2. A **Town Centre Zone (TCZ) precedent** in a similar council / Tier-3 towns: **Kaipara District**. I selected Kaipara because its proposed/operative district plan has a "Commercial / Town Centre / Business / Centre" zone that allows intensification but with controls that perhaps are more moderate than what is being proposed for Kerikeri TCZ.
3. Desired outcomes of submitters - Community Groups and Kainga Ora whose submission triggered the introduction of TCZ.

## Comparative controls table — Kerikeri (community goals / MUZ) vs Kaipara precedent vs TCZ ask/recommendation

Item	Community groups' goals (VKK / OKK — Hearing 14)	MUZ (Kerikeri) — Likely / ePDP naming & s42A refs	Kaipara precedent (Commercial / Town-Centre style zone) — key controls	TCZ — Kāinga Ora ask / likely outcome (Hearing 15D / S42A / Rennie)
<b>Permitted Activity</b>	Commercial shops, cafes, and offices on the ground floor with terraced apartments above. Integration of residential typologies with "active frontages". Ground-floor residential activity acceptable.	Enables a range of commercial, community, civic, and residential activities. New residential activities, retirement facilities, and visitor accommodation are not permitted on the ground floor to ensure active street frontages.	The Kaipara District Plan is "effects-based". Activities are permitted as long as they comply with the performance standards of the zone.	Greater commercial intensification. It is anticipated to provide for a mix of town centre activities and a high-quality amenity. <b>Kāinga Ora</b> asked for ground-floor residential activity. Likely outcome will allow ground floor residential activity, except where a pedestrian frontage is identified.
<b>Height (max / storeys)</b>	~11+1 m (1–3 storeys) to preserve village character. (VKK objectives).	MUZ (Mixed Use Zone in ePDP) typically envisages ~12 m / 3 storeys as the town main-street outcome; S42A discussed MUZ heights — see <b>MUZ-S1 / S42A Key Issue 23</b> for how MUZ heights were considered.	Kaipara Commercial zone intent: <b>predominantly 1–3 storeys</b> ; some contexts up to ~12–15 m depending on street and design (see Kaipara PDP Commercial s32 and Operative guidance).	<b>Kāinga Ora asked for broadly higher TCZ</b> (KO sought up to ~22 m across parts of MUZ). FNDC urban design expert (Jane Rennie) recommends compromise ~15–16 m in parts of TCZ (not the full 22 m). S42A accepted in part but deferred spatial detail to 15D.

<p><b>Height in Relation to Boundary (HIRB) / setbacks / road-wall recession plane</b></p>	<p>Strong preference: <b>frontage HIRB / upper-level setback</b> (e.g. 8 m + 60° recession plane on high street). 3m setbacks in MUZ</p>	<p>ePDP MUZ: MUZ-S2 / MUZ rules show Minimum 3 m setback from boundaries adjoining specified residential / open space zones. No road setback in pedestrian frontage overlays. But S42A &amp; Rennie’s evidence argue for upper-level setback or <b>frontage 60° recession plane at ~8 m</b> to control perceived bulk See S42A Key Issue discussion &amp; Rennie’s memo.</p>	<p>Kaipara: commercial centres generally <b>built to the street</b> at ground floor but upper levels are often <b>required to step back or be designed to reduce bulk; Kaipara design guidance supports stepping/terracing where appropriate</b> (policy/design aims in s32).</p>	<p>KO’s submission sought greater bulk / height. Minimal setbacks, built to street edge in frontages; side/rear controlled by HIRB (60° from 4 m)— S42A / Rennie: Rennie supports KO, emphasising built edge urban form with minimal street setbacks, moderated by façade design and active frontage rules. Rennie <b>does not support a general front-of-street setback</b>, but acknowledges <b>upper level setback / HIRB could be beneficial</b>. Rennie recommended targeted further work (3D modelling) and suggested 15–16 m as balance; she did not endorse wholesale street-setback rules in TCZ as drafted.</p>
<p><b>Façade / active frontage (verandahs, glazing, ground-floor activation)</b></p>	<p>Strong: continuous active frontages, verandahs/awnings, shopfront glazing, avoid blank facades. (VKK/OKK asks — Hearing 14).</p>	<p>MUZ in ePDP intends ground-floor commercial with apartments above — pedestrian frontage overlays exist (pedestrian frontage controls in MUZ). However community seeks <b>stronger mandatory active frontage and ground-floor use rules</b> than current MUZ. (See MUZ-P5 suggested amendments).</p>	<p>Kaipara Commercial: policy expects active frontage, built to boundary in main street, façade activation and verandahs where appropriate (policy/guidance in Kaipara PDP Commercial chapter / s32). Good precedent for requiring active ground floor with residential above.</p>	<p>KO/TCZ approach: TCZ envisages a more intense mixed-use frontage (commercial + residential). Rennie endorses <b>design-led activation</b> but flagged need for <b>design guidance / further work</b>. Community seeks to make these mandatory; Rennie suggested possible targeted 8 m height limit along main high street but left detailed design guidance to later work.</p>

<b>Landscaping / public realm / pedestrian amenity</b>	Wide paved public areas, tree canopy, seating, pedestrian priority, and placemaking; masterplan/placemaking funding requested.	MUZ includes pedestrian frontage overlay and some streetscape expectations, but <b>no mandatory masterplans or binding design guidelines</b> in PDP yet — community asks for statutory design/placemaking integration. (See KASA recommendation for mandatory masterplans and MUZ-P5 changes).	Kaipara: Commercial zone policies emphasise street amenity, pedestrian movement, and public realm treatments; <b>design guidance in PDP and precincts</b> can require streetscape/landscaping. Kaipara also ties parking/loading to site layout that supports pedestrian amenity.	TCZ as proposed risks reduced public-realm quality unless <b>mandatory urban design / masterplan controls</b> are attached. Rennie recognises need for design outcomes and suggests design guidelines may help, but S42A / FNDC did not include binding guidelines at PDP stage — Rennie left detailed design work to subsequent processes.
<b>Permitted commercial GFA / large-format retail (caps / thresholds)</b>	Community: avoid large-format retail in central town (caps ~400 m <sup>2</sup> /tenancy proposed for MUZ ground floor to protect small-scale retail).	MUZ: community proposed to explicitly avoid <b>large format retail &gt; 400 m<sup>2</sup></b> in MUZ. ePDP MUZ-P5 indicates “restriction” of large format retail activity over 400 m <sup>2</sup> , and related S42A notes discuss incompatible activities and the need for caps.	Kaipara: Commercial zone policies allow a range of retail activity; larger format retail is often directed to specific precincts/industrial/commercial areas and may require discretionary consents. Kaipara parking/loading Appendix thresholds (loading requirements) apply by GFA bands ( <a href="#">Appendix 25C schedules</a> ).	KO’s submission leaned to enabling a broader range of commercial activity in TCZ (larger floorplates). S42A / Rennie: Rennie recommends moderation (15–16 m) and design controls; community sought a 400 m <sup>2</sup> cap and Rennie’s work indicates caution on large retail in core.

<b>Parking rates / approach</b>	Community wants balanced parking to maintain access — not to be left with a car-park-less centre while town remains car-dependent.	MUZ / ePDP: MUZ is expected to align with NPS-UD direction which can remove minimum parking in higher-intensity centre zones — S42A flagged this as an issue and community cautioned about removing parking minima in a car-dependent town. (See MUZ-S10 & S42A commentary).	Kaipara: retains an Appendix-based <b>minimum parking schedule</b> ( <a href="#">Appendix 25C schedules</a> ). — explicit minima by activity type / GFA; allows flexibility in some precincts but requires on-site parking/loading where realistic.	KO/TCZ: TCZ often assumes reduced/removed minimums (to encourage public transport / active modes). In Kerikeri's case KO/TCZ did not present a robust parking transition plan; Rennie notes transport limitations and the need for further work. The community position is to retain parking considerations until active transport/public transport exists.
<b>Servicing / loading (practical requirements)</b>	Needs clear on-site servicing, adequate loading for deliveries, safe manoeuvring — avoid ad-hoc kerbside loading on narrow streets.	MUZ: Servicing/loading provisions exist in PDP but evidence suggests TCZ/MUZ servicing impacts were not demonstrated robustly (KO did not supply traffic/loading modelling). S42A asked for more infrastructure work.	Kaipara Appendix 25C: <b>loading space requirements tied to GFA bands</b> (e.g. $\leq 200 \text{ m}^2$ = none; $200\text{--}500 \text{ m}^2$ = 1 loading space; $500\text{--}5,000 \text{ m}^2$ = 2 loading spaces; $>5,000 \text{ m}^2$ = 3 spaces). Manoeuvring and vertical clearance standards also specified.	KO/TCZ: no robust servicing/loading evidence provided with KO submission. Rennie flagged infrastructure/traffic evidence gaps and suggested further work; S42A also noted need for modelling before wide TCZ adoption.
<b>Façade materials / design guidance / mandatory controls (peer review / design review)</b>	Community asks for <b>mandatory design guidance / masterplans / peer design review</b> for significant central developments; desire for quality materials and articulation to protect character.	MUZ / ePDP: some design guidance signalled, but <b>no mandatory design guidelines</b> included in PDP in current stage — community seeks mandatory adoption of masterplans/design guidelines. (S42A deferred some design outcomes to Spatial Plan implementation).	Kaipara PDP: includes policies and (in some precincts) guidance/controls to encourage quality materials and street activation; Kaipara s32 supports use of design guidance and precinct frameworks. Some councils (including Kaipara) use design review or consent-level urban design input for larger developments.	KO/TCZ: KO's submission focused on enabling density; it <b>did not</b> provide detailed mandatory design controls. Rennie emphasises need for design guidance and suggests HIRB / 3D modelling and design guidelines be used to refine outcomes — but the PDP as notified does not include mandatory design review process; Rennie deferred some detailed design work to later implementation stages.

<b>Noise / amenity / residential compatibility</b>	<p>Community: protect residential amenity (noise, overlooking, daylight). Support mixed-use but with internal amenity &amp; noise mitigation for dwellings above commercial uses.</p>	<p>MUZ: PDP includes general noise / amenity rules (district-wide) and some MUZ-specific interface considerations; community asks for more stringent internal amenity/noise controls for residential above commercial.</p>	<p>Kaipara: district-wide noise rules apply; Commercial zone compatibility rules look to manage noise and operating hours; internal amenity standards are commonly applied to residential above non-residential uses.</p>	<p>KO/TCZ: greater intensity implies stronger need for mitigation. Rennie acknowledges amenity concerns and supports targeted measures (e.g., HIRB, design guidelines); S42A recommended caution. No comprehensive KO noise/amenity evidence was submitted.</p>
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## Conclusion on Central Zoning

The comparison of community objectives, MUZ provisions in the ePDP, Kaipara's Tier-3 centre zone precedent, and the TCZ likely outcome shows that **a separate Town Centre Zone is not necessary**. The activity mix and policy intent of MUZ already provide for mixed-use intensification. What is missing is a stronger framework for **design quality, human scale, and public realm outcomes**.

The community's desired outcomes for the central area — a **12 m cap (2–3 storeys), frontage HIRB / upper-level setbacks**, verandahs and glazing on active frontages, wider forecourts, landscaped, limits on large-format retail, and better parking/loading rules — can all be delivered by **retaining the MUZ and applying a Character Overlay** to Kerikeri's centre.

Refer [Appendix B](#) for a map of suggested boundaries and overlays.

This approach aligns with:

- **Current town character**
- **Spatial Plan visuals**, which present a 2–3 storey centre;
- **NPS-UD requirements** for evidence-based capacity (which MUZ already meets);
- **Comparable Tier-3 precedent (Kaipara)**, which enables intensification within a human-scale centre.

It also builds on Ms Rennie's own acknowledgement of the importance of **design guidance, setbacks, and modulation** to retain Kerikeri's character. Accordingly, the recommended outcome is: **retain MUZ, add a Character Overlay**.

## MUZ amendments - applicable district-wide

Based on new information post- Hearing 14, that could not be addressed before, including the likely absence of design-led framework issued simultaneously with PDP, I propose that the MUZ makes the following changes:

### Objectives

(add to O1–O5)

- **MUZ-O6 Human Scale:** Maintain human-scaled built form, avoiding dominance on main streets while enabling intensification.
- **MUZ-O7 Design Quality:** Secure active street edges, fine-grain façades, and forecourts that contribute to pedestrian amenity.

### Policies *(add to P1–P8)*

- **MUZ-P9 Height and Bulk:** Manage height and recession planes to ensure buildings integrate with street character, reduce building bulk and protect sunlight access.
- **MUZ-P10 Forecourts and Visibility:** Require forecourts and corner treatments that improve public realm and safety.



