APPENDIX H

Plan Change 5

Urban Design Report

Ko te aaheinga
o te hanga he waahi ataahua he
waahi toiora ki Peacocke

Peacocke
Structure Plan

Weaving together a new community

July 2021

Hamilton City Council
Te kaunihera o Kirikiriroa

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Executive Summary

The Peacocke area to the south of Hamilton has long been recognised as a greenfield growth cell for the city. As a result of growth pressure, infrastructure investment and changes to the high-level policy direction from Central Government, Hamilton City has determined to review the Peacocke Structure Plan and associated planning provisions to enable more intensive development to occur. Along with enabling higher density development, Hamilton City Council wish to achieve an attractive high amenity environment that is well designed. In order to achieve this, a range of planning provisions are proposed.

This report provides a high-level urban design analysis and assessment of the Peacocke Structure Plan and proposed planning provisions, and how they will contribute to achieving the vision for Peacocke.

1 Introduction

The Peacocke area has long been identified as one of Hamilton's strategic growth cells and was brought into Hamilton City in 1989. A need for significant infrastructure investment has meant that the area has not seen substantial development, with only a small amount of development underway in what is currently identified in the Operative District Plan, as Peacocke Stage 1.

The securing of funding through the Housing Infrastructure Fund (HIF) has meant that Hamilton City Council (HCC) is beginning the process of unlocking the growth potential of the area, with the construction of a new bridge across the Waikato River and a wastewater pumping station.

To ensure the Peacocke area is developed to create an attractive and sustainable neighbourhood and the funding secured from the HIF is efficiently used, the Council are reviewing the Peacocke Structure Plan.

The current structure plan is over 10 years old and is being updated to reflect best practice outcomes for stormwater, biodiversity and ecology and the need to achieve a higher level of density, to achieve a compact urban form.

In response to the changes over the last 10 years and the identified need to ensure that land is developed in an efficient manner, HCC have identified that the Peacocke area should be developed as a medium density urban area with areas of higher density located around nodes of activity and public transport routes. The definition of medium density housing is not set within the New Zealand context, with a number of definitions being used. Typically, it is equated to multi-unit development such as duplex and terraced houses with an allotment size under 350m^2, although it can also include stand-alone town house style development on smaller sections.

Compact development is becoming more established within Hamilton, where medium density development in other areas of the city such as Ruakura and Rototuna has produced stand-alone houses on sections between 300-350m^2. As the market matures, more variety in typology is being seen, with duplex and terraced apartments being brought to market.

This urban design report has been prepared to support the development of the structure plan and the subsequent planning provisions, to assist in achieving the vision for Peacocke:

> ***"Ko te whakakitenga moo te whenua Peacocke - Ko te aaheinga o te hanga he waahi ataahua, he waahi toiora ki Peacocke.***

To enable the development of an attractive and sustainable community in Peacocke."

The report addresses the urban design principles that have been embedded in the Peacocke Structure Plan and these have subsequently been conveyed into the planning framework that will inform future development of the area.

2 Purpose

Hamilton City Council has a clear vision for the development of the Peacocke Structure Plan area and want to develop an attractive, sustainable neighbourhood that:

- responds to and enhances the natural environment,
- is well connected and encourages walking and cycling,
- is well serviced with a range of community facilities,
- provides housing choice, encouraging a range of housing typologies that promote a diverse community,
- ensures landscape and urban design excellence.

The purpose of this report is to review the proposed plan provisions and the ability of these plan provisions to deliver good urban design outcomes.

3 Structure Plan Area

Peacocke is located in the southern end of Hamilton, adjacent to the established suburb of Glenview and Fitzroy. The entire structure plan area is approximately 740 ha of rural land and is approximately 7km from the central city at the southernmost end of the Structure Plan area. The area is approximately 4.5km from north to south and 3km east to west at its widest point. The area is defined by the City's boundary in the south and south west, the Waikato River to the east and the existing suburbs of Glenview and Fitzroy to the north and north west.

The Mangakootukutuku Gully bisects the structure plan area, running in a north to south direction, with arms to the east and west.

The Southern Links designation divides the area into four quadrants, with work currently underway on the design and construction of the road corridor, including the new bridge over the Waikato River connecting Peacocke to Wairere Drive, Hamilton's arterial ring road that provides vehicle access to the rest of the city.

The area is currently peri-urban and consists of a range of rural residential and rural land holdings. The topography varies throughout the site, from elevated flat river terraces, gullies, and undulating hills. Generally, the northern area is flatter, with the southern area exhibiting a rolling topography.

The proposed structure plan seeks to enable the urbanisation of the Peacocke area to provide a medium density residential environment, with high density development focussed on the Local Centre, identified public transport routes, areas of high amenity and in close proximity to the Central City.

4 Vista

The Hamilton City - Operative District Plan was drafted as a "design led plan" with the aim of creating a *smart liveable city which is attractive, well-designed, and compact with a strong sense of place.* The District Plan aims to implement Vista, Hamilton City's design guide which provides the overall vision for Hamilton's urban environment.

> ***"Hamilton is a collection of places, each with their own special character. Each site in the city has its own opportunities and challenges that need to be considered as a development concept evolves, and the city has identified places that require particular care and consideration of their context."***

Vista articulates this shared vision for the six key areas:

- The River
- City Heart
- Lakes
- Gateways
- Neighbourhoods
- Natural Features

The shared vision is relevant to the Peacocke Structure Plan and how it will manage development, ensuring that Peacocke becomes an attractive neighbourhood, with its own sense of identity forged on the natural topography and features, including the Waikato River. As Hamilton's new southern gateway, it should present a clear and inviting entrance to the city, announcing arrival into the City.

