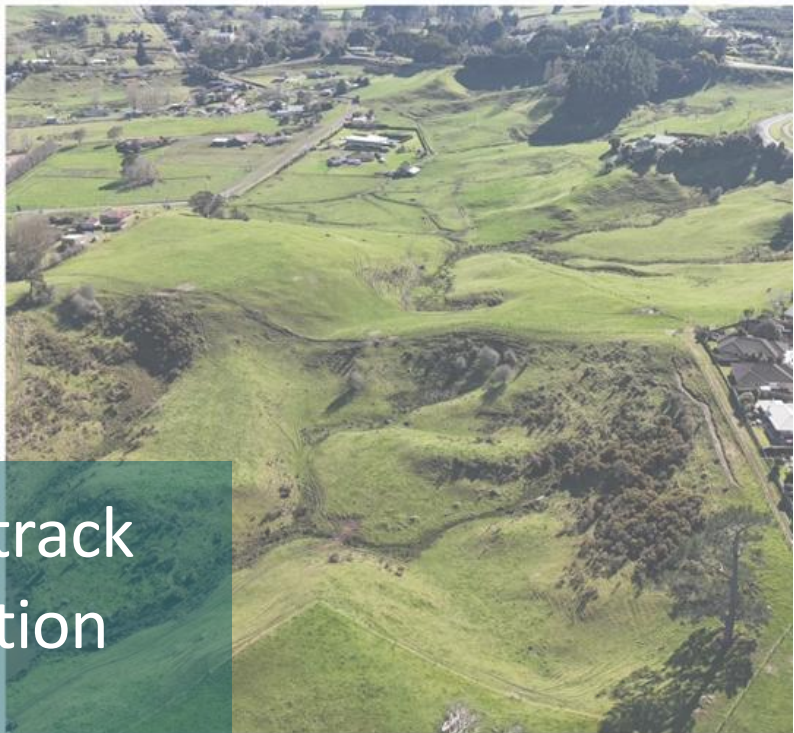




Brymer Farms Fast-track Substantive Application

127 Brymer Road, Waikato

Urban Design Assessment

21 August 2026

B&A

Urban & Environmental

Prepared for:
Brymer Farms Limited



B&A Reference:

26360

Status:

Final

Date:

21 August 2026

Prepared by:

A handwritten signature in black ink, appearing to read 'Katherine Hu', with a stylized flourish at the end.

Katherine Hu

Associate | Urban Design, Barker & Associates Limited

Reviewed by:

A handwritten signature in black ink, appearing to read 'Cam Wallace', with a stylized flourish at the end.

Cam Wallace

Partner, Barker & Associates Limited

Contents

Executive Summary	4
1.0 Introduction	5
1.1 Purpose	5
1.2 Proposal Summary	5
1.3 Statement of Qualifications and Experience	6
1.4 Scope and Involvement in Project	7
2.0 Site Context	7
2.1 Topography and Landform	8
2.2 Hydrology	8
2.3 Site Connectivity	9
2.4 Amenities	10
2.5 Adjoining Sites	11
2.6 Site Opportunities and Constraints	12
3.0 Design Response and Proposal	14
3.1 The Masterplan	14
3.2 Design Principles	15
3.3 Proposal and Key Design Details	16
4.0 Planning Context	23
4.1 National Policy Statement on Urban Development	23
4.2 Waikato Regional Policy Statement and Future Proof	23
4.3 Waikato District Plan and Hamilton City Operative District Plan	24
5.0 Assessment	27
5.1 Consent and Design Implementation Framework	27
5.2 Strategic Urban Form and Land Use Structure	29
5.3 Street Network and Movement Choice	30
5.4 Slope Management and Retaining	34
5.5 Block, Lot and Typology Framework	36
5.6 Open Space and Blue-Green Network	38
5.7 Streetscape Safety and CPTED	40
5.8 Built Form and On-site Amenity	41
5.9 Site interfaces	45
5.10 Response to Design Principles	47
6.0 Conclusion	50
Attachment 1 Urban Design Drawing Pack	

Executive Summary

This Urban Design Assessment (UDA) has been prepared to support the fast-track substantive application by Brymer Farms Limited. The approximately 81ha Site is located on Brymer Road and Whatawhata Road / State Highway 23, within Waikato District and immediately adjoining Hamilton City. It occupies a varied peri-urban setting characterised by rolling and locally steep topography, low-lying land, wetlands, watercourses and drains, together with interfaces to established residential neighbourhoods, Te Kootii Park and rural and rural-lifestyle properties.

The Proposal will establish a comprehensively planned urban neighbourhood comprising approximately 795 fee-simple residential lots and 248 apartments, together with approximately 2,184m² of ground-floor commercial GFA, office activities, two public parks, public roads and private accessways, walking and cycling connections, stormwater infrastructure and landscaping. Housing choices include apartments, terrace housing, duplexes, split-level or split-level dwellings and detached housing, including larger lots toward the more constrained northern and peripheral parts of the Site.

The masterplan provides a coherent and legible urban structure. Higher-density housing and mixed-use activities are concentrated around the central neighbourhood area, adjoining the neighbourhood park, principal movement routes and blue-green network. This establishes an identifiable focal point and places a greater concentration of residents within convenient walking distance of local services and open space. Lower-scale housing, larger lots, landscape areas, roads and drainage corridors provide transitions to established residential and rural interfaces.

A hierarchy of public streets, jointly owned accessways and pedestrian and cycling routes connects the development with Brymer Road, Grandview Road, Harrowgate Place, O'Brien Road, SH23 and Te Kootii Park. The road network has also been designed with sufficient flexibility to accommodate future bus services, should these be provided. The proposed parks, restored wetlands, watercourses, stormwater areas and associated planting form an extensive blue-green network that will support ecological and infrastructure functions while contributing to recreation, outlook, amenity and neighbourhood identity.

Overall, the Proposal represents an appropriate and site-responsive urban design outcome. It will establish a connected neighbourhood with a clear focal point, diverse housing choices, well-overlooked streets and public spaces, and an integrated open-space and blue-green network. The Residential Design Guidelines and design-review process provide an appropriate framework for securing these outcomes as development proceeds.

1.0 Introduction

1.1 Purpose

This urban design assessment (“UDA”) has been prepared to support the fast-track substantive application for the Brymer Farms development by Brymer Farms Limited (“the Applicant”) under the Fast-track Approvals Act 2024 (“FTAA”). The Project is located across multiple properties on Brymer Road and Whatawhata Road / State Highway 23, within Waikato District and immediately adjoining Hamilton City to the north and east (“the Site”). The Project is the subject of a Notice of Decision by the Minister, dated 4 September 2025, to refer the Project.

This UDA addresses the urban design matters of the Proposal relevant to the proposed urban structure, movement network, subdivision pattern, built form, open space network, landscape interfaces and associated design and implementation controls. It has been prepared to support the assessment of the Proposal from an urban design perspective and should be read together with the AEE; Scheme Plan (Appendix 5); Concept Plan and Masterplan (Appendix 6); Residential Typology Designs (Appendix 7); Architectural Drawings for the apartment and commercial nodes (Appendix 8); Design Guidelines (Appendix 9); Landscape Drawings (Appendix 11); Civil Engineering Drawings (Appendix 15); Transport Assessment (Appendix 16); Ecological Impact Assessment and Management Plans (Appendix 23); and the proposed conditions of consent.

1.2 Proposal Summary

Brymer is a comprehensively planned, multi-staged urban development providing for the urbanisation, subdivision and development of the Site. The Proposal seeks the land use, environmental, subdivision and associated infrastructure consents required to enable the development to be delivered progressively and in a coordinated manner.

In summary, the Proposal provides for:

- approximately 795 fee-simple residential lots, across a range of housing typologies and densities, comprising terrace housing, duplex and detached dwellings, together with 248 apartment units across the apartment and commercial/mixed-use sites;
- two commercial/mixed-use sites, identified as C1 and C2, providing a combined approximately 2,184m² of ground floor commercial gross floor area (GFA), approximately 552m² of office GFA within C2, and 40 two-bedroom apartments above the ground-floor commercial activities. C1 provides approximately 910m² of commercial GFA and 24 apartments, while C2 provides approximately 1,274m² of commercial GFA, approximately 552m² of office GFA and 16 apartments. C1 includes basement and at-grade parking, while C2 includes at-grade parking, together with vehicle access, servicing areas and landscaping;
- a connected transport and access network, including public roads, 28 Jointly Owned Private Accessways (JOALs) and pedestrian connections;
- one neighbourhood park and one local pocket park;
- an integrated stormwater management system incorporating eight stormwater wetland areas, restored and proposed wetland areas, watercourses and associated corridors;
- proposed wastewater pump stations and a water reservoir; and

- all development associated with the above, including earthworks, retaining and enabling works required to establish building platforms, the road network, infrastructure corridors, reserves and other components within the Site.

Development of the 795 residential lots will be subject to the proposed Residential Design Guidelines which set out a series Development Controls will establish the measurable development parameters that define the principal building envelope which is being consented through this process. In addition, several Discretionary Design Guidance have been established and will need to be addressed through detailed design of each residential building prior to the lodgement of building consents. Assessment of future dwellings against the Residential Design Guidelines will be undertaken the Brymer Design Review Panel for approval. This process will be secured through conditions of consent and covenants registered on the titles of fee-simple residential lots.

1.3 Statement of Qualifications and Experience

Katherine Hu

I am an Associate Urban Designer at Barker & Associates (**B&A**), a planning, urban design and landscape consultancy with offices around New Zealand. I have been employed by B&A since January 2022.

I hold a Bachelor of Planning (Hons) and a Master of Urban Design from the University of Auckland. I am an intermediate member of the New Zealand Planning Institute and have approximately 10 years of experience in urban planning and urban design across public- and private-sector roles.

My experience includes urban design assessments for resource consent applications, urban design peer reviews, residential design guidelines, strategic and spatial planning, masterplanning and preparation / presentation of urban design evidence at Council hearings.

I confirm that, in my capacity as author of this report, I have read and will comply with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023.

Cam Wallace

I am an Urban Designer / Partner at B&A and have been employed by the company since November 2018. I hold a Bachelor of Planning (First Class Hons) and a Master of Urban Design (First Class Hons) from the University of Auckland. I am a Full Member of the New Zealand Planning Institute and a Registered Urban Designer with the Urban Designers Institute of Aotearoa (**UDIA**). I have approximately 18 years of experience in urban design, strategic planning and transport development across New Zealand and the United Kingdom.

My urban design experience includes leading masterplanning projects for greenfield and brownfield development, design review and assessment for resource consent and private plan change applications, strategic and spatial planning, and preparation / presentation of expert evidence at Council hearings and the Environment Court.

I confirm that, in my capacity as reviewer of this report, I have read and will comply with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023 and the UDIA Code of Practice - Version A June 2024.

1.4 Scope and Involvement in Project

Our involvement in the development of the Proposal includes:

- site analysis, including undertaking site visits and the review of relevant strategic and statutory planning documents;
- urban design input into the masterplan and technical design packages developed for the fast-track process;
- participation in regular project meetings and design workshops with planners, civil engineers, transport engineers, landscape architects, architects, ecologists and other specialists to coordinate the Proposal (including Council experts);
- urban design review and input into iterations of the masterplan, scheme plan, residential typologies, civil / retaining information and landscape plans;
- key technical input into the Residential Design Guidelines and associated Development Controls; and
- preparation of this UDA and associated urban design supporting material for the substantive application.

2.0 Site Context

The Site comprises several land parcels with a combined area of approximately 81ha. It is currently predominantly occupied by pasture and rural and rural-lifestyle activities, with scattered mature and specimen trees occurring as shelterbelts, boundary planting, riparian vegetation and isolated trees. Whatawhata Road / SH23 adjoins the Site to the south, O'Brien Road forms part of its western edge, and Brymer Road adjoins part of the north-eastern edge.



Figure 1 Site Aerial

The Site is situated at the peri-urban edge where established Hamilton neighbourhoods meet rural and rural-lifestyle land. The northern and part of the eastern interfaces are predominantly established urban neighbourhoods, including Grandview Heights, Western Heights and Nawton, while the southern and western interfaces retain a more open rural character.

2.1 Topography and Landform

Topography is a key characteristic of the Site, with landform varying considerably across its extent. The existing elevation analysis identifies ground levels ranging from approximately 22m to 63m ASL across the Site. The central area is comparatively low-lying and essentially flat. This area is crossed by a network of artificial drains and flow paths. To the north, the land rises into a sloping landform and gully-incised landscape. Slopes are variable, with relatively gentle ridges and basins combined with steeper gully sides, including localised areas exceeding slopes of 25% and 30%. A separate elevated knoll occurs immediately north of SH23 at the southern end of the Site, with steeper slopes concentrated around its edges. The resulting landform is therefore not uniformly steep but contains a clear distinction between the relatively gentle central flat area and the more topographically constrained northern and southern areas. This is shown in Figure 2 below.

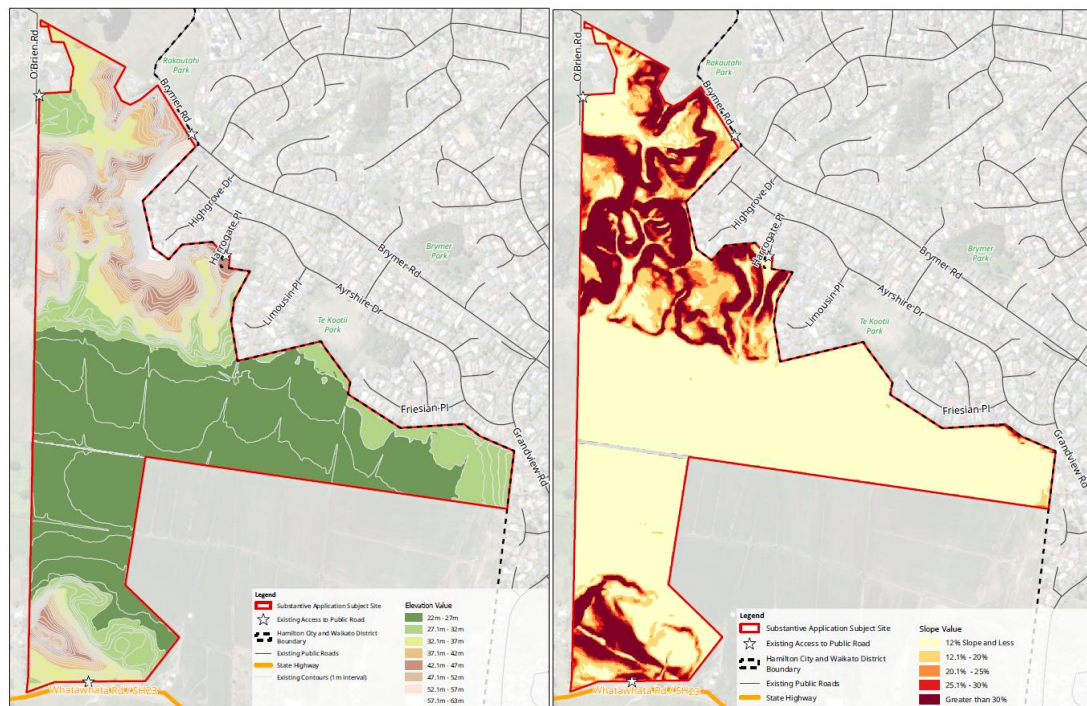


Figure 2 Site Elevation and Slope Analysis (Pre-development)

2.2 Hydrology

The Site forms part of the upper reaches of the Ohote Stream catchment and contains a network of natural inland wetlands, modified watercourses and artificial drains. The freshwater features vary in character across the Site and reflect both the underlying landform and the long history of agricultural drainage and land modification.

There are 15 natural inland wetlands within the Site, collectively comprising approximately 1.7ha of land area, together with a small wetland fragment extending from an adjoining property. They

are located principally within shallow gullies in the northern part of the Site, with vegetation predominantly comprising exotic hydrophytic grasses, herbs and rushes.

The Site also contains approximately 1.43km of modified perennial and ephemeral watercourses, these watercourses generally begin within the natural gullies in the northern part of the Site, where the natural inland wetlands occur, before extending onto the lower-lying land. The modified watercourses have been substantially altered through agricultural drainage, channelisation and straightening. Across the flatter central part of the Site, the drainage network is dominated by approximately 9.2km of artificial drains.

2.3 Site Connectivity

The Site is connected to the wider Hamilton transport network through Whatawhata Road / SH23, Brymer Road, Grandview Road, Harrowgate Place and O'Brien Road. SH23 provides the principal regional connection, extending west to Whatawhata and Raglan and east to Dinsdale, Frankton and the wider Hamilton road network. Brymer Road and Grandview Road connects the Site with the established residential neighbourhoods to the north and east and form part of the wider collector road network. Harrowgate Place and O'Brien Road are local roads that connect with the existing network of local streets and cul-de-sacs and, in turn, with higher-order transport corridors.

Existing public transport services are concentrated within the established urban area along the existing transport corridors. Within the adjoining residential area, existing bus services are provided along Ayrshire Drive, Brymer Road, Grandview Road, Newcastle Road and other parts of the surrounding collector and local roading network, providing connections towards Newton and Dinsdale and into the wider Hamilton public transport network. Northern parts of the Site fall within 200m of bus stops that provide access to existing routes.

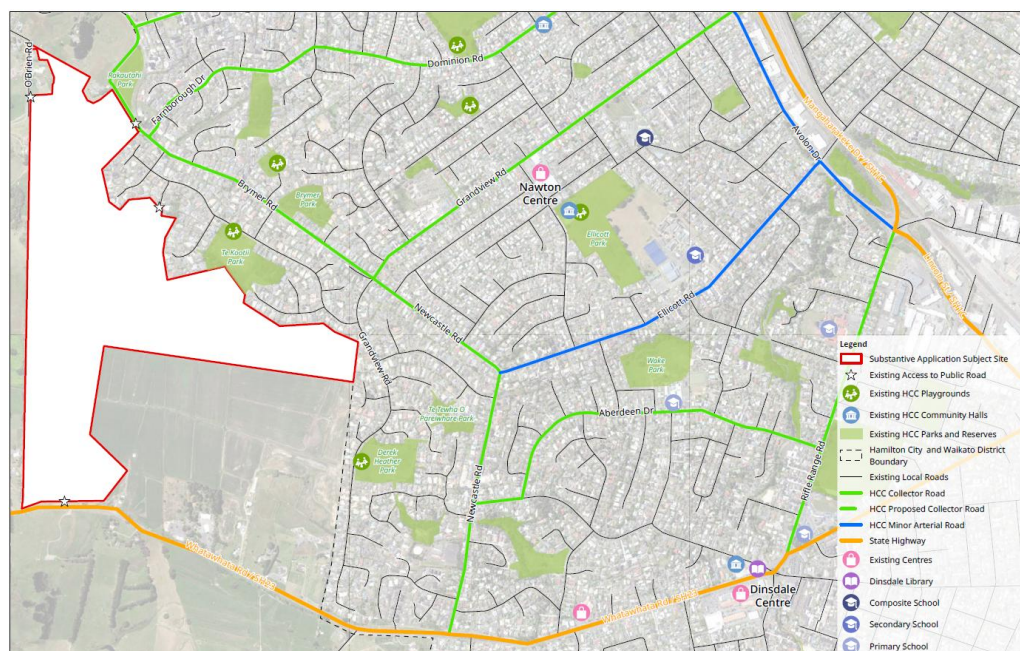


Figure 3 Existing Hamilton City Movement and Roading Hierarchy

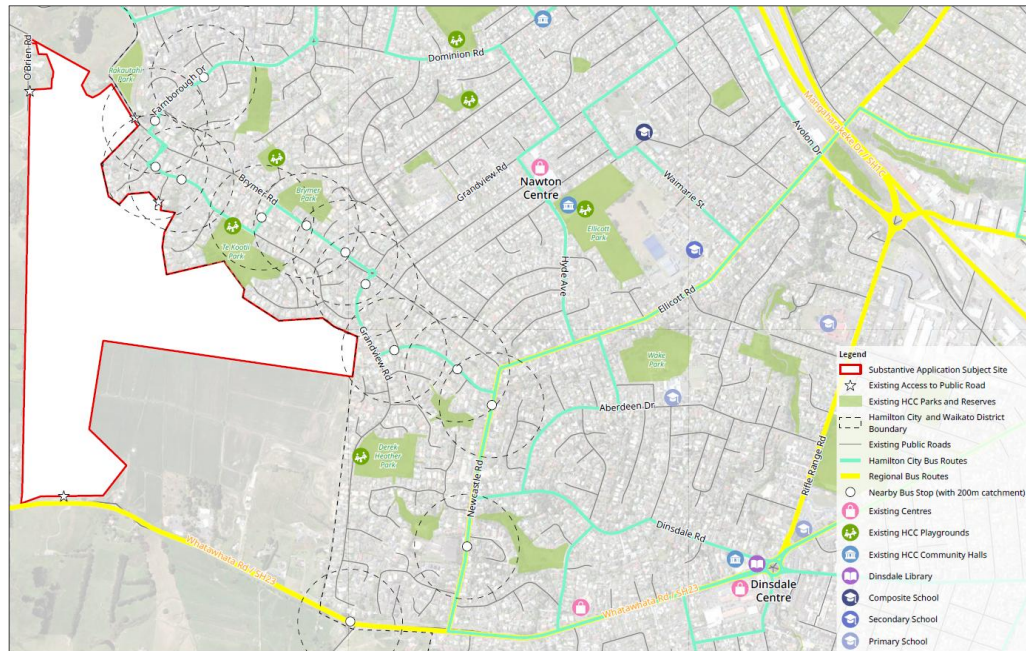


Figure 4 Existing Hamilton City PT Network

2.4 Amenities

Frankton and Hamilton City Centre are located 3km and 5km east the Site respectively and provide access to a broad range of commercial, employment, community and civic activities. The Te Rapa business and industrial area, located 3km to the north-east, also forms a significant employment and business destination for Hamilton. The developing wider Rotokauri growth area, including the proposed Te Wetini Centre are located further north.

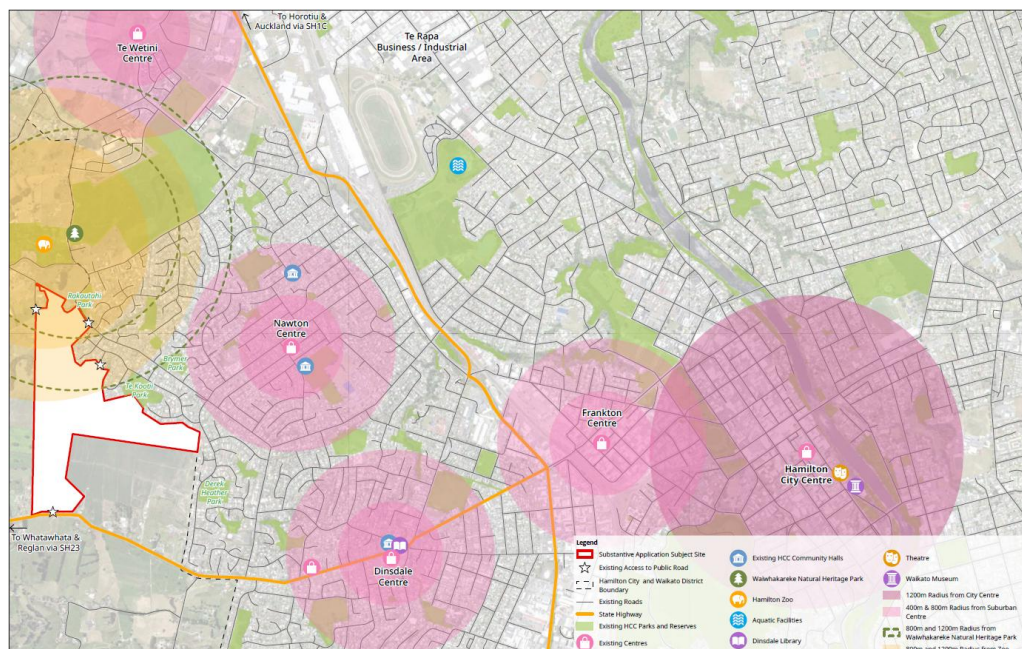


Figure 5 City Wide Context Map

Nawton and Dinsdale are the closest established suburban centres, located approximately 1km north-east and 1.8km south-east of the Site respectively. Both centres provide a concentration of convenience retail, commercial and community services to the established residential

neighbourhoods. Nawton Centre includes a supermarket together with a range of convenience retail, food and takeaway outlets, pharmacy, health and personal services, and is identified by Hamilton City Council as an important local destination within the surrounding walking, cycling and public transport network. Dinsdale Centre similarly provides a broader suburban shopping and service function and includes Dinsdale Library, which serves Hamilton's north-western suburbs and is located within the Dinsdale shopping complex.

There are also several schools located within proximity to the Site, including Nawton School (1.4km), Fraser High School (1.2km), Aberdeen School (1.3km), St Columba's Catholic School (2km) and Frankton Primary School (2km).

In terms of open spaces, the Site is located within 1km of the regionally important Hamilton Zoo and Waiwhakareke Natural Heritage Park. The Site also shares a boundary with Te Kootii Park, a large suburban park that contains sports fields and a playground. More broadly, there are several other smaller neighbourhood parks scattered across the adjoining suburbs.

2.5 Adjoining Sites

2.5.1 Northern interface

At the northern end of the Site, the adjoining properties at 29, 37 and 39 O'Brien Road and 127 Brymer Road comprise rural-lifestyle properties on generally larger lots (5,000m² and above in area) while 29 O'Brien Road occupies a smaller lot of approximately 1,000m². These properties contain detached dwellings set within relatively generous areas of private open space and landscaping, resulting in a more peri-urban residential character.