- **MUZ-P11 Active Frontages and Residential Mix:** Require active non-residential uses at ground floor along pedestrian frontage streets, with residential activity located above. Except where the pedestrian-frontage overlay is not mapped, in which case ground-floor residential use is permitted.

## **Rules** *(amended)*

- **MUZ-R4 Residential activity** *(amend PER-1)*  
Residential activity is permitted where it is not located on a mapped pedestrian-frontage street; otherwise discretionary.
- **MUZ-R17 Residential activity on pedestrian frontage** *(new)*  
Restrict residential at ground floor only on mapped pedestrian-frontage sites to maintain active frontages.

## **Standards** *(new or amended)*

- **MUZ-S1 Maximum Height**  
(as existing: 12 m, retain Paihia exceptions).
- **MUZ-S2 Height in Relation to Boundary** *(new addition)*  
Where the building or structure, or extension or alteration to an existing building or structure adjoins **streets** it must be contained within a building envelope defined by recession planes measured inwards from the respective street boundary:  
60 degrees at 8m above ground level
- **MUZ-S3B Frontage Setback** *(new)*  
New buildings must be set back a minimum of 3.0 m from the street boundary to provide a paved or landscaped forecourt integrated with the public footpath. Corners must be designed for delineation and visibility (e.g. splays, glazing, low planting) to avoid blind corners.
- **MUZ-S5 Pedestrian Frontages** *(amend)*  
For sites with pedestrian frontage identified on the planning maps:
  - At least **60% clear glazing** must be provided at ground floor to a height of 2.8 m.
  - No blank wall may exceed 8 m in length.
  - The principal public entrance must be located on the front boundary.
- **MUZ-S5A Façade Modulation** *(new)*  
Façades must be visually subdivided into modules no wider than 12m using recesses, projections, or material changes to maintain human scale.

## **Kerikeri Town Centre Character Overlay**

Refer [Appendix B](#) for a map of suggested boundaries and overlays.

## **Objectives**

- **KTC-O1 Village Character:** Retain Kerikeri's distinctive village scale while enabling vibrant mixed-use growth.

- **KTC-O2 Pedestrian Realm:** Ensure widened footpaths, verandahs and glazing contribute to pedestrian amenity.
- **KTC-O3 Design Quality:** Secure high-quality façade and material outcomes, including design review for large developments.

## Policies

- **KTC-P1 Active Frontages:** Require extensive glazing, verandahs, and entrances at frequent intervals to ensure active, safe street edges.
- **KTC-P2 Public Realm:** Require forecourts and corner visibility treatments on mapped streets.
- **KTC-P3 Parking and Loading:** Apply appropriate parking requirements to support pedestrian amenity, with loading-only in the overlay core.
- **KTC-P4 Large Developments:** Encourage a fine-grain pattern of small-scale retail and hospitality premises; avoid large-format retail inconsistent with the village-scale character of Kerikeri. Require design statements and urban design panel review for any building exceeding 15 m frontage or a total gross floor area exceeding 800 m<sup>2</sup>, irrespective of tenancy size.
- **KTC-P5 Servicing and Loading:** Require loading and servicing activities to occur from the rear or side of buildings. On mapped pedestrian-frontage streets, restrict loading activity on streets.

## Standards

- **KTC-S1 Glazing (partly replaces MUZ-S5):** ≥ 65% clear glazing at ground floor to 2.8 m; no blank wall > 6 m.
- **KTC-S2 Entrances:** Public entrances required every 25 m along frontage.
- **KTC-S3 Verandahs:** Continuous verandah along frontage, depth 2.8 m min, soffit height 3–6 m.
- **KTC-S4 Forecourts & Corners:** Minimum 3 m setback on mapped pedestrian-priority streets for paved/landscaped forecourt; corners must provide visibility (no blind corners).
- **KTC-S5 Parking & Loading:** *[Parking as per Kaipara District Appendix 25C]*
- **KTC-S6 Design Review:** Developments exceeding 15 m frontage or 800 m<sup>2</sup> GFA must provide a design statement and undergo urban design panel review.
- **KTC-S7 Loading and Servicing:** On mapped pedestrian frontage streets, loading spaces must not be located within the front setback or forecourt area, except for short-stay loading only bays. All other loading spaces must be provided at the rear or side of buildings and accessed from service lanes or rear accessways. Service vehicles must not reverse across pedestrian-priority frontages.
- **KTC-S8 Retail Tenancy Size Limit (new):** No individual retail tenancy shall exceed 400 m<sup>2</sup> gross floor area within the Kerikeri Town Centre Character Overlay. Retail activity that exceeds 400 m<sup>2</sup> GFA per tenancy is a non-complying activity.

## Medium Density Residential Zone

We **support** the introduction of a **Medium Density Residential Zone (MDRZ)** because it provides a managed and appropriate transition in activities and scale between the **Mixed Use Zone (MUZ)** and the **General Residential Zone (GRZ)**. This position is consistent with the following:

- **Kerikeri–Waipapa Spatial Plan & Housing and Business Assessment (HBA):** confirm the need for medium-density housing close to the town centre, with townhouses and terraces of two–three levels as a suitable typology that accommodates growth while maintaining Kerikeri’s “village character.”
- **National Policy Statement on Urban Development (NPS-UD):** requires well-functioning urban environments, compact form, and efficient land use. MDRZ delivers this by focusing intensification into walkable catchments near centres and public transport nodes.
- **Section 32 RMA tests:** MDRZ provides an efficient and effective way to balance housing supply (enabling capacity) with protection of local character, sunlight access, and amenity through height limits, recession planes, and design-quality provisions.
- **Good precedent:** Hobsonville Point and other MDZs in New Zealand demonstrates that comprehensive design control within a medium-density framework delivers high-quality, consistent neighbourhoods. MDRZ provides the base framework, but will only succeed if paired with **design-led guidelines and masterplans**.

Community Groups therefore support MDRZ in principle but **require additional safeguards** to ensure intensification does not erode character or create poor-quality built environments.

## Alignment and misalignment with likely outcomes

### Alignment

- **Height (11 m + 1 m roof allowance):** consistent with [MDRS](#) (Schedule 3A RMA) and Rennie’s SoE, delivering 3-storey terrace housing; supported.
- **HIRB (4 m + 60° at side/rear boundaries):** consistent with MDRS baseline; acceptable.
- **Subdivision platform (8 × 14 m), site coverage (50%), permeable (20%), outdoor space (20 m<sup>2</sup>), windows-to-street (20%):** consistent with MDRS and acceptable.
- **Non-residential activities:** supportive where small-scale and compatible; broadly aligned with P3/P7.

### Disalignment

- **Street frontage HIRB:** neither KO’s 45° nor Rennie’s 60° at sides provide the human-scale outcome sought; communities seek 8 m + 60° at street.
- **Design quality:** policies exist, but absence of binding design guidelines/masterplans risks poor outcomes.
- **Notification:** current Appendix 3 makes significant multi-unit housing non-notified; this undermines community participation and oversight.

## Reasoning

- **Street-front HIRB (8 m + 60°):** Introduce as a permitted activity control. This ensures buildings either A) angle roofs away from the street or B) are set back, both delivering human scale, reducing bulk, and retaining the established street character while still allowing intensification. The MDRS (Medium Density Residential Standards) mandates 11+1m (enabling 3 storeys) and

no frontage HIRB as a legal default for intensification, and the NPS-UD (National Policy Statement on Urban Development) requires us to justify any deviation. The Spatial Plan indicates 2-3 storey townhouses that appear to be an acceptable balance however, extensive linear 3-storey walk-up apartment buildings framing the street would represent a significant departure from the human-scale aesthetics.

- **Design quality framework:** Include policy commitment for design guidelines/masterplans, referencing parts of Hobsonville Point as precedent. Without this, MDRZ risks ad-hoc outcomes.
- **Notification triggers:** Insert explicit provisions requiring public notification for breaches with effects that are “more than minor” on the wider environment. These provide clarity, certainty, and balance between enabling supply and protecting amenity. Suggested triggers outside council’s discretion:
  - Breach of maximum height (MDRZ-S1) by >1 m.
  - Breach of HIRB (MDRZ-S2) by >1 m.
  - Development of >6 units per site.
  - Breach of MDRZ-S6 (landscaped area) or MDRZ-S8 (windows to street) where >20% below requirement.

**This is a moderate, proportionate approach that passes s32 efficiency/effectiveness tests.**

## Proposed MDRZ adjustments

Baseline: FNDC PDP [MDRZ chapter](#), amended per Rennie’s SoE on MDZ, s42A, and community outcomes.

### Objectives *(add to O1–O5)*

- **MDRZ-O6 Human Scale:** Maintain a human-scaled built form at the street frontage, avoiding dominance on main streets while enabling intensification.
- **MDRZ-O7 Design Quality:** Secure attractive, well-designed frontages, fine-grain façades, and landscaping that contribute positively to neighbourhood character and pedestrian amenity.

### Policies *(add to P1–P7)*

- **MDRZ-P8 Height and Bulk:** Manage building height and recession planes to integrate new development with street character, reduce bulk effects, and protect sunlight access.
- **MDRZ-P9 Design-Led Outcomes:** Require development to demonstrate consistency with Council-approved design guidelines or masterplans to ensure coherent and high-quality neighbourhoods.
- **MDRZ-P10 Notification of Significant Developments:** Ensure public participation for developments that create effects more than minor on the wider environment, including significant:
  - Breaches of maximum height or height in relation to boundary that significantly increase bulk and scale, or
  - Developments exceeding six dwellings per site, or
  - Breaches of landscaped area or windows-to-street standards where non-compliance is substantial.

- **MDRZ-P11 Public Space Edge Activation:** Enable small-scale non-residential activities such as cafés or galleries where they are ancillary to residential activity and contribute positively to the activation, safety, and enjoyment of adjoining public spaces, particularly within the Waterfront Overlay. Such activities must operate at a domestic scale, maintain residential character and amenity, and have minor adverse effects on traffic, noise, or privacy.

## Rules *(new)*

- **MDRZ-R8 Multi-unit housing (notification trigger):** Residential development of more than 6 units per site is a **non-complying activity** and shall be publicly notified under s95A of the RMA.
- **MDRZ-R9 Breach of Maximum Height or HIRB (notification trigger):** Any building that exceeds MDRZ-S1 Maximum Height or MDRZ-S2 Height in Relation to Boundary by more than 1 metre is a **non-complying activity** and shall be publicly notified under s95A of the RMA.
- **MDRZ-R10 Breach of Landscaped Area or Windows to Street (notification trigger):** Any building that fails to comply with MDRZ-S6 Landscaped Area or MDRZ-S8 Windows to Street by more than 20% of the required standard is a **non-complying activity** and shall be publicly notified under s95A of the RMA.
- **MDRZ-R11 Small-Scale Non-Residential Activity in Waterfront Overlay:**

Activity status: **Restricted Discretionary.** Where:

- The activity is within 30 m of a mapped public open space or Waterfront Overlay; and
- The gross floor area does not exceed 100 m<sup>2</sup>; and
- Hours of operation are between 7 a.m.–9 p.m.; and
- No drive-through, amplified music, or direct external lighting visible beyond the site boundary.

**Matters of discretion:** design quality, compatibility with residential amenity, contribution to public-space activation, parking, and servicing.

## Standards *(new or amended)*

- **MDRZ-S1 Maximum Height:** 11 m plus 1 m for roof form (roof slope  $\geq 15^\circ$ ).
- **MDRZ-S2 Height in Relation to Boundary:** Buildings must not project beyond a 60° recession plane measured from 4 m above ground level at internal boundaries.
- **MDRZ-S2b Height in Relation to Boundary:** For street frontages: Buildings over 8 m must be contained within a 60° recession plane measured from 8 m above ground level.
- **MDRZ-S3 Setback:** 1.5 m minimum front yard; 1.0 m side and rear yards.
- **MDRZ-S4 Site Coverage:** Maximum 50% of net site area.
- **MDRZ-S5 Permeable Surface:** Minimum 20% of site must be permeable.
- **MDRZ-S6 Landscaped Area:** Minimum 20% of site must be landscaped with planting visible from the street.
- **MDRZ-S7 Outdoor Living Space:** Minimum 20 m<sup>2</sup> at ground level with 3 m dimension, or 8 m<sup>2</sup> balcony (1.8 m dimension).
- **MDRZ-S8 Windows to Street:** At least 20% of the street-facing façade must be glazed with clear glass.

## 6. Turnstone Trust (S499): Turnstone Property Rezoning

### Context and Opportunity

My evidence is presented on behalf of Community Groups supporting the rezoning of the Turnstone Trust property in Kerikeri. The developer's plan assessed in this evidence is shown in [Appendix C](#).