Of particular relevance to Peacocke are:

The River

…Physically, historically and spiritually, the Waikato River helps define the city of Hamilton, and the city must, therefore, complement the river. The heritage value of the river cannot be underestimated, and aspects of the river's cultural links are an intrinsic component of a significant proportion of the city's environment…

The Peacocke Structure Plan acknowledges and responds to the river corridor, recognising the ecological importance of this corridor. The location of the Local Centre links with the River Corridor and the intention is that the centre is designed to respond to this location and highlight the connection with the River.

Neighbourhoods

"Hamilton is a collection of neighbourhoods that reinforce a sense of local community. Memorable neighbourhoods have their own character, often based on the underlying topography, local ecology and notable landscape features. Introduced features such as buildings, street trees and public open spaces can enhance the local character of a neighbourhood while animating and enriching the city's streets. Within the city of Hamilton, precinct plans will be developed to protect and enhance the special character of important and memorable neighbourhoods and ensure that future change and development is consistent with the context and characteristics of a defined neighbourhood or character area. Designers and developers will need to consider these guidelines in any developments affecting special neighbourhood precincts."

The structure plan has been developed to respond to the Peacocke context and focus on creating a high amenity environment that responds to the defining features of the Mangakootukutuku Gully system, the Waikato River Corridor, and the rolling topography. Development will be required to respond to these features and establish an identity that is unique in Hamilton.

Natural Features

"Hamilton's urban environment is enhanced by the existence of significant natural features including gullies and other such ecologically significant areas. Development in the vicinity of significant natural features will be expected to show due regard to the protection, preservation and enhancement of such features."

The Peacocke Structure Plan recognises and protects the Mangakootukutuku Gully. It establishes a range of planning mechanisms to ensure that the values of the gully system in particular are protected and enhanced.

Gateways

"Gateways signal arrival and for many people, present the "first impression" of the city of Hamilton. City gateways to the east and south offer landscaped boulevards, significant trees and wide-open spaces (particularly in the vicinity of Hamilton Gardens), providing an elegant transition from the surrounding countryside. City gateways to the north present a traffic-dominated commercial and industrial face that is of questionable quality and generally regarded as unsightly and unwelcoming. Future development associated with Hamilton's city gateways needs to be of good quality and more considerate in presenting an appropriate sense of arrival, thus reinforcing the impression of Hamilton as a visually appealing, important and memorable city."

Peacocke will become the southern gateway to Hamilton and will provide an attractive urban edge and gateway to the city.

The high-level direction for Peacocke, included below, is consistent with the principles of Vista.

Built Environment

The development of a unique and vibrant urban environment that responds positively to the natural environment, which still portrays liveability, diversity and safety.

Social Wellbeing

Create an urban form and public realm that encourages strong and vibrant communities and neighbourhoods that are attractive, safe and well connected

Natural System

Protect and strengthen the natural and ecological environment within Peacocke.

Cultural Environment

Recognise sites of significance and through urban and environmental design recognise and celebrate historic and cultural features within the Peacocke area.

5 Urban Design Principles of the Structure Plan

The structure plan and associated plan provisions have been developed to "*enable the development of an attractive and sustainable community in Peacocke."* The following principles have informed the development of the structure plan and the associated plan provisions:

- Enable the development of a range of typologies, enabling housing choice and a range of price points providing diversity in housing, catering for a range of occupants who require a range of housing sizes from one- and two-bedroom apartments to larger single dwellings.
- Create higher density walkable catchments, centred on public transport routes and activity nodes such as the local centre, neighbourhood centres and community facilities such as the sports park, and schools.
- Enable higher density housing to borrow amenity from areas of high amenity such as the Waikato River and Mangakootukutuku gully network.
- Require subdivision to create a connected, legible, and permeable transport network that enables access through the structure plan, particularly for active modes, allowing local trips to be undertaken without reliance on a private vehicle.
- Subdivision should be undertaken, (where topography allows) to maximise access to sunlight for allotments.
- The block pattern and lot arrangement should create streets that are lined with buildings, with public frontages, directing back yards to be located to the rear of the site creating private outdoor living areas.
- Ensuring road frontages are not dominated by carparking, garaging and vehicle access.
- Development should be well designed and provide a high level of on-site amenity for residents, maximising access to sunlight and privacy and a high-quality visual outlook.
- Developments use quality building materials, variation in architectural form and landscaping to contribute positively to the character of the area.
- Subdivision is designed to respond to the gully network and areas of open space ensuring that where these are accessible to the public and they are visible and safe.

6 Proposed Development Controls

HCC's current Medium Density Zones rely on the use of the Comprehensive Development Plan process. This creates a consenting framework that requires the comprehensive assessment of the development of a site and depending on the specifics of the medium density zone in question, considers land use and subdivision as a whole. A similar framework is embedded in the operative Peacocke Character Zone, which uses a masterplan framework. HCC is proposing to move away from the Comprehensive Development Plan / Master Plan approach as a consequence of decisions of the Environment Court and the difficulties in requiring a Master Plan to be developed in a location where land ownership is currently fragmented.

In order to achieve the vision: *"To enable the development of an attractive and sustainable community in Peacocke."* Council wishes to establish a planning framework that will create positive design outcomes and establish a well-designed urban neighbourhood that provides a high level of amenity for residents.

The following relate to the planning controls proposed to achieve a well-designed medium density environment.

Density and design

The proposed provisions do not stipulate minimum density requirements. Removal of density standards encourages a "land-use first" approach, this means land use consent occurs prior to, or concurrently with, subdivision, enabling a design led response to development.

The rule framework allows for one dwelling per site as a permitted activity. Second and subsequent dwellings require Restricted Discretionary consent, with discretion restricted to a range of matters focussed on design outcomes.

To manage the development of buildings, the plan relies on development standards relating to bulk and location, site coverage and outdoor living space and service areas. These standards provide the expected level of on-site amenity and consequently, the amount of space allocated to a dwelling. This response enables a range of housing typologies and sizes to be constructed as subdivision and the cost of land does not promote a singular approach to housing based off allotment size.