2.5.2 North-eastern urban interfaces

The Site adjoins the established residential neighbourhoods of Grandview Heights and Western Heights along much of its northern and eastern edges. These neighbourhoods are predominantly characterised by detached dwellings on individual lots. The roading and block patterns within these neighbourhoods are primarily organic and curvilinear, and include several cul-de-sacs, irregular residential loop roads and varied block sizes.

The built form is generally one to two storeys in height, with residential lot sizes predominantly ranging between approximately 600m² and 800m². Dwellings are typically set back from the public road, with front yards, driveways and on-site landscaping contributing to the streetscape. Lots which adjoin the Site itself are generally elevated above it, enabling views out of the wider rural landscape.

Te Kootii Park directly adjoins the Site. This park provides a combination of active and informal recreation, including two sports fields, a cricket pitch, a playground, open grassed areas for walking and informal use, and an off-leash dog exercise area. A hill within the park provides a more elevated area overlooking the surrounding neighbourhood. The park is accessed from the surrounding residential street network, with a few existing pedestrian access points identified on Ayrshire Drive, Limousin Place and Friesian Place.

Rakautahi Park is located adjacent to the northern part of the Site. The park is accessed from Brymer Road and is an established neighbourhood reserve of approximately 1.35ha, forming part of the open space network serving Grandview Heights and Nawton. It comprises predominantly

open grassed space and is identified by Hamilton City Council as providing amenity, recreation and play functions.

2.5.3 Western interface

Along the western side of the Site, the adjoining land is rural and contain a mix of pasture, grazing land and rural-residential activity. Detached dwellings and associated sheds or ancillary buildings are dispersed across the open land of these properties, with buildings occupying a small proportion of the wider land parcels and substantial areas of open space occurring between individual buildings.

Vegetation along this edge is similarly characteristic of a rural setting, comprising a combination of shelterbelts, hedgerows, mature specimen trees and scattered planting around dwellings and property boundaries.

2.5.4 Southern Interface

Land immediately south of the central drainage corridor and north of SH23 is predominantly rural and rural-lifestyle in character. The properties generally comprise larger land parcels containing detached dwellings, ancillary buildings, pasture and established vegetation. Dwellings are typically located individually within their respective properties, with generous setbacks from the road and areas of open land or planting around them. While property sizes and development patterns vary, the overall built form remains dispersed rather than forming a continuous residential frontage along SH23.

2.6 Site Opportunities and Constraints

Based on an analysis of the Site and its surrounding context, several opportunities and constraints have been identified that have helped to inform the development and refinement of the Proposal:

- The Site is in proximity to several amenities that can help support residential growth. These include schools and open spaces. The Site also has good potential access (and is also in proximity to) major employment nodes in Frankton and Hamilton City Centre.
- The Site contains varied topography and landform changes between the more gently sloping central land and the more strongly undulating terrain within the northern gully system and around the elevated southern knoll. This limits the extent to which a uniform street and block grid can be established across the Site. Street alignments, block geometry and development platforms therefore need to respond to slope and level changes where practicable, while managing road gradients, pedestrian accessibility, and earthworks.
- Natural inland wetlands and modified watercourses are concentrated primarily within the northern gully system, while the central part of the Site contains an extensive network of artificial drains. These ecological and drainage features constrain the location and extent of proposed stormwater and infrastructure facilities and influence the roading network, block structure and overall masterplan layout.
- The Site adjoins the established residential neighbourhoods of Grandview Heights and Western Heights along much of its northern and eastern boundaries. This provides an opportunity to connect with the existing urban area, while the interface with the predominantly detached, one- to two-storey housing needs to be considered through site layout, landscaping and the overall density and scale of development.

- The scale of the Site and likely housing yields provides an opportunity to support small-scale commercial uses within the Site to help service the day-to-day needs of future residents. These uses should be centrally located and respond to key connections with existing neighbourhoods to expand the local retail catchment available.
- Te Kootii Park directly adjoins the Site and is an established recreational focus within the surrounding neighbourhood. Its location provides an opportunity to connect the Site's open space network and to establish high amenity development with outlook and frontage towards the park.
- Potential access points into the Site are limited. The internal movement network should provide convenient access to these accesses. These will likely inform the primary vehicular, pedestrian and cycling movements that are likely to be realised.
- The steep northern terrain and the configuration of the wetland and drainage corridors constraints on where universally accessible pedestrian routes can practicably be provided.

3.0 Design Response and Proposal

3.1 The Masterplan

Broadly, the proposed Masterplan which forms the basis for the Proposal provides for:

- approximately 795 fee-simple residential lots, across a range of housing typologies and densities, comprising terrace housing, duplex and detached dwellings,
- 28 residential apartment buildings ranging in height from three to five storeys and comprising a total of 208 apartment units;
- two commercial/mixed-use sites, identified as C1 and C2, providing a combined approximately 2,184m² of ground floor commercial GFA, 552m² of office GFA within and 40 two-bedroom apartments above the ground-floor.
- a connected transport and access network, including public roads, 28 Jointly Owned Private Accessways (JOALs) and pedestrian connections; and
- one neighbourhood park and one local pocket park.

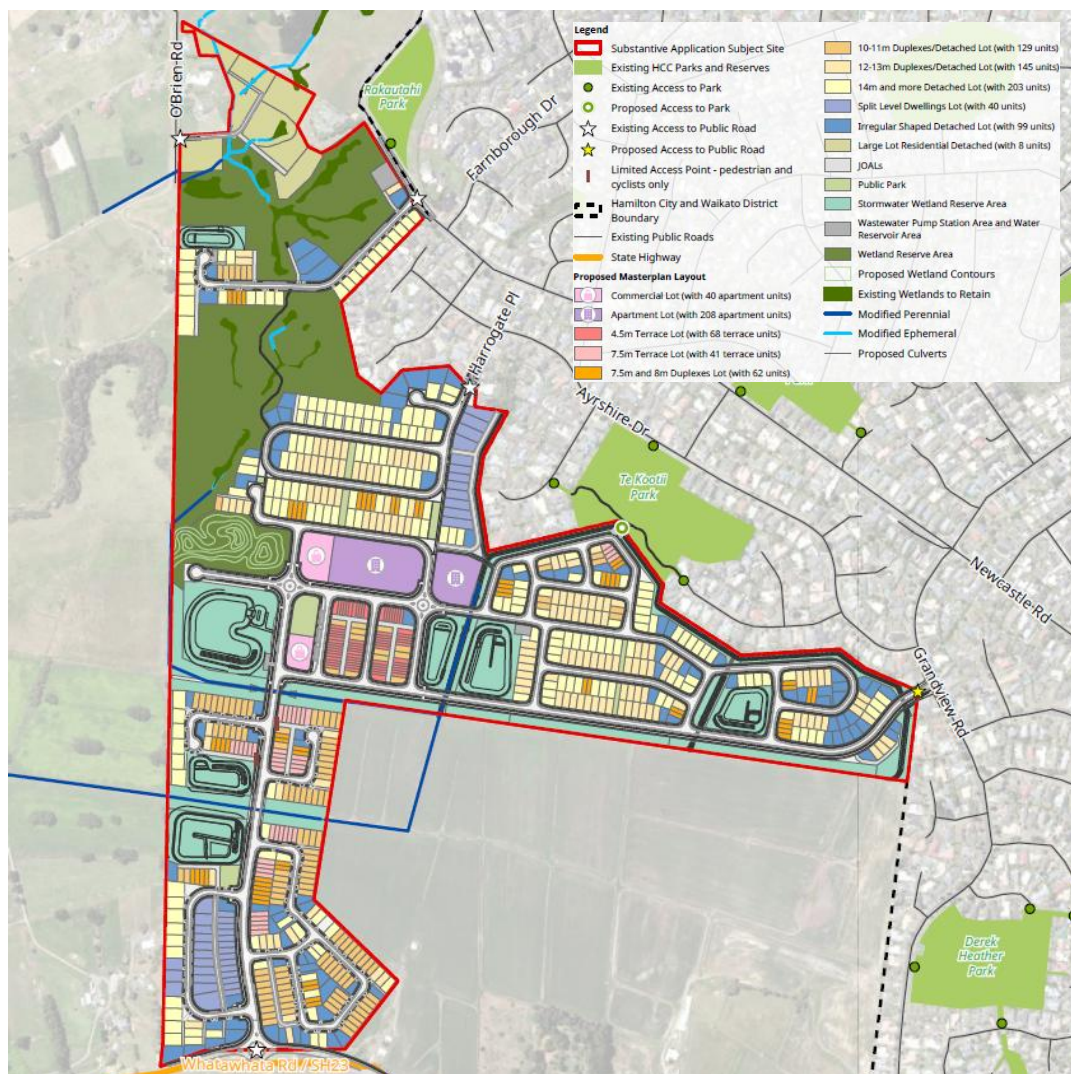


Figure 6 Proposed Masterplan

3.1.1 Design Evolution and Engagement

Since referral, the Proposal has been refined through more detailed civil, stormwater, transport, ecological, landscape and architectural investigations as well as through engagement with the stakeholders and council staff.

The current masterplan retains the overall intent of creating a comprehensively planned residential neighbourhood but has been refined to respond more directly to the Site's topography, natural features, access requirements and housing-delivery objectives.

Key design changes reflected in the current masterplan include:

- The previously proposed retirement village from the northern part of the Site has been removed. In response to the more challenging topography in this area, together with the retention of existing wetlands and watercourses, this area is now proposed for large lot residential development at a lower overall intensity.
- The principal access arrangements have been significantly modified with a direct access through to Grandview Road now proposed. This reduces the reliance on Harrowgate Place for through-site access, reflecting its function as a local road and responding to Council concerns raised on earlier iterations of the masterplan.
- Refinement of the roading and block layout to respond more closely to the proposed landform, earthworks and site constraints, together with refinement of the proposed movement and roading hierarchy across the masterplan.
- Introduction of a pedestrian connection through the central wetland to provide a more direct link between the northern residential area and the remainder of the masterplan, reducing the potential for this part of the development to become physically isolated.
- Introduction of a pedestrian connection to Te Kootii Park, improving connectivity between the proposed development and the existing open space network.
- Refinement of housing typologies and lot sizes, including the introduction of split-level housing where this provides a more appropriate response to sloping land, and smaller housing typologies to support the provision of more affordable housing options.
- The size of the proposed neighbourhood centre has been increased and two new parks – a neighbourhood park and a local pocket park – have been introduced. This is one of the key amendments responding to stakeholder feedback and provides additional local amenity within the masterplan.
- Refinement of the stormwater network (including the movement of stormwater management devices and changes to their footprint) to respond to newer iterations of the masterplan.

3.2 Design Principles

The proposed masterplan has been developed in response to the Site context, constraints and opportunities, and is informed by the following Brymer-specific urban design principles:

- i. Establish Brymer as a coherent urban extension that connects with Grandview Heights, Western Heights, Te Kootii Park, surrounding amenities and services, and the wider Hamilton movement network.

- ii. Use the existing landform to inform the layout of roads, development platforms and open spaces, while minimising unnecessary earthworks and avoiding excessive or visually dominant retaining where practicable.
- iii. Integrate wetlands, watercourses, overland-flow paths and stormwater areas into a connected blue-green network that supports ecological and infrastructure functions, while also contributing to informal recreation and neighbourhood amenity where appropriate.
- iv. Enable a range of housing typologies and densities to support housing choice and diversity, with the intended typology for each lot identified through the approved plans and associated controls. Locate higher-density housing where it can respond appropriately to key movement routes, the proposed centre, parks and open spaces.
- v. Support a broader range of housing choices through efficient lot and dwelling formats, including smaller and higher-density housing products such as terrace housing and duplexes.
- vi. Locate and design higher-density housing and mixed-use activity to support neighbourhood legibility, passive surveillance, public-realm activity and convenient access to open space and key movement routes.
- vii. Provide a legible hierarchy of public streets and private accessways that responds to topography, distributes movement across the Site and connects with the existing road network. Provide for potential future connections to adjoining land where practicable.
- viii. Support walking and cycling through connected footpaths and shared paths, mid-block pedestrian connections where appropriate, and links to proposed and existing open spaces, including Te Kootii Park.
- ix. Manage interfaces with existing residential and rural or rural-lifestyle properties through an appropriate combination of building scale, lot dimensions, setbacks, landscaping, roading layout and fencing controls, having regard to the conditions of each interface.
- x. Create safe, attractive and well-overlooked streets, JOALs and public spaces through measures including visible entrances, habitable-room outlook, clear public-private boundaries, street and front-yard planting and the management of garages and vehicle crossings.
- xi. Give effect to the urban design outcomes of the proposed masterplan through a clear and enforceable implementation framework, including the Development Controls, Residential Design Guidelines and associated design certification process, where applicable. Together, these mechanisms are intended to provide sufficient direction and certainty for subsequent development to remain consistent with the overall structure and urban design outcomes established by the masterplan.

3.3 Proposal and Key Design Details

3.3.1 Residential Design Guidelines

This application seeks to enable development of all future buildings across the Site, with only detailed plans prepared for the apartments and commercial lots.

For the remaining 795 residential lots, Design Guidelines have been prepared which set out the Development Controls will establish the measurable development parameters that define the principal building envelope which is being consented through this process alongside on-site

amenity and interface outcomes. The controls address building height, site coverage, impermeable / landscaped area, setbacks, height in relation to boundary, outlook, outdoor living space, service areas, fencing, pedestrian and vehicle access, garages, parking and bicycle parking and operate in a similar manner as to how an underlying urban zone would.

In addition to the Development Controls which establish the building envelope, future residential development will need to address the Discretionary Design Guidance which address qualitative matters that are material to urban design outcomes but are not easily managed through quantitative controls alone. These include facade articulation and composition, roof form, materials and colours, visible entrances, garage treatment, public-space interface, lighting, front-yard landscape treatment, paving, letterboxes, service areas, fences / walls and planting selection. Together, the Development Controls and discretionary guidelines are intended to ensure that a compliant building is not merely located within an acceptable building envelope but also presents an appropriate architectural and landscape response to the street and surrounding public realm.

The development of these controls has been informed by the GRZ and MDRZ provisions of the Hamilton City Operative District Plan (**HCCODP**). They are not a direct copy, nor applied in a blanket manner, in acknowledgement that this application represents a comprehensively planned greenfield development, whereas the zone provisions within the HCC ODP have been developed to apply predominantly to existing zoned / developed areas across Hamilton.

The Development Controls have also been reviewed with the Applicant's design and construction team, including the team responsible for developing the proposed housing typologies. This has provided a practical check that the proposed lot configurations, housing typologies and associated controls can operate together and are capable of being implemented in a practicable and feasible manner.

3.3.2 Subdivision Layout and Access

The proposed subdivision comprises a network of public roads, residential lots, apartment and commercial development lots, JOALs (including rear lanes and rights of way), pedestrian accessways, a neighbourhood park and local pocket park, recreation and ecological reserve areas, and lots for stormwater wetlands, wastewater pump stations and a water reservoir.

The proposed subdivision layout is shaped by the road and block network. In the northern and eastern parts of the Site, streets and blocks are generally more irregular where they are arranged around existing wetlands and identified watercourses, stormwater and wastewater infrastructure and changes in landform. In other parts of the Site, the proposed street network forms more regular and grid-like residential blocks where practicable.

The proposed subdivision connects with the surrounding road network through Brymer Road, SH23 / Whatawhata Road, O'Brien Road, Harrogate Place and Grandview Road. The road network within the Site comprises three principal functions - collector roads, local roads and the neighbourhood-centre road. Within this hierarchy, individual road widths and cross-sections vary according to their location, the adjoining land uses to be served and their intended transport function. The engineering plans also identify different cross-sections for locations where the surrounding land use or physical context requires a different road configuration.

In addition to the collector and local roads, JOALs provide vehicle access within selected residential blocks. Six JOALs are intended to function as rear lanes, while the remaining 22 will function as rights of way (**ROWS**). The width and configuration of each JOAL have been designed to reflect the

number and arrangement of residential units served, with the proposed widths shown on the subdivision and engineering plans.

Pedestrian accessways also provide additional connections between streets and through selected mid-blocks. These accessways are proposed to be at least 6m wide, providing dedicated pedestrian connections in locations where a direct public street connection is not provided.

3.3.3 Proposed Land Uses, Typologies and Density Distribution

The masterplan provides for residential development across a range of lot sizes and housing typologies, together with two apartment sites and two commercial sites.

Terrace Housing, Duplex Housing and Detached Dwellings

The masterplan identifies the proposed housing typologies associated with the residential lots across the subdivision, as follows:

- rear-loaded and front-loaded terrace lots for terrace housing (109 units);
- 7.5m and 8m lots for duplex housing (62 units);
- 10–11m and 12–13m lots capable of accommodating either detached dwellings or duplex housing;
- lots of 14m or greater in width and irregularly shaped lots for detached dwellings;
- sloping lots for detached dwellings incorporating split-level design to respond to Site topography; and
- large-lot residential sites for detached dwellings with on-lot wastewater disposal (8 units).

The subdivision plans show indicative building footprints for the terrace housing, duplexes and detached dwellings. The proposed lot boundaries establish the areas within which the design and construction of future dwellings will occur. Future dwelling designs will therefore need to be accommodated within the approved lot boundaries and comply with the applicable residential typology drawings and Development Controls, which establish the relevant building and site parameters for each housing typology and lot type.

Rear-loaded terrace housing is proposed on lots with a minimum width of 4.5m. Vehicle access is provided from rear lanes, while pedestrian and front-door access is provided from the adjoining public road, as illustrated by Typologies E3 and E4 in the Typical Typology Plans. Front-loaded terrace housing is proposed on lots with a minimum width of 7.5m, with both vehicle and pedestrian/front-door access provided directly from the public street, as illustrated by Typologies E1 and E2.

For the 7.5m and 8m lots, smaller duplex dwellings with a gross floor area (GFA) of less than 100m² have been developed (Typologies C4 and C5). For the 10–11m and 12–13m lots, the plans provide for either detached dwellings or duplex housing, with both options addressed through the relevant typology designs (Typologies B1, B2, B3, B4, C1, C1-02, C1-03, C2 and C3).

Apartment Buildings

In addition to terrace housing, duplex housing and detached dwellings, two apartment sites are proposed within the central part of the development. As shown on the architectural elevations,

the external materials of these buildings generally comprise a combination of brick, tile, concrete panels, glazing and associated architectural elements.

Apartment Site 1 (A1) has frontage to public roads along its northern, southern and eastern boundaries. Two vehicle access points are proposed from the northern road frontage, together with pedestrian routes through the site. A1 comprises 20 apartment buildings providing a mix of one-, two- and three-bedroom units. Buildings around the perimeter of the site are generally three storeys in height, while buildings located internally within the site are five storeys. Collectively, A1 provides for a total of 160 apartment units. At-grade parking is located centrally within the site and comprises 94 parking spaces. Communal service areas with a combined area of approximately 138m² are also provided in proximity to the apartment buildings.



Figure 7 Proposed Site Plan for A1

Apartment Site 2 (A2) is located immediately east of A1 and has frontage to public roads along its western and southern boundaries. Vehicle access to A2 is proposed near the north-western corner from the western road frontage. Eight apartment buildings are arranged around the perimeter of the site, with parking and communal service areas located centrally. A total of 28 at-grade parking spaces is proposed, including two accessible spaces, two EV spaces and one ride-share space. All apartment buildings within A2 are proposed to be three storeys in height and comprise two-bedroom units. A total of 48 apartment units is proposed within A2.



Figure 8 Proposed Site Plan for A2

Commercial and Mixed-Use Buildings

Two commercial sites are proposed. Commercial Site 1 (C1) adjoins the proposed neighbourhood park, while Commercial Site 2 (C2) is located immediately west of Apartment Site A1. These are described below:

- Four buildings (Buildings 1–4) are proposed within C1 and are arranged around an internal parking and circulation area. The site also includes a pedestrian connection to the adjoining park and access to basement parking. Building 1 is proposed as a single-storey commercial with a GFA of approximately 232m². Buildings 2–4 are proposed as five-storey mixed-use buildings, each comprising approximately 226m² of retail activity at ground level with residential apartments above. The apartment units are designed as split-level units, with integrated kitchen and living areas at the lower level and two bedrooms and a bathroom at the upper level. A total of 24 apartment units and approximately 910m² of retail/superette GFA are proposed across C1.

The basement contains 40 parking spaces, including two EV spaces, together with bicycle parking and storage, lift access and service areas associated with the residential units. A further 24 at-grade parking spaces and bicycle parking are proposed, including two accessible spaces.

- Seven buildings are proposed within C2. Building 3 is a single-storey retail building of approximately 143m², while Buildings 6 and 7 are single-storey retail buildings of approximately 127m² each. Buildings 1, 2 and 5 are three storeys in height, with retail activities at ground level and apartment units on the first and second floors. Building 4 is three storeys in height, with retail activities at ground level and office activities on the first and second floors. Collectively, C2 comprises approximately 1,274m² of retail GFA, approximately 552m² of office GFA and 16 apartment units.

Vehicle access to C2 is provided from the northern road frontage. A central at-grade parking area contains 38 parking spaces, including two accessible spaces, two EV spaces and two ride-share spaces. Communal service areas and bicycle parking are also located within the central part of the site.

- The architectural elevations show that buildings within C1 generally comprise a combination of glazing, brick veneer, terracotta tiles, façade panels and concrete panels. Buildings within C2 generally comprise a combination of glazing, brick veneer and concrete panels.

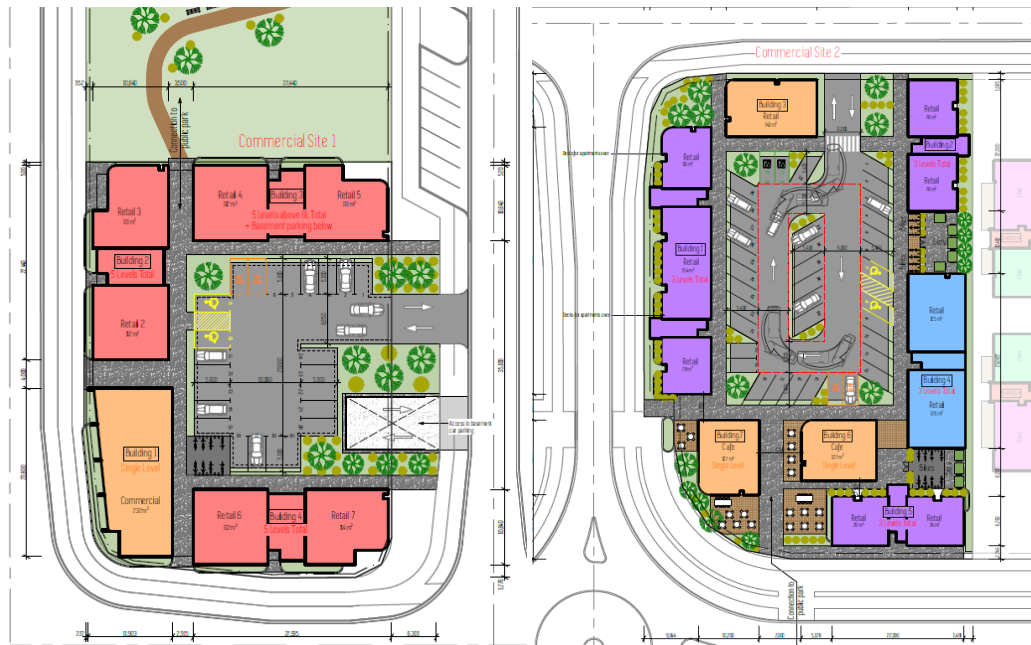


Figure 9 Proposed Site Plans for C1 and C2

3.3.4 Open Space, Stormwater and Wetland Network

The masterplan includes a network of public parks, stormwater wetlands, restored wetlands and a proposed wetland within the subdivision layout.

Two public parks are proposed, comprising one neighbourhood park and one local pocket park. The neighbourhood park is located within the central part of the Site, in proximity to stormwater and wetland areas, the proposed neighbourhood centre, apartment sites and terrace housing. The park has frontage to public roads along its northern, western and eastern boundaries, with Commercial Site C1 adjoining its southern boundary.

The neighbourhood park is generally flat and has an area of approximately 2,870m², with dimensions of approximately 43m by 69m. An internal pedestrian path is shown within the park, connecting with the footpath/shared-path network along the adjoining public roads and with the pedestrian network within C1, as shown on the relevant masterplan, landscape and architectural plans.

The local pocket park is located within the southern part of the Site. It adjoins a stormwater wetland to the north and has frontage to the collector road along its eastern boundary and a local road along its southern boundary. The pocket park is generally flat and has an area of approximately 1,210m², with dimensions of approximately 32m by 35m.

The open space and reserve network also includes areas containing retained wetlands and a proposed new wetland. These are generally located within two areas of the Site: a northern wetland area and a central wetland area.

The northern wetland area is approximately 5.1ha in area and contains four existing wetlands that are proposed to be retained and restored. This area has frontage to a public road and Brymer Road and is proposed to be vested to Waikato District Council.

The central wetland area is approximately 7.4ha in area and contains six existing wetlands that are proposed to be retained and restored, together with an area of 1.7ha which contains the proposed new wetland. A pedestrian path is proposed through the central wetland area, connecting the northern part of the development with the remainder of the masterplan area, including the central neighbourhood area. The alignment of the path is shown on the relevant masterplan, landscape and civil plans.