The "Turnstone" land is unique in Kerikeri because it stretches from Kerikeri Road to the river. Its scale, location, and natural features mean it can either become an impenetrable enclave, closed off from the town and the river, or **it can deliver the long-missing connection between Kerikeri centre and its riverfront**. It is my opinion that this rezoning represents a once-in-a-generation opportunity to create that connection, but only if the right mechanisms are in place from the outset.

### Recommendation:

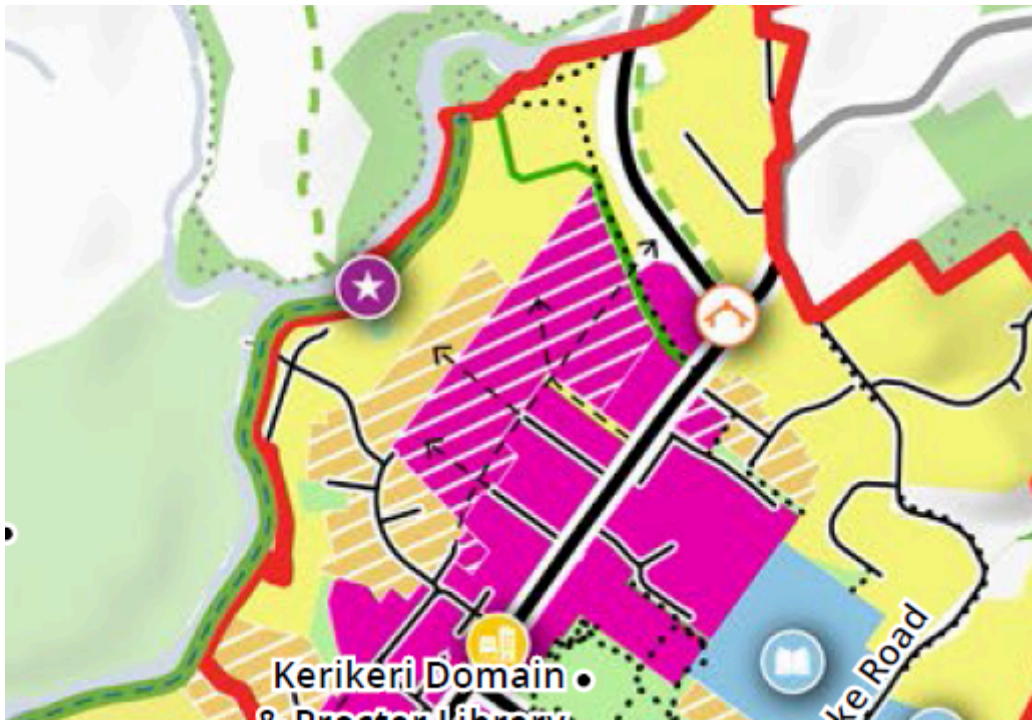
Rezone part of the Turnstone Trust (Turnstone) property to **Mixed Use Zone (MUZ)**, with the condition outlined under [Appendix 2 Category 2: "Live urban zoning with a spatial layer and trigger rules."](#)

In addition, I support the rezoning of the area between the proposed MUZ and the Kerikeri River to **Medium Density Residential Zone (MDRZ) and "Destination" node to MUZ**, subject to requirements that secure continuous public access, integration of wetlands and streams as hydrological/ecological assets, and a meaningful riverfront destination activated by small-scale public uses.

### Alignment with the Spatial Plan and National Direction

The **Kerikeri–Waipapa Spatial Plan**, adopted by FNDC, explicitly identifies this land as a key part of the town's **blue–green network**, linking the centre to the Kerikeri River. The plan illustrates:

- a continuous esplanade and access connections along the southern bank of the river;
- a significant **destination node** at the Turnstone riverfront;
- and increased residential densities between Kerikeri Road and the river.



These directions are consistent with the **National Policy Statement on Urban Development (NPS-UD)**, which requires councils to enable well-functioning urban environments, improve accessibility, and support mixed-use and medium-density housing in central locations.

My recommendations in this evidence — continuous esplanade edge, through-site accessways, a vibrant destination, and MDRZ as a transition zone — are aligned with these adopted Spatial Plan objectives and the NPS-UD. They ensure the rezoning delivers the outcomes already signalled in higher-level planning documents, rather than leaving them aspirational.

## Legislative and Policy Context

The Resource Management Act recognises in **s6(d)** that maintaining and enhancing **public access to and along rivers is a matter of national importance**. Sections **229–230** provide the mechanism for esplanade reserves and strips, requiring a 20-metre esplanade on subdivision of allotments less than 4 hectares, and allowing councils under **s77 and s230(5)** to also require them on larger subdivisions.

FNDC's Proposed District Plan (PDP) already contains clear policy direction on this point. **Policies PA-P1 to PA-P5** require public access along water margins and the establishment of continuous esplanade linkages. **Subdivision standard SUB-S8** reinforces this. These provisions, together with the adopted Kerikeri–Waipapa Spatial Plan, provide the local expression of the national direction.

What is missing, however, is certainty that a **continuous esplanade reserve and wetland integration along the Kerikeri River will be secured and managed as a public ecological corridor**. Because the site has already been divided into superlots, we cannot rely on ordinary subdivision triggers. This is why **the esplanade, reserves, and public access corridors must be secured as rezoning conditions**, with development rights taking effect only when these are vested and formed to Council standards as a paved shared path and ecological reserve.

## Active Transportation and Accessibility

The **Spatial Plan** recognises the southern bank of the Kerikeri River as a key part of the blue–green network. It identifies a riverfront destination and paths linking Kerikeri Road to the river. However, the current bush track on the northern bank, between the Basin and Rainbow Falls, is not suitable for all users. It is steep, unpaved, and challenging for elderly residents, families with young children, or people with mobility impairments.

What Kerikeri lacks is an **accessible, continuous, paved path along the southern bank** — wide enough for shared use by walkers, cyclists, prams, and wheelchairs. This should not be limited to short esplanade fragments; it must run **continuously from the Heritage Bypass (ideally the Stone Store) through the Turnstone site to Golf View Road and further west**, potentially extending across adjoining land such as KFO if it is rezoned in future.

This continuity of connection — linking town centre, riverfront and future growth areas — should be explicitly written as a rezoning condition. Partial delivery within superlots will not satisfy Spatial Plan’s blue-green aspirations, RMA s6(d) or the NPS-UD requirement for “well-functioning urban environments.”

This is not just recreation. It is an **active transport spine**, safe and flat, enabling cycling and walking as everyday options, and making the river a civic space for all.

## Accessways Through the Site

Public access will fail if the esplanade is cut off by superlots or gated villages. The PDP’s **Development Area spatial layer** provides a solution: it can be applied to identify through-site links at regular intervals. Once those accessways are vested as Local Purpose Reserves or secured by access strips under RMA s237B, the Development Area layer is removed.

Due to its importance in the town context, I recommend accessways be required **every 100 m, and/or along waterways (whichever results in the greater number)**. This ensures a permeable urban fabric, walkable block size, and multiple safe connections to the esplanade.

Furthermore, a new district-wide policy requested earlier in my document requires walking access through private sites or certain size.

## Waterfront Interface – Learning from Precedent

The challenge is not only to provide access, but to make that access safe (applying CPTED principles), attractive, and well-used. International and New Zealand examples provide guidance.

- At **Hobsonville Point**, buildings are required to front the coastal walkway, with rules on glazing, fencing, and landscaping to ensure natural surveillance.
- At **Wynyard Quarter**, a continuous esplanade is mandatory, punctuated by public nodes such as Silo Park that draw people to the waterfront.
- The **Christchurch Avon River Precinct** shows how wetlands and floodplains can be integrated into the urban fabric, with riverside buildings oriented to the water.



- Closer to home, **Paihia's waterfront plan** delivers a continuous boardwalk with shops and cafés activating the edge, and in **Russell** commercial frontages are required to open onto the foreshore.

These examples show that overlays and design rules are essential. Without them, esplanades often become unsafe back-alleys, bounded by high fences and blank walls. In Kerikeri, a **Waterfront Overlay** should require:

- buildings to face the river;
- a minimum of 20% glazing on riverfront façades;
- fences no higher than 1.2 m and at least 50% transparent;
- a landscaped frontage strip along the esplanade;
- prohibition of garages or service areas facing the river; and
- non-residential uses (such as cafés or small hospitality tenancies) to be restricted-discretionary where they activate public open space or front the esplanade.

## Urban Design Principles – Lynch and Jacobs

Urban design theory reinforces these practical lessons. **Kevin Lynch's Image of the City** describes how people experience urban form through edges, paths, nodes, districts, and landmarks. The Turnstone site provides all of these.

- The **esplanade is the edge**, marking the town's interface with the river.
- The **green link is the path ("green link")**, leading from Kerikeri Road to the river.
- The **Destination Node** is the terminus at the waterfront, which must be distinctive enough to draw people along the path.
- The town centre and the Turnstone precinct together form a **district**.
- The **Stone Store / heritage sites are landmarks** anchoring this system.

Lynch's wider framework ("Paths, Edges, Districts, Nodes, Landmarks") is particularly relevant here. These elements together create what he described as the "**image of the city**" – the mental map that people form of their environment. In Kerikeri's case, ensuring a coherent path to the riverfront is not just a matter of transport planning; it is fundamental to how people perceive and navigate the town. A well-defined, attractive path increases the perceived accessibility of the riverfront, gives residents and visitors a sense of belonging, and raises the overall attractiveness of the town centre as a destination.

**Jane Jacobs** reminds us that safety and vitality come from "eyes on the street." Applied here, the river must be faced by dwellings and activities, not the back fences of gated communities.

The length of the walk means the journey itself must be attractive. Precedents such as the Hobsonville coastal walkway and the Whangārei Basin loop show that successful long paths are punctuated with art, play, and cafés.

My view is that the **Kerikeri esplanade must run continuously from the Stone Store** (or Heritage Bypass) to Golf View Road and further west, forming a connected loop and punctuated by multiple points of interest, culminating in a strong, inclusive riverfront destination.

This continuous shared path extends the Spatial Plan’s intent and ensures accessibility across all demographics and abilities, consistent with NPS-UD policy direction on well-functioning urban environments.

## Continuous Wide Street with Pedestrian Dominance

We support the concept of a **“wide green corridor to link the CBD with Kerikeri River”** as shown in the masterplan. However, it must do more than simply provide landscaping: it **must deliver strong pedestrian focus, legibility, and continuity**. At present, the proposed “green link” is truncated at the anticipated traffic bypass and then diverted onto King Street, offsetting the alignment rather than maintaining a straight or gently curving dominant route. This creates discontinuity and undermines the legibility of the connection.

Drawing on **Kevin Lynch’s “Paths” principle** above, the central link between Kerikeri Road and the riverfront must function as a clear movement spine – a route that residents, visitors, and daily users can intuitively read and follow. A straight, legible corridor strengthens wayfinding, enhances the perception of safety, and creates a sense of flow that ties the town centre to the new waterfront destination.

### Rezoning Condition:

As a requirement of rezoning, the masterplan must demonstrate that the green corridor provides a **continuous alignment from Kerikeri Road to the riverfront destination node**. The **bypass crossing must be treated as secondary to pedestrian priority**. Any scheme plan shall show the central link as a visually dominant, legible axis connecting the town centre to the esplanade reserve and aligning with the **continuous shared-path network extending west of Golf View Road**, as promoted in the Kerikeri–Waipapa Spatial Plan and consistent with NPS-UD policies for active-mode accessibility.

## Destination Node

The Spatial Plan identifies a destination at the riverfront. The developer’s masterplan suggests a café, but this is insufficient. This site carries a town-wide importance due to its central location and access to river. A more meaningful destination must **accommodate a wide demographic range and provide year-round activation**, including features such as a **public square, playground, community café, and small event space**.

These activities would provide the “reason to visit” that Lynch describes as essential for a successful node. Importantly, the destination lies slightly beyond the everyday walking catchment of the town centre (approx. 400 m+), and therefore must be **vibrant and multifunctional enough to attract all age groups**.

To enable this activation, a **narrow strip of Mixed Use Zone (MUZ)** is proposed **perpendicular to the river and adjoining the public space and Green Link (central axis)**, allowing compatible small-scale hospitality or community uses such as cafés and workshops. This ensures that any non-residential activities activating the esplanade edge are assessed positively under the overlay, rather than treated as non-complying.

Some portion of the destination land should vest as public open space, ensuring long-term community use and resilience to flood hazards. Such a node would serve not only new residents but the wider Kerikeri community, providing wellbeing, identity, and civic pride.

