

GF11 - 195 Wakari Road – Hearing Information (Ben Kidston)

One Zone Only (General Residential 1) vs Mixed Zoning (General Residential 1 and Large Lot Residential 1)

Overall we agree with points laid out in the 42a Report, however some of the amended recommendations by Mr Luke McKinlay and Mr Bede Morrissey as per the report we believe should be revised.

1. Regarding the site at 195 Wakari Road, we would like to see one zone (General Residential 1) as originally proposed rather than the amended change to a zone of (General Residential 1 “Wakari Road 2” and Large Lot Residential 1 “Wakari Road 3”), as per Figure 1.

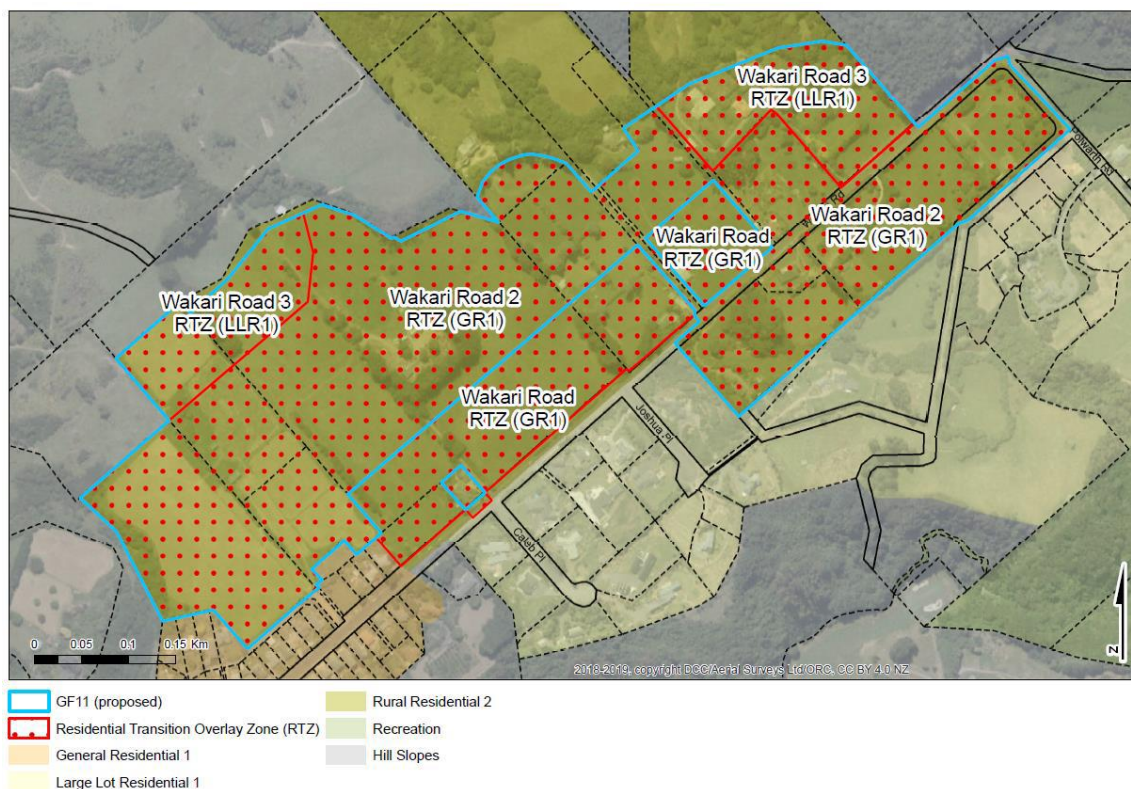
2. This would utilise the site in the most effective and efficient way especially given that the parcel at the top of the site is 7,500m² in area (recommended as LLR1), and then when added to a 5,000m² encumbrance on the eastern boundary, sets aside a significant amount of land within the site.

Why does it just concern the top area of (Lot 2 DP 12686) when the entire westerly boundary transitions into the same privately owned rural land.

3. One Zone (General Residential 1) would align to the directives of The National Policy Statement on Urban Development Capacity for greater intensification in areas of high demand. Especially given the sites location to the cities CBD. Policy 2.2.4.1 requires that land is generally zoned at a standard or medium residential density unless particular factors make this inappropriate.

4. In terms of residential zoning transitioning to the SNL, precedence has already been set elsewhere, (as per the 42a Report in Ravensbourne, Macandrew Bay and Broad Bay), where residential sites of 700m² approx have been developed right next to SNL without any design controls in place. These sites transition into native bush – 195 Wakari Road in contrast bordering private farmland.