Te Kootii Park is located outside the Site and does not form part of the substantive application. A pedestrian path is proposed between the masterplan area and Te Kootii Park, providing a physical connection between the development and the existing park. The location and alignment of this connection are shown on the masterplan and relevant civil engineering plans.

3.3.5 Slope Management and Retaining

Earthworks and retaining are required as part of the Proposal to establish the proposed levels for public roads, residential lots and development areas, together with stormwater wetlands, channels and other infrastructure.

The proposed landform plans identify a mix of planted batter slopes, cut retaining walls, with a maximum height of approximately 5.1m, and fill retaining walls, with a maximum height of approximately 5.6m, across the Site. Retaining is distributed through the northern and southern parts of the development and is located along a combination of road edges, residential lot boundaries, external boundaries, stormwater areas and other locations where proposed ground levels differ. Landscape treatment is proposed in conjunction with larger retaining walls, particularly where it adjoins wetlands, stormwater wetlands, watercourses or other landscaped areas.

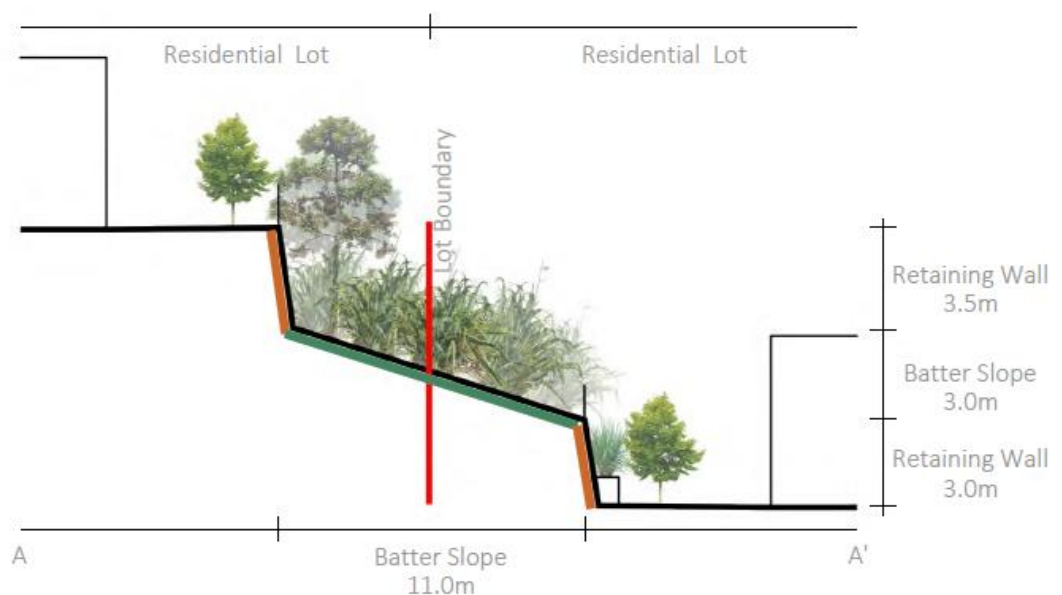


Figure 10 - Example of proposed slope management arrangements incorporating stepped retaining profiles and planted batter slopes

4.0 Planning Context

This report is an urban design assessment and is not intended to replace the planning assessment. The statutory status and weight of the relevant planning provisions are addressed in the relevant planning report. However, the applicable and comparable planning frameworks are relevant to understanding the urban design outcomes expected for the Site and to testing whether the proposed subdivision and built-form controls provide an appropriate urban development response.

4.1 National Policy Statement on Urban Development

Waikato District and Hamilton City form part of the Tier 1 Hamilton urban environment for the purposes of the National Policy Statement on Urban Development 2020 (**NPS-UD**). The NPS-UD provides national direction for planning urban growth and seeks to ensure that urban environments are well-functioning and able to meet the changing needs of people, communities and future generations.

From an urban design perspective, a well-functioning urban environment is expected to provide for a variety of homes that respond to different household needs, support good accessibility between housing, employment, community services, natural and open spaces, including by public and active transport, and contribute to reductions in greenhouse-gas emissions and resilience to the effects of climate change. The NPS-UD also recognises that urban environments and their amenity values will develop and change over time as communities grow and their needs change.

For new urban growth areas, this establishes an expectation that land use, housing, movement, infrastructure and access to services and amenities are considered together rather than as separate components of development, including:

- a range of housing and development choices;
- an urban structure that supports accessibility and connections to employment, services and open space;
- integration between land use, transport and infrastructure;
- opportunities for walking, cycling and public transport; and
- efficient use of land and infrastructure while allowing urban environments to evolve over time;

4.2 Waikato Regional Policy Statement and Future Proof

The Waikato Regional Policy Statement (**WRPS**) provides the regional policy framework for the integrated management of land use, infrastructure and natural and physical resources. Its Urban Form and Development provisions have been giving effect to the NPS-UD and incorporate the Future Proof growth management framework.

From an urban design perspective, the WRPS and Future Proof indicates that new urban growth should contribute to a coherent and well-functioning urban form. Relevant expectations include:

- integrating land use with transport and infrastructure;
- providing housing choice and good accessibility to employment, community facilities, natural and open spaces;

- supporting walking, cycling and public transport;
- responding appropriately to natural features and environmental constraints;
- managing transitions between urban and rural areas; and
- providing a connected blue-green and open-space network as part of the wider urban structure.

The WRPS also seeks high-quality urban design that responds positively to local context while recognising that urban amenity and built form may change over time as areas grow and intensify.

The Site is not located within an identified Future Proof growth area. The strategic and statutory implications of this, including the application and weight of the relevant responsive-planning provisions, are addressed separately in the planning assessment. For the purposes of this UDA, the WRPS and Future Proof provide the broader urban design context for considering whether the proposed masterplan establishes an integrated urban structure and appropriately coordinates built form, movement, infrastructure, landscape and surrounding interfaces.

4.3 Waikato District Plan and Hamilton City Operative District Plan

4.3.1 Waikato District Plan – General Rural Zone

The Site is currently subject to the WDP and is predominantly zoned General Rural. This operative zoning reflects the current rural character of the land and is the statutory district-plan framework applying to the substantive application. The planning assessment will address the significance of the existing zoning and the statutory basis for the urban development being sought through the fast-track process.

For urban design purposes, the existing rural provisions remain relevant to understanding the current landscape character, rural interfaces and potential reverse-sensitivity considerations. They do not, by themselves, provide a complete reference for assessing the detailed urban form, residential amenity and streetscape outcomes of a proposal that seeks approval for urban development. Comparable urban provisions are therefore used as detailed below.

4.3.2 HCC ODP – Residential zonings and WDP – Large Lot Residential Zone

As detailed in **Section 3.4** above, while the HCC ODP does not apply to the Site, its residential provisions provide useful context for considering the built-form and amenity outcomes of the proposed development, in particular:

- The General Residential Zone (**GRZ**) provides a relevant contextual reference for the proposed detached and duplex housing, particularly in relation to building scales, setbacks, outdoor living, landscaping, street relationships and the management of garages and vehicle access.
- The Medium Density Residential Zone (**MDRZ**) provides a more relevant reference for the proposed terrace housing, given its more compact built form and greater emphasis on matters such as street interface, outlook, privacy, outdoor living, access and the management of parking and garages.
- Eight larger residential lots are proposed within the northern part of the Site, where the more constrained topography and relationship with wetlands and watercourses lend themselves to a lower-intensity development response. For these lots, the WDP Large Lot Residential Zone

(LLRZ) provisions provide a useful reference for matters such as lot size, building placement, setbacks, site coverage and maintaining a more spacious built-form character.

Relevant urban design outcomes arising from the residential provisions include:

- ensuring development responds appropriately to the adjoining established residential neighbourhoods and the surrounding topography, wetlands and watercourses where applicable;
- providing a range of housing typologies and lot sizes that support housing choice and efficient use of land;
- achieving a high-quality residential environment with appropriate on-site amenity, privacy, outlook and access to daylight for all housing typologies;
- supporting attractive, safe and well-overlooked streets and public spaces through building orientation, frontages, landscaping and passive surveillance; and
- managing the visual dominance of vehicle access, parking and garage doors within the streetscape.

4.3.3 Commercial and Mixed-Use Buildings

For the mixed-use component, the HCC Neighbourhood Centre provisions provide additional contextual guidance in relation to matters such as scale, accessibility, active frontages and the relationship between buildings, streets and public spaces. Key urban design matters relevant to the proposed neighbourhood centre include:

- ensuring the centre is of a scale and built form that responds to its immediate neighbourhood function;
- achieving a legible and accessible layout that supports walking and cycling access from the residential area;
- providing active building frontages and passive surveillance to adjoining streets and public spaces through the use of glazing, building entrances, verandas, landscaping and building articulation; and
- managing vehicle access, servicing and parking so that these do not dominate the streetscape or undermine pedestrian amenity.

4.3.4 Subdivision

Subdivision is fundamental to the urban design outcome because it fixes the street and block structure, lot dimensions, public-space interfaces, access arrangements and development platforms on which the approved buildings will be delivered. The WDP subdivision provisions are the operative provisions applying to the Site which will be addressed in the applicable planning assessment. The HCC ODP subdivision framework is also useful as a comparable standard given the Site's immediate relationship with Hamilton's existing urban area.

Key urban design outcomes relevant to the subdivision include:

- Establish a legible and connected street and block structure that integrates with existing and safeguarded future connections;

- Establish lots and development areas of a size, shape, slope and orientation that can accommodate the intended typology and associated outdoor living, access, parking, service and landscape requirements;
- Integrate the subdivision pattern with earthworks, retaining, stormwater, wetlands, open space and landscape treatment;
- Provide safe and direct walking/cycling routes and clear relationships between dwellings and public streets/open spaces;
- Create a subdivision pattern that does not rely on unresolved later design choices to achieve acceptable urban design outcomes.

5.0 Assessment

The Proposal seeks approval for both subdivision and associated land use development. This assessment has considered the masterplan and subdivision scheme plan, the architectural plans for the apartment and commercial/mixed-use buildings, the typology plans for the residential lots, the proposed Residential Design Guidelines, and the supporting civil, transport, ecological and landscape plans (where relevant).

As detailed architectural dwelling designs have not been prepared for every individual residential lot, the assessment of those areas focuses on the proposed typologies, street and block layout, lot dimensions, open space and blue-green network, access arrangements, and interface treatments. These matters are the primary factors that will influence future built form, streetscape, amenity and design outcomes.

For the apartment sites (A1 and A2) and commercial/mixed-use sites (C1 and C2), the assessment is based directly on the submitted architectural plans. For ease of reference, the assessment below is organised under the following thematic headings:

- Consent and Design Implementation Framework;
- Strategic Urban Form and Land Use Structure;
- Street Network and Movement Choice;
- Slope Management and Retaining;
- Block, Lot and Typology Framework;
- Open Space and Blue-Green Network;
- Streetscape Safety and CPTED;
- Built Form and On-site Amenity; and
- Response to Design Principles.

5.1 Consent and Design Implementation Framework

The substantive application seeks approval for the subdivision and land use components of the proposed development, including the (vacant) residential lots, apartment buildings, and commercial and mixed-use buildings.

For the 795 residential lots, detailed architectural plans have not been prepared for every individual dwelling. Instead, development will be controlled by the Residential Design Guidelines. As part of the Residential Design Guidelines, future dwellings will be subject to a design-certification process by the Design Review Panel. Its role is not to establish a separate or alternative development framework, but to review proposed dwelling designs against the applicable Development Controls and Discretionary Design Guidance. The Design Review Panel will certify compliance with the applicable Development Controls and confirm that the detailed design is consistent with the Discretionary Design Guidance.

The Residential Design Guidelines include two key parts - the Development Controls and Discretionary Design Guidance. These perform different, but complementary functions. The Development Controls establish measurable parameters and standards for building scale, general

position, on-site amenity, vehicle access and interfaces, while the Discretionary Design Guidance address qualitative aspects of architectural and landscape design that cannot be assessed solely from subdivision boundaries or dimensional Development Controls. The Guidelines are proposed to apply to all residential lots as identified on the masterplan and subdivision scheme plan.

Table 1 below summarises the matters addressed through the Development Controls and Discretionary Design Guidance. The detailed requirements applying to each matter are contained within the Residential Design Guidelines and are not repeated in this assessment.

Development Controls	Discretionary Design Guidance
Density / yield	Slope management for sloping lots
Site coverage	Visual appearance and articulation
Impermeable surface	Public realm interface
Landscaped area (for overall site and the areas forward of the front building line)	Roof form and design
Building height	Materials and colours
Height in relation to boundary	Lane design
Building setbacks	Pedestrian and vehicle access
Boundary fences and walls	Garages and parking
Public interface and passive surveillance	Outdoor living spaces and balconies
Separation and privacy	Service areas
Outlook space	Fences, gates and walls
Outdoor living space	Front yard planting
Waste management and service areas	Paving and hard surfaces
Vehicle crossings and access	Letterboxes and lighting
Vehicle and bicycle parking	Planting selection and schedules

Table 1 Matters in Development Controls and Discretionary Design Guidance

From an urban design perspective, both components are necessary to achieve positive urban design outcomes for the Proposal. Compliance with a building envelope through the Development Controls alone would not ensure appropriate outcomes for matters such as façade articulation, roof form, materials and colours, entrances, garages, landscaping, lighting and the treatment of service areas. The Discretionary Design Guidance address these qualitative matters while retaining sufficient flexibility to accommodate reasonable design variation across the development. Some

matters, including outdoor living, service areas, access, fencing and landscaping, are overlapped, whereas the Development Controls address these at a measurable level and the Discretionary Design Guidance address their qualitative design.

A suite of residential typology plans has been prepared to demonstrate how the different lot types can accommodate the residential typologies anticipated across the development. These plans illustrate representative dwelling forms and layouts for the proposed typologies and demonstrate how development can be accommodated within the relevant lot dimensions while complying with the proposed Development Controls. They therefore provide a practical illustration of how the intended residential typologies can be implemented within the subdivision framework, without fixing the detailed architectural design of every future dwelling.

Accordingly, while detailed architectural plans are not fixed for every residential lot at the substantive consent stage, the future form of development is established through the combination of the approved masterplan and subdivision scheme plans, the demonstrated residential typologies, and the Residential Design Guidelines. This framework establishes the parameters within which individual dwelling designs are to be developed, while retaining flexibility for their detailed architectural expression through the subsequent design-review process.

5.2 Strategic Urban Form and Land Use Structure

The Site is located at the western edge of Hamilton, with established residential neighbourhoods adjoining much of its northern and eastern boundaries and rural or rural-lifestyle land occurring principally to the west and south. Urbanisation of the Site would therefore represent a substantial change from its existing rural character. The strategic planning merits of locating urban development in this area, including the Site's location outside an identified Future Proof growth area, are addressed separately in the planning assessment.

From an urban design perspective, the relevant consideration is whether the proposed land use and spatial structure establish a coherent physical relationship with the existing urban area and enable the masterplan to function as a connected and functional urban neighbourhood.

In this instance, residential development forms the predominant land use and connects physically with the adjoining existing street and open space network. The proposed neighbourhood centre, which will provide for local convenience activities serving day-to-day needs, is grouped with the neighbourhood park and higher-density housing typologies, including apartments and terrace dwellings, within the central part of the masterplan and along key movement routes that connect it with established residential areas. This is a positive urban design outcome, as it establishes an identifiable local focus and concentrates the more intensive and publicly oriented activities within an accessible part of the Site rather than dispersing them across the development.

The proposed connection through to Grandview Road is also a critical element of the Proposal as this provides a direct link to the collector road network and existing public transport routes that will help connect the development into the existing urban area and provide access to a number of important local amenities including schools, open spaces and employment opportunities.

The Proposal also provides for a potential future connection to the adjoining land at 572 Whatawhata Road. This connection would enable integration with any future urban development of that property, should this occur. The concept plans illustrate how the Site could therefore form part of a wider connected urban structure over time. However, the functioning of the current Proposal does not rely on those future connections being delivered.

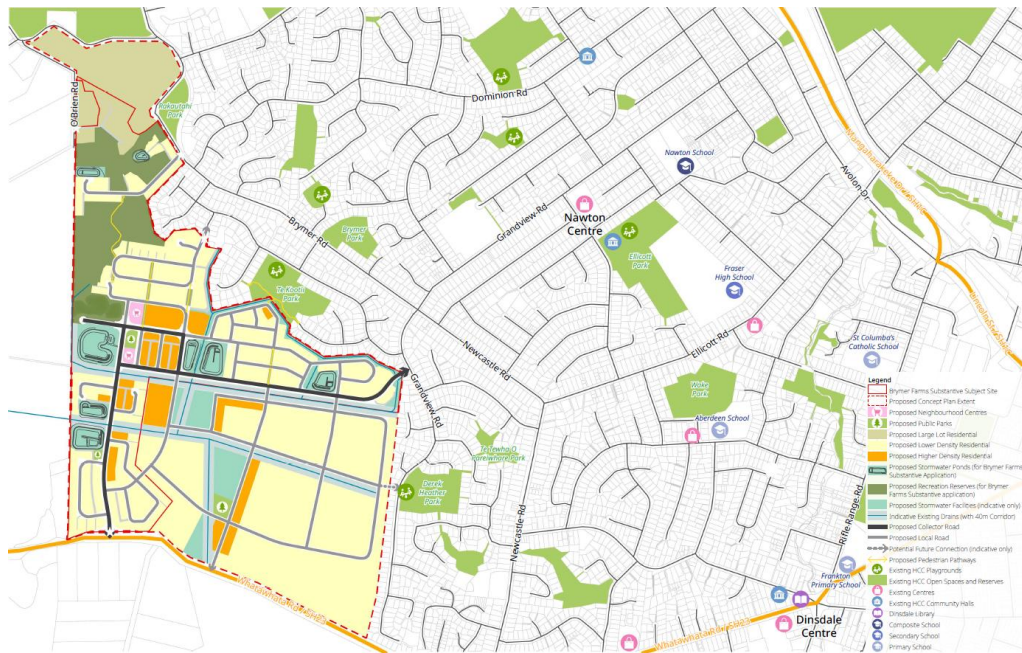


Figure 11 Indicative Concept Plan

The concept plan is indicative only and is intended to assist in understanding the potential longer-term relationship between the Site and the surrounding land. It does not form part of the substantive application, and no consent is sought for the development shown on those adjoining properties.

On this basis, the current rural interface to the south may be more appropriately understood as a potentially transitional edge rather than necessarily a permanent rural boundary. Although we acknowledge that there is no certainty as to whether, when or in what form any future urbanisation of these properties may occur. It nevertheless helps to demonstrate that this land could be successfully integrated into the Site.

Overall, while the Proposal represents a clear change from the Site's existing rural character, the resulting urban form is logically organised and establishes a coherent physical relationship with the adjoining Hamilton urban area.

5.3 Street Network and Movement Choice

The proposed movement network comprises a hierarchy of collector roads, a neighbourhood centre road, local roads and JOALs, together with pedestrian accessways and walking and cycling routes associated with the wider open space and blue-green network.

5.3.1 Public Roads and Movement

The street pattern is not uniformly gridded because of the Site's geometry, topography and ecological constraints. Within the flatter and more intensively developed parts of the Site, streets generally form a more interconnected network and create relatively grid-like, smaller urban blocks which will support high levels of connectivity and accessibility. In the northern and southern areas, the network becomes more irregular in response to steeper topography, existing wetlands, watercourses and drains, stormwater infrastructure and the geometry of the Site. This results in some curved and less direct street arrangements and some larger blocks. However, this is considered a reasonable response to the physical constraints of the Site, rather than forcing a

regular street pattern that would require greater modification of the landform or environmental features.

The proposed public street network provides the internal primary movement for the development, while the connections to Grandview Road, Brymer Road, O'Brien Road and SH23/Whatawhata Road provide access to the existing surrounding network. In particular, the Grandview Road and Brymer Road connections provide a relatively direct relationship with the established Hamilton collector-road system, and the central collector road establishes a clear route through the main part of the development.

The different proposed street cross-sections also reflect different movement and place functions. Wider collector and public-transport-capable roads provide for higher movement demands, walking and cycling infrastructure and street landscaping, while the 16.8m local streets have a more local access function. The neighbourhood centre road performs a different role again through its relationship with Commercial Site C1 and the neighbourhood park. This differentiation assists with legibility and avoids treating every street as having the same function or adjoining land-use response.

The primary collector route through the development has a typical 25.8m road reserve, comprising a 9.3m carriageway with two 3.4m traffic lanes and a 2.5m flush/painted median, together with 2.1m parking or landscaping areas, 2m footpaths and a 3.5m bi-directional cycleway separated from the adjoining footpath. The cross-section is also designed to accommodate public transport, with bus-stop provision incorporated at selected locations. A reduced 18m cross-section is proposed where the route crosses the bridge structure. Collectively, these elements establish the route as the principal movement corridor through the development while providing separated facilities for walking and cycling and opportunities for street landscaping and on-street parking.

The secondary collector route has a typical 23m road reserve. It comprises a 6.8m carriageway, 2.1m parking or landscaping areas on either side, 2m footpaths and a 3.5m bi-directional cycleway separated from the adjoining pedestrian path by a berm. This provides a clear secondary movement route through the residential area, with dedicated provision for walking and cycling while retaining space for parking and/or street landscaping.

The neighbourhood centre road has a 23.3m road reserve and is designed to perform both movement and place functions within the central part of the development, responding to the adjacent neighbourhood centre (C1), public park and rear-loaded terrace dwellings. The typical cross-section includes a 7m carriageway, a 2.5m shared path on one side and a 1.8m footpath on the other, together with areas for on-street parking and/or landscaping, including angled parking adjoining the neighbourhood centre frontage. This wider and more differentiated cross-section is appropriate from an urban design perspective, as it helps distinguish the centre from the surrounding residential streets and reinforces its role as a more active and identifiable part of the masterplan.

The lower-order street network comprises a combination of 19m and 16.8m local roads. The 19m local road connecting with Harrowgate Place uses the 19m cross-section and includes a 6.8m carriageway, 2.1m parking or landscaping areas on both sides, a 3m shared path on one side and a 1.8m footpath on the other. The remaining 16.8m local roads generally comprise a 6m carriageway, 1.8m footpaths and 2.1m parking or landscaping areas on both sides. While these local road reserves are narrower than those commonly provided for under the WDP and HCC ODP provisions, they are appropriate to their local-access function and provide for pedestrian

movement, on-street parking and street landscaping while maintaining a clear distinction from the wider collector and public-transport corridors.

5.3.2 Active Modes and Public Transport

Walking and cycling are provided through footpaths and/or shared paths along the public roads, bi-directional cycle lanes on selected higher-order routes, dedicated pedestrian accessways and links through parts of the blue-green network. These connections will help support a more connected and walkable neighbourhood by providing alternative movement routes beyond the primary street network. Where longer blocks are proposed, 6m+ wide pedestrian accessways are provided mid-block. This is consistent with good urban design practice for walkable neighbourhoods, as it improves permeability, shortens walking and cycling distances, and provides safe and efficient connections through the development and to surrounding open space amenities.

Due to the topography and wetland network constraints, not every part of the Site can achieve equally direct or universally accessible routes. This is most apparent in the northern area, where the movement pattern is more constrained. The proposed pedestrian connection through the central wetland area is therefore particularly important because it provides a more direct connection between the northern residential area and the central part of the development, thereby reducing the degree of physical separation created by the landform and ecological corridors. The proposed connection to Te Kootii Park also strengthens the relationship with an existing public open space destination.

The proposed movement network has also been designed to preserve opportunities for future public transport services. In particular, the 25.8m primary collector and 23m secondary collector are identified within the engineering drawings as wide enough to accommodate public transport, while the 19m local road cross-section also provides further flexibility for future public transport. The primary collector cross-section also makes provision for bus stops and associated infrastructure at selected locations. Collectively, the Proposal does not preclude the introduction of a future bus service and can accommodate public transport without requiring substantial changes to the overall road hierarchy or roading layout.

While no future bus service is proposed or guaranteed as part of the substantive application, any future service would be subject to further engagement and agreement with Waikato Regional Council as the public transport service provider, including decisions relating to routing, timing and service frequency. From an urban design perspective, providing sufficient corridor width and associated pedestrian connections is a positive future-proofing approach. It enables the development to respond to future public transport provision, should this occur, without the street network itself becoming a constraint. The Proposal therefore provides an appropriate level of flexibility for future public transport while remaining capable of functioning independently of its delivery.

5.3.3 JOALs (Rear Lanes and ROWs)

The Proposal includes two types of JOAL, comprising rear lanes and ROWs. Both provide private vehicle access to residential lots and are intended to operate as low-speed residential access environments. However, they perform different functions within the overall movement hierarchy.

The six proposed rear lanes are 8m wide shared accessways serving predominantly rear-loaded residential lots. They provide for two-way vehicle movement and connect with the public street network at two or more locations. Where a rear lane interfaces with a higher-order road or a road

containing a bi-directional cycleway, vehicle access is taken from the lower-order local road network, while pedestrian and cycle connections are retained where provided. This avoids introducing additional vehicle crossings onto streets that perform a more important movement function or accommodate dedicated cycling infrastructure.

Although the HCC ODP does not prescribe a maximum number of residential units that may be served by a rear lane, additional connections have been incorporated into the larger rear-lane arrangements where practicable. In these locations, the additional connections provide greater choice within the local access network and, where pedestrian and cycle-only connections are provided, improve local permeability without introducing additional vehicle access onto the higher-order road network.