## Wetlands and Watercourses

The 2022 S499 submission acknowledged two indicative wetlands and several permanent and intermittent streams on p.30, refer [Appendix D](#). It proposed a 10 m buffer and further ecological assessment. I agree with the principle of retention and buffer, but disagree with the suggestion that streams could be relocated for development yield. Streams should not be diverted or piped except where necessary for crossings. This approach is consistent with RMA Part 2, the Regional Policy Statement, and PDP provisions for natural features.

Community evidence (Rod Brown, 2019; [attached](#)) has identified an additional central wetland not shown on the masterplan, and the initial Watercourse 2 on the western side has also been omitted on the masterplan 10/2023, see [Appendix D](#) vs. [Appendix E](#) - original submission. Hydrological evidence suggests these features play a role in flood management. Subsequent logging of gum trees has likely modified this area; the observed wetland may now be **partially removed or altered**, but its hydrological function remains uncertain. I therefore recommend that **a targeted reassessment of the central area's drainage and wetland potential be required as a rezoning condition**, to confirm whether wetland restoration or integration is feasible.

Furthermore, **Northland Regional Council flood modelling ([Appendix F](#)) shows that the 10-, 50- and 100-year flood extents cover the north-western part of the property where watercourse 2 joins the Kerikeri River**. This land is therefore not suitable for built development without major mitigation. My view is that this area should instead be **vested with the esplanade reserve**, both managing flood risk and expanding the riverfront open space to enhance ecological and recreational value.

## MDRZ as a Transition Zone

Expert planning evidence (Ms O'Connor, para 24) and urban design evidence (Mr Neill) both note that medium-density housing near the river would provide a suitable transition from mixed use to the esplanade. Terrace housing fronting the esplanade would provide natural activation of the river edge and deliver the "eyes on the river" needed for safety.

My view is that terrace housing facing the esplanade is the best outcome: it provides yield for the developer while ensuring the river is activated and safe. This is the appropriate trade-off; in return for vesting significant land as esplanade, accessways, and wetlands to public access and ecological protection, the developer is enabled to achieve greater yield through MDRZ zoning along the riverfront.

## Conclusion

I support rezoning the Turnstone property under Category 2: Live Urban Zoning with a spatial layer and trigger rules, subject to:

- **Continuous esplanade reserve** along the Kerikeri River, secured as a rezoning condition, formed as a paved shared path to Council standards, extending from the **Stone Store / Heritage Bypass through Golf View Road and westward**, providing an accessible, inclusive active-transport spine.
- **Through-site accessways** every 100 m and/or along waterways, identified by a Development Area layer and vested prior to 224(c), ensuring permeability and preventing gated enclaves.

- **Waterfront Activation Overlay** requiring buildings to face the river, with glazing, low-permeable fencing, landscaping, and no garages or services to the esplanade; non-residential uses (e.g. cafés or small hospitality) shall be positively assessed where they activate the public edge.
- **A true Destination Node**, vested as public open space, providing civic and recreational uses (such as outdoor theatre, art park, or playground) rather than a simple café, ensuring activation for all demographics.
- **Wetlands and streams** reassessed, protected, and integrated, with the north-western floodplain area near Watercourse 2 vested with the esplanade to manage hazards and create expanded open space.
- **A continuous, legible green corridor** forming a straight or gently curving dominant axis from Kerikeri Road to the riverfront. This must be treated as a primary pedestrian spine, not offset awkwardly to King Street.
- **MDRZ zoning** applied between MUZ and the river, enabling terrace housing to face and activate the esplanade while balancing yield with public-space vesting.
- **MUZ at Destination** to attract and activate.

This package delivers the Spatial Plan’s vision, implements NPS-UD requirements, and aligns with RMA s6(d), ss229–230, s77, PDP PA-P1 to P5 and the expert evidence of Ms O’Connor and Mr Neill. It represents a fair balance between enabling growth and protecting community values.

## Proposal

[Appendix G](#) shows an alternative plan indicating the desired outcome and spatial layers.

[Appendix H](#) shows precedent images of successful integration of water into urban environment, applicable to Turnstone Trust and KFO rezoning. “Destination” precedents are also included.

## Evaluation Against Appendix 2 Rezoning Criteria (Category 2: Live Urban Zoning with Spatial Layer and Trigger Rules)

Criterion	Assessment	s32 Justification
Infrastructure	Servicing upgrades will be required. Staging ensures no titles or development rights are exercised before the continuous esplanade and accessways are vested.	Efficient sequencing avoids adverse effects on infrastructure; consistent with s32 efficiency requirement.
Hazards	NRC flood modelling shows the 10-, 50-, and 100-year flood extents overlap the north-western part of the site where Watercourse 2 meets the Kerikeri River. This area is unsuitable for built development and should be vested as part of the esplanade reserve.	Aligns with RMA s6(h) (management of significant risks from natural hazards). Vesting hazard-prone land as esplanade reserve avoids future costs/risks and is the most efficient risk management option under s32.

Public access	A continuous esplanade reserve is secured as a rezoning condition. Development Area spatial layer identifies accessways and along waterways at a certain interval, to be vested prior to 224(c). New district-wide policy about access across large developments to be included in PDP as outlined in <a href="#">POL – Public Access in Private Developments</a> in this submission.	Directly implements RMA s6(d) (public access to rivers), PDP PA-P1 to PA-P5, and Spatial Plan blue–green network objectives and requirements on connectivity.
Amenity & character	A Waterfront Overlay ensures buildings face the river with glazing, low permeable fencing, landscaping, and no garages or services to the esplanade. This creates “eyes on the river” and a safe, attractive environment. Public space at Destination allows a greater potential to attract a variety of people and create a vibrant well-working node.	Achieves Spatial Plan’s urban design outcomes including integration of “Destination” at the river front; consistent with Lynch’s node–edge–path principles and Jacobs’ “eyes on the street.”
Ecology	Existing wetlands and streams are retained with 10 m buffers, and the potential central wetland (previously unrecognised) must be reassessed. If valuable, it is integrated as part of the green network. Accessways should run alongside streams to ensure visibility and protection.	Meets Regional Policy Statement Policy 4.4.1 (wetland/stream management). A precautionary approach under s32 ensures ecological values are not lost through premature modification.
Economics	MDRZ yield along the riverfront offsets land vested as esplanade and flood buffer. This balance is supported by expert economic evidence (Mr Colegave). MUZ at Destination further strengthens this activation.	Provides an efficient trade-off between private development yield and public benefit, consistent with s32’s cost–benefit evaluation.
Community aspirations	Delivers VKK “wishlist” for riverfront access, continuous blue–green network, active transportation option and a meaningful destination node. Aligns with Hearing 14 and 15D community submissions.	Meets s32 requirement to consider community outcomes and aspirations, giving effect to the Kerikeri–Waipapa Spatial Plan.

## 7. Kiwi Fresh Orange Rezoning (S554)

### Context and Opportunity

The Kiwi Fresh Orange Company Ltd (Submission S554) seeks the rezoning of approximately 197 ha of land between Kerikeri and Waipapa (the “KFO site” or “Brownlie land”) from Rural Production Zone to a mix of urban zones (General Residential, Mixed Use and Natural Open Space) with flood overlays.

The Community Groups I represent have previously lodged submissions on the **Te Pātukurea Draft Spatial Plan** (2025) and participated in Hearing 14 on urban zoning matters. Their consistent position is to support **compact, connected, design-led growth that enhances Kerikeri–Waipapa’s distinctive character, avoids ad-hoc sprawl, and secures infrastructure and design quality at the scale required.**

In addition, KASA Architects represented by me have also submitted supportive material (subject to changes) on the Spatial Plan, where my objectives largely align with Community Groups.

The site presents a rare opportunity in the Kerikeri–Waipapa context: a single, cohesive landholding of sufficient scale to **accommodate a masterplanned, connected neighbourhood**. In contrast to the fragmented delivery risks inherent in small infill sites or scattered rural conversions, the KFO land offers the **potential for a compact urban structure** that integrates housing, a local centre, blue–green networks, and transport connections between Kerikeri and Waipapa.

**We support rezoning in principle** because this land uniquely allows for:

- a walkable east–west spine road providing an additional link between Kerikeri and SH10
- a new local centre with a short link to SH10 and an opportunity for higher buildings that complement rather than compete with Kerikeri’s CBD
- access to natural features such as the waterfall, natural open space and stream corridors. These elements, if properly planned, can strengthen identity, improve affordability, and deliver resilience through integrated flood mitigation and wastewater staging.

### Recommendation:

**Accept in part** Submission S554 by rezoning the land to a **Category 2: “Future Urban Zone (FUZ)”** under the definition set in [Appendix 2](#).

This would not confer immediate live zoning rights but would require a **Schedule 1 structure plan and statutory design code** to be prepared and publicly notified before live zoning is applied. This approach ensures that matters of flood mitigation (including interaction with the Northland Regional Council’s K3A detention proposal), development staging, connectivity, Golf Course land integration, and design quality are resolved transparently and with community participation.

This is, in my opinion, the most appropriate option under **s32 and s32AA RMA**, balancing the “risk of acting” (live zoning amid uncertainty) with the “risk of not acting” (foreclosing the only cohesive, large-scale site capable of delivering affordable, well-connected growth).

### Alignment with the Spatial Plan, Legislative and Policy Context

The **Te Pātukurea Spatial Plan Technical Report (2025)** adopted a growth distribution of **55–60% infill (intensification), 35–40% greenfield, and 5% rural**. Within this framework, the Waipapa growth area — including the KFO site — is explicitly described as **future/contingent development**, requiring resolution of flood management, infrastructure, and staging before being enabled.

Independent HBA and planning evidence (Dr A. Thompson 2025) argues that such strong reliance on infill departs from historic patterns and that large-scale greenfield development is essential for affordability—with projected dwellings under PDP infill estimated at \$1.2–1.6 million, compared with around \$670 000 at KFO. However, Council evidence (Ms O'Connor and Mr Lindenberg, 2025) indicates that **short- and medium-term demand can be met** through existing zoned capacity, while **long-term provision will benefit from reserving additional, well-connected land** such as KFO.

Accordingly, a **staged approach**—designating KFO as **Category 2 Future Urban Zone (FUZ)** requiring a notified structure plan and statutory design code / guidelines —best balances the NPS-UD's capacity and affordability objectives with RMA s32 and s32AA efficiency tests. This allows short-term consolidation while securing a scalable, affordable land supply for the next growth phase.

**RMA ss 32 & 32AA** require the most appropriate, efficient and effective option, including a comparative assessment of **alternatives** and the **risk of acting/not acting** (s 32(2)(c)).

The s42A report's caution against **immediate live zoning** is fair; it does not preclude **FUZ** that defers entitlements pending a notified structure plan/design code.

The approach also **gives effect** (s 75(3) RMA) to **NPS-UD** by:

- enabling a **new arterial-scale connection** to SH10 and a **walkable spine** toward Kerikeri (connectivity: Objective 1/Policy 1),
- providing **public access to natural assets** (waterfall, river corridors, open space) supporting amenity and sense of belonging (Objective 4),
- locating higher buildings at a **local centre near SH10** so they **complement rather than compete** with Kerikeri's village-scale CBD (Policy 5), and
- resolving hazards through **blue-green urbanism**.

Detailed assessment is provided in the topic sections below.

## Flood hazard

**What NRC evidence says:** de Boer (2025) summarises updated modelling showing the **K3A detention dam reduces the 1 % AEP flood extent by ~7.4 %** across the catchment and decreases flooded buildings; on-site change from the 2008 extent at KFO is limited, but K3A improves feasibility when paired with local works. However, the latest NRC modelling (Sept 2025) did not include the developer-proposed KFO spillway, meaning that rejection of the rezoning on flooding grounds may not be based on complete evidence.

Planning evidence (Kuindersma) notes the updated modelling and defers to s42A paras 386–389 on mitigation.