In combination with discretion over design outcomes, it is considered that the proposed approach will enable development flexibility, whilst ensuring good design outcomes are able to be achieved.

Subdivision

In order to enable well designed sites that provide a high level of onsite amenity for residents and contribute positively to the character of a neighbourhood, it is important that subdivision establishes a block pattern that facilitates good development. This means ensuring lot sizes and shapes are fit for the intended use or are of an appropriate size and dimension to provide for a range of housing typologies to be located on a site. It also means the overall block pattern is designed to establish a well-connected environment that is easy to navigate for pedestrians and cyclists.

The current medium density provisions throughout the city use a range of comprehensive development / master plan provisions to manage development. Hamilton City has decided to move away from this approach in Peacocke due to the complexities associated with the implementation of master plans in a land area with fragmented ownership and the uncertainty associated with the *vires* of how these provisions work.

In order to ensure good design outcomes for subdivision, a stronger policy framework, development standards and assessment criteria are proposed. These set a direction within the planning framework to:

- Require subdivision to provide for high density land use around areas of activity, such as the local centre, neighbourhood centres, identified public transport routes and enable higher density around areas of amenity, such as public open space and the river front and gullies.
- Establish a north/south oriented block structure, where the topography allows, that creates lots that front and engage with the street front and enable the provision of private rear yards with access to sunlight.
- Create a block pattern that allows for ease of movement for pedestrians and cyclists by reducing block lengths and creating opportunities for mid-block connections.
- Manage the street frontage to ensure that it is not dominated by parking or garage doors by requiring lots or dwellings with narrow frontages to be accessed via a rear lane.
- Require connections between adjacent subdivision to avoid the creation of closed off developments and reinforce a walkable environment. This is particularly important in context of the Peacocke Structure Plan area due to the fragmented nature of land ownership in the area.
- Maximise connectivity by minimising the use of cul-de-sacs and rear lots and only creating these where there are no practicable alternatives to respond to the topography. If these are used, then connections should be provided for pedestrians and cyclists.
- Designing areas of open space to be activated by roads, providing surveillance of these areas and ensuring they are not hidden from view.

As discussed above, there are no density controls proposed for residential land use. Provisions are however proposed to manage the size and shape of vacant allotments within the Peacocke Structure Plan. This will ensure that high quality outcomes are still able to be delivered through a more traditional development approach. The plan provisions require vacant lots to be a minimum lot size of 300m^2 with a minimum lot frontage width of 10m. 300m^2 provides sufficient space to enable the development of a complying residential development. A 10m frontage enables dwelling to be established with a width of 8m once side-yard setbacks are considered.

Subdivision also plays a part in the creation of safe and connected roads and streets. One of the desired outcomes for Peacocke is the creation of neighbourhood that encourages mode shift and is designed for walking and cycling. For this reason, subdivision is directed to ensure the safety of pedestrians and cyclists by minimising vehicle crossings along road corridors that provide shared paths or separated cycling facilities.

The initial subdivision pattern and layout has a strong influence on the final development outcome and influences outcomes such as connectivity and walkability. For this reason, controls are proposed that manage block size and shape.

To achieve a walkable environment, controls are proposed relating to setting limits for a maximum block length of 250m and block perimeter of 750m. This scale provides an appropriate level of permeability for pedestrian movement, while providing flexibility in block design to enable development to respond to site constraints such as topography.

Rear lane typologies are encouraged to achieve a high quality street environment and these are enabled through the subdivision provisions.

An example of a rear lane typology is shown in Figure 1 below.