JOAL Number	Number of units served	Connection points to public street network
3105	16	Two
3109	27	Two.
3113	24	Two.
3118	23	Three, including one for pedestrian and cyclists only.
3121	38	Three.
3122	43	Three.

Table 2 Proposed JOALs - Rear Lanes

Rear lanes are used principally where rear vehicle access assists the intended relationship between dwellings and the public road. This includes areas of more compact housing, particularly rear-loaded terrace housing, and frontages to higher-order roads or roads containing dedicated cycling infrastructure. Locating vehicle access to the rear reduces the frequency of vehicle crossings along these public frontages and allows a more continuous arrangement of dwelling entrances, habitable-room outlook, landscaping and pedestrian routes. From an urban design perspective, this assists in limiting the visual and functional dominance of vehicle access along the principal public frontage.

The dimensions and alignment of the rear lanes are established through the masterplan and subdivision scheme plans. Their detailed residential interface will also be managed through the Residential Design Guidelines, including provisions relating to lighting, passive surveillance, landscaping, fencing and the treatment of movement areas. These measures are important because rear lanes remain private access spaces and require an appropriate level of visibility and overlooking to support their use as low-speed shared environments.

ROWs perform a more localised access function and, unlike rear lanes, are not relied upon to provide through-connectivity within the wider movement network. Their widths vary according to the number of residential lots served and the applicable access requirements. The Proposal identifies 22 ROWs, including Lot 3106, which provides access to the eight large lot residential sites in the northern part of the Site. The use of a ROW in this location is consistent with the lower-intensity residential pattern proposed in this part of the development and its more constrained topography.

More generally, ROWs are used where access to rear lots is required but a connected rear-lane arrangement is neither necessary nor appropriate. From an urban design perspective, the JOAL network assists the connectivity and permeability of the development by providing additional access and movement choices within residential blocks. For the rear lanes, they provide alternative vehicle access routes between local roads and, where pedestrian and cycle-only connections are provided to higher-order roads, retain additional active-mode connections without introducing further vehicle crossings. ROWs provide more localised access to rear lots and complement this wider network of movement choices.

The overall movement framework therefore establishes a clear hierarchy while providing a range of routes for vehicles, pedestrians and cyclists. The public street network provides the principal movement structure, while JOALs, pedestrian accessways and connections through the blue-green network collectively increase route choice and permeability between and through residential blocks. Connectivity is more constrained in parts of the Site affected by topography, wetlands and other ecological features; however, the combination of these different movement connections responds reasonably to those constraints and to the proposed pattern of land use.

5.4 Slope Management and Retaining

Topography is a key design consideration for the Proposal. The Site varies considerably in elevation and slope, and substantial earthworks, changes in finished ground level and retaining are required to establish the proposed road network, residential development areas and stormwater infrastructure.

The proposed road and block layout responds to the existing landform where practicable. In the more sloping northern and southern parts of the Site, roads curve or change alignment in response to the underlying topography. Sloping residential lots are also identified in selected locations, with associated split-level or stepped dwelling typologies. These dwelling forms allow buildings to respond more directly to changes in ground level and can reduce the extent of re-grading and lot-scale retaining that might otherwise be required to establish a uniformly level building platform. They therefore form part of the slope-management response, although retaining associated with road levels, infrastructure and the broader formation of residential development areas is still required.

The Civil Engineering Drawings identify retaining of varying heights across residential blocks, road edges, stormwater areas and Site boundaries. The maximum proposed cut retaining height is approximately 5.1m and the maximum fill retaining height is approximately 5.6m. The retaining shown on the current plans is generally formed as single-wall structures rather than stepped or terraced arrangements. Some walls will therefore form substantial physical structures, particularly where retained heights exceed approximately 1.5m and continuous retaining is exposed to public or neighbouring areas.

From an urban design perspective, the effects of retaining vary according to height, length, visibility and relationship with adjoining activities. Retaining located internally within residential blocks will generally have less effect on the wider public realm. Greater effects arise where taller or more continuous walls are visible from public streets, pedestrian routes, parks and reserves, blue-green corridors, rear lanes or adjoining properties. In these locations, retaining can increase apparent scale and visual dominance, particularly when viewed from the lower side, and can create a greater sense of physical bulk and enclosure.

A more integrated slope response is proposed in selected locations where retaining is combined with batter slopes. As shown in Figure 12, a batter accommodates part of the change in level and reduces the height of the retaining wall that would otherwise be required. Planting within the batter will provide a softer landscape transition, assist with integrating the engineered level change into the surrounding development. This is an appropriate urban design response where sufficient horizontal space is available, as it reduces reliance on a single taller retaining structure.

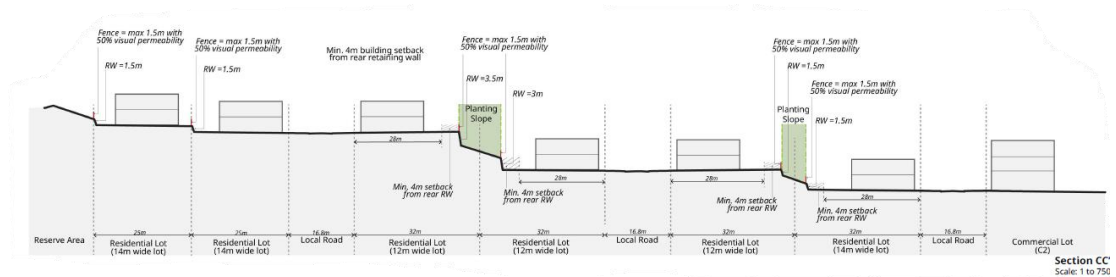


Figure 12 Cross-section showing how lot configuration combined with retaining and battering has been used to respond to the underlying topography

Landscape treatment will also assist in integrating retaining elsewhere across the Site. The Landscape Drawings show planting above retaining where sufficient space is available. Where walls adjoin wetlands, stormwater areas and other landscaped spaces, they will also be viewed in conjunction with the wider, often dense, planting proposed within those areas. These treatments will soften the visual contrast of retaining as planting establishes, although they will not fully screen or remove the perceived scale of the physical structure.

Boundary fencing also needs to be considered together with retaining. The Development Controls limit front boundary fencing to 1.2m, with an increase to 1.5m adjoining an outdoor living area where at least 50% of the portion above 1.2m is visually permeable. Fencing adjoining rear lanes and public reserves is limited to 1.5m, increasing to 1.8m adjoining an outdoor living area where at least 50% of the portion above 1.5m is visually permeable. Other boundary fencing is limited to 1.8m. The Discretionary Design Guidance also differentiate between more visually open fencing at streets and other public-facing interfaces and more visually closed fencing where residential privacy is required.

These controls are particularly relevant where fencing is located above retaining because, when viewed from the lower side, the retaining wall and fence will generally be perceived together as a single boundary treatment. Visually permeable fencing at public-facing interfaces will assist in reducing the apparent solidity of the combined wall and fence and maintain a degree of visual connection between dwellings and adjoining public spaces. It will not, however, mitigate the scale of a substantial retaining wall on its own.

Based on the civil information available at the time of this assessment, the variation in road alignment, use of planted batters in selected locations and provision for split-level or split-level dwellings are considered appropriate responses to the Site's variable topography. However, the current reliance on single-face retaining means that effects will arise from the scale and visibility of retaining, particularly where fill retaining walls exceeding approximately 1.5m are viewed directly from public or neighbouring areas. Where relevant, this is discussed further in Section 5.10.

5.5 Block, Lot and Typology Framework

The block, lot and proposed housing typology for each residential lot need to be considered as integrated parts of the Proposal, particularly because the substantive application seeks approval for both the subdivision pattern and the associated residential development framework. The assessment therefore considers not only whether the subdivision creates developable lots, but whether the proposed block structure, lot dimensions, access arrangements, typology allocation and associated Design Guidelines provide sufficient certainty that the intended built-form and amenity outcomes can be accommodated.

5.5.1 Block Analysis

The proposed block structure is strongly influenced by the Site context. More regularly shaped residential blocks occur through parts of the flatter central and eastern development areas, while blocks become more irregular where streets respond to wetlands, watercourses, stormwater areas, changes in level and the geometry of the Site.

While the Proposal comprises irregularly shaped blocks, this does not result in an adverse urban design outcome. The public road network provides legible public road frontages and generally good connectivity and permeability across the Site, supplemented by pedestrian accessways and JOALs. The block structure generally provides a clear public road frontage to the applicable lots and enables most dwellings to obtain an identifiable address from a public road or other public-facing space. This is important for legibility, passive surveillance and clear public-private definition. Where residential lots instead have a direct relationship with a reserve, wetland, stormwater corridor or other public space, the Design Guidelines relating to interface treatment, fencing and landscaping will assist in avoiding these interfaces becoming enclosed or treated as rear boundaries.

The lengths and perimeters of the proposed blocks are also relevant to permeability, walkability and neighbourhood legibility. Smaller blocks are generally proposed in flatter areas and where higher-density typologies and land uses occur. Most residential blocks are less than 200m in length, with the longest block extending to approximately 280m with a public pedestrian accessway is provided mid-block. Block perimeters are generally within approximately 750m. Where blocks are longer, the proposed pedestrian accessways and JOAL connections will have an important role in reducing walking detours and maintaining route choice. Public pedestrian accessways provide the stronger permeability outcome because they form part of the public movement network, while JOALs provide supplementary local connections and alternative route choices.

Block orientation has also been considered in relation to solar access and the ability of future dwellings to achieve workable outdoor living and outlook arrangements. On a site of this scale and complexity, a uniform north-south block orientation is not practicable because the street and block pattern must also respond to landform, watercourses, wetlands, stormwater areas, existing boundaries and the wider movement network. While a predominantly north-south street/block alignment can assist in providing a more balanced distribution of eastern and western solar access to lots on either side of the street, the proposed east-west blocks primarily comprise wider lots with duplex or detached-dwelling typologies, generally approximately 12-14m wide. This provides additional flexibility for building placement and outdoor living to achieve appropriate sunlight, outlook and private outdoor-space outcomes.

5.5.2 Lot and Housing Typologies Analysis

The proposed lot layout accommodates a relatively broad range of housing typologies and densities. The current masterplan identifies rear-loaded 4.5m wide terrace lots, front-loaded 7.5m wide terrace lots, 7.5m and 8m wide duplex lots, 10-11m and 12-13m lots capable of accommodating detached dwellings or duplexes, lots of 14m or greater, irregularly shaped lots and eight large lot residential are for detached housing, as well as lots for 'split-level dwellings'. This range provides variation in lot size, dwelling form, frontage width, building separation and access arrangements rather than applying a single residential product across the Site.

Lot widths generally reflect and are influenced by the proposed housing typology. For the 4.5m rear-loaded terrace lots, locating garages and vehicle access within the rear lane enables the public road frontage to be used for dwelling entrances, habitable-room outlook, pedestrian access and landscaping. The benefit of rear loading therefore depends on the dwelling continuing to obtain its principal address from the adjoining public road rather than turning towards the rear lane. As addressed in Section 5.4 above, this relationship should be retained even where frontage retaining requires pedestrian access to be incorporated through stairs or other level-change treatment.

The 7.5m front-loaded terrace lots provide sufficient frontage width to accommodate direct vehicle access from the public street. This arrangement is workable, but paired or otherwise coordinated vehicle crossings, garage setbacks and landscape controls are important so that repeated driveways and garage doors do not become the predominant streetscape element. These matters are managed appropriately through the Design Guidelines.

The masterplan also includes 62 7.5m and 8m wide lots associated with the smaller duplex typologies (Typologies C4 and C5). These typologies have been developed as a more compact housing product, with GFA below 100m², comprising two-bedroom, single-garage dwellings on smaller lots. They are intended to better support housing affordability by providing a smaller dwelling and land product within the wider development while remaining integrated with the broader residential pattern rather than concentrated as a separate housing area. The typology plans demonstrate that vehicle access, garaging, pedestrian entrances, outdoor living space and frontage landscaping can be comfortably accommodated within these smaller lots.

Both the 10-11m and 12-13m-wide lots provide options for either a detached dwelling or a duplex. Both typologies have been tested and illustrated through the relevant typology plans and can comply with the applicable Development Controls. Each typology can therefore accommodate the required building envelope, outdoor living, outlook, privacy, pedestrian and vehicle access, parking, service areas, landscaping and public-interface outcomes on these lot types. This approach provides reasonable certainty as to future built form while retaining flexibility where the alternative forms have been adequately tested.

The wider 14m+ lots provide the greatest flexibility for detached dwellings within this Proposal, including building placement, side access, private outdoor space and landscaping. They also contribute to variation and diversity of housing choices.

The identified sloping-lot/stepped-dwelling typology is one of the key responses within the masterplan. Where lots are specifically intended to accommodate split-level or split-level dwellings, these typologies provide an opportunity for the building form to respond more directly to changes in land level and can reduce the extent of re-grading and lot-scale retaining that might otherwise be required to create a flatter building platform. From an urban design perspective, this is an appropriate individual-lot response to the landform constraint present on the Site.

Lastly, the subdivision layout has sought to maximise regularly shaped and street-fronting lots where practicable, as regular lot shapes generally support more efficient building layouts, clearer orientation to the street and more usable outdoor living areas. A total of 99 irregularly shaped lots is identified in the masterplan, predominantly because of road geometry, stormwater infrastructure and irregular Site geometry. Most of these lots will have an area of at least 300m² and can contain a 12.5m-diameter circle, providing a reasonable basis to accommodate the anticipated housing typologies under the Residential Design Guidelines.

5.5.3 Housing Typology Distribution

As previously discussed, the proposed masterplan provides for a range of housing typologies, including detached, split-level/stepped, duplex, terrace dwellings and apartments. This provides greater housing choice than a subdivision comprising predominantly detached dwellings and supports a more efficient use of residential land. As shown in the supporting drawings, variation across the Proposal is achieved through the combined use of different lot widths and sizes, vehicle-access arrangements and anticipated dwelling typologies. These elements are interrelated, as the dimensions, configuration and access arrangements of each lot influence the form of housing that can be appropriately accommodated.

From an urban design perspective, the proposed mix and distribution of typologies is appropriate for the intended residential environment. Although the Proposal will be more intensive than the adjoining established residential areas, higher-intensity typologies are generally concentrated within the more internal and accessible parts of the Site, including in association with the neighbourhood centre, public open spaces and higher-order movement routes. Detached dwellings are generally proposed along established residential and rural/rural-residential interfaces, assisting with a transition in scale and character. Individual housing outcomes will also be managed through the Residential Design Guidelines in relation to building mass, frontage design, privacy, pedestrian and vehicle access, parking, landscaping and public-private interfaces.

Overall, the proposed block, lot and typology framework provides an appropriate basis for the range of residential development anticipated by the Proposal. The block structure varies in response to the Site's landform, blue-green network and movement structure, while the range of lot widths, access arrangements and dwelling typologies provides a corresponding range of housing forms. The distribution of these typologies is broadly related to accessibility, public open space, movement function, topography and the sensitivity of adjoining interfaces, providing a coherent basis for the proposed residential pattern.

5.6 Open Space and Blue-Green Network

The Proposal provides an integrated open space and blue-green network comprising two public parks, ecological restoration and wetland areas, watercourses, stormwater wetlands and associated landscape planting. These components perform different functions and should be assessed accordingly, in particular:

- The neighbourhood park and local pocket park are intended to provide formal public recreational open space;
- The wetland, watercourse and stormwater areas have primary ecological, infrastructure and green amenity functions; and

- The landscape planting areas make an important contribution to the streetscape and neighbourhood amenity.

At the wider-context scale, the two proposed parks will contribute to the existing Hamilton City public open space network surrounding the Site, which includes Te Kootii Park and other established parks and reserves within the adjoining Grandview Heights and Western Heights areas. The proposed parks therefore do not operate in isolation but extend the formal public open space provision and provide more immediate recreational opportunities for future residents.

The proposed neighbourhood park is located centrally within the Site, adjacent to Commercial Site C1 and in proximity to stormwater and wetland areas, Apartment Site A1 and terrace housing. From an urban design perspective, the location is appropriate because it is close to the most intensive and publicly oriented part of the development and reinforces the neighbourhood centre as an identifiable local focus. The park also has three public road frontages, with C1 adjoining the remaining side, providing relatively open and visible conditions and opportunities for passive surveillance from surrounding roads and development.

The proposed neighbourhood park is approximately 2,865m², with dimensions of approximately 43m by 69m. While the neighbourhood park is smaller than the approximately 5,000m² area anticipated for a neighbourhood park under the HCC Open Space Provision Policy, the proposed park is generally flat, has a regular and usable configuration and has dimensions capable of accommodating a meaningful central recreation area together with circulation, landscaping, seating and play opportunities. From an urban design perspective, its reduced area does not prevent it from functioning as a neighbourhood park. Its central location, usable shape, multiple public interfaces and relationship with the surrounding higher-density and mixed-use activities are also important attributes.

The local pocket park performs a different and more localised role. It is located within the southern part of the Site and is approximately 1,196m² in area, with dimensions of approximately 32m by 34m. Its purpose is not to duplicate the neighbourhood park, but to provide a smaller and more immediately accessible open space for the southern part of the development, which is further from the central neighbourhood park. As shown in the Proposed Open Space Network (page 22) in the attached Urban Design Drawing Pack, the pocket park therefore helps address a gap in the walkable catchment of the proposed neighbourhood park and existing Te Kootii Park, providing a more convenient walking distance of formal public open space for the residents in the southern part of masterplan.

In addition to the two public parks, eight stormwater wetlands and two substantial wetland areas are distributed through the development. Both wetland areas include retained wetlands, ecological restoration and associated planting, while the central wetland area also includes newly created wetland. These stormwater and wetland areas cannot be treated as substitutes for formal park provision; however, they will provide substantial areas of open landscape within and between residential areas and will contribute to visual relief, outlook, neighbourhood character and a sense of openness within an urbanised environment. Where pedestrian paths, seating or associated open areas are provided, they will also create opportunities for informal recreation and movement. From an urban design perspective, these areas therefore broaden the range of landscape and open space experiences available across the Site.

As assessed in Section 5.3 above, the proposed pedestrian path through the central wetland area is particularly significant as it provides a more direct pedestrian connection between the northern

residential area and the central and southern parts of the development. The pedestrian path also gives the central wetland area a stronger relationship with the everyday experience of the neighbourhood and will allow residents to move through and experience part of this landscape area.

Further, the application includes provision for a pedestrian connection to Te Kootii Park which directly adjoins the Site. The proposed connection will enable future residents to access that existing facility more directly and will integrate the Site with the established HCC open space network rather than treating the proposed development as a self-contained neighbourhood.

Overall, the Proposal provides a coherent and diverse open space and blue-green network. Although the neighbourhood park is smaller than the area anticipated for a neighbourhood park under the HCC Open Space Provision Policy, its central location, generally flat and regular form, usable dimensions and strong public interfaces provide an appropriate basis for it to perform the intended neighbourhood park role. The local pocket park complements this provision by improving access to formal open space within the southern part of the Site. Beyond these parks, the extensive wetland and stormwater network provides additional landscape amenity, visual relief and opportunities for informal recreation and pedestrian movement.

5.7 Streetscape Safety and CPTED

The Proposal has been considered against the principal urban design and CPTED matters relevant to a new residential neighbourhood, including the quality and legibility of the street environment, passive surveillance, definition of public and private space, and the avoidance of poorly overlooked or concealed routes.

At the subdivision scale, the predominance of public-street frontage provides a legible residential environment, with most residential lots having a direct relationship with a public road. The proposed parks, pedestrian routes and selected blue-green interfaces are also generally positioned in relation to streets or adjoining development.

The proposed landscape treatment will also contribute to the amenity and identity of the street network. The Landscape Drawings show street-tree planting distributed throughout the residential streets, with different signature species proposed for different areas. The landscape strategy also proposes carrying elements of the relevant street-tree palette into private-lot planting, providing some coordination between the public road reserve and adjoining residential frontages. Over time, this planting will assist in softening the built form along the streetscape and provide seasonal and spatial variation across the masterplan.

In addition to the proposed street planting, the Residential Design Guidelines include requirements relating to front-yard landscaping, specimen trees, visible pedestrian entrances, habitable-room outlook, fencing, garages and vehicle access. These requirements will collectively assist in ensuring that the streetscape is not formed solely by buildings, garages, driveways and hard boundary treatments. From an urban design perspective, the combination of street-tree planting and private front-yard landscape treatment therefore provides a more effective streetscape response.

From a CPTED perspective, the relevant frontage controls are also important in securing passive surveillance. Visible front doors, habitable-room windows facing public spaces and appropriately low or visually permeable fencing will assist in establishing a clear relationship between dwellings and the public realm. Rear-loaded terrace housing provides a particular streetscape and CPTED benefit where vehicle access is removed from the primary public frontage, allowing a greater

proportion of the street edge to be occupied by pedestrian entrances, windows and landscaping rather than repeated garages and vehicle crossings. Front-loaded terrace housing, duplexes and detached dwellings require greater management of garage, crossing, pedestrian-entrance and planting design; these matters are addressed through the Discretionary Design Guidance.

While the proposed JOALs are primarily vehicle-access spaces and will generally experience lower levels of public pedestrian activity, clear sightlines, legible pedestrian movement, appropriate lighting and the avoidance of enclosed edges is important. Where dwellings or garages adjoin these spaces, compliance with the Discretionary Design Guidance will assist in avoiding long, poorly observed service corridors.

Overall, the Proposal provides an appropriate basis for a legible and well-overlooked streetscape. The proposed street tree planting and associated front yard landscape controls will contribute to streetscape amenity and help distinguish different parts of the development, while the building frontage, fencing and access controls address the principal CPTED matters relevant to the residential street edge.

5.8 Built Form and On-site Amenity

5.8.1 Vacant lot residential development

For the vacant residential lots, detailed dwelling architecture is not fixed through this application. The assessment of built form therefore focuses on the development envelope and public realm relationships established through the subdivision layout, residential typology plans, and Residential Design Guidelines. The indicative terrace buildings generally comprise six to eight units. The variation in lot width, lot size, housing typology and access arrangement will result in changes in building width, spacing and frontage treatment along the street network. This will provide regular breaks in the built form and reduce the potential for extensive areas of visually repetitive development.

The Design Guidelines provide a clear indication of the built form that can be expected across the residential areas. The rear-loaded and front-loaded terrace typologies may accommodate buildings up to approximately 11m or three storeys, while the typical detached and duplex lots are generally limited to approximately 10m or two storeys. Sloping lots are also subject to a 10m height limit, with their built form expected to respond more directly to changes in landform through split-level or stepped design where appropriate.

The controls also limit building and hard-surface occupation of the lots. Depending on typology, maximum site coverage ranges from approximately 50% to 60%, while impermeable surface is limited to 70% and a minimum 20% landscaped area is required. These controls will retain a proportion of each lot for planting, outdoor living and other non-building space. Together with front yard planting requirements, this provides some visual and physical relief between the built form, vehicle access and the street. The Development Controls further address building setbacks, separation and privacy, outlook, outdoor living, service areas, access, parking and fencing. Collectively, these provisions will ensure that each dwelling has access to functional private outdoor space and an appropriate outlook, while managing the practical requirements associated with medium-density living.

5.8.2 Apartment Lots (A1 and A2)

Unlike the residential lots, detailed architectural plans have been prepared for the two apartment sites.

The apartment development is concentrated within the central part of the neighbourhood, in proximity to the proposed commercial and mixed-use activities, neighbourhood park, blue-green network and higher-order movement routes. This is an appropriate location for the taller and more intensive residential forms proposed and enables a greater number of residents to be located close to the key neighbourhood services and amenities.

The apartment development provides a transition from the predominantly one- and two-storey residential development around the periphery of the Site to a more intensive apartment built form of three and five storeys. Separation between apartment blocks, variation in building height, and landscape and circulation spaces between buildings assist in breaking down the overall bulk and mass of the development.

Apartment Site A1

Apartment Site A1 comprises 20 apartment buildings and 160 apartment units. The proposed design uses predominantly three-storey buildings around the perimeter, with the taller five-storey buildings generally concentrated within the internal of the site. The five-storey buildings will form a taller built form than is typical of the surrounding suburban neighbourhoods; however, locating them internally and generally behind the lower three-storey perimeter buildings provides a transition in scale towards the surrounding streets. The five-storey built form is also divided into separate building blocks rather than forming a continuous five-storey mass, which assists in managing visual dominance.

The architectural elevations (in Figure 13 and Appendix 8) show the changes in building plane, expressed circulation cores, balconies, glazing and changes in material treatment. The separation between the individual buildings, generally approximately 5m or greater and substantially more where parking, access or landscaped areas intervene, also provides visual breaks through the development and reasonable opportunities for daylight and outlook between buildings.



Figure 13 Road Elevations for A1

On-site residential amenity within A1 is provided through a combination of private outdoor living areas, landscaped spaces around and between buildings, pedestrian routes and outlook towards surrounding public roads, the blue-green network and internal open areas. The detailed apartment plans show private decks or balconies associated with individual units, generally ranging from

approximately 7m² to 16m². These private outdoor spaces are not all oriented in the same direction as the repeated building types are rotated and arranged around the perimeter and internal parts of A1, balconies and decks obtain a range of orientations and outlooks. Many will obtain outlook towards surrounding streets or landscaped areas. Based on the architectural plans, the balconies are of a usable scale for the proposed apartment typologies and are readily accessed from principal living areas.