**My interpretation:** Flood risk is **manageable** via:



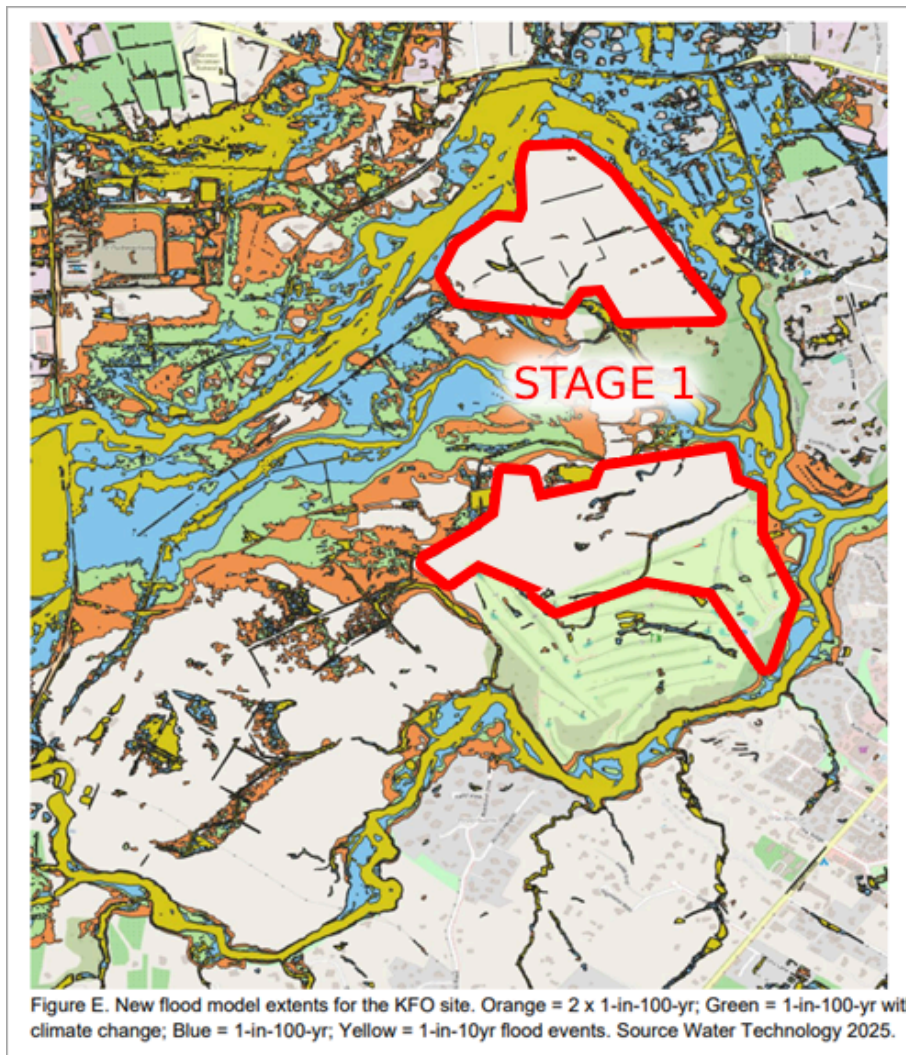
- regional detention (K3A),
- on-site basins, swales and **spillway corridors** (modification to the natural floodway) designed as public open space,
- bund / raised land on the right bank of Kerikeri River
- finished-floor/platform standards.

Refer more in [Water in Urban Context](#).

Development of **low-risk areas should proceed first** — specifically:

- land outside mapped flood hazards near SH10 (west) and
- the south-eastern interface to Kerikeri (including Golf Club land).

This staging accords with s 32(1)(b)(i) efficiency and ensures that new capacity is enabled where risk is lowest and infrastructure connection most feasible, while higher-risk areas are deferred until detailed flood solutions (such as K3A) are completed.





## Water in Urban Context

While the Spatial Plan sets strong aspirations for integrated *blue–green networks*, the practical, financial, and legal deliverability of those objectives remains uncertain. The KFO rezoning presents an opportunity to ensure **blue–green integration is embedded from the outset** through clear rezoning conditions and design-code requirements.

### What current guidance and case studies show

Contemporary **Water-Sensitive Urban Design (WSUD)** practice recognises that swales, wetlands, and spillways are not residual infrastructure but **multi-value systems**: they manage stormwater while improving water quality, cooling microclimates, providing habitat, and creating public open space.

Auckland Council’s GD01 Stormwater Management Devices and Swale Design Guide (AT) set out best-practice frameworks that combine engineering performance with public-realm design — consistent with integrating cultural values, social needs, and natural features into drainage systems.

Recent projects demonstrate these benefits at suburb scale: **Te Ara Awataha Greenway (Northcote)** daylighted and restored a stream to provide flood conveyance, active-mode connectivity and community amenity (and has already been tested by extreme rainfall); **Ōtākaro/Avon River Precinct (Christchurch)** shows measurable ecological uplift and public-realm value from river rehabilitation. These illustrate how blue-green corridors can be designed as **everyday civic infrastructure** supporting walking, cycling and ecology.

### International comparators

**International precedents such as Bishan–Ang Mo Kio Park (Singapore)**, which replaced a concrete canal with a naturalised river and parkland that now acts as both flood spillway and public destination, and **Hammarby Sjöstad (Stockholm)**, which integrates district-scale WSUD and shoreline access, demonstrate that **water networks can structure urban form rather than constrain it**.

Examples of successful water integration into the urban pattern are shown in [Appendix H](#).

### Application to KFO

These **blue-green systems** are not merely flood mitigation.

In the KFO context, **swales, wetlands and spillways** can be aligned with green streets and reserves to:

- accommodate detention and exceedance pathways;
- deliver **permeable, shaded landscapes** that mitigate heat; and
- create **continuous, legible recreation routes**.

Importantly, KFO also offers **public access to existing natural open space and the “new waterfall”** close to Rainbow Falls — amenities that enhance local wellbeing and provide **tourism-facing value** when completed with wayfinding and a small local centre. This responds directly to NPS-UD Objective 1 (well-functioning, resilient urban environments) and Objective 4 (amenity and sense of belonging), as well as RMA s6(d) requiring maintenance and enhancement of public access to and along rivers.

**We also highlight the need for an extended, continuous shared path along the Kerikeri River** linking Waipapa, KFO, and the Turnstone riverfront, **built to universal-access standards** (gentle gradient, wide paved surface, and suitable for cyclists, prams and wheelchairs).

### Linking the river paths (Kerikeri River ↔ Turnstone)

A **continuous shared path along the Kerikeri River** — designed to universal-access standards — would connect KFO’s blue-green network to the **Turnstone Trust** (and further to Stone Store?) path alignment, filling a documented local gap where the existing **Rainbow Falls bushwalk is not usable by cyclists or people with mobility needs**. Community comments emphasised that this must be physically connected, not aspirational, extending the existing shared path network to achieve a legible active-transport spine. This would implement **Spatial Plan objectives** for resilient infrastructure and improved access to Te Taiao, and advance **NPS-UD Policy 1(c)** by materially improving access to jobs, services and amenities via **low-emission travel**.

Detailed alignment and gradients should be resolved at the structure-plan stage.

While I agree with Ms Rennie’s concern (her SoE on KFO, 2025) that flood overlays and unresolved drainage information create uncertainty, I consider that this is not a reason to reject the site outright. Rather, it indicates the need for **conditions**: a Schedule 1 **structure plan and statutory design code / guidelines** must embed swales, wetlands, and spillways as deliberate urban organising elements, and include continuous pedestrian/cycle access along all major water corridors.

In this way, flood risk is managed while also delivering recreational amenity, ecological habitat, and shading consistent with NPS-UD Objective 1 (resilience) and Objective 4 (amenity).

### Urban Design and Character

Ms Rennie (her SoE on KFO, 2025) raises the risk of “loss of local character” and “erosion of town identity”. While I acknowledge her concern, I consider this is based on uncertainty in the current KFO material rather than an inherent flaw in the site or proposal itself.

In my opinion, **the KFO site represents a rare opportunity to demonstrate how a new suburb can extend rather than erode local identity**, much like Hobsonville Point in Auckland, which coexists with and complements older centres. Through a design code, **Kerikeri’s fine-grain, walkable CBD can be complemented by a masterplanned neighbourhood** offering **housing typologies currently absent in the market** (e.g., terrace housing, duplexes, small apartment buildings), thereby broadening **housing choice and affordability** — a key NPS-UD Objective 1 and Policy 2 outcome.

A **small local centre** near SH10, with capacity for buildings up to 12 m high and mixed uses (including cafés, community space, and small business tenancies), avoids competing with Kerikeri’s small-scale core. Paired with tourist-facing amenities (waterfall access, blue–green corridors, and public open spaces), **this strengthens district identity and visitor appeal rather than diluting it**.

On “unresolved layout,” I agree with Rennie. The present material lacks detail. However, this is exactly why I recommend **Future Urban Zone (FUZ) zoning subject to a Schedule 1 structure plan and statutory design code**. Rezoning in this conditional way acknowledges the issues but sets up the proper statutory vehicle to resolve them before subdivision consents are granted.

Rennie’s “compromised urban boundaries” concern is legitimate if development were uncontrolled. However, through a staged and design-led approach, urban edges can be clearly defined by landscape buffers, active streets, and public access corridors.

In my opinion, **sequenced development**, where **new stages cannot commence until a defined proportion of earlier stages are complete**, will maintain compactness and design cohesion. Stage 1 should prioritise

low-risk, well-connected land (outside flood overlays) to demonstrate urban quality early. This sequencing ensures compact, legible growth and is enforceable as a condition of FUZ rezoning and consistent with s32 efficiency and NPS-UD Objective 1 (well-functioning urban form).

**Community feedback further emphasised “human-scale” urbanism**—reinforcing that the first KFO neighbourhoods must reflect familiar scale and rhythm before expanding upward. Accordingly, early design stages should use 2–3 storey typologies with stepped massing, transitioning upward near the local centre, topography responsive and maintain fine-grain building frontages (12–20 m modules) to avoid monolithic blocks.

**On Connectivity**, Rennie rightly identifies the valley between Kerikeri and the KFO site as a barrier. In my view, this is not a fatal flaw but a design challenge that can be resolved through a clear structure-plan condition. The future Kerikeri–KFO **link road must be designed as an urban spine framed by buildings on both sides** so that it functions as a town street rather than a bypass. The corridor should include active building frontages, street trees, and safe pedestrian and cycle facilities consistent with NPS-UD Objective 1 and Policy 1(c).

Typical Kerikeri blocks along Kerikeri Road (Clark Rd to Discovery Hwy, Aranga Rd to The Ridge, Ranui Ave to Hall Rd), range around **200 m in width**, providing a useful local precedent for a balanced development strip that achieves enclosure and intensity without over-widening.

The exact corridor width and layout should be refined through public consultation and the notified structure-plan process, ensuring that topography, landscape values, and interface with the golf course are resolved transparently.

Moreover, as my earlier Spatial Plan submission showed (as an independent alternative proposal), relocating the entire golf course to the north-western corner of KFO (adjacent to SH10) would eliminate the connectivity problem entirely. If that cannot be negotiated, integrating an **appropriate width** of Golf Club’s land is the condition required to achieve a functional corridor.

## Transport and infrastructure analysis

Spatial Plan transport commentary and adopted network diagrams indicate that the current network heavily relies on Kerikeri Road as the primary spine. Without new cross-town capacity, increased pressure risks a **linear urban pattern** reinforced by intensification of cul-de-sacs and constrained retrofits to deliver internal cross-connections.

Phillip Brown (for KFO) identifies a **new SH10 roundabout link**, a **Waipapa Road/Waitotara connection**, and a potential **Fairway Drive/Golf View Road extension** (incl. bridge upgrade) that together provide **radial connectivity** between Kerikeri and SH10, improved **network resilience during flood closures**, and a **comprehensive active-mode network** linking Waipapa–KFO–Kerikeri (and the Sports Hub). He notes the **practical difficulties** of creating internal cross-connections through already-developed land elsewhere, characterising them as **long-term aspirations** rather than guaranteed outcomes.

**My interpretation:** This proposed **radial connection** directly addresses the structural dependence on Kerikeri Road identified in planning evidence. It constitutes a material network benefit that justifies a balanced, staged approach rather than a strict “intensification-first” strategy. In practice, infill development

alone cannot deliver equivalent transport outcomes within a realistic timeframe or funding envelope. That is consistent with NPS-UD Objective 1 and Policy 1(c) on accessibility and Policy 5 on locating density by accessibility. However, **ownership, delivery, and maintenance** responsibilities for new transport assets must be explicitly **secured through the structure-plan process**. Any claims of “no cost to ratepayers” remain unverified until formalised through legal instruments or cost-sharing agreements. The Future Urban Zone (FUZ) mechanism is therefore the appropriate statutory vehicle to resolve these matters transparently before live zoning takes effect.

Ms Rennie’s concern regarding poor connectivity was addressed above; she also raised issues with KFO’s car-centric design and accessibility.

This again relates primarily to **staging and design integration**. The initial development phases should extend **radially from the existing Kerikeri edge**, locating early residents within walking distance of established amenities while the KFO local centre is still maturing. Continuous **shared paths** along the river and a **fine-grain street network** with WSUD verges will address the multimodal connectivity gap Rennie identifies. These improvements are consistent with the developer’s transport evidence (developer-delivered SH10-Kerikeri link) and the Spatial Plan’s objectives for active transport, low-emission mobility, and resilient infrastructure.