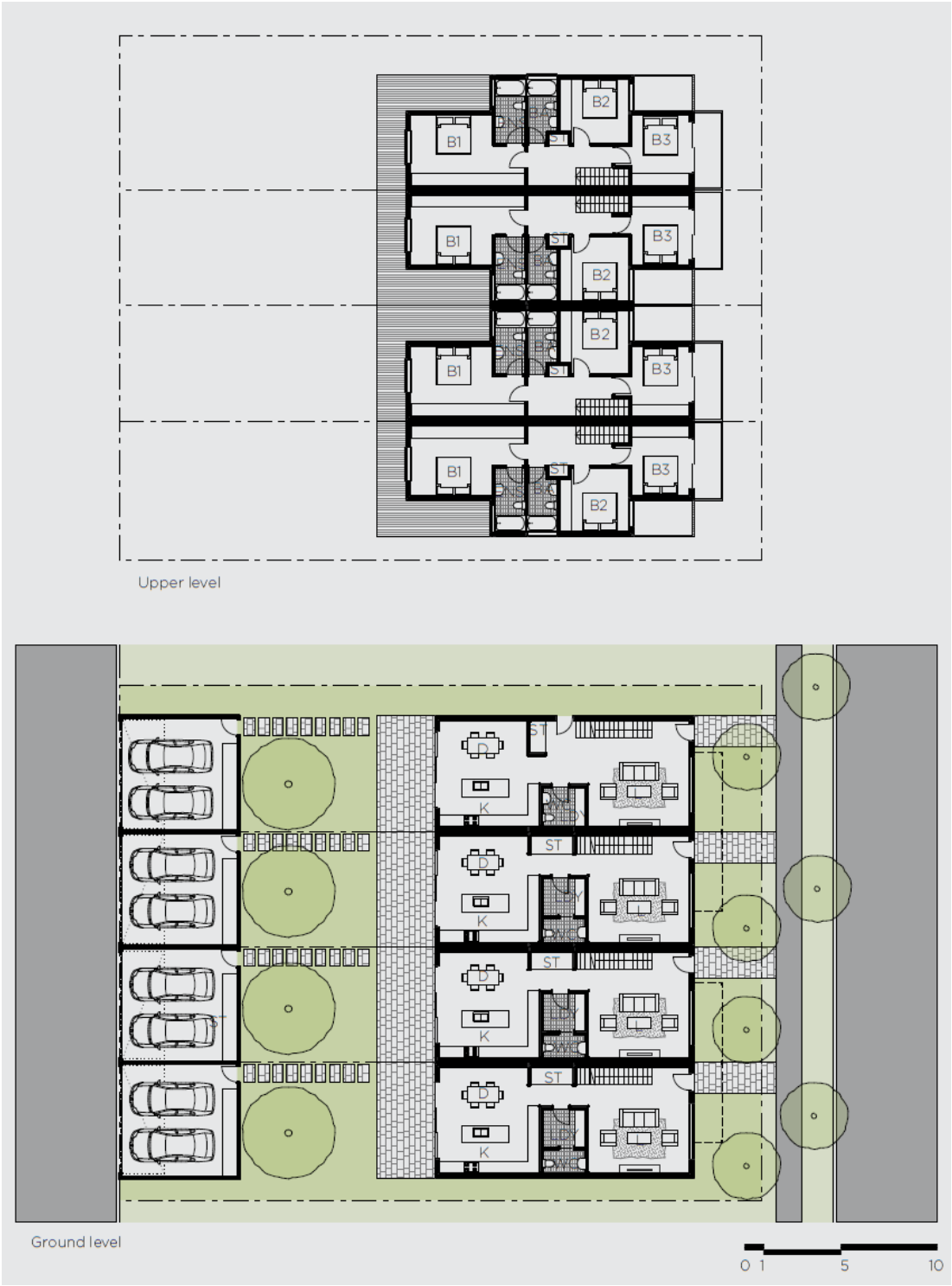

Figure 1: Example of Terrace Dwelling - Rear lane parking and servicing[1]

Road Corridor and Cross sections

[1] NSW Government – Department of Planning, Industry and Environment, 2020 Low Rise Housing Diversity Design Guide.

A key objective relating to the Peacocke Structure Plan is the creation of a highly walkable and cyclable environment. This aligns with broader objectives found in Access Hamilton and Waka Kotahi's Regional Mode shift plan. These plans seek to increase the number of trips taken by walking, bike, other micro-modes (i.e. e-scooters) or public transport to 29% of all trips by 2028. Objectives relating to short trips i.e. those less than 2km, are more ambitious, seeking up to 50% of all trips to be undertaken by foot.

The Regional Mode Shift Plan in particular, identifies the need to invest in high quality and inclusive infrastructure that is suitable for use by all ages and builds a network of safe routes. This highlights one of the key barriers to increasing the number of active mode trips, particularly by bike - safety. This has been identified as a key barrier to cycling, particularly for children moving to and from school and for those with less experience or confidence on the road.

In order to meet the mode shift targets and overcome the barriers to walking and cycling, the active mode network should be designed to maximise the users experience, providing a safe, pleasant journey for active mode users.

To achieve this, an emphasis has been put on prioritising the movements of active mode users throughout the structure plan. This includes modifying the typical roading cross section to cater more towards pedestrians and people on bikes, creating low-speed safe environments. This means prioritising the needs of people walking and on bikes.

The structure plan identifies the high-level network of arterial and collector corridors within the structure plan that will function as the key movement routes for cyclist, providing separated cycleways. i.e. cycleways that are physically separated from the vehicle carriageway. These will be supported by a range of walking and cycling paths that use the edge of the gully network. Due to restrictions on lighting within these areas and related safety issues, these paths are not considered suitable as the only routes available, particularly during winter months, where daylight is limited.

Local roads are to be low-speed environments, with a design speed of 30km/hour. This means using techniques such as narrower lanes and street trees to create the perception of a narrower carriageway by creating vertical friction. This low speed allows cyclists to share the lane with vehicles and allows pedestrians to move across the road corridor safely. Parking bays should be recessed and alternated with street trees, planting and stormwater treatment.

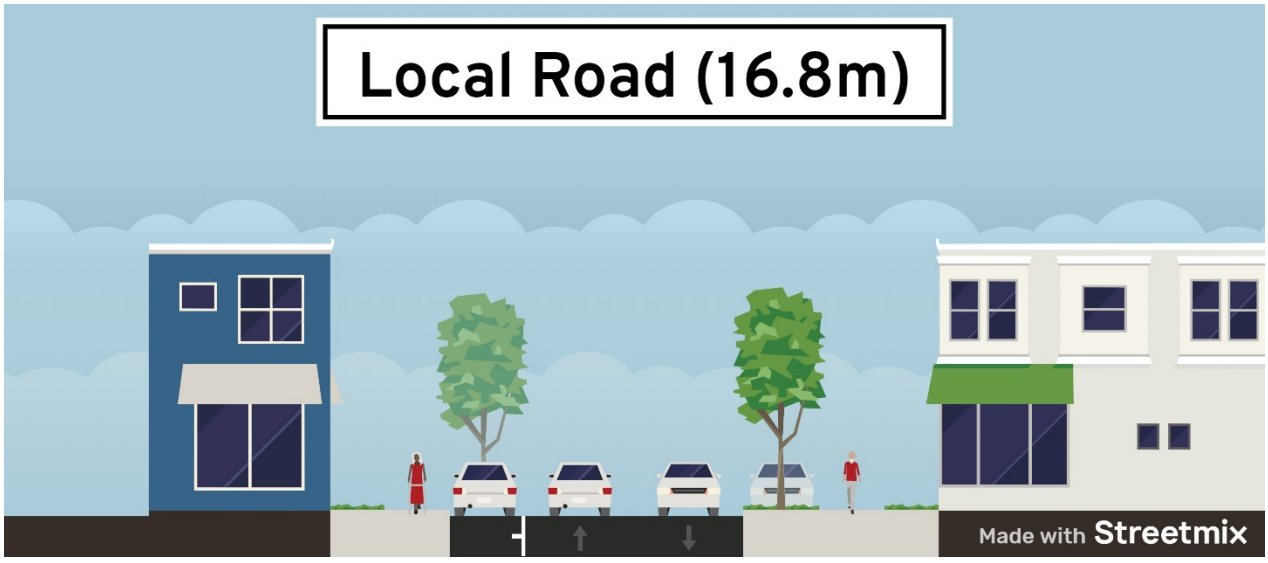

Figure 2: Local Road - Typical cross section.