Communal amenity within A1 is distributed through the landscaped spaces and pedestrian network rather than provided as a single large communal recreation area. Approximately 31% permeability is identified across the site while the central parking and circulation area remains a substantial component of the ground-level environment. Tree planting, landscape areas and pedestrian routes within and around this area provide some visual and physical relief from the hard surface and prominence of vehicle parking. The proximity of the neighbourhood park and wider blue-green network provides additional recreational opportunities for the future residents.

Apartment Site A2

Apartment Site A2 is located closer to existing residential properties and therefore adopts a lower-scale form, with eight three-storey apartment buildings and 48 apartments arranged around a central parking and circulation area. Similar to A1, separation between individual apartment buildings, together with landscaped areas and pedestrian and access spaces between buildings, avoids the appearance of a continuous perimeter building form.

A2 provides a relatively high proportion of landscaped and permeable area, with approximately 47% permeability identified on the architectural plans. The two-bedroom apartment typologies generally provide private decks of approximately 7m² to 9m². As with A1, the orientation of these spaces varies according to the position and rotation of individual buildings, allowing apartments to obtain different outlooks towards surrounding roads, the landscaped perimeter, internal areas and the adjoining stormwater and blue-green network.

Compared with the generally flatter A1 site, a key design consideration for A2 is the relationship between the apartment development and the proposed finished ground levels and retaining walls around the perimeter. A2 is located on an elevated development platform, with fill retaining extending along substantial parts of its external boundaries, including the adjoining road frontages and stormwater/blue-green interface. The retaining varies in height and is continuous for substantial lengths along the southern and eastern edges. When viewed from adjacent lower roads and spaces, the public-facing edge will therefore comprise the combined appearance of the fill retaining wall, landscaped setback and apartment buildings above. The retaining increases the perceived overall height and bulk of the development, and where the combined wall and three-storey building above will present as a materially greater built edge than an equivalent three-storey apartment building at an at-grade street frontage.

The retaining also means that parts of the road interface will not have the same direct, at-grade relationship between apartment buildings and the public footpath that occurs elsewhere in the Proposal. The setback of the apartment buildings from the retaining edge, together with perimeter planting and pedestrian connections, provides some separation and will assist in mitigating the perceived scale and bulk of this interface. Landscape treatment will provide visual relief and soften the retaining structure as planting establishes, but it will not fully screen the retaining.



Figure 14 External Elevations for A2

Overall, the apartment layouts provide an appropriate response to the proposed level of residential intensity. A1 accommodates the greater building height through predominantly three-level perimeter development and five-level internal buildings, while A2 has a consistently lower three-level form. All apartment units within both sites are provided with private balconies or decks, landscape areas and opportunities for outlook towards adjoining roads, stormwater reserves, the blue-green network and internal areas. For A2, the elevated development platform and retaining walls will increase the perceived scale of the development from parts of the adjoining public realm and result in a less direct street relationship than would occur with an at-grade frontage.

5.8.3 Commercial and mixed-use development (C1 and C2)

Commercial Site C1

Commercial Site C1 comprises four buildings, including a single-storey commercial building and three five-storey mixed-use buildings with retail activities at ground level and apartments above. The five-storey buildings provide a vertical emphasis within the commercial area and, together with the five-storey apartment buildings within A1, establish a clear focal point and the most intensive built form within the central part of the masterplan.

The five-storey building height will be noticeable when compared with the predominantly one- and two-storey residential development within the wider Proposal. However, the mixed-use buildings are separated rather than combined into a single continuous five-storey building, and building articulation, glazing, balconies and changes in façade treatment assist in breaking down the apparent scale of the individual elevations.

Parking and circulation within C1 are provided through internal at-grade areas and basement parking, while buildings occupy most of the site perimeter. A direct pedestrian connection is provided between C1 and the adjoining neighbourhood park. Ground-floor retail frontages, entrances and glazing provide opportunities for activity and passive surveillance towards adjoining

public and pedestrian areas and assist in distinguishing the public-facing edges from the internal parking environment.

C1 has approximately 50% site coverage and approximately 15% permeability, meaning that the amount of ground-level landscaped or communal open space is more limited than on the standalone apartment sites. On-site amenity for the apartment units is therefore provided primarily through private balconies and decks, supplemented by outlook over surrounding roads and towards the adjoining neighbourhood park. The direct pedestrian connection to the neighbourhood park to the north, together with proximity to the stormwater wetland to the west, provides additional access to open space and landscape amenity.

Commercial Site C2

Commercial Site C2 provides a lower overall built scale than C1 and comprises seven individual buildings around an internal parking and circulation area. The site includes a combination of single-storey retail buildings and three-storey mixed-use buildings containing retail with apartments or office activities above. This variation in height and the separation between buildings results in a more dispersed land uses and built form than would arise from a single continuous commercial block.

C2 has approximately 42% site coverage and approximately 24% permeability, providing greater opportunity than C1 for landscape treatment and spaces between buildings. Ground-floor retail and café activities are distributed around the edges of the development. Where shopfront glazing and entrances directly coming off the adjoining streets, pedestrian areas and outdoor seating spaces, these design approaches will contribute activity and passive surveillance.

As with the other apartment units within the Proposal, the residential units within C2 are provided with dedicated private outdoor spaces and obtain a range of orientations and outlooks according to their position within the site. The combination of private outdoor space, outlook, landscape areas between buildings and proximity to the wider open space network provides a reasonable level of amenity for apartments within the mixed-use centre.

Overall, the commercial and mixed-use sites establish the most intensive built-form component within the masterplan. C1 provides the tallest element through its five-storey mixed-use buildings, while C2 provides a lower and more varied combination of single- and three-storey buildings. The separation of individual buildings, variation in height and façade articulation assist in moderating overall bulk and mass, while the concentration of the taller buildings within the central neighbourhood location is appropriate relative to the proposed surrounding land uses. Ground-floor retail activities provide opportunities for active and visual connections to the applicable public interfaces, and the residential components include private outdoor amenity and a range of outlooks. Parking, service areas and vehicle circulation are predominantly located internally within the sites, reducing their prominence along the principal public-facing edges.

5.9 Site interfaces

As described in Section 2.5, established suburban residential properties adjoin much of the northern and eastern parts of the Site, while larger rural and rural-lifestyle properties occur towards the northern, western and southern edges. The Proposal responds to these differing interface conditions through a combination of lower-intensity detached housing, larger lots, the positioning of roads and private accessways, drainage and stormwater corridors, retained wetland areas, landscape planting and stepped retaining.

Along the immediate southern interface, physical separation is provided between the adjoining rural land and the proposed residential development through drainage and stormwater infrastructure, followed by the proposed secondary collector road. These features will incorporate extensive landscaping (including street trees). Collectively, these elements provide a separation of generally more than approximately 40m between the adjoining property and the proposed dwellings. This is a substantial separation and will reduce the perceived prominence of the proposed built form when viewed from the adjoining rural land, while also providing greater visual transition between the existing and proposed development.

Fill retaining is required along parts of the southeastern interface. Along much of this boundary, the retaining is proposed to be stepped with provision for landscaping on the step itself, which will assist in breaking down its perceived height and continuity and provide a more graduated transition in level than would result from a single continuous retaining structure. In addition, an approximately 2.5m wide stormwater drain with low-level planting extends along most of the common boundary, providing further physical separation between the adjoining property and the retaining and residential development beyond.

Along the western boundary, retaining is generally associated with cutting the proposed development into the existing landform. The proposed residential lots are also generally larger and deeper than those within the more intensive internal parts of the masterplan and are intended for detached dwellings. This provides a lower-intensity built-form transition towards the adjoining rural and rural-lifestyle properties.

The northwestern interface also contains substantial stormwater, wetland and associated landscape areas. As the proposed wetland and stormwater planting establishes, these areas will increasingly present as a predominantly vegetated landscape rather than as a continuous built edge. The combination of larger residential lots, detached housing and substantial areas of planted open space will therefore assist in providing a softer transition and visual relief between the existing open rural setting and the proposed urban neighbourhood.

At the northernmost end of the Site, this transition is further reinforced through the provision of eight large residential lots, each is over 2,500m². These are the largest residential lots within the Proposal and are intended for detached dwellings and is consistent with the existing nature of surrounding development. The proposed development controls for these lots will provide greater separation between buildings and greater opportunities for on-lot open space and landscaping than within the other parts of the development.

Along the interface with the existing residential properties accessed from Southworth Place, the proposed retaining predominantly involves cutting the development into the existing landform, rather than elevating residential platforms above the adjoining properties. This reduces the potential for the proposed development to be perceived from neighbouring properties as sitting on an elevated retained platform. The proposed lots adjoining this interface are also intended for detached dwellings rather than the more intensive terrace housing typologies located further within the masterplan. Together, the cut retaining and lower-intensity detached housing provide an appropriate transition to the existing residential properties.

A similar approach is taken towards the properties accessed from Highgrove Drive and Harrowgate Place. Cut retaining is used to manage changes in level, while the adjoining proposed residential lots are generally larger and accommodate lower-intensity detached housing. In addition, much of this interface comprises retained wetland areas rather than residential development. These

wetlands are proposed to be retained and restored, together with associated vegetation. As planting establishes, parts of the outlook from the adjoining properties will therefore be towards vegetated wetland and landscape areas rather than towards a continuous edge of new buildings. This provides both physical separation and a softer landscape transition between the established neighbourhood and the proposed development. The approach proposed will also help to preserve views from these properties over the Site to the rural land beyond.

At the Friesian Place and Te Kootii Park interfaces, separation is principally achieved through the blue-green and movement networks. An approximately 13m wide drainage corridor and 16.8m wide public road provide a combined separation of approximately 30m between the existing edge and the proposed residential lots. This separation means that future dwellings will not directly back onto the existing residential properties or the park edge. The drainage corridor also forms part of the wider landscape network which will contain some planting, while the public road provides an open interface incorporating berms, footpaths and street-tree planting. In relation to Te Kootii Park in particular, this maintains an open and publicly oriented relationship with the established reserve rather than creating an enclosed rear-boundary condition.

For the properties adjoining Limousin Place, the proposed development sits on land elevated above the existing residential interface. The Proposal provides an approximately 10m wide drainage corridor and 8m wide JOAL, creating about 18m of separation before the proposed residential lots are reached. The adjoining lots are also intended for split-level dwellings, allowing the built form to respond more directly to the sloping landform and reducing reliance on uniformly elevated building platforms. This combination of horizontal separation and landform-responsive dwelling design will reduce the apparent scale of the level change when viewed from the existing properties. Collectively, the drainage corridor, JOAL and split-level dwelling typology provide a more graduated transition between the elevated development and the existing properties at Limousin Place, while reducing reliance on additional fill retaining along the common interface. This will assist in reducing the perceived bulk and mass of the proposed development and avoid the appearance of an immediate dominant built edge when viewed from the adjoining residential properties.

5.10 Response to Design Principles

The following provides a summary of how the masterplan, proposed built form, Residential Design Guidelines and supporting landscape and infrastructure respond to the Brymer-specific urban design principles identified in Section 3.2.

- **Principle i — Establish Brymer as a coherent urban extension**

The Proposal extends Hamilton's urban structure westward through connections with the existing road, walking, cycling and open space networks. The proposed collector and local road network provide the primary organising structure, while the neighbourhood centre, apartment development, neighbourhood park and central blue-green network establish a focal point within the new neighbourhood. Connections with Te Kootii Park and the surrounding urban area further integrate the development with existing amenities.

- **Principle ii — Use the existing landform to inform the layout and manage earthworks and retaining**

Topography has influenced the alignment of roads, shape of blocks, distribution of development and use of sloping/split-level dwelling typologies, particularly within the more constrained

northern and southern parts of the Site. Planted batters and combined batter/retaining treatments are also proposed in selected locations.

The Proposal nevertheless requires a substantial degree of re-levelling and retaining within the more topographically constrained parts of the Site. This is because of establishing the proposed road, development and infrastructure network across the variable landform. The effects of this are managed through the variation in road alignment, use of split-level and stepped dwelling typologies, planted batters and combined batter/retaining treatments in selected locations. Taller and more exposed retaining walls will remain visually apparent in some locations, particularly where viewed from the lower side.

- **Principle iii — Integrate wetlands, watercourses and stormwater areas into a connected blue-green network**

The combination of existing and proposed wetlands, watercourses, stormwater reserves and associated landscape planting forms a substantial blue-green structure through the development. Their primary ecological and infrastructure functions are supplemented by urban design benefits including outlook, visual relief, neighbourhood identity and, where public paths are provided, walking and informal recreation opportunities.

The restoration of existing wetlands and creation of new wetland areas will also retain and reinforce elements of the Site's underlying landscape structure within the future urban environment. The pedestrian route through the central wetland will connect the northern residential area with the central part of the development while allowing residents to experience the wetland landscape.

- **Principle iv — Enable a range of housing typologies and densities**

The Proposal provides a broad range of residential forms, including detached, split-level/stepped, duplex, terrace and apartment housing. Variation is achieved through differences in lot width and size, access arrangements and dwelling typology, with the more compact residential forms generally concentrated around the central neighbourhood area, public open spaces and higher-order movement routes. The lot and typology framework has been tested through the supporting typology plans together with the proposed Development Controls and Design Guidelines.

- **Principle v — Support a broader range of housing choices through efficient and smaller dwelling formats**

The Proposal includes narrow terrace housing, smaller 7.5m and 8m duplex typologies and apartments in addition to conventional detached housing. The smaller duplex typologies comprise compact two-bedroom dwellings on smaller lots and have been developed as part of the Proposal's response to providing more affordable housing choices. The typology plans demonstrate that these smaller formats can accommodate the principal dwelling, access, outdoor living and landscape requirements. These proposed typologies widen the range of dwelling and land sizes available within the development, thereby supporting a wider range of household budgets.

- **Principle vi — Locate higher-density housing and mixed-use activity to support neighbourhood legibility and activity**

The apartment, terrace and commercial/mixed-use development is concentrated around the central neighbourhood area, in association with the neighbourhood park, principal movement routes and central blue-green network. This establishes a neighbourhood focal point and places a

greater concentration of residents within convenient walking distance of local services and public open space.

The apartment sites provide a more intensive built form than the surrounding established neighbourhoods, but the tallest built form is concentrated within the interior of the Site rather than along most established residential interfaces. Within the commercial sites, ground-floor retail and café activities, building entrances and glazing provide opportunities for active and visually connected frontages to streets, pedestrian spaces and the neighbourhood park.

- **Principle vii — Provide a legible hierarchy of public streets and private accessways**

The movement network establishes a clear hierarchy comprising collector roads, the neighbourhood-centre road, local roads and private JOALs. The public roading network provides the principal connections and accessibility across the Proposal, while private accessways serve a more localised access function. The proposed roading network connects with Brymer Road, Grandview Road, Harrowgate Place, SH23 and O'Brien Road, providing multiple points of access and avoiding reliance on a single entrance.

- **Principle viii — Support walking and cycling**

Footpaths, shared paths and public pedestrian accessways provide alternatives to vehicle movement and connect residential areas with the neighbourhood centre, parks and wider blue-green network. The route through the central wetland provides a more direct connection between the northern part of the Site and the main development area, while the connection to Te Kootii Park links the Proposal with an established public open space destination beyond the Site.

- **Principle ix — Manage interfaces with existing residential and rural / rural-residential properties**

Different Site edges are addressed through a combination of housing intensity, building scale, lot dimensions, setbacks, landscape treatment, streets and blue-green areas. Detached and generally lower-scale housing predominates along most established residential and rural/rural-residential interfaces, while larger lots are used in parts of the more constrained northern area. These measures provide separation and moderate the change in development intensity, including by providing a transition between the proposed urban development and existing lower-density or rural surroundings.

- **Principle x — Create safe, attractive and well-overlooked streets, accessways and public spaces**

The subdivision layout generally enables dwellings to address public road frontages and provides opportunities for overlooking of parks, pedestrian connections and selected blue-green areas. The proposed Development Controls reinforce this through the applicable controls for pedestrian access, visible entrances, habitable-room outlook and controlled fencing, while the Residential Design Guidelines address façade treatment, garage dominance, landscaping and the design of shared accessways.

The landscape plans also show proposed street-tree planting throughout the development together with required front-yard landscaping. This will contribute to streetscape amenity and help soften the built and paved environment as vegetation establishes.

- **Principle xi — Give effect to the masterplan through a clear and enforceable implementation framework**

The substantive application includes the masterplan and subdivision scheme plans, typology plans, Development Controls, Discretionary Design Guidance and detailed architectural plans for the apartment and commercial/mixed-use sites. This provides a greater level of certainty regarding the intended urban form than would arise from subdivision approval alone.

For the fee-simple residential lots, the Development Controls establish the principal development envelope, while the Discretionary Design Guidance address qualitative architectural and landscape matters and are proposed to be supported by a design-certification process.

Overall, the Proposal generally responds to the Brymer-specific urban design principles identified in **Section 3.2**. However, the extent of earthworks and substantial retaining requires the additional mitigation and alternative slope-management measures identified in this assessment.

Subject to those mitigation measures, the Proposal establishes a coordinated masterplan comprising a legible movement hierarchy, a central neighbourhood focus, a range of housing types, formal parks and an extensive blue-green network.

6.0 Conclusion

The Brymer Proposal will establish a substantial new residential neighbourhood at Hamilton's western urban edge, providing 1,043 dwellings across a range of housing types, together with a neighbourhood centre with mixed-use component, a connected movement network and an integrated blue-green landscape network.

The proposed masterplan responds to the Site's particular physical and contextual conditions. The street and block network has been arranged having regard to the rolling and locally steep topography, while wetlands, watercourses, stormwater areas and associated landscape spaces are incorporated within the masterplan. The distribution of residential densities and building typologies also provides variation across the Site, with the more intensive apartment, terrace and mixed-use development concentrated around the central neighbourhood area and generally lower-scale development occurring towards the established residential and rural or rural-lifestyle interfaces.

The Proposal will provide a broad range of housing choices through apartments, terrace housing, duplexes, split-level or split-level dwellings and detached housing. The proposed apartment and mixed-use developments provide a more intensive built form around the central neighbourhood focus, while the detailed architectural designs incorporate variation in building height, separation, articulation, private outdoor amenity and landscape treatment to mitigate their overall scale and mass.

The proposed movement network provides a legible hierarchy of public roads, JOALs and walking and cycling connections, and establishes links with the existing Hamilton urban area, Te Kootii Park and the wider open space network. The neighbourhood park, local pocket park, wetlands, stormwater areas and blue-green corridors will provide a substantial landscape network through the development and contribute to neighbourhood amenity, outlook and identity.

Retaining is a key design feature of the Proposal due to the Site's variable topography and the need to establish roads, development platforms and infrastructure. In some locations, particularly around Apartment Site A2 and along selected road and external boundary interfaces, taller or more exposed retaining will increase the apparent scale of development and create a less direct relationship with the adjoining public realm. These effects are not uniform across the Site and are managed through the proposed building setbacks, lower or stepped built forms, planted batters, landscape treatment and other site-specific responses. The additional slope-management measures identified in this assessment would further assist in reducing the apparent scale and visual prominence of the more exposed retaining walls and improving their integration with adjoining streets, open spaces and development.

For the fee-simple residential development, the combination of the approved subdivision and masterplan structure, residential typology plans, Development Controls and Discretionary Design Guidance provides an appropriate framework for managing building scale, on-site amenity, streetscape relationships, access, landscaping and architectural quality as individual dwellings are developed.

Overall, from an urban design perspective, it is considered that the Proposal provides an appropriate and site-responsive urban form for the Site. It will establish a legible and connected neighbourhood, provide a wide range and diverse housing choice, create a clear neighbourhood focal point and integrate the proposed built form with an integrated open space and blue-green network. While the Proposal will result in a significant change from the existing rural character of the Site and some locally prominent retaining will remain, these matters do not, on balance, detract from the overall appropriateness of the proposed urban design outcomes.



Brymer Farms Fast Track Application Urban Design Drawing Pack

Brymer Farms Limited
August 2026



Urban & Environmental

Prepared for

Brymer Farms Limited

Prepared by

Katherine Hu, Associate, Urban Designer

Cam Wallace, Partner (RUDIA)

Reviewed by

Cam Wallace, Partner (RUDIA)

Document date

August 2026

Barker & Associates Contacts

09 375 0900 | admin@barker.co.nz | barker.co.nz PO Box 1986, Shortland
Street, Auckland 1140 | Level 4, Old South British Building 3-13, Shortland
Street, Auckland

Kerikeri | Whangārei | Warkworth | Auckland | **Hamilton** | Tauranga | Havelock
North | Wellington | Christchurch | Wānaka

Contents

Part A Site Context Analysis

City wide context	4
Existing movement network and hierarchy	5
Existing public transport network	6
Existing centres and amenities high-level analysis	7
Existing Hamilton city and Waikato district zoning map	8
Existing contour and elevation analysis	9
Existing slope and aspects analysis	10
Existing identified ecological features and parcel sizes analysis	11

Part B Concept Plans

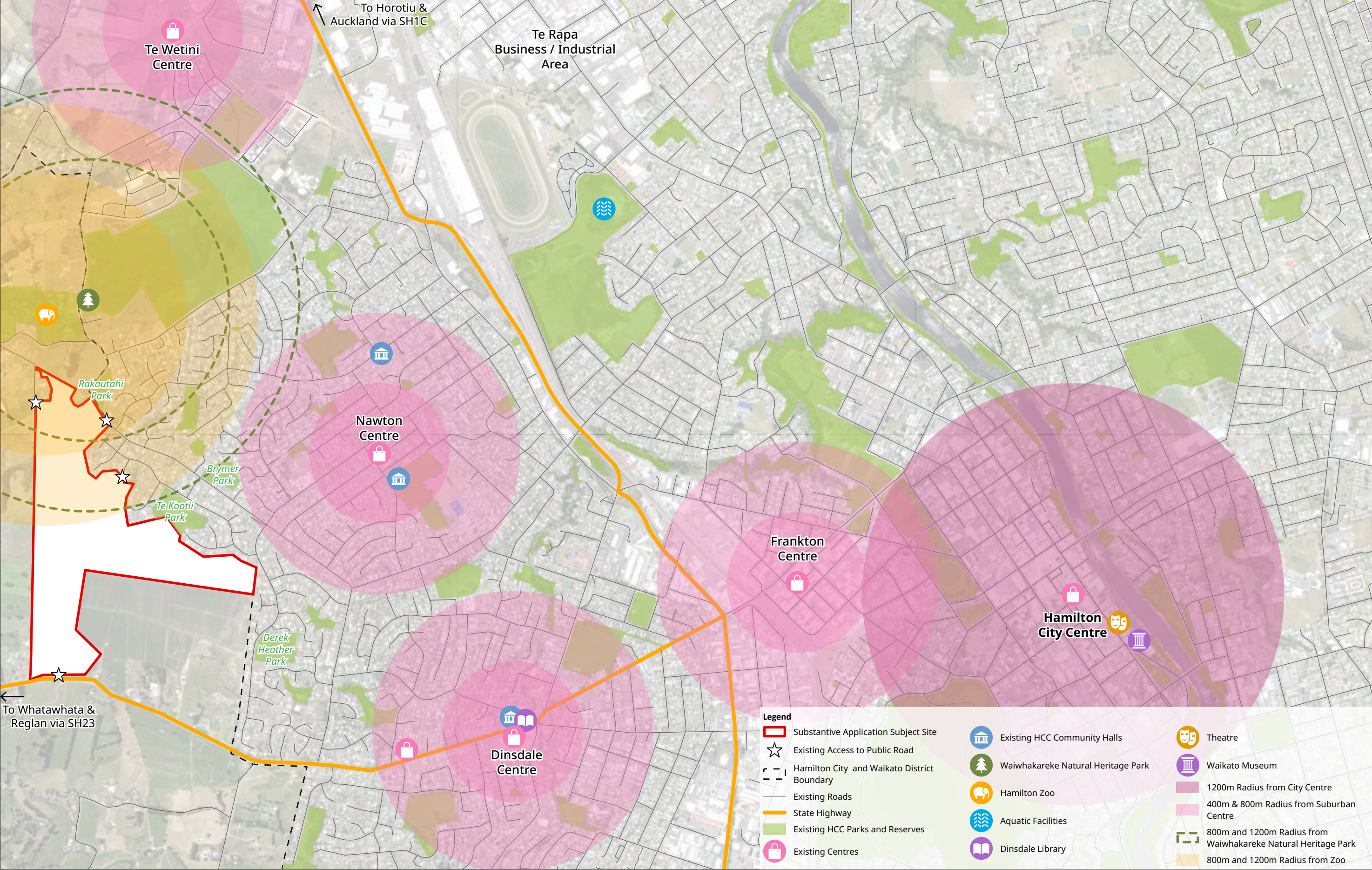
Overall Concept Plan	12
Concept Plan - Movement and Connectivity	13
Concept Plan - Centres Analysis	14
Concept Plan - Public Parks Analysis	15