## **Productive land and location choice**

Various pieces of evidence (Thompson & others) express their doubts about existing urban area intensification potential as currently intended in the Spatial Plan.

Much of the intensification uplift identified in the Spatial Plan occurs over existing **productive orchard belts**, which—while mapped for urban growth—remain operational and are likely to stay in productive use for the foreseeable future due to strong ownership preferences and economic viability. By contrast, the **pastoral** KFO land is already under single ownership and is actively offered for comprehensive development, creating a realistic opportunity to implement the Spatial Plan’s “contingent urban” direction.

**My interpretation:** When weighed under **s 32(1)(b)(ii)** (opportunity costs/benefits), enabling urban growth predominantly over **pastoral** land at KFO, while **preserving orchard productivity** elsewhere, is a more balanced district-wide outcome — provided blue-green systems and connectivity are embedded.

When assessed under **s 32(1)(b)(ii)** of the RMA (considering opportunity costs and benefits), enabling urban growth where landowners are willing and coordinated—such as at KFO—represents a more effective and efficient pathway than relying solely on fragmented productive land whose owners may not wish to urbanise. This ensures that the district’s long-term capacity is achieved through feasible, integrated, and voluntarily developed land rather than theoretical yield on unwilling or constrained sites.

Accordingly, **the FUZ approach ensures that detailed assessments of soils, hydrology, and infrastructure feasibility are resolved transparently through the structure-plan stage before live zoning proceeds**. This provides sequencing certainty, respects productive land uses, and upholds the sustainable-management purpose of the RMA (s 5).

## Commentary on the [s42A report](#) (Kerikeri–Waipapa 15D)

### Where I agree:

Immediate live zoning would be premature given unresolved hazards/servicing and uncertainty (the “risk of acting” limb, s 32(2)(c)).

### Where I differ:

**Retaining the KFO site entirely within the Rural Production Zone** without qualification fails to recognise the “risk of not acting” — namely, under-enabling feasible capacity, delaying affordable supply, and forgoing the only cohesive landholding capable of delivering integrated infrastructure and a new east–west transport corridor. This is contrary to NPS-UD Policy 2 and the Spatial Plan’s contingent framing, which anticipates future urban transition subject to hazard and infrastructure resolution.

Accordingly, the proportionate “no-regrets” response is to apply a **Category 2 Future Urban Zone (FUZ)**. This pathway balances the NPS-UD’s direction to enable development capacity with the RMA’s s 32 efficiency test and maintains public transparency through formal notification.

The following conditions remain essential:

1. **Flood management:** Integration with the regional K3A programme and potential Waipapa dam; on-site detention, swales, and spillway corridors as part of a blue–green network; finished-floor/platform controls; and clear asset ownership / maintenance responsibilities prior to consent.
2. **Transport & connectivity:** SH10 roundabout / link; Waitotara / Waipapa connection; Golf View extension and bridge; well connected active-mode network (shared paths, cycle routes); bus-readiness; NZTA coordination; funding / ownership secured; and the Kerikeri–KFO link road designed as an urban corridor framed by active building frontages on both sides rather than a plain distributor road. (This condition ties directly to our earlier section on connectivity and ensures urban-design consistency.)
3. **Utility infrastructure:** New wastewater treatment / disposal solutions, stormwater / three-waters integration plan, sequencing of capacity upgrades, and independent cost-sharing agreements.
4. **Land ownership & staging:** Secure Golf Club land and Waipapa Road link, or equivalent alternative alignment, with formalised land-exchange or access agreements prior to structure-plan approval. Development to be staged, beginning with low-risk, well-connected areas (north and south-east), and advancing only once agreed completion thresholds are met.
5. **Layouts and typologies:** Range of housing typologies including affordable / “missing-middle” typologies (terraces, duplexes, walk-ups) to deliver diversity and affordability.
6. **Design quality:** Statutory design code addressing centre layout, cross-sections (with swales), SH10 edges, blue-green corridors, and local-centre / public-square standards.
7. **Consultation:** Tangata whenua partnership, community engagement, and Schedule 1 notification with cultural-design input embedded in the structure-plan process.

**Evaluation Against Appendix 2 Rezoning Criteria (Category 2: Live Urban Zoning with Schedule 1 process)**

Criterion	Key evidence	s32 Justification
Strategic direction	Spatial Plan adopts 55–60% infill, 35–40% greenfield; KFO in contingent bucket.	FUZ aligns with contingent logic; avoids premature live zoning while enabling a structured path. Reinforces Sequenced Growth under NPS-UD Policy 2 and s32(1)(b)(i) efficiency.
NPS-UD give-effect (s 75(3))	Objective 1/Policy 1 (accessibility/resilience); Policy 2 (sufficient capacity); Policy 5 (density by accessibility).	FUZ + Schedule 1 provide the balanced path between capacity and affordability objectives; locates higher buildings at SH10 local centre and secures walkable spine.
Transport & connectivity	Brown SoE: SH10 roundabout/link, Waitotara/Waipapa access, Golf View extension & bridge; resilience in flood events; active-mode “missing link”.	Radial connection addresses structural reliance on Kerikeri Road; a legitimate basis to depart from an infill-only preference. Ensure structure-plan conditions secure urban-frontage activation and maintenance obligations.
Flood hazards	NRC de Boer: K3A reduces 1% AEP extent (~7.4%); updated modelling; Kuindersma supports s42A approach to mitigation detail.	Manage via regional + local measures; embed as blue-green network; stage high-risk land later. Consistent with RMA s6(h) risk management and Schedule 1 sequencing policy.
Productive land	Much of KFO is pastoral, offered for development by the landowner, whereas many identified intensification areas are active orchards likely to remain in production.	Lower risk of foreclosing productive land use; development offer is consistent with district-wide balance under s 32(1)(b)(ii).
Economics/affordability	Thompson (2025): infill uptake historically low; scaled greenfield needed for affordability; indicative detached costs ~\$1.2–1.6 m infill vs ~\$670 k KFO. Lindenberg (2025): long-term demand will benefit from overflow capacity	Directionally persuasive; secure via staging, delivery and design requirements in the structure plan. Supports NPS-UD Objective 2 (sufficient capacity and housing choice).

Consultation	My conversations with KFO representative (D. Corbett) indicate tangata whenua have expressed support for rezoning once fuller information was shared (not available at Spatial Plan stage). Golf Club dynamics evolving: no categorical opposition to negotiation, potential land purchase/compensation package discussed.	Supports rezoning subject to transparent Schedule 1 process, ensuring tangata whenua input is formally integrated, and Golf Club negotiations secured to enable road frontage and connectivity outcomes. Ensure engagement outcomes are reported within structure-plan consultation summary.
Alternatives	(A) Status quo (infill-only), (B) live zone now, (C) FUZ + Schedule 1.	(C) is most appropriate — manages both limbs of s 32(2)(c), enables capacity and affordability, ensures quality.



## APPENDIX A

### Street Activation and Podium Setback

#### Takapuna (North Shore)

In the Metropolitan Centre zone, building frontage rules (including setbacks at ground and podium levels) were applied to widen the pedestrian environment, particularly around Hurstmere Road, where council has gradually integrated streetscape upgrades.



Image: <https://reseturban.co.nz/projects/hurstmere-road-streetscape-upgrade>

#### Wellington – Lambton Quay & Courtenay Place

Heritage shopfronts remain hard to the boundary, but in areas of redevelopment the **District Plan required building recess/setbacks at ground or podium levels** to widen footpaths and enable weather canopies. These have supported activation without changing traffic lanes.

**Cuba Street** provides pedestrian-only access and represents one of Wellington’s most activated streets.



Image: <https://www.grandchancellorhotels.com/james-cook-hotel-grand-chancellor/local-attractions/shopping-on-lambton-quay-and-cuba-street>



### **Auckland – Queen Street Valley & Wellesley Street Precinct**

The **City Centre Masterplan** and **Auckland Unitary Plan** require podium setbacks (typically 2–4 m at ground level) in parts of Queen Street and surrounding blocks. Developers have to set back the ground floor to create wider footpaths, retail frontage, and better pedestrian movement while keeping traffic lanes.



Image: Commercial Bay – photo credit Warren & Mahoney

### **Christchurch – post-earthquake rebuild**

The **Central City Recovery Plan** imposed minimum podium setbacks in some key pedestrian corridors. This was partly to make room for wider footpaths, planting, and cycle lanes while maintaining vehicle access.

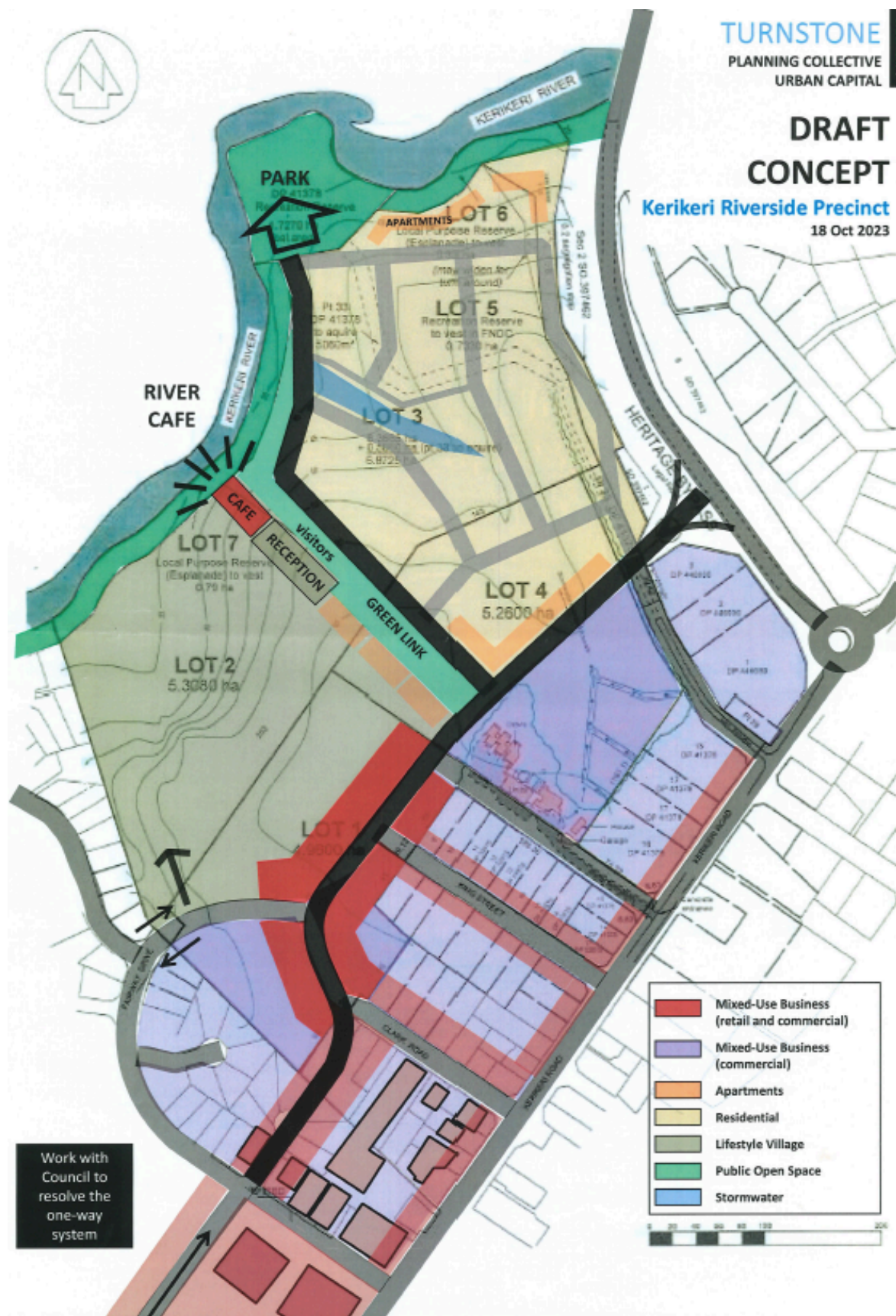
Proposed rezoning of Kerikeri by KASA Architects, to be publicly discussed and integrated in structure plan.