Collector roads provide more of a movement function than local roads and typically come with higher vehicle speeds and volumes. Some collectors will also be part of the identified public transport network, carrying large vehicles. For this reason, it is best practice to physically separate cycleways, decreasing risk and improving safety and importantly, the perception of safety for users. Parking bays should be recessed and alternated with street trees, planting and stormwater treatment.

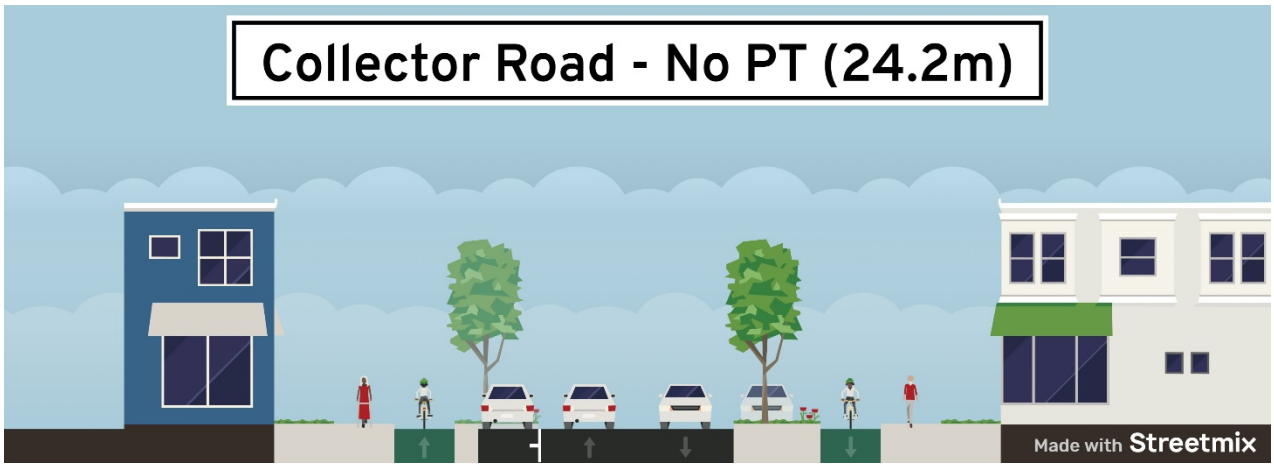

Figure 3: Collector Road - Typical cross section.

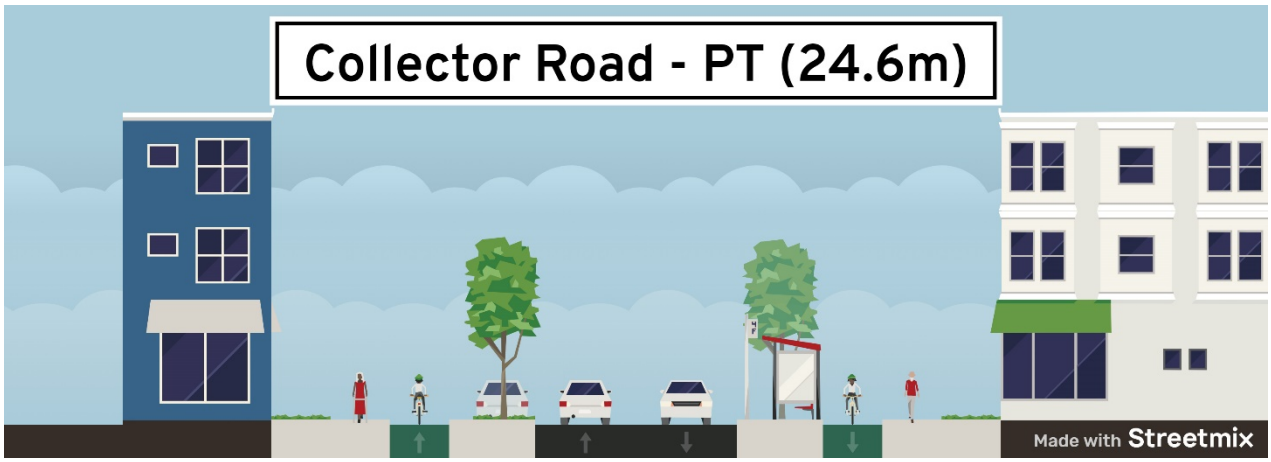

Figure 4: Collector Road - Typical cross section with public transport stop.

Arterial corridors have a high movement function and therefore carry more vehicles at higher speeds, with less opportunities to cross available. Cycleways and footpaths should be well separated from the carriageway in order to enable increased safety for people walking and on bikes. The current arterial corridors in Peacocke are being managed through the existing Southern Links Designation.

The proposed cross sections, in combination with subdivision controls relating to block size and provision of mid-block connections for pedestrians and cyclists, and restricting vehicle crossings where separated cycleways are located will create a high-quality, safe walking and cycling network within the Peacocke Structure Plan. It is considered that this will assist in achieving the mode-shift goals for Peacocke and Hamilton City.

Residential Development Controls

The overarching objectives for the Peacocke Structure Plan seek to establish a well-designed, high amenity neighbourhood that provides a high level of amenity for residents, neighbours, the streetscape, and areas of public open space.