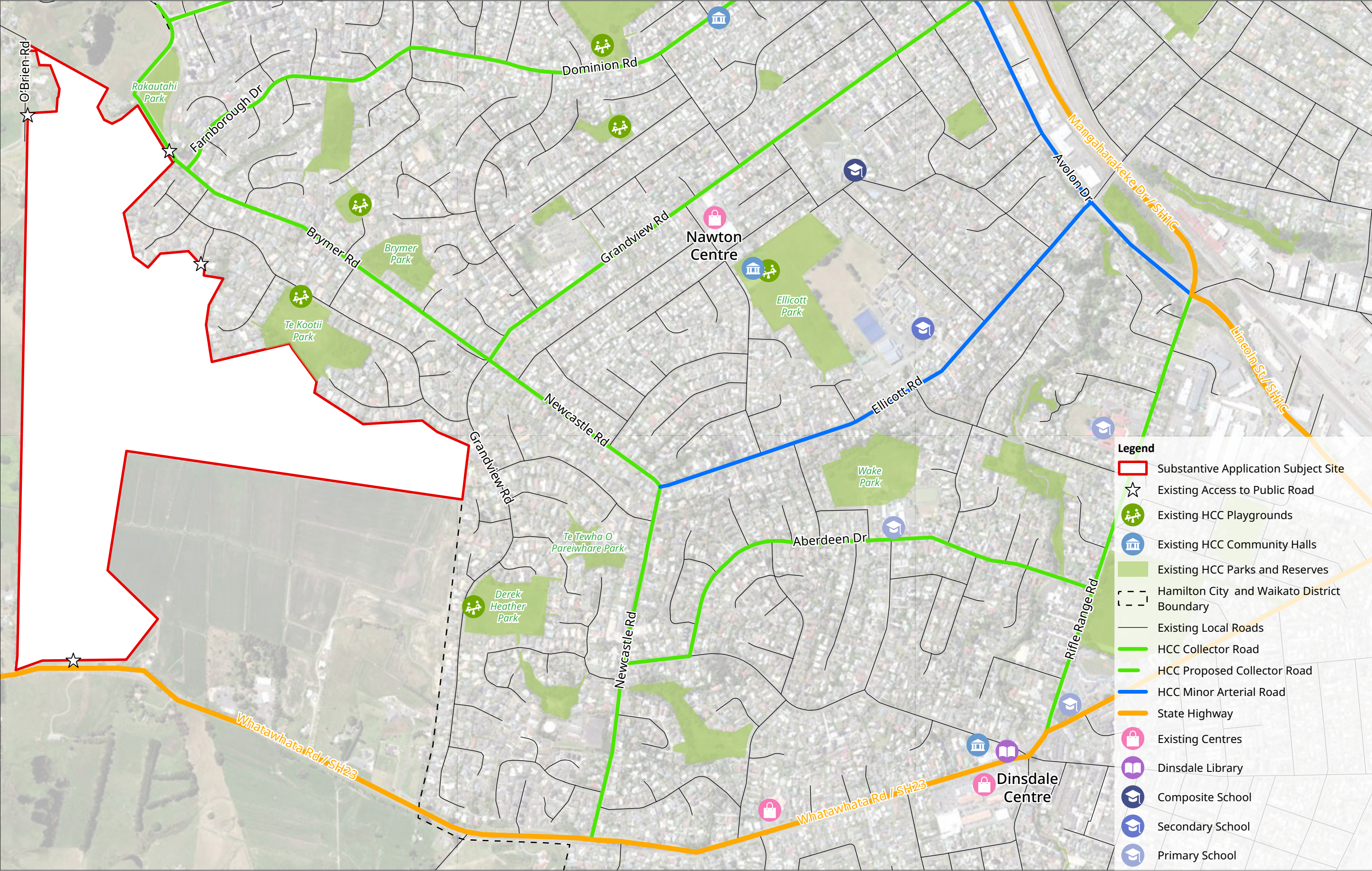
Part C Proposed Masterplan

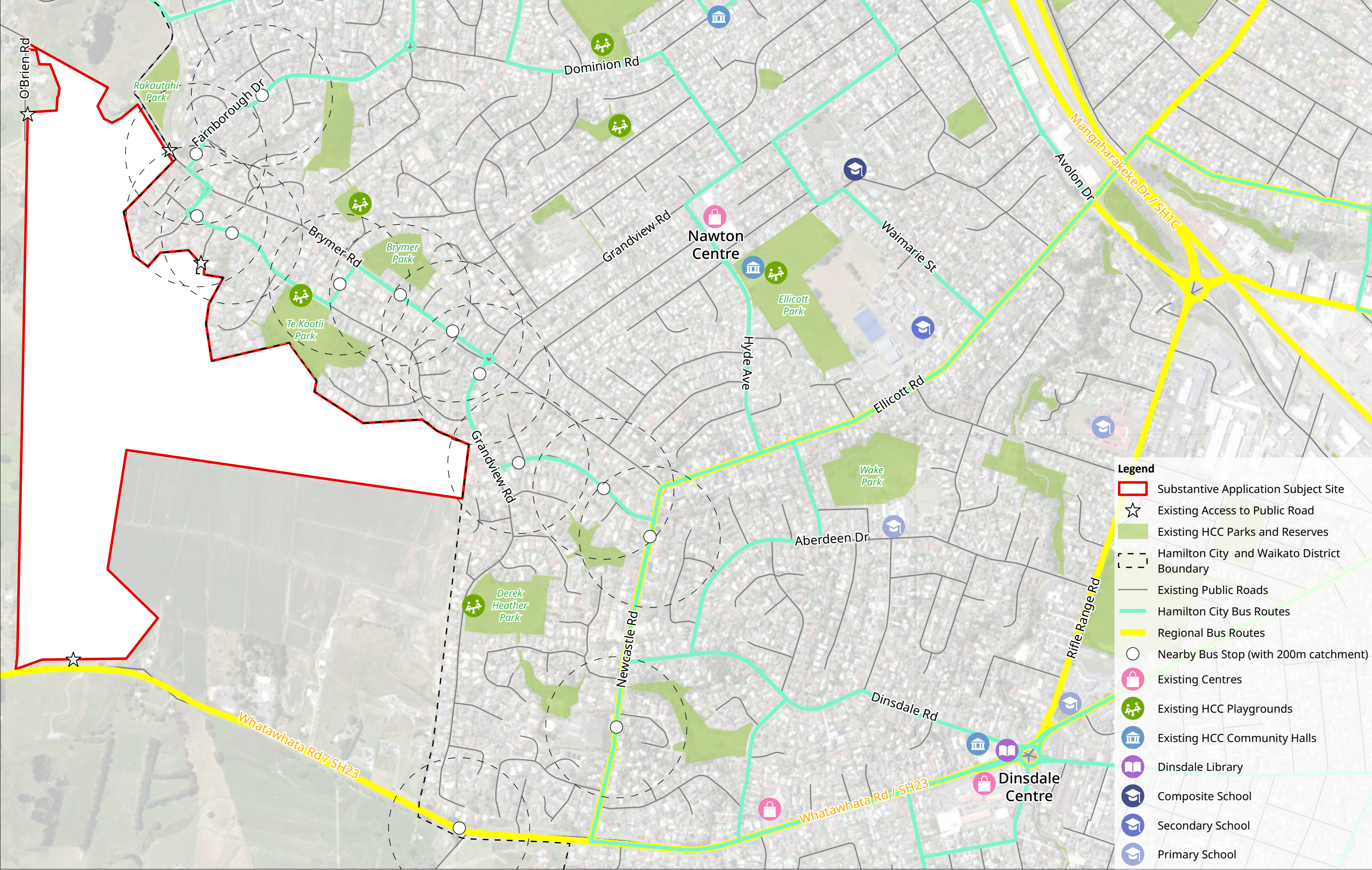
Proposed Masterplan - Overall	16
Proposed Movement and Roothing Network	17
Proposed PT and Active Mode Network	18
Proposed Open Space Network	19
Proposed Neighbourhood Park and Local Pocket Park	20
Proposed Masterplan - Residential Lot Analysis - Density	21
Proposed Masterplan - Residential Lot Analysis - Front and Rear Sites	22
Proposed Masterplan - Residential Lot Analysis - Lot Orientation	23
Proposed Masterplan - Specific Setback Controls and Screen Planting	24
Typical Cross-sections	25

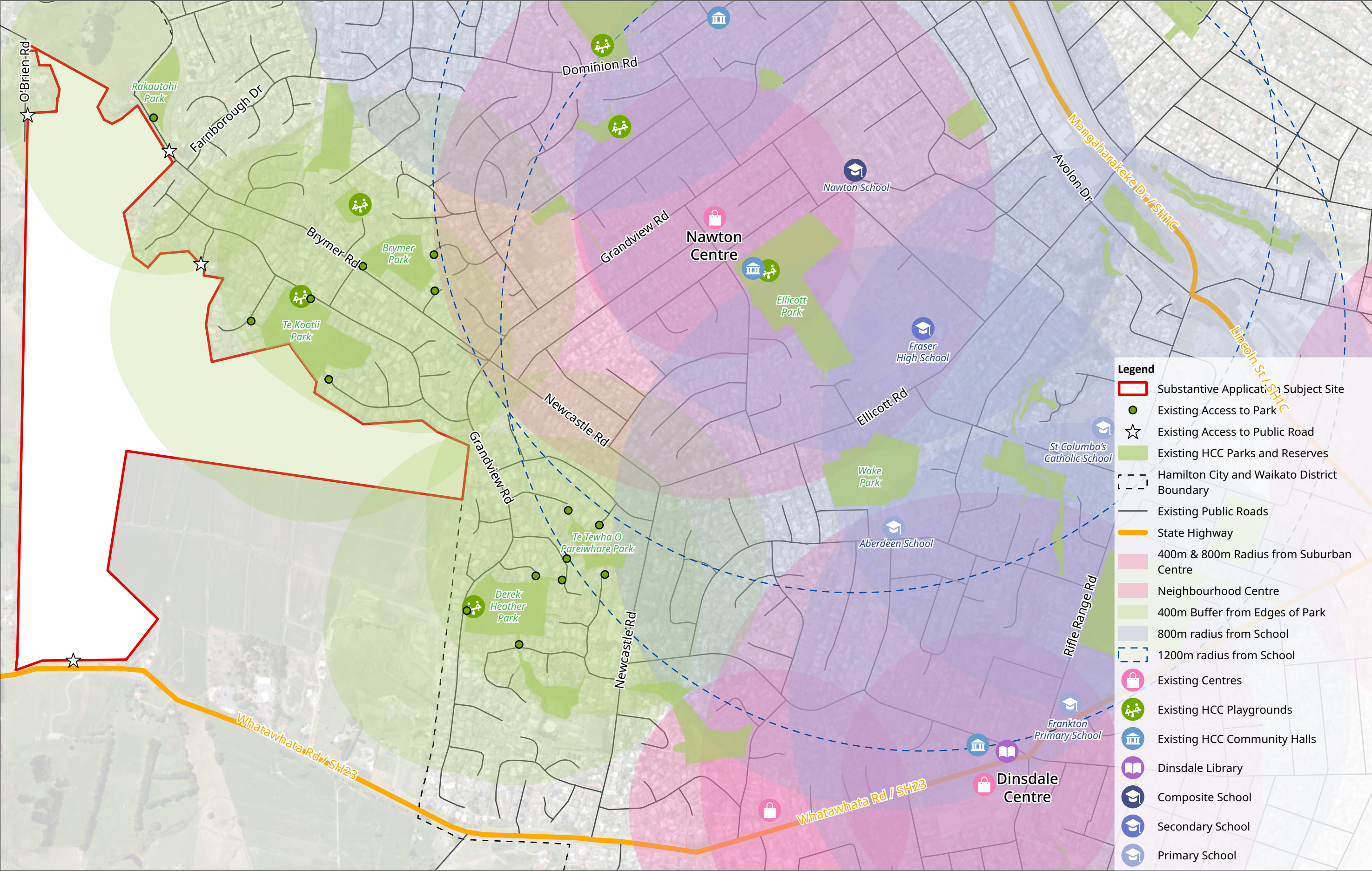
An aerial photograph of a rural landscape. The foreground and middle ground consist of large, green, rolling fields. A road runs diagonally across the upper left. In the upper right, there is a residential area with several houses and a curved road. The bottom right corner shows a dense cluster of houses. The overall scene is a mix of agricultural land and residential development.

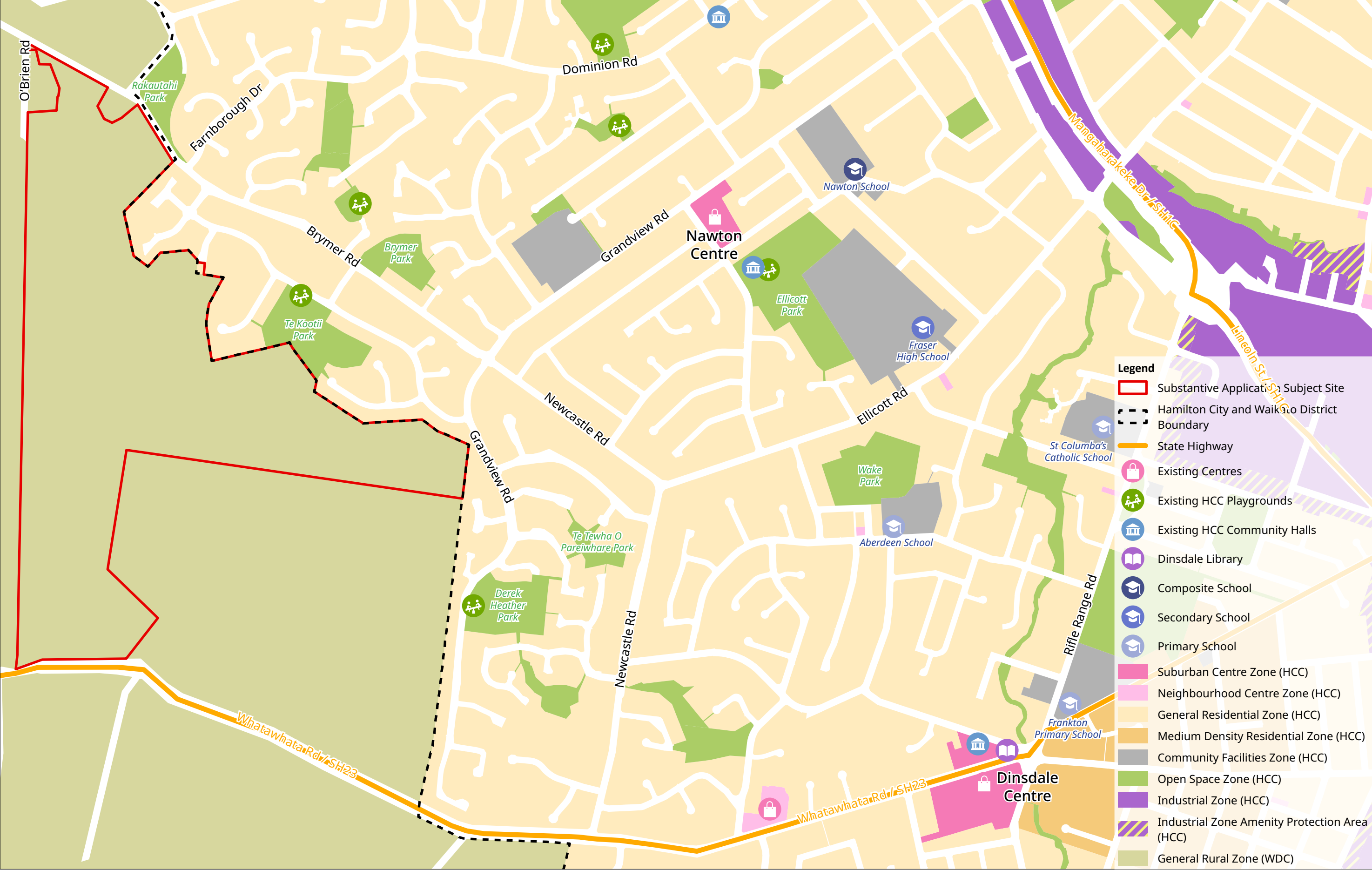
Part A - Site Context Analysis

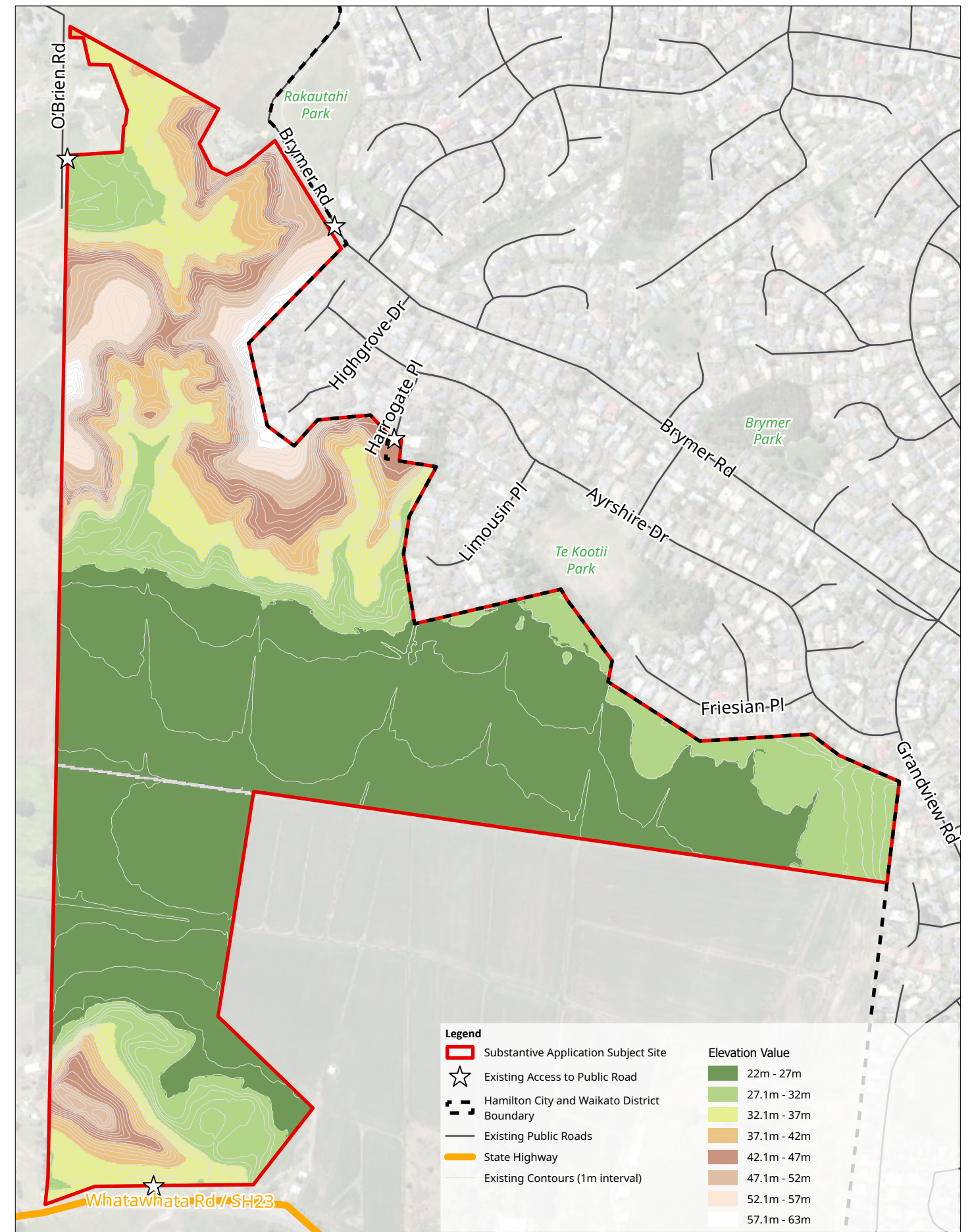
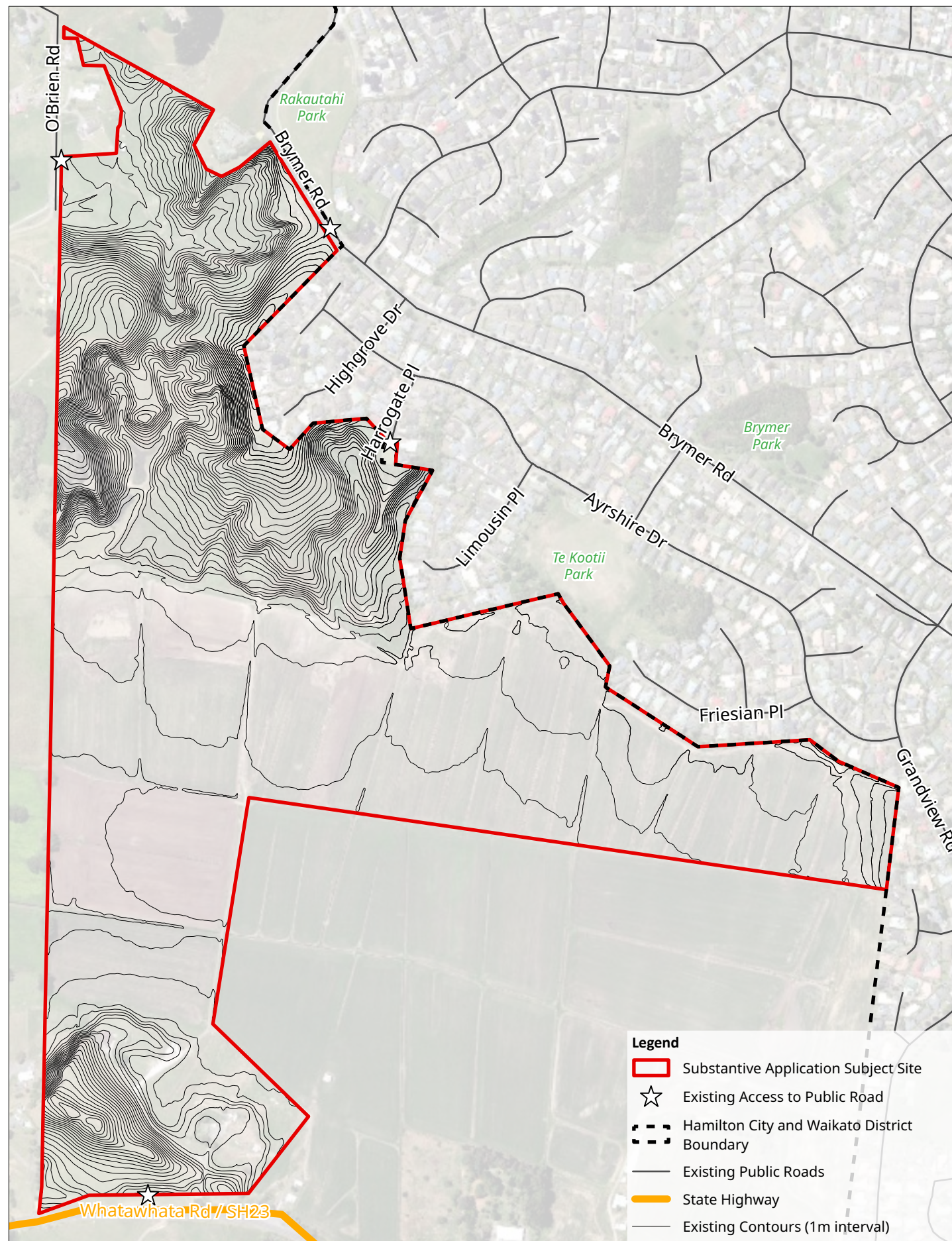