## Appendix C

masterplan concept as supplied by Turnstone Trust, 10/2023



## Appendix D

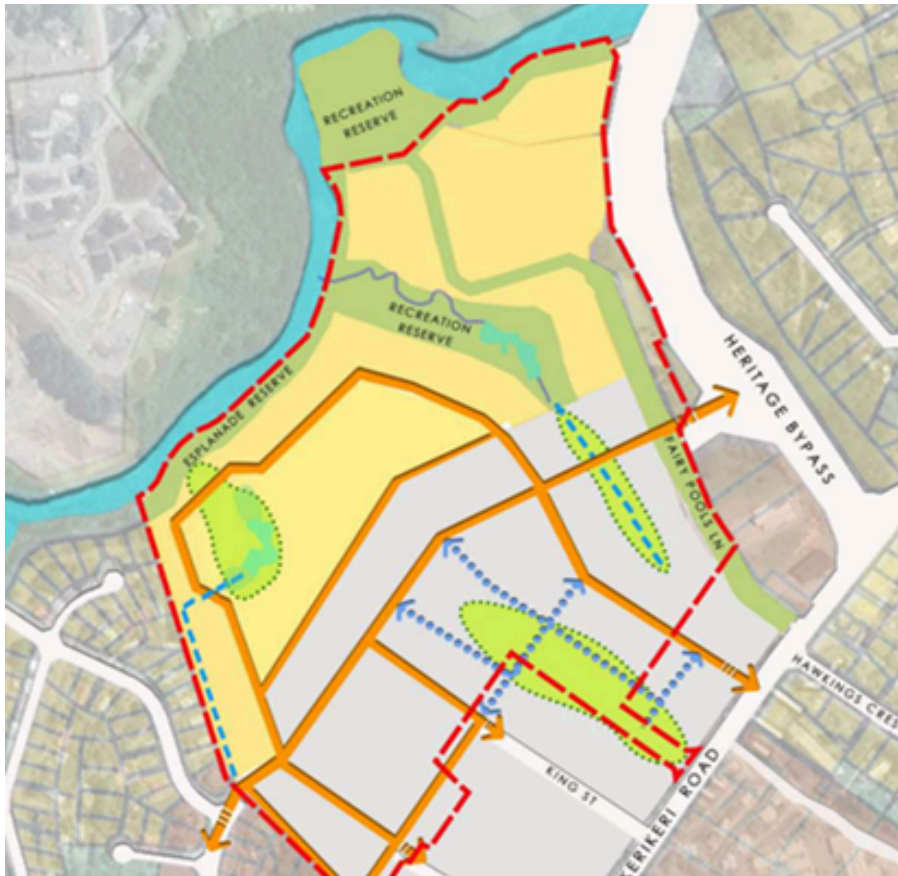
Waterways shown on s499 original Turnstone Trust submission





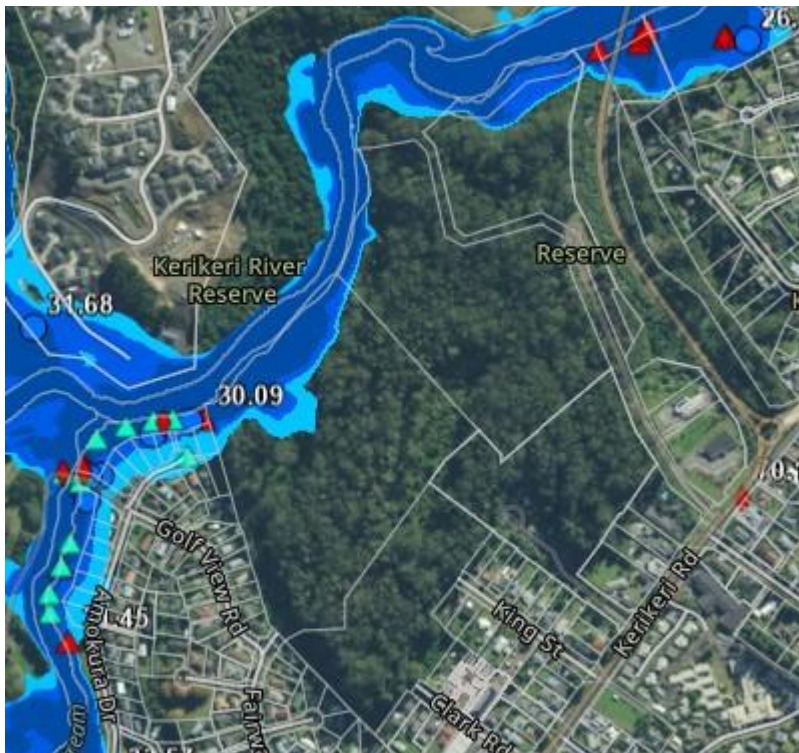
## Appendix E

Watercourse & Wetland protection in s499 original submission



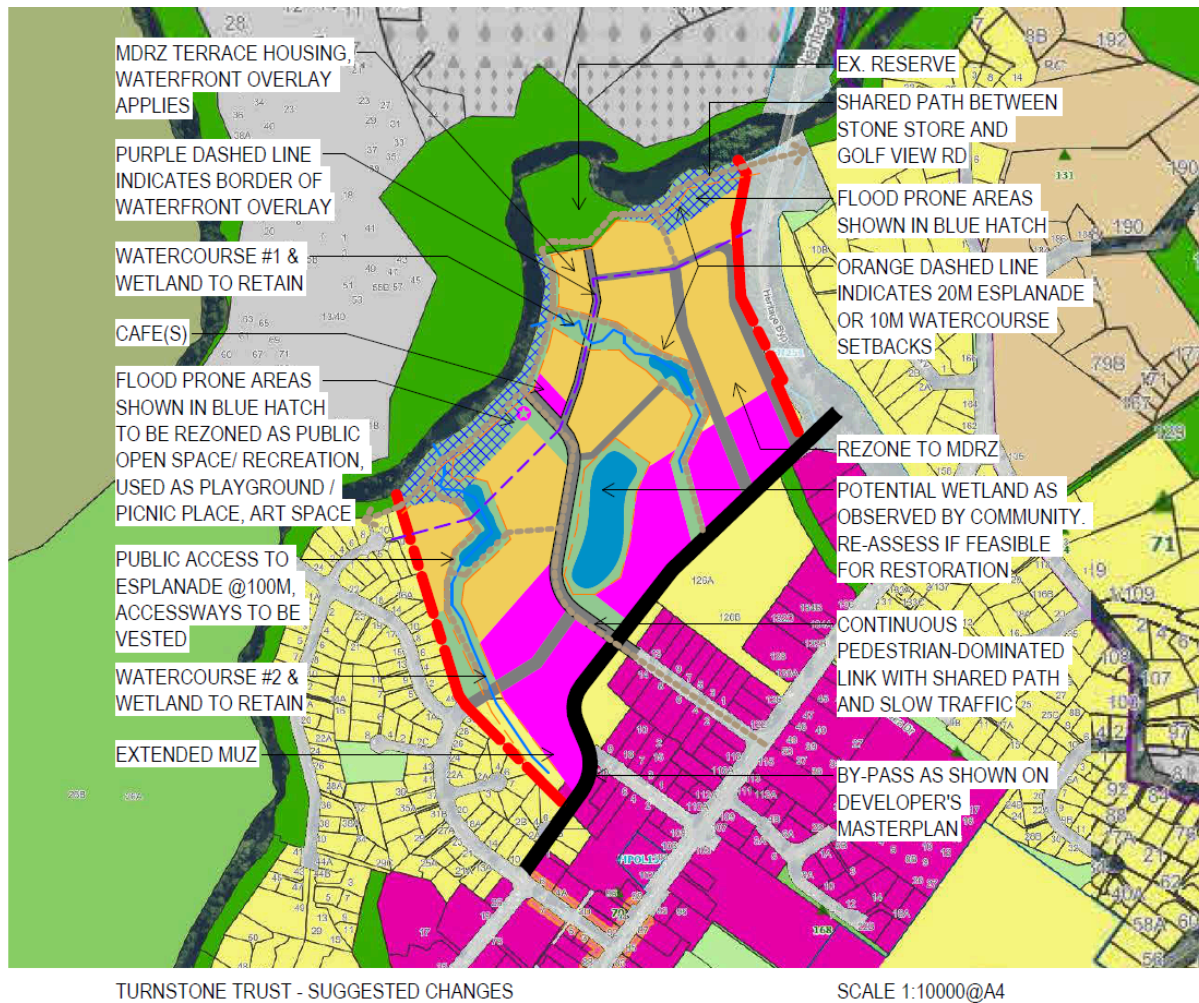
## Appendix F

Flood map NRC



## Appendix G

Proposed alternative based on TT's 10/2023 masterplan





## Appendix H

Water integrated in the urban environment

### Destination

“Look and feel” image of “Destination” with river interface



Image: AI generated

“Look and feel” image of waterfront with paved riverfront and small businesses close to “Destination”



Image: AI generated





Access to river at “Destination”- Te Papa Ōtākaro - Avon River Park, Christchurch 2014



Image: [Te Papa Ōtākaro – Avon River Park and Terraces | Boffa Miskell](#)

Interface with reserves



Image: AI generated



Playground at the waterfront with shared path

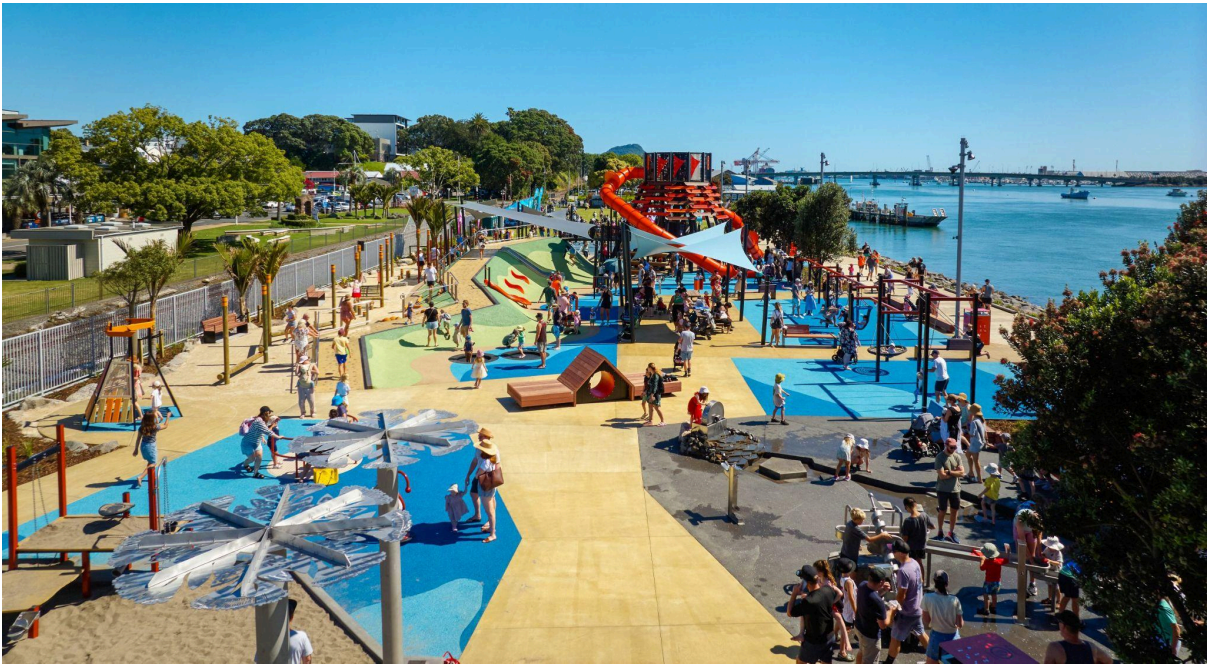


Image: <https://www.playgroundcentre.com/project/waterfront-playground-city-centre-tauranga/>

Access to river at Destination - concrete seating & stairs



Image: [A solution for urban storm flooding | MIT News | Massachusetts Institute of Technology](#)



## Riverfront (waterfront overlay)

Medium-sized residential development facing river



Image: <https://commonedge.org/envisioning-a-new-urban-future-for-southern-california/>

Artwork and small businesses at waterfront (MDRZ)



Image: AI generated



Access to river from shared path and open space / picnic area



Image: <https://springsmag.com/cos-creek-plan-reimagines-colorado-springs-waterways/>



## Cultural footprint in landscape design – lighting, Rotorua



Image: [Latest addition to Rotorua lakefront commemorated at dawn ceremony - NZ Herald](#)

## Shared path cultural footprint - Te Papa Ōtākaro - Avon River Park, Christchurch 2014



Image: [Te Papa Ōtākaro – Avon River Park and Terraces | Boffa Miskell](#)



## Bioswales and wetlands

Blue-green grid – wetland in medium density residential development



Image: [Professor Schoemaker Plantation | Urban Green-blue Grids](#)

Blue-green grid – wetland in medium density residential development



Image: [Boszoom – Pijnacker-Nootdorp | Urban Green-blue Grids](#)



## Bioswale



Image: [Bioswales: A Natural Tool in the War Against Urban Pollutants - Waterborne Environmental](#)

## Bioswale



Image: [Effective Stormwater Management: Installing Bioswales - The Edge from the National Association of Landscape Professionals](#)