Due to the higher level of density enabled, it is important that the built form is well managed to provide appropriate levels of amenity. This means ensuring access to daylight, provision of outdoor living space, a sense of space or spaciousness, privacy, and a sense of security.

Amenity in relation to neighbouring sites, means controlling the bulk and scale of buildings to manage shading, privacy so that adjacent buildings are not overbearing or dominating.

In addition to subdivision and the road corridor cross-section, the amenity of the streetscape is affected by the combination of:

- façades of dwellings
- setbacks
- landscaping
- management of vehicle access and parking
- fence and wall design and
- the provision of passive surveillance.

Similarly, the built form can influence the amenity of public open space through the public private interface and sense of surveillance provided.

These components and how they are designed will together influence the overall quality, amenity, and future character of the neighbourhood. Design controls are proposed to manage each of these factors and in turn provide the framework for a well-designed medium density environment.

Housing Typologies

The Hamilton City Operative District Plan currently identifies three residential typologies: single dwellings, duplex dwellings, and apartment buildings. Single dwellings are by far the most prolific typology found in Hamilton and are located throughout the city. Apartment dwellings are generally located in the Residential Intensification and Centre Zones throughout the city. These are defined as *three or more attached residential units,* so include terraced houses joined by part wall as well as apartments separated by a floor. Duplex Dwellings (two attached residential units) were introduced during the most recent district plan review and have become an important tool for creating infill development and intensification throughout the city, being able to be consented in the General Residential Zone.

To support increased density within the Peacocke Structure Plan area, it is proposed to introduce two new definitions for the Peacocke Structure Plan area. *Terrace Dwelling (Peacocke Precinct)* and *Apartment Building (Peacocke Precinct).* This will enable the creation of terrace-house style dwellings on larger sites, with more outdoor living areas than provided for by what is typically established in Hamilton as an apartment typology with a smaller amount of outdoor living areas. These definitions are incorporated with amendments to the development standards which are addressed in more detail in the section below. The new definitions also continue to enable the development of larger integrated apartment buildings to be developed.

Density

The density provisions enable medium density development to occur throughout the Peacocke Structure Plan with high density development to occur around activity nodes, identified public transport routes and areas of high amenity such as parks and the gully network. As described above, the proposed density provisions encourage a design led approach, where Council's discretion includes consideration of design where two or more dwellings are proposed on a site. This enables a range of typologies to be established

on a site, with flexibility over net site area. Managing lot size through bulk and location and on-site amenity standards will provide development flexibility and enable a range of housing typologies. Maintaining discretion over design and layout of the development will encourage high quality design outcomes to be achieved.

Site Coverage

The proposed site coverage rules reflect the need to enable more development to occur on smaller sites, with more generous allowances for terraced houses and apartment buildings. This enables a higher level of building intensity on a site compared to the general residential zone provisions, while maintaining a sufficient amount of on-site amenity.

Permeable surfaces and landscaping

Similar to site coverage, permeable surface requirements reflect the intended building intensity throughout the structure plan area. Less landscaping is required in the front yards of terraced dwellings, recognising the need for flexibility to achieve an efficient use of the site when a driveway and pedestrian access or patio are provided in the front yard on those terraces with vehicle access from the road corridor.

Landscaping is an important aspect in delivering amenity, particularly in medium and higher density environments, which typically have less vegetation and greenery. The requirement to include a specimen tree within the front yard of each dwelling will assist in softening the streetscape and with careful selection, provide shade in summer and allow light in winter and not compromise passive surveillance of the street. In combination with street tree planting, this will assist in delivering a high amenity streetscape.

More flexibility is afforded to terrace dwelling units with narrower frontages, recognising the frontage is restricted if parking is provided in the front of the unit without a garage.

Building Heights

The proposed building heights enable more intensive development of a site, in turn enabling higher density. The majority of Peacocke allows for a maximum of 3 storeys to be constructed within a height limit of 12m. This ensures there is sufficient room for a pitched roof to be included within the design of the building, providing for a more interesting and varied form than solely flat or mono-pitched roofing typologies.

Up to 16m of building height is provided for in the high-density overlay, which enables buildings up to 5 storeys to be constructed depending on the roofing style. This would enable the delivery of apartment buildings within close proximity to the Peacocke Local Centre and identified Public Transport Routes.

Height in relation to boundary

The proposed height in relation to boundary rules manage overshadowing so that development does not adversely affect the amenity of adjacent dwellings.

The standards manage the height and location of buildings more strongly at the rear of sites and establish a less restrictive envelope at the front of the site achieving two positive design outcomes. Firstly, it encourages buildings to be built towards the street, helping to activate these spaces and provide passive surveillance, creating a domain for people. Secondly, it restricts height of buildings at the rear of the site, providing for sunlight and daylight access in these spaces, which are typically where outdoor living areas are provided. Figure 5 below shows the front elevation of how the height in relation to boundary would apply for a 10m wide allotment for a standalone dwelling and a 26m allotment containing, for example 3 x 8m terrace dwellings, Figure 6 shows the side elevation and how development is controlled at the rear of the site.

To manage the imposing effect taller buildings can have on the streetscape, buildings over 10m in height are required to setback the top floor by 3m. This will also assist in reducing overshadowing of the street.