Client: Brymer Farms Limited
Job Number: 26360

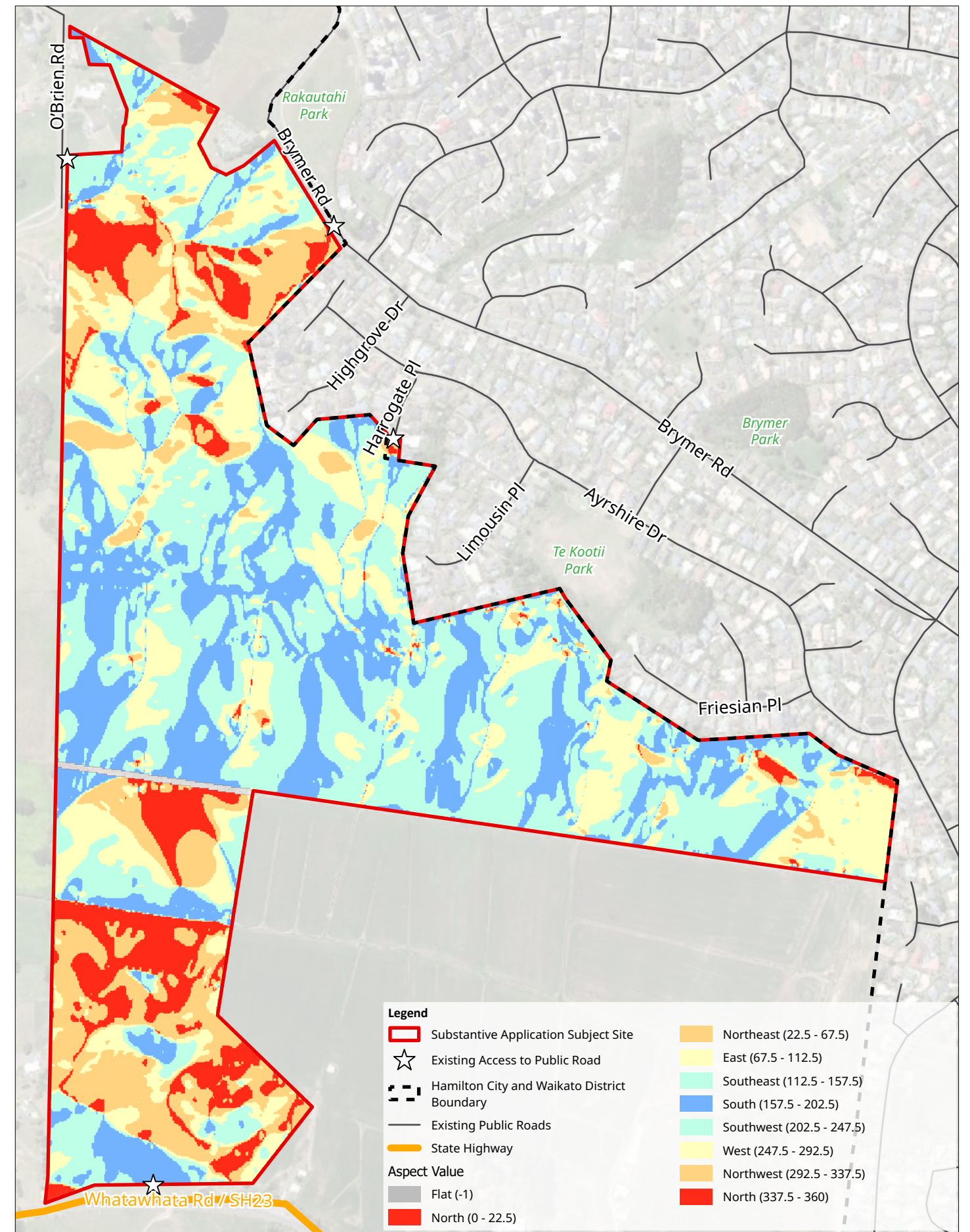
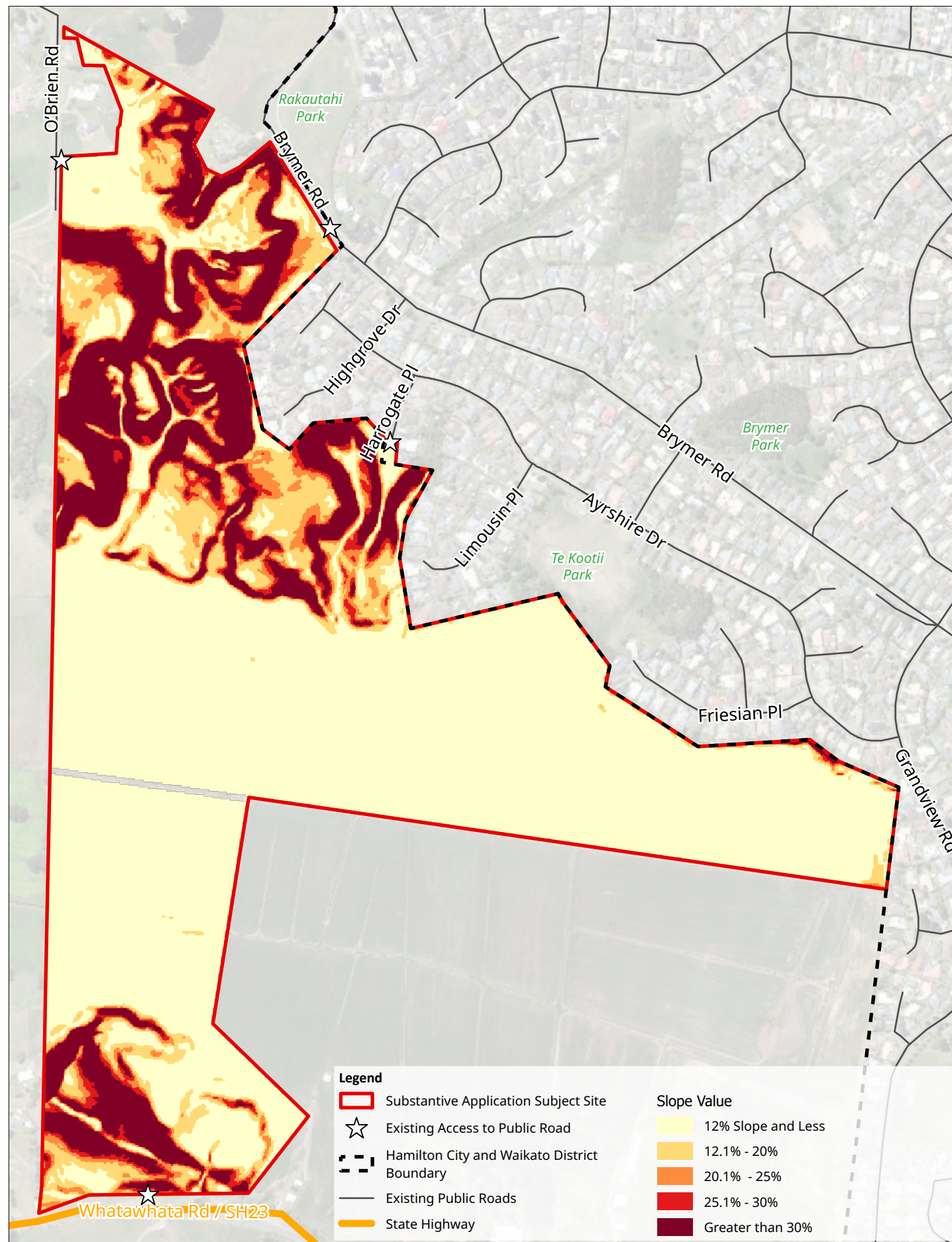
Drawing: Existing Contour and Elevation Analysis
Version: For Substantive Application
Date: 19/08/2026

0 70 140 210 M
Scale: 1:7,500 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
 Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
 Urban & Environmental



Client: Brymer Farms Limited
Job Number: 26360

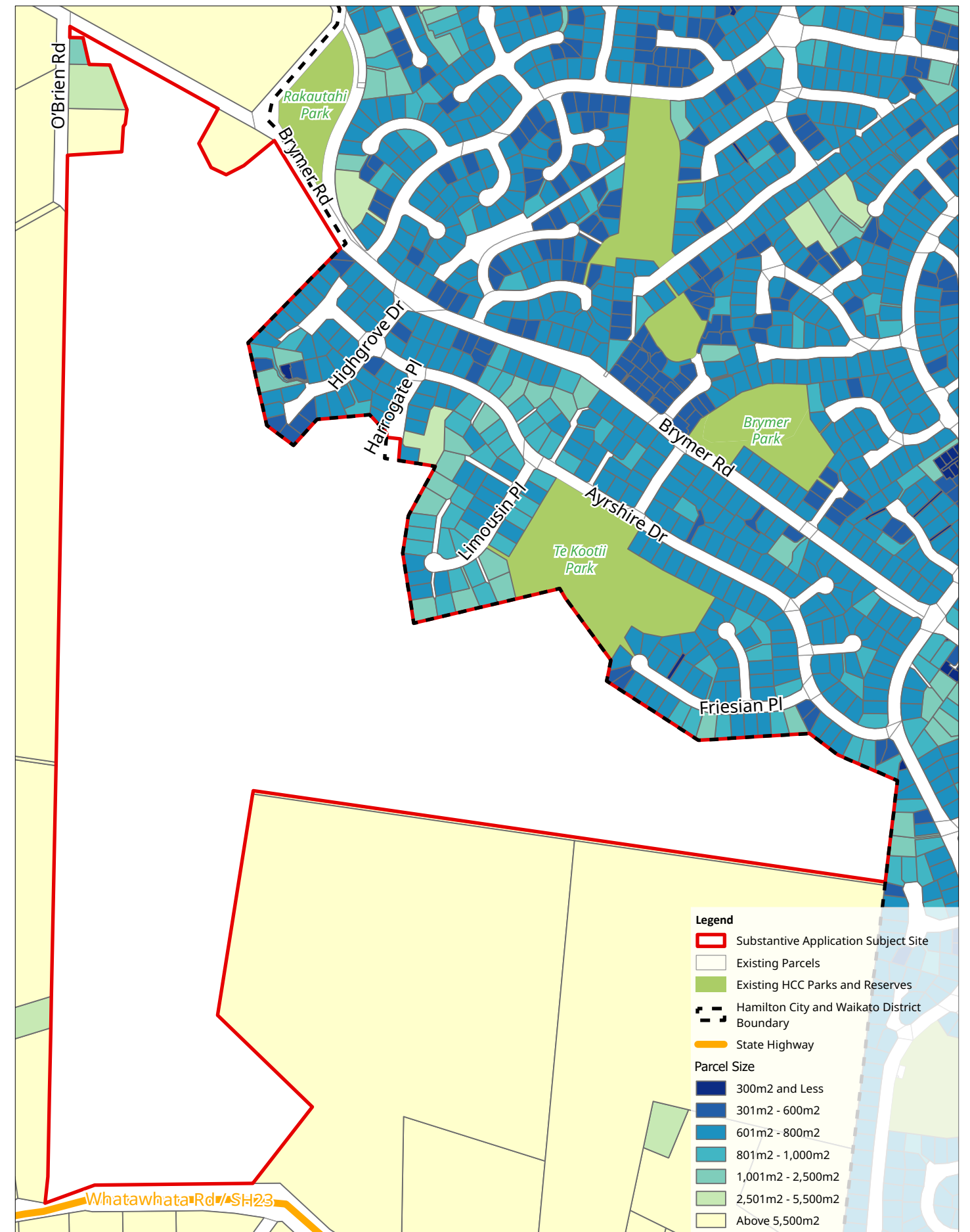
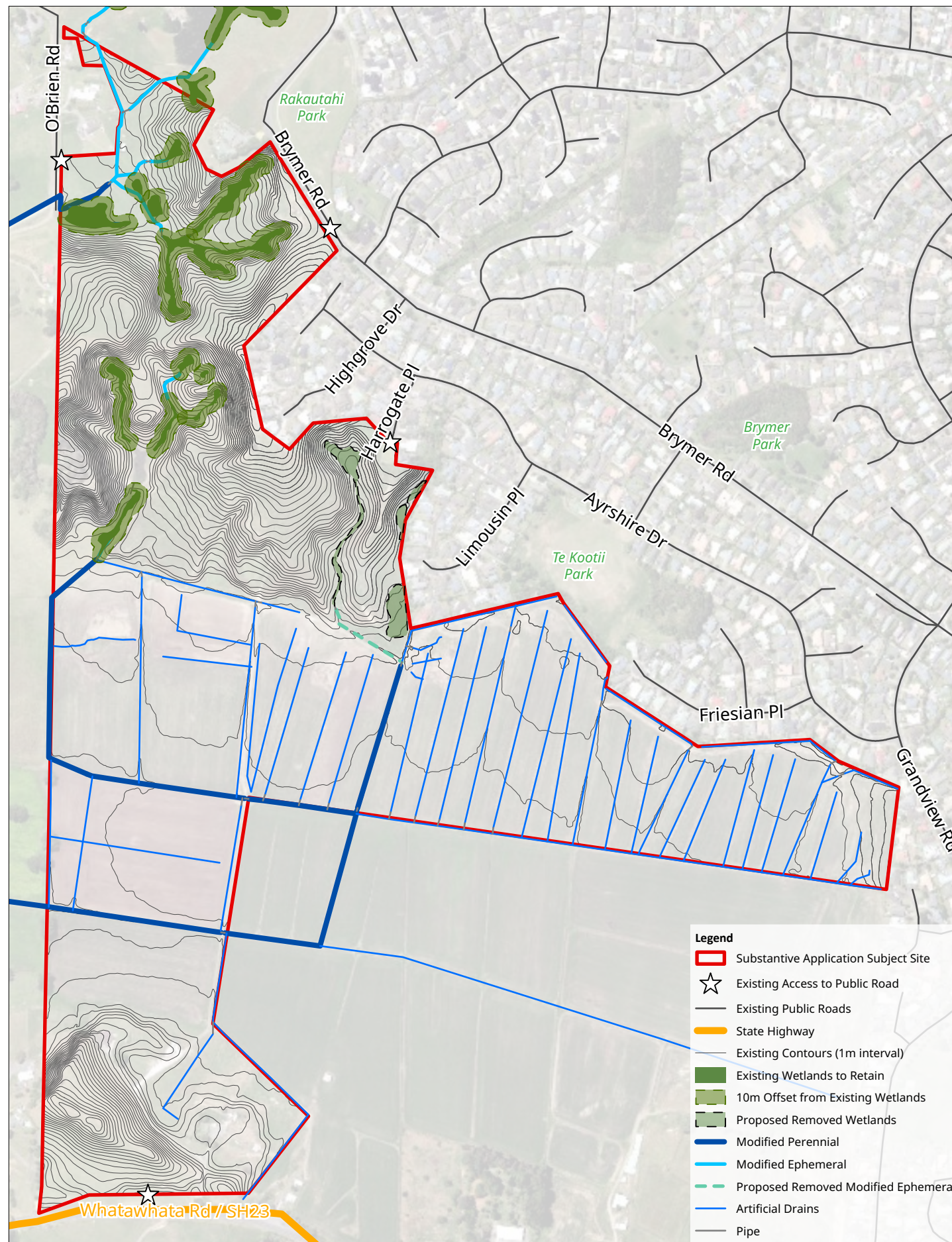
Drawing: Existing Slope and Aspects Analysis
Version: For Substantive Application
Date: 19/08/2026

0 70 140 210 M
Scale: 1:7,500 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
 Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
 Urban & Environmental



Client: Brymer Farms Limited
Job Number: 26360

Drawing: Identified Ecological Features and Parcel Sizes Analysis
Version: For Substantive Application
Date: 19/08/2026

0 70 140 210 M
Scale: 1:7,500 @ A3
Sheet: 1 of 1

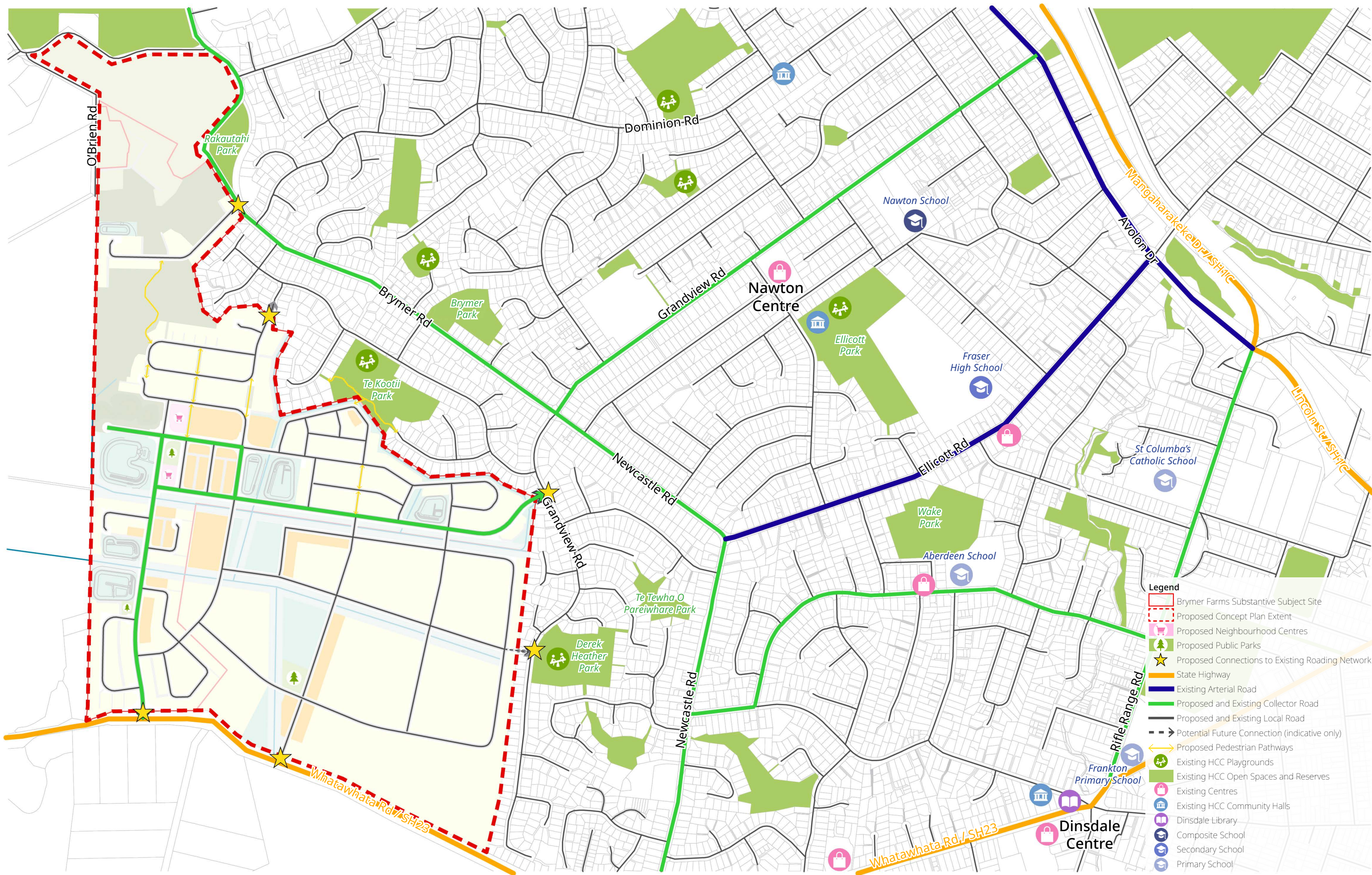


Brymer Farms Substantive Application
 Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
 Urban & Environmental



Part B - Concept Plans



Client: Brymer Farms Limited
Job Number: 26360

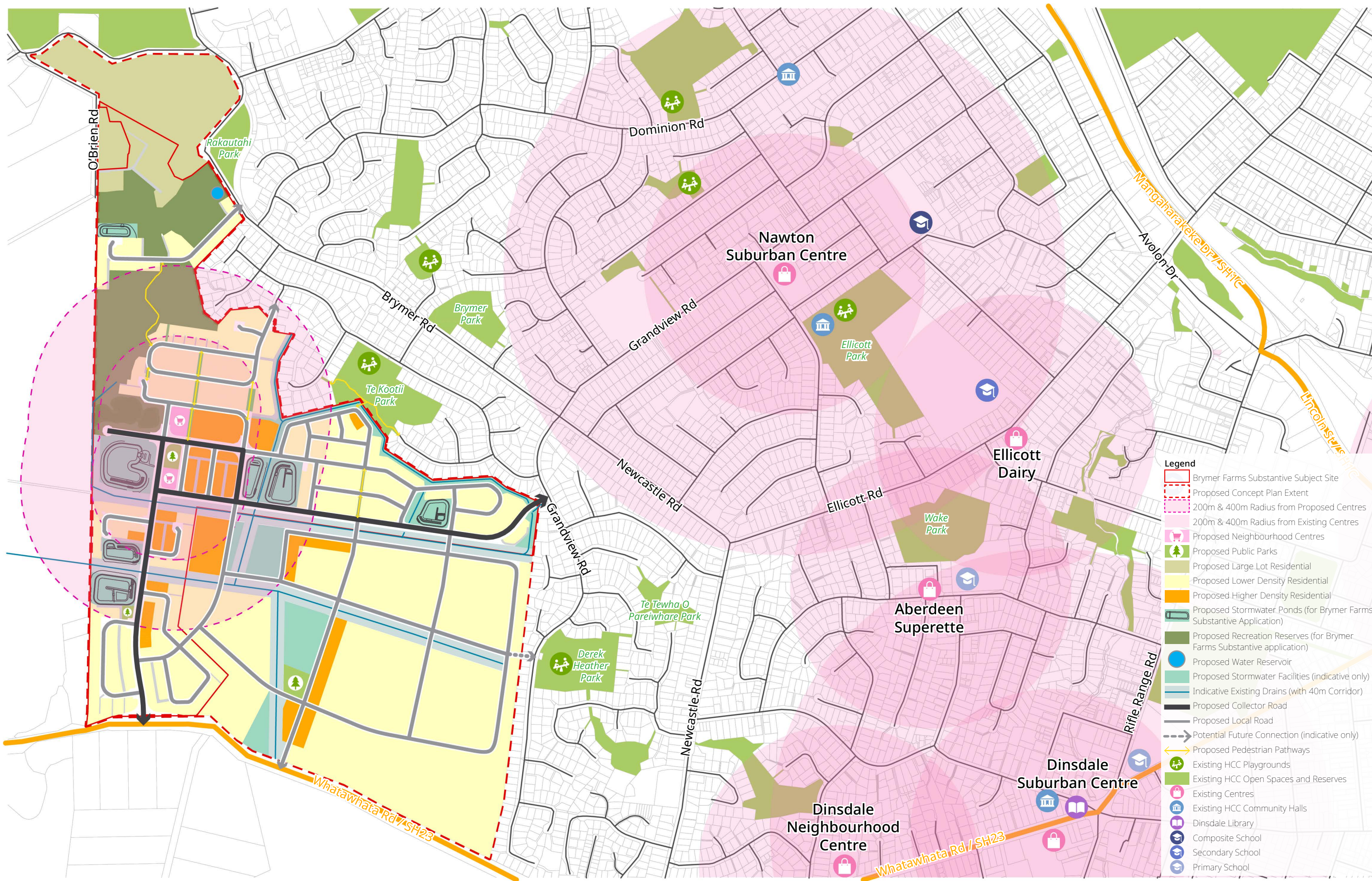
Drawing: Brymer Farms Concept Plan - Movement and Connectivity
Version: For Substantive Application
Date: 19/08/2026

Scale: 1:10,000 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
 Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
 Urban & Environmental



Client: Brymer Farms Limited
Job Number: 26360

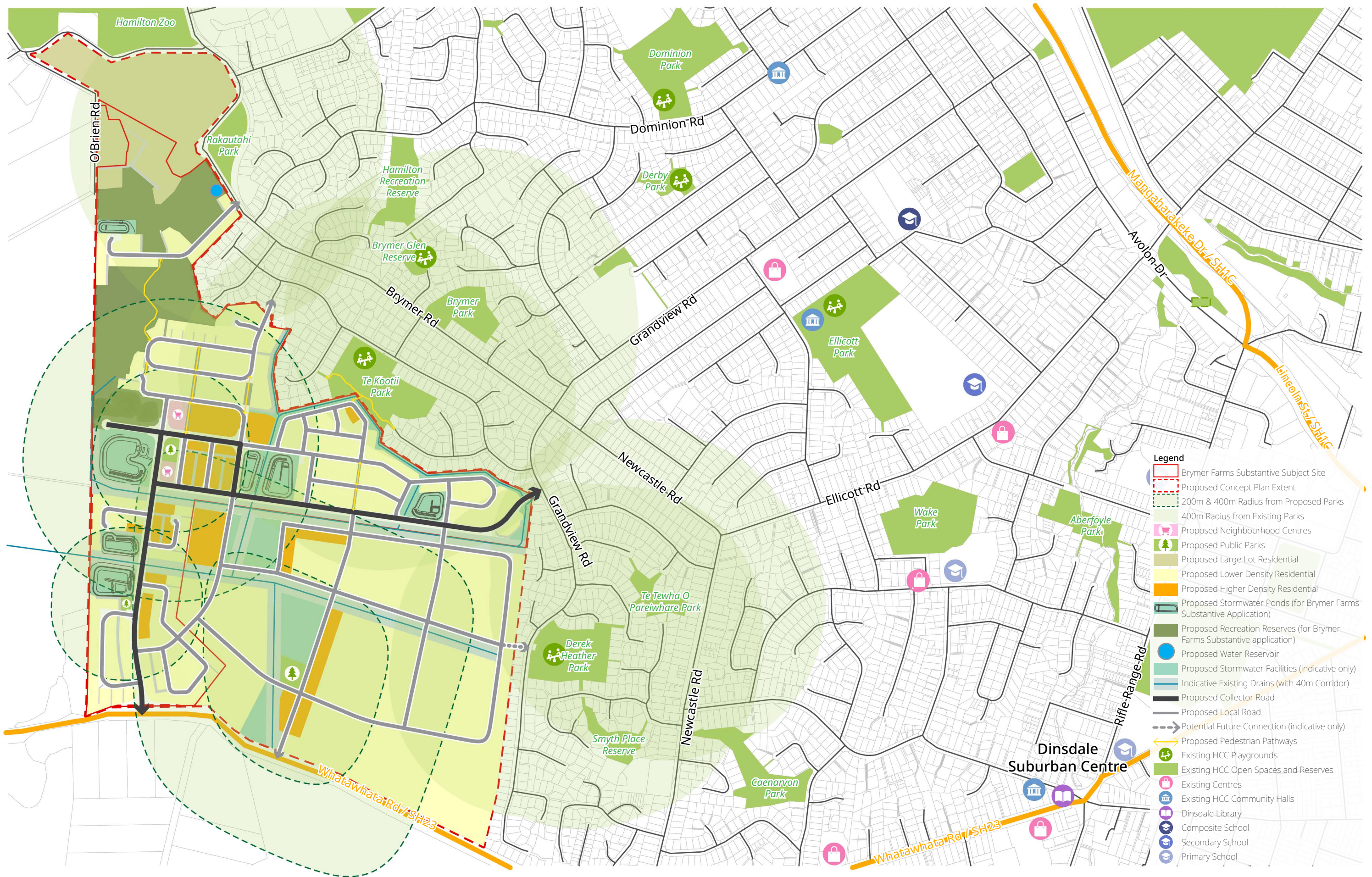
Drawing: Brymer Farms Concept Plan - Centre Catchment Analysis
Version: For Substantive Application
Date: 19/08/2026

Scale: 1:10,000 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
 Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
 Urban & Environmental