## Precedents

### Te Ara Awataha Greenway (Northcote) - restored stream for resilience



Image: [https://isthmus.co.nz/wp-content/uploads/2021/12/ZDS\\_6038\\_NorthcoteCentralApr2023\\_1253-3200x2101.jpg](https://isthmus.co.nz/wp-content/uploads/2021/12/ZDS_6038_NorthcoteCentralApr2023_1253-3200x2101.jpg)

### Te Ara Awataha Greenway (Northcote) - restored stream for resilience



Image: [https://ourauckland.aucklandcouncil.govt.nz/media/pl1bfaom/camera\\_three\\_learning\\_from\\_bridge\\_max.jpg](https://ourauckland.aucklandcouncil.govt.nz/media/pl1bfaom/camera_three_learning_from_bridge_max.jpg)



Hobsonville Point - houses facing water & shared path along water



Image: <https://www.aucklandcouncil.govt.nz/parks-recreation/get-outdoors/aklpaths/Pages/path-detail.aspx?itemId=72>

Hammarby Sjöstad (Stockholm) - revitalisation includes an active edge at the waterfront



Image: [https://images.ctfassets.net/feu9c6z0ptit/5IJ8u93oWWcmCTJCS8wRhA/4164527045db82a7b6c2b1c596c9daec/Hammarby\\_Sj\\_stad.jpg?w=992](https://images.ctfassets.net/feu9c6z0ptit/5IJ8u93oWWcmCTJCS8wRhA/4164527045db82a7b6c2b1c596c9daec/Hammarby_Sj_stad.jpg?w=992)



Hammarby Sjöstad (Stockholm) - revitalisation includes swales & user-friendly landscape design

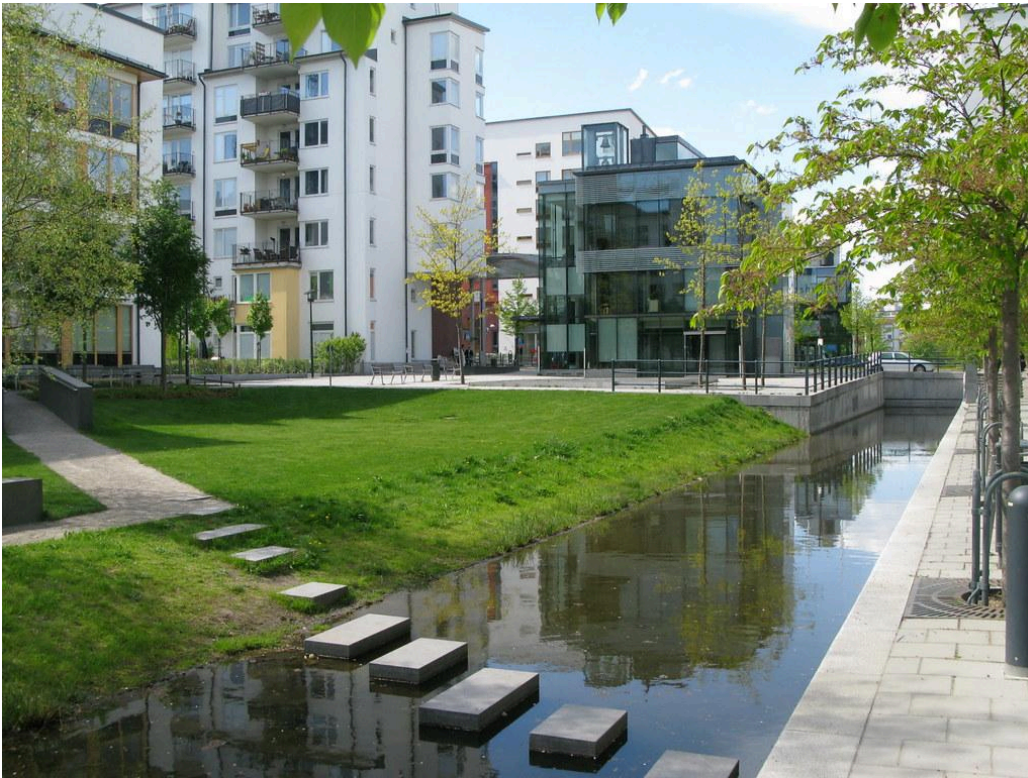


Image: [https://farm4.staticflickr.com/3405/3606496403\\_3e9c8f9af5\\_b.jpg](https://farm4.staticflickr.com/3405/3606496403_3e9c8f9af5_b.jpg)

Bishan–Ang Mo Kio Park (Singapore) - swale in a high-density zone proving the water sensitive design can be integrated in any urban context



Image: <https://images.squarespace-cdn.com/content/v1/5b008764710699f45ff1e509/63c5c132-72e8-4a0f-883d-2d2968d90dbd/BAMK+PARK.jpg>

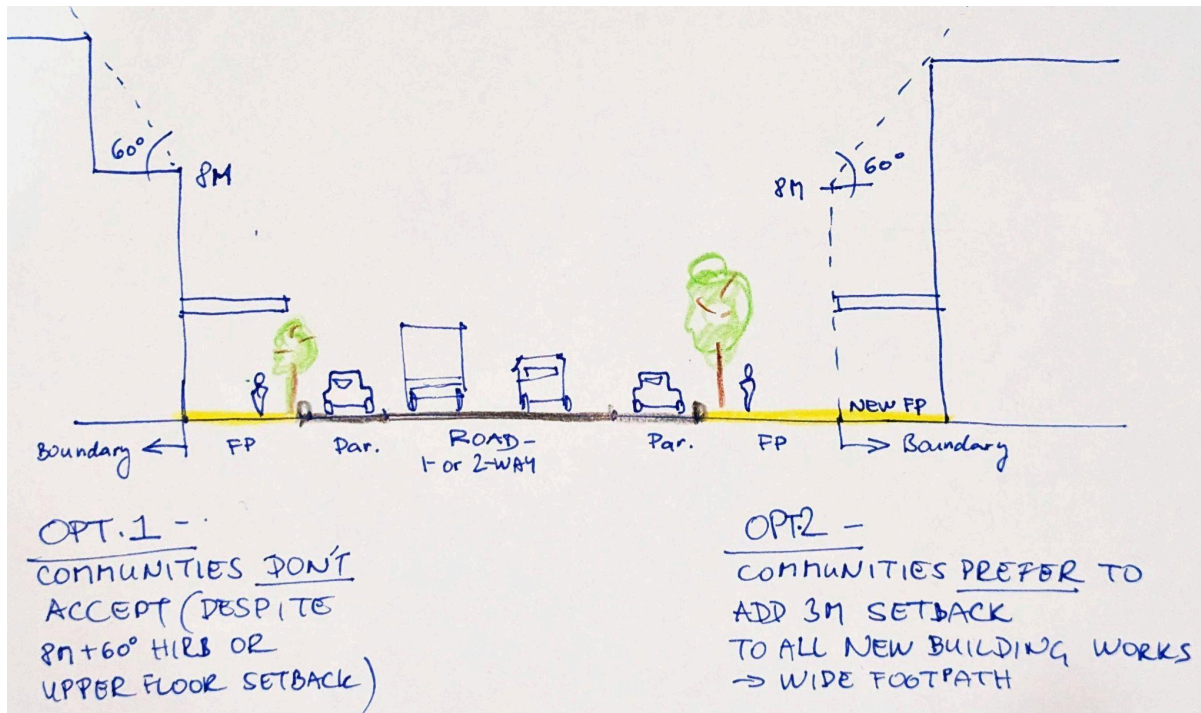


## APPENDIX I

According to the Community Groups, the proposed **8 m + 60° Height in Relation to Boundary (HIRB)** standard in the Town Centre Zone is needed, yet insufficient on its own to secure a **human-scale, pedestrian-friendly streetscape**. To achieve this, a **3 m building setback** is proposed for the Mixed Use Zone (MUZ), enabling a wider footpath and improved public-realm amenity.

Should future structure planning introduce a comprehensive **street-remodelling programme** that prioritises pedestrian movement and shared-space principles, this setback rule could be revisited or refined to align with that framework.

The following conceptual options illustrate scenarios discussed with the Community Groups:



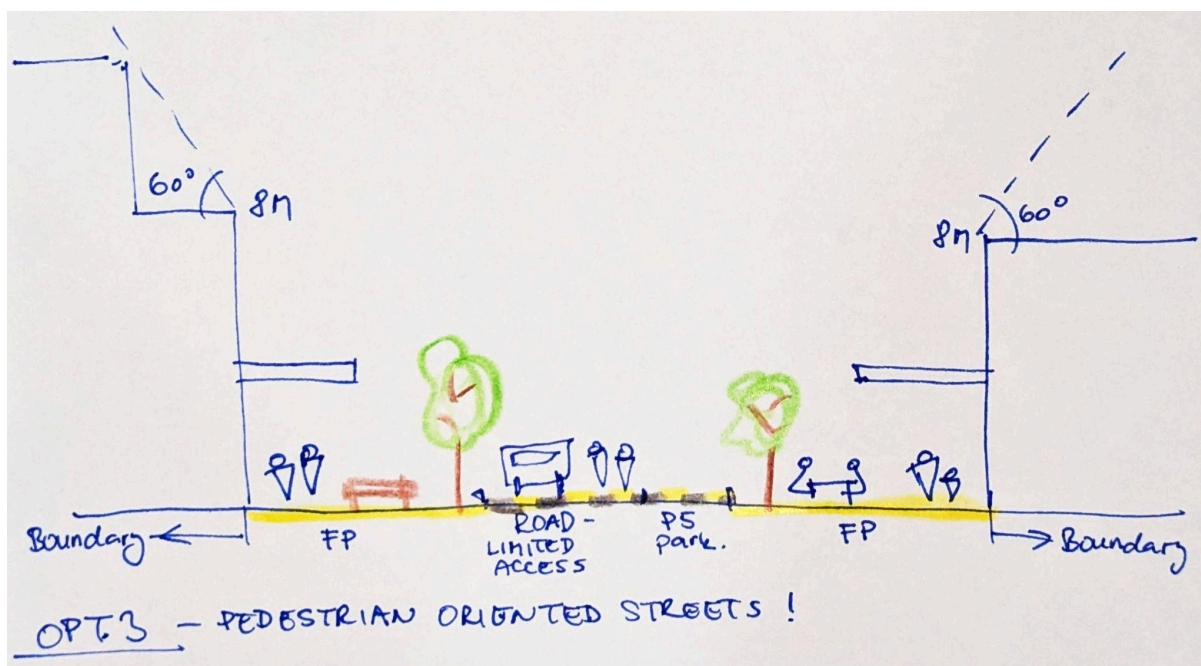
### Option 1 (above, left) – Baseline Human-Scale Form:

Prioritises built-form modulation and upper-storey setbacks to retain a **village-scale character** and visual comfort at street level.

### Option 2 (above, right) – Mandatory 3 m Setback (Proposed):

Introduces a continuous 3 m setback along key pedestrian-frontage streets to widen footpaths and accommodate outdoor activities such as café seating and informal gathering spaces.

It is recognised that this approach may not be favourably received by some affected property owners, as it modestly reduces the developable footprint. However, the intent is to achieve a **consistent, high-amenity public realm** outcome that benefits the wider town centre and supports long-term value uplift.



### Option 3 (above) – Pedestrian-Focused Street Retrofit (Preferred Long-Term Outcome):

Envisions a reconfigured town-centre street with **restricted vehicle access or pedestrian-only movement**, creating a vibrant environment that prioritises walking, cycling, and public life. Parking would be relocated to peripheral areas within walking distance, and the widened footpaths would integrate **street furniture, native planting, and active edges**.

I **strongly advocate for a pedestrian-only town-centre spine**, supported by proven precedents such as **Cashel Mall (Christchurch)** and **Cuba Street (Wellington)**, as well as international examples from **Gehl's "Cities for People"** approach, including **Strøget (Copenhagen)**, **Melbourne's laneways**, and **Times Square (New York)**.

In **Auckland's shared-space programme**—notably **Fort Street, O'Connell Street, and Elliott Street**—has successfully demonstrated how pedestrian-priority design can revitalise central areas, improve local business performance, and strengthen urban identity and sense of place.

At present, there is **no adopted structure plan or funding provision** for street upgrades to deliver this level of pedestrian amenity. Accordingly, the Community Groups consider the **3 m setback requirement** an essential interim tool to achieve the intended human-scale outcome and safeguard flexibility for future design-led improvements.

Cashel Mall (Christchurch) - pedestrian priority - similar scale as Kerikeri Rd in the centre



Image: <https://reseturban.co.nz/projects/christchurch-city-mall>