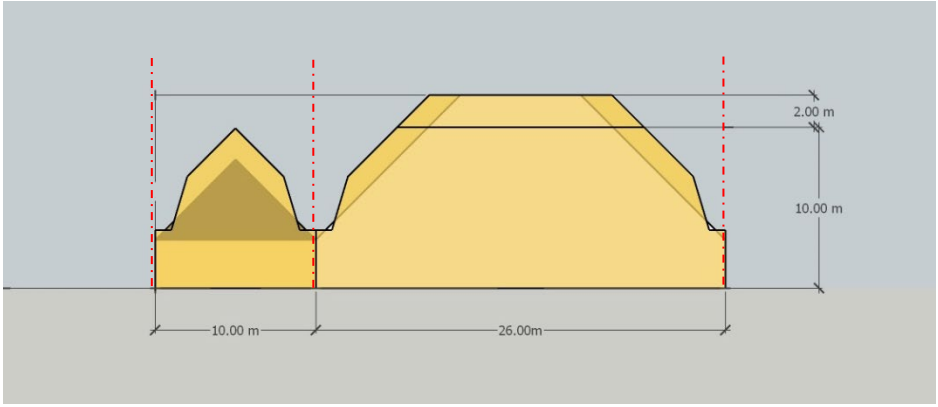

Figure 5: Height in relation to boundary envelope - Front elevation.

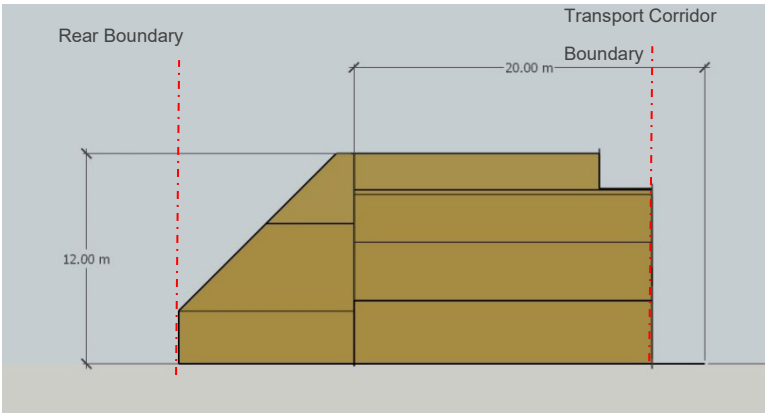

Figure 6: Height in relation to boundary - Side elevation

Public Interface

Standards are proposed that manage how residential buildings will interface with the public realm. The intention of these provisions is the activation and passive surveillance of the street. This helps to create a high amenity street environment, with an increased level of safety.

This includes:

a) Providing for separate pedestrian entrances to single dwellings, duplex dwellings and terraced dwellings and a clear entrance to apartment buildings. This provides a safe and clear connection for pedestrians accessing dwellings that isn't reliant on the vehicle crossing and the driveway. It also means that pedestrian entrances are provided from streets even where vehicle access may be provided by rear lane access.

b) A requirement to have a habitable room overlooking the street. This contributes to passive surveillance onto the street and activation of the frontage through rooms and spaces that are occupied by people. Having a non-habitable room such as a laundry or bathroom overlooking the street would not create an active frontage, therefore it is important to manage the internal layout with respect to habitable rooms.

c) Requiring walls facing the street to include a minimum of 20% glazing. This sets up a minimum area of glazing to provide passive surveillance and ensure a reasonable level of glazing is provided on street elevations.

Parking and accessory buildings

The management of garages, parking and vehicle access is important to creating a high amenity street. Provisions have been established that manage the widths and setback of garaging and parking areas so that they do not visually dominate the streetscape.

All dwellings are required to be designed so that garaging forms less than 50% of the front façade. With the subdivision and setback standards proposed.

This enables a complying single dwelling to be constructed on a site with a front boundary width of 10m, 1m side yards (2m total), allowing for an 8m wide building frontage. This allows for a single garage, which can be stacked if two carparks are desired, up to 4m wide to be provided.

Terraced houses are managed separately, recognising that the terraced dwelling provides a longer façade and does not provide relief in the frontage with side yard setbacks. For this reason, where a terraced unit is less than 7.5m in width, access to garaging is to be provided via a rear lane. This also contributes to a street environment that is more pleasant for pedestrians and cyclists as the reduction in vehicle crossings reduces conflict locations, increasing safety.

Provision is made for a single outdoor carpark to be located in the front yard on narrower terraced dwellings. This is distinguished from the proposed garage rules, as the front can be designed to include a carpark, whilst maintaining an active street-front, through glazing and a high amenity environment through the use of well-designed landscaping. An acceptable solution is shown in Figure 7 below.

Figure 7: Acceptable outcome for front loaded carparking space with a narrow dwelling.

Living Space Outlook

With smaller lot sizes and dwellings, it is important that the on-site amenity level for residents is maximised. This includes providing a sense of outlook and openness for habitable rooms, with an emphasis on the principal bedroom and living area. The proposed provisions require the main living room and the primary bedroom to provide an outlook either over a front yard and the street or over the rear yard, or an area of public space. In combination with the constraints of smaller lots, this will encourage buildings to be located to the front of the site, allowing outlook over the street, whilst still providing room to the rear of a site, which would typically provide for the outdoor living area. With a 2-storey building, this is readily achievable. The provisions recognise the ability to borrow amenity from public open space and allow for these outlook areas to be measured over a public street or public open space.

Outdoor living areas

These are ideally located to the rear of the site, providing residents a private outdoor area they can enjoy. With proper orientation of the street block and buildings, these can be north facing, achieving access to daylight and sunlight. This is supported by height in relation to boundary controls over the rear of sites that encourage the bulk and mass of buildings to be located toward the front of the site.

Dimensions and areas are proposed that relate to the building typology and whether they are in the high-density overlay, where less area is required, recognising the need for more development flexibility to provide for density. This in turn means a high level of onsite amenity for residents while enabling the efficient use of the site. The smaller outdoor living spaces in the high density overlay and for apartment dwellings will be supported by a high level of accessibility to open space throughout the structure plan.

Fences and walls

As part of creating a high amenity streetscape, the height of fences and walls is restricted to 1.2m high where they are forward of the front building line. This assists in the activation of the streetscape and the provision of passive surveillance. It also allows for the on-site landscaping to be visible and contribute to the amenity of the streetscape.