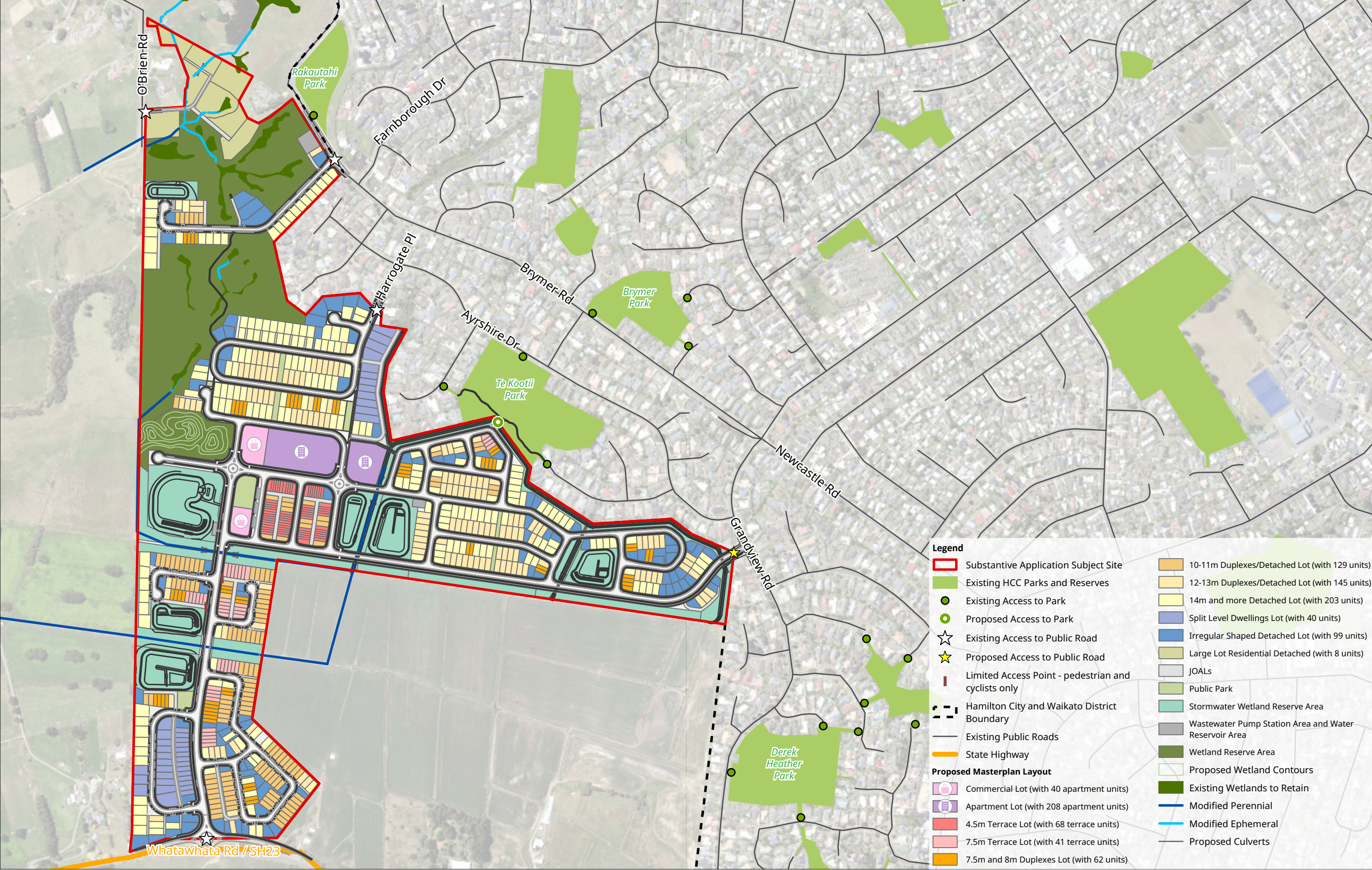
Client: Brymer Farms Limited
Job Number: 26360

Drawing: Brymer Farms Concept Plan - Parks Catchment Analysis
Version: For Substantive Application
Date: 19/08/2026

File Path: I:\Jobs\13000-13999 General Jobs\025871 - Brymer Application\01. Substantive Application\9. UD\Urban Design\ArcGIS\Brymer Rd\

An aerial photograph of a rural landscape. The foreground and middle ground are dominated by large, green, rolling fields. A road runs diagonally across the upper left. In the upper right, a residential area with several houses is visible. The bottom right corner shows a dense cluster of houses. The overall scene is a mix of open land and developed areas.

Part C - Proposed Masterplan



Client: Brymer Farms Limited
Job Number: 26360

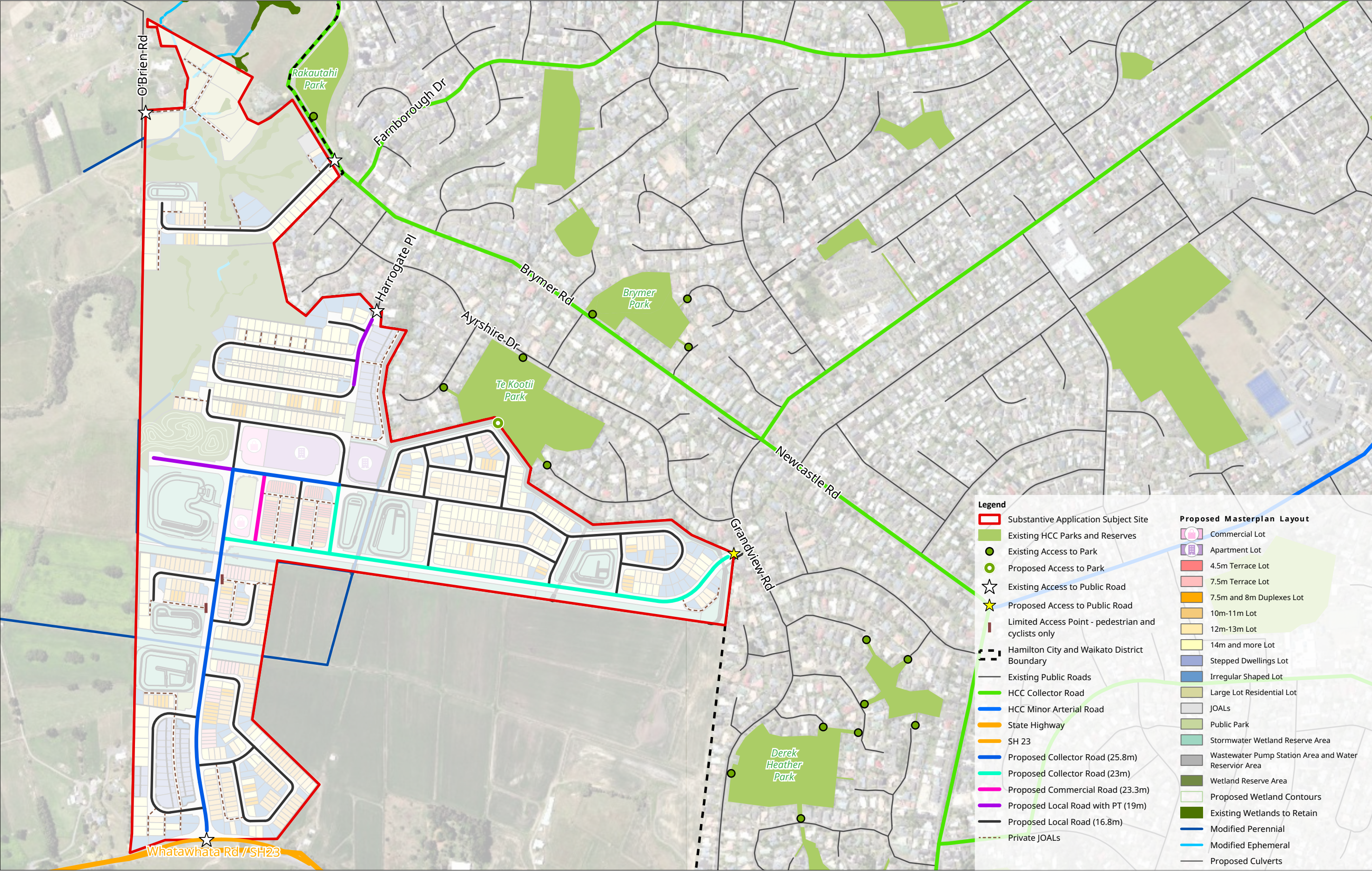
Drawing: Proposed Masterplan - Overall
Version: For Substantive Application
Date: 19/08/2026

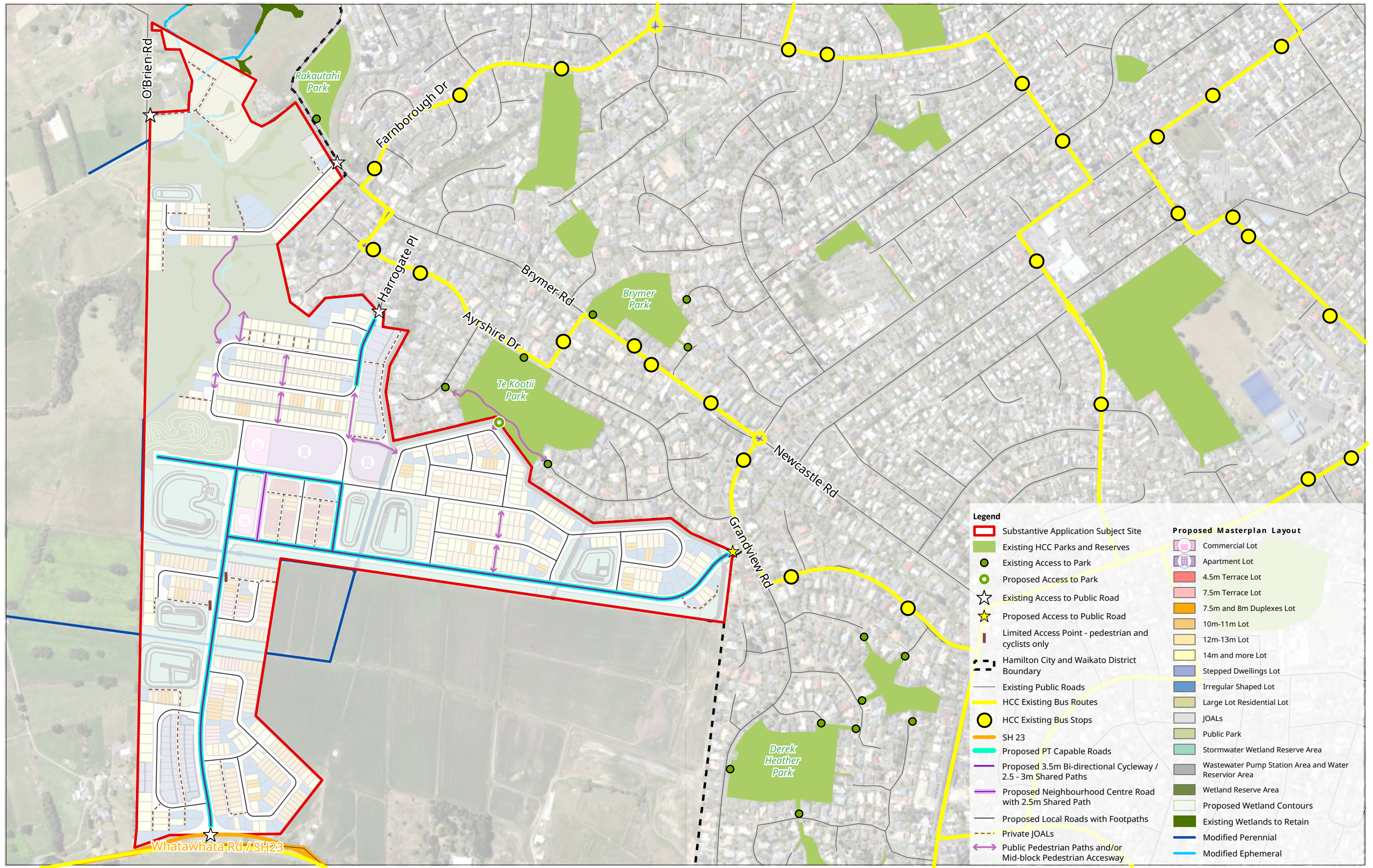
0 70 140 210 M
Scale: 1:7,500 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
Urban & Environmental





Client: Brymer Farms Limited
Job Number: 26360

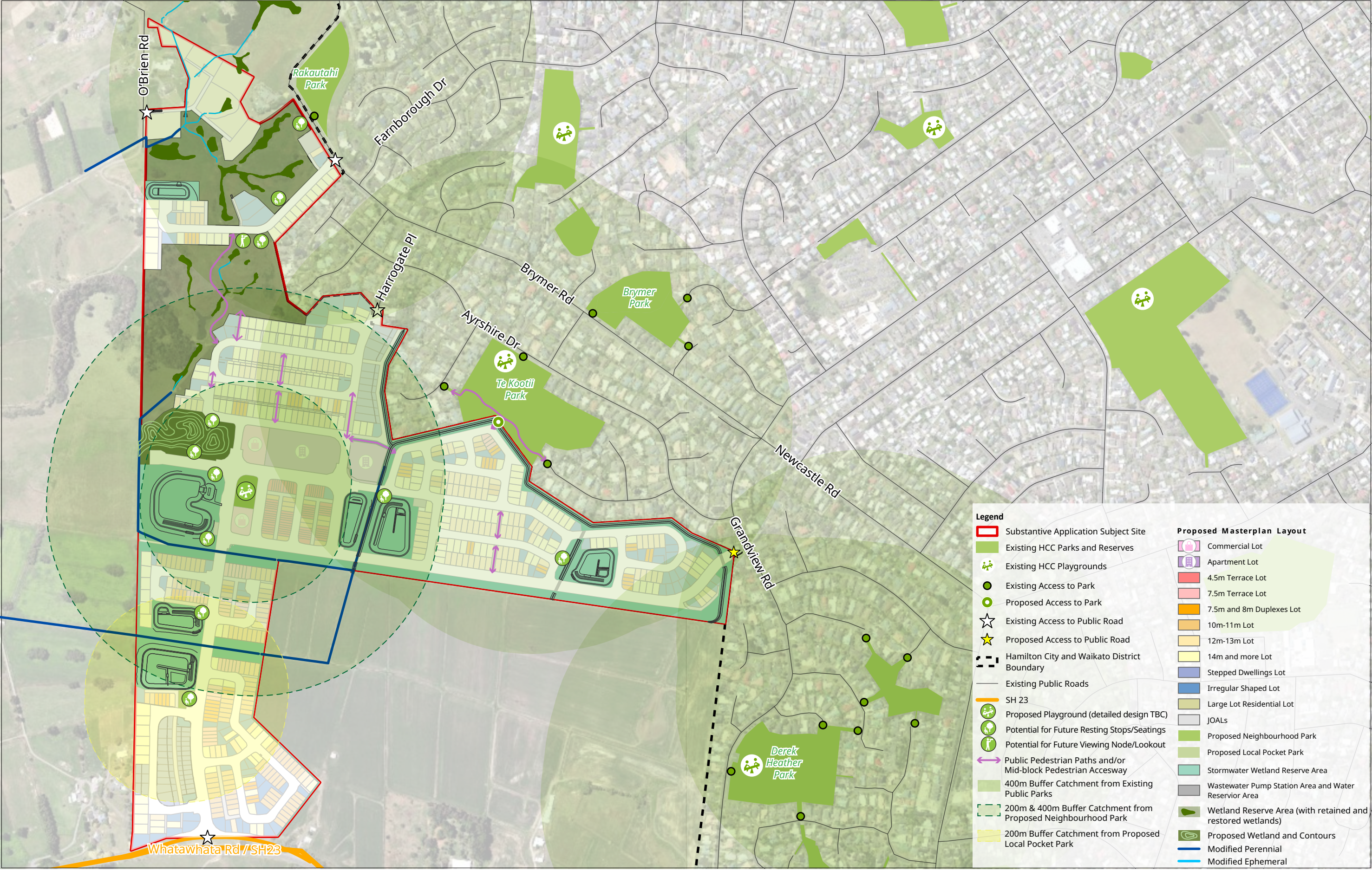
Drawing: Proposed PT and Active Mode Network
Version: For Substantive Application
Date: 19/08/2026

0 70 140 210 M
Scale: 1:7,500 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
 Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

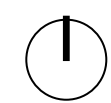
B&A
 Urban & Environmental



Client: Brymer Farms Limited
Job Number: 26360

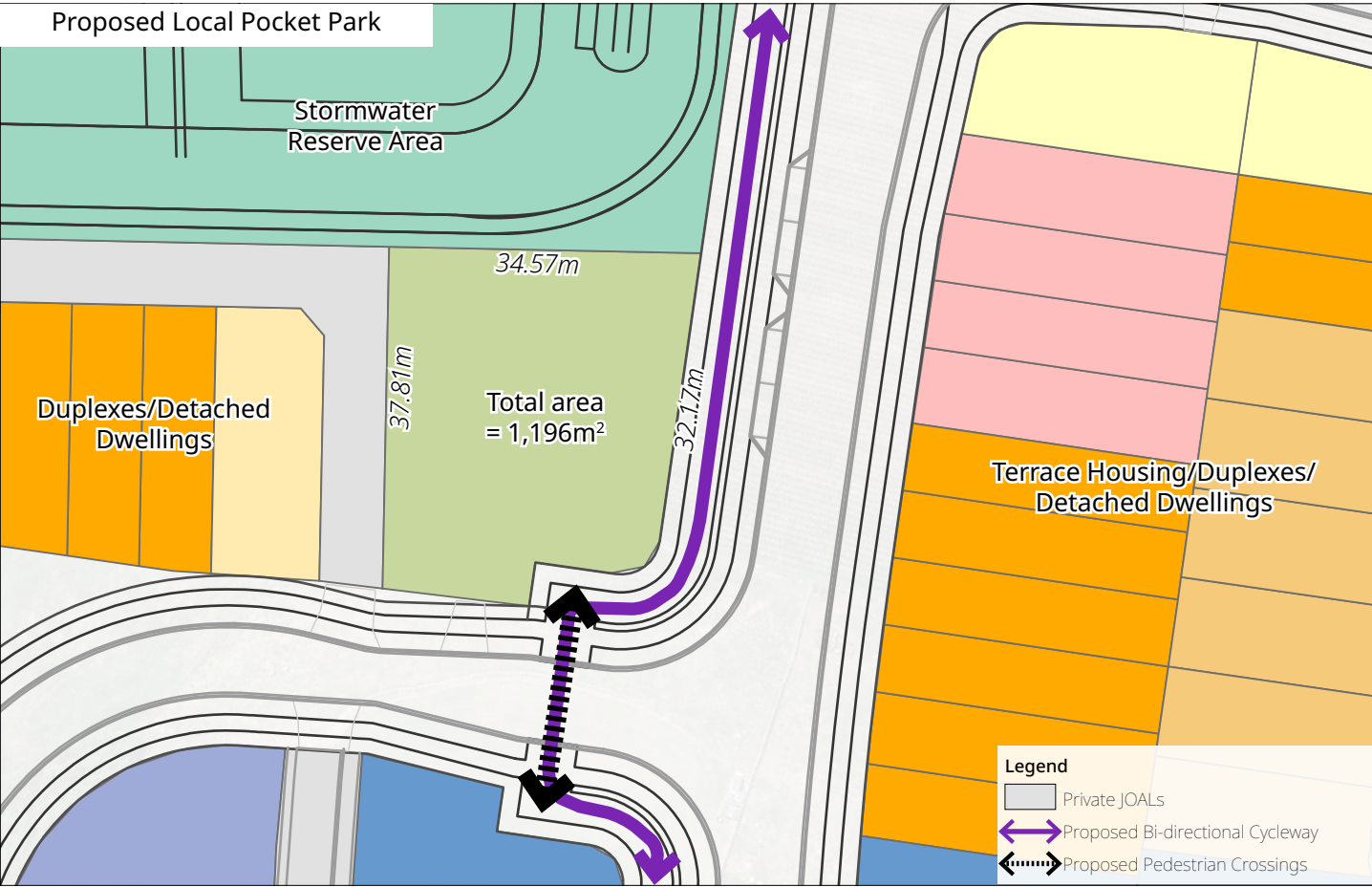
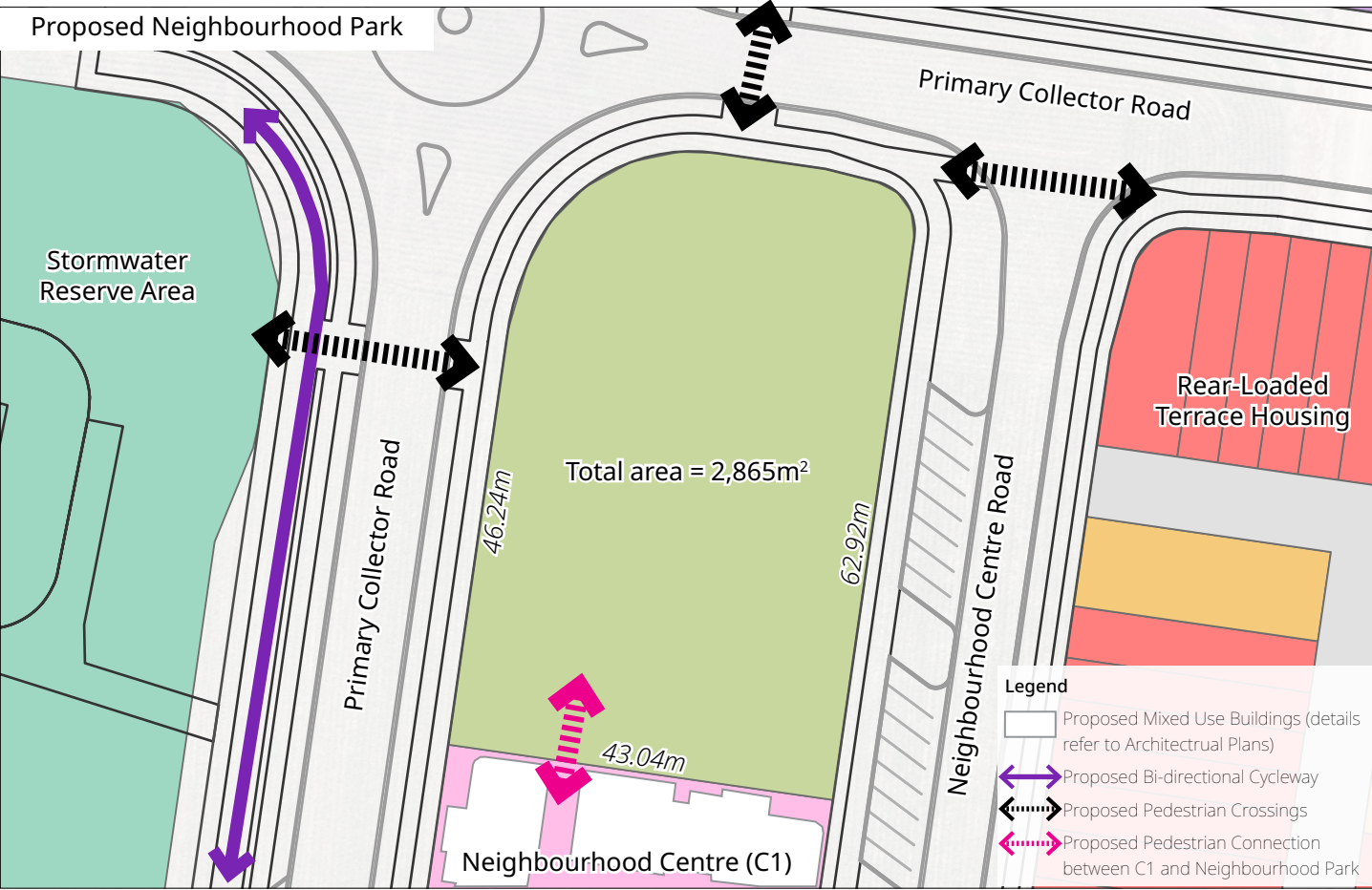
Drawing: Proposed Open Spaces Network
Version: For Substantive Application
Date: 19/08/2026

0 70 140 210 M
Scale: 1:7,500 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
Urban & Environmental



Neighbourhood Park Example *(Information from Draft Neighbourhood Parks Reserve Management Plan 2025, WDC, Winton – Lakeside Village Centre website and Google Map, 2026)*

Lakeside Central Reserve, Te Kauwhata

Lakeside Central Reserve is a compact neighbourhood open space that Waikato District Council identifies as a Recreation Reserve.

It is 0.267 ha (2,670 m²) on Scott Road and it notes pedestrian connections to the commercial shopping precinct and children's playground.

It is connected to the Lakeside Village Centre, playground and wider open-space network, providing a useful precedent for a small recreation-focused park within a mixed-use neighbourhood setting.



Local Pocket Park Example *(Information from Neighbourhood and Amenity Reserves Management Plan 2019, HCC, and Google Streetview, 2026)*



Tennille Street Reserve*

Reserve Type: Amenity
Reserve Location: Tennille Street
Area: 0.12Ha
Access to Park: Tennille St, Ridgedale Crescent
Date of Acquisition: 2017
District Plan: Rototuna Town Centre Zone
Primary Functions: Connectivity and Local Linkage; Amenity;

Landscape Description:
Tennille Street Reserve is a small amenity reserve established to provide for the amenity of the surrounding residential development. It provides a pedestrian connection across the neighbourhood and passive recreation space for the higher density housing around it.



Client: Brymer Farms Limited
Job Number: 26666

Drawing: Proposed Neighbourhood Park and Local Pocket Park
Version: Draft for Substantive Application
Date: 19/08/2026

0 7.5 15 22.5 M
Scale: 1:800 @ A3
Sheet: 1 of 1



Brymer Farms Substantive Application
Lot 3 DP385271, Lot 1 DPS87291, PT Lot 2 DP18355, Allot 365 Pukete Psh

B&A
Urban & Environmental