Fences adjacent to public open space are restricted to 1.5m in height which provides a balance between passive surveillance over these areas and privacy.

Privacy is enabled between dwellings by allowing fences/walls up to 1.8m in height behind the front building line.

7 Assessment of Structure Plan Design Outcomes

The urban design principles that have driven the outcomes of the structure plan are considered below.

Principle	Commentary
▪ Enable the development of a range of typologies providing housing choice and a range of price points providing diversity in housing, catering for a range of occupants who require a range of housing sizes from one- and two-bedroom apartments to larger single dwellings.	The plan provisions enable a range of housing typologies at a range of densities, providing for housing choice.
▪ Create higher density walkable catchments, centred on public transport routes and activity nodes such as the local centre, neighbourhood centres and community facilities such as the sports park, and schools.	The Structure Plan and associated planning maps identity areas near the Local Centre, identified Public Transport Routes and areas of amenity as part of the high-density overlay. This is reinforced by objectives and policies that require density to be provided in these locations.
▪ Enable higher density housing to borrow amenity from areas of high amenity such as the Waikato River and Mangakootukutuku Gully network.	Density is enabled, through the objectives and policies of the plan change, to take advantage of areas of high amenity.
▪ Require subdivision to create a connected, legible, and permeable transport network that enables access through the structure plan, particularly for active modes, allowing local trips to be undertaken without reliance on a private vehicle.	The structure plan sets out a clear network for collector and arterial corridors, which will provide for active modes and public transport. The rule framework establishes walkable block lengths and requires development to be well integrated with a street network that is permeable and provides connections throughout the structure plan.
▪ Subdivision should be undertaken, (where topography allows) that maximises access to sunlight for allotments.	The plan provisions encourage subdivision to respond to the topography and maximise the level of daylight for individual allotments.
▪ The block pattern and lot arrangement should create streets that are faced by buildings, with public frontages, directing back yards to be located to the rear of the site creating private outdoor living areas.	The plan provisions create a framework that encourages buildings to front the street and provide for private backyards. Rear lots are discouraged, enabling a public front/private back arrangement.
▪ Subdivision is designed to respond to the gully network and areas of open space so	The plan provisions encourage gullies and areas of open space to be fronted by a road corridor,

that where these are accessible to the public, they are visible and safe.	activating these spaces, and providing for passive surveillance.
▪ Ensuring street frontages are not dominated by carparking, garaging and vehicle access.	Plan provisions manage the width of garaging and require rear lane access to be provided where narrow building widths are proposed. Exceptions are made to provide design flexibility where one non-garaged carpark is provided in the front yard.
▪ Development should be well designed and provide a high level of on-site amenity for residents, maximising access to sunlight and privacy and a high-quality visual outlook.	The design standards encourage buildings to front the street, locate outdoor living areas to the rear and establish a high-quality streetscape through the management of garages, front yard landscaping and vehicle crossings.
▪ Developments use quality building materials, variation in architectural form and landscaping to contribute positively to the character of the area.	Maintaining discretion over the design of buildings, enables council to ensure a level of quality in relation to building form, materiality and design establishing a high-quality urban environment.

Taking the above into account, it is considered that the proposed plan provisions relating to residential development and subdivision will result in outcomes that will be consistent with the vision for Peacocke.

8 Assessment against the elements of Vista

Design Element	Commentary
▪ **Design Quality**	The Peacocke Structure Plan and Plan Change include direction to provide for well-designed buildings and public spaces. This will contribute to the design quality of the Peacocke area. The built environment will respond to the context of Peacocke, which has been defined in the structure plan document and various plan objectives and policies. It is considered that the suite of provisions will assist in achieving the vision for the Peacocke Structure Plan. The provisions set up the framework to contribute to high design quality.
▪ **Sense of Place**	Peacocke has a clear character and presents an opportunity to deliver a clear sense of place within the neighbourhood. The built form will respond to the gully network, river corridor and topography of the area. Peacocke is signalled to be a medium density environment with areas of high density around nodes of activity, it is expected that development will begin to establish development of this scale and cement it over time.
▪ **Access**	The provision of access within the structure plan is an important component of its development. Priority has been given to encouraging walking and cycling through the area, with street cross sections developed for the Peacocke Structure Plan to provide safe and attractive active mode routes. Subdivision is expected to integrate with the adjacent sites, ensuring a high level of connectivity. Emphasis is placed on universal design and enabling people of all ages and abilities to move through Peacocke. Public transport routes have been identified and density enabled along these corridors to support the provision of a frequent PT service.

▪ **Public Spaces**	Public spaces within Peacocke will vary from the gully network, the sports park, community and neighbourhood parks and a town square in the local centre. These spaces are to be designed and developed to be high quality, safe places, fronted by roads and buildings, establishing passive surveillance.
▪ **Lifestyle**	The Peacocke Structure Plan provides for the needs of the community and includes a local centre, and seven neighbourhood centres that will provide for the day to day needs of the residents and provide opportunities for social interaction within the community. Density is enabled to support the vibrancy and vitality of the centres and the establishment of a frequent public transport service. A range of housing typologies are enabled in Peacocke which provides opportunities for people at all stages of their life to live in the area. Design of public spaces is to be carried out with input from mana whenua, reflecting the history and cultural value of the area.
▪ **Sustainable Environments**	The plan encourages the efficient use of water as a resource and manages three waters through the Mangakootukutuku ICMP. A high level of emphasis has been placed on the natural environment and protecting and enhancing the role and function of the gullies which are important habitat for long tailed bats.

Overall, it is considered that the Peacocke Structure Plan and the proposed plan provisions will assist in delivering an outcome that is aligned with the six Vista design elements.

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