Figure 1:



5. Our concept plan shows section sizes ranging (from 429m²) and at the top of the site we show sections ranging from 725m² to 1,273m² (see Figure 2). This mix of section sizes and implementation of design controls will better assist in the transition from the residential to rural interface, and will lessen the impact, yet ensuring the site is used in the most efficient and effective way to deliver a better outcome for the city.

Figure 2:



Design controls would address:

- Setbacks
- Section size
- Build heights
- External colours and reflectivity
- Landscaping including planting, fencing, and lighting
- Building materials
- Further subdivision

We would like to envisage a subdivision that would use natural colours and materials to blend into the surrounding environment. This strategic use of design controls will hopefully set a new presence for developments which boundary the SNL in the future.

Residential Transition Zone (RTZ) Overlay for the whole of GF11 or a Site-by-Site Basis

6. With the largest site area of 23.3Ha and the highest estimated feasible capacity of between 240-308 sections, and a multitude of owners. We support the NDMA and RTZ overlay within GF11 but would like to see this done on a site-by-site basis rather than the whole GF11 Site.

7. In terms of the estimated feasible capacity of 195 Wakari Road (61 section concept plan) versus other Greenfields areas, only the following Greenfields sites offer a similar capacity:

GF5 (49-70 sections) in Fairfield
GF6 (32-72 sections) in Green Island
GF16 (39-93 sections) in Portobello

Any associated costs in terms of roading, infrastructure and network connections, would need to be balanced with the significant benefits and development potential of the GF11 site. In a location close to the CBD with no issues related to hazards, loss of significant natural landscapes or indigenous biodiversity.

8. We are for a well-designed, collective, and holistic approach in terms of the development of GF11 overall, but feel and believe this **all or nothing approach** in terms of full agreeance by a multitude of property owners is the wrong way to go about it.

We are willing, ready, and able, but could be constrained by the desire, ability and willingness of other property owners to deliver a solution to the city in terms of housing demand, especially when the council is already aware of one property owner within GF11 not wanting to develop.

This approach could ultimately hinder any potential development within GF11 for a significant number of years. Which again would go against the narrative in which the variations and identification of Greenfield sites the 2GP has been introduced.

Site Access and Encumbrance

9. 195 Wakari Road is situated in the most built-up residential area within GF11. It borders residential sites entirely across its eastern boundary and because of this, at the proposed entrance point (see Figure 3) Wakari Road is already relatively wide, there is already kerb, channelling, footpaths, and council connections in place.

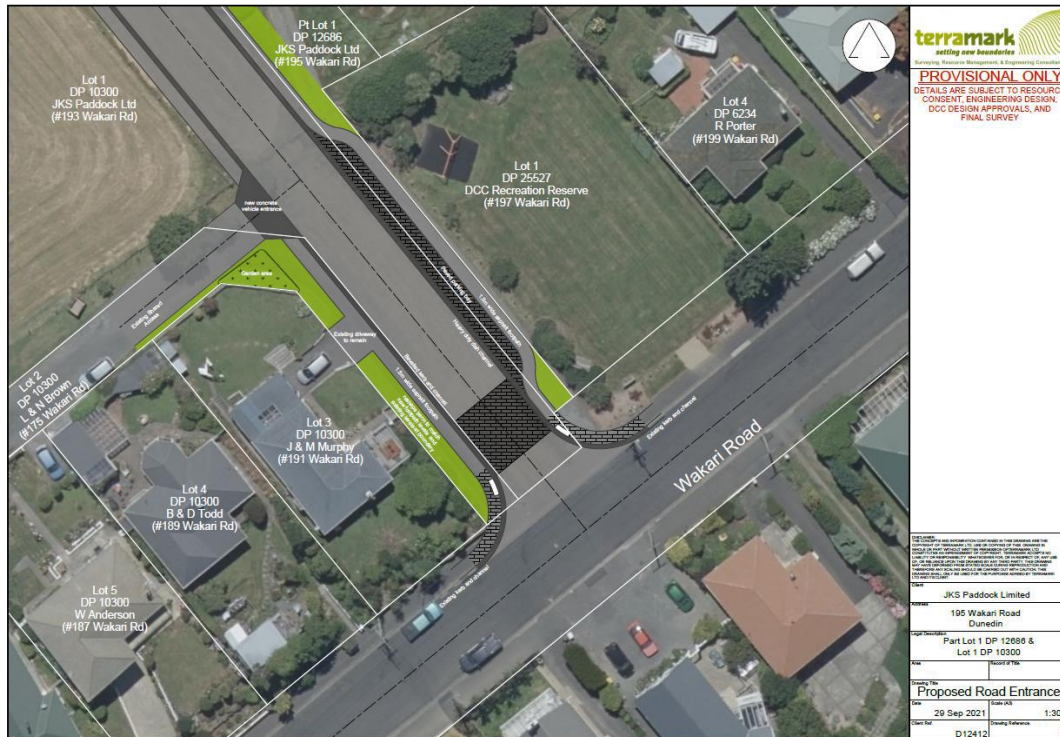
10. Below is an exert from Trevor Watson regarding his Transport Report for GF11:

Currently, the formation standard of Wakari Road changes significantly at 205 Wakari Road. East of this property, the formed width of the road reduces and there is no kerb and channel or footpaths, and no space for on-road parking. There are steep banks either side of the road and there is a line of power poles which could create issues with footpath construction and/or road widening. The upgrade of Wakari Road is expected to be a substantial civil construction task which, as noted above, is currently unplanned and unfunded. The position of Wakari Road in the 2GP's Road Classification Hierarchy would also need to be reviewed.

Road access through 195 Wakari Road is considered beneficial from a strategic connectivity perspective but could be problematic to achieve due to the constrained width of the leg-in and location of existing driveways immediately adjacent. A road access in this location is therefore likely to require the cooperation of neighbouring property owners. This would allow the existing driveways to be absorbed into the new road width which would remove the conflict points next to the new intersection and also create a wider road corridor. This would be of benefit to those existing driveway users because it will remove a portion of privately maintained access therefore reducing their annual maintenance costs. DCC Transport would encourage consultation with these property owners in order to allow for a better result for the new and existing transport network.

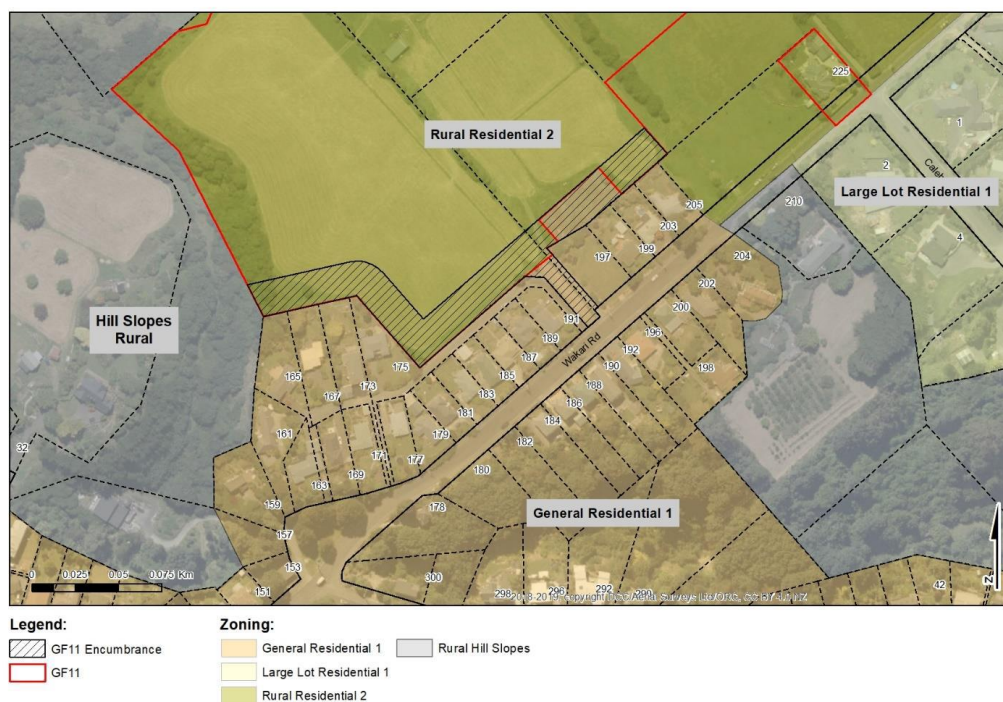
11. We have taken his assessment along with submitter feedback regarding the access and have had a provisional concept produced by Terramark (see Figure 3). We would like to have further discussions regarding this concept with all effected neighbours on the ROW, in terms of providing the best solution for both the council and neighbouring properties.

Figure 3:



12. The current encumbrance is an area of over 5,000m² made up of a 20m no build setback from the existing easterly residential sites (and Bain Reserve), see Figure 4.

Figure 4:



13. We were originally wanting this encumbrance revoked (to ensure access to the site, along with the most effective and efficient development capacity), however the loss of this was a concern to several submitters and Mr Mackinlay also made note within the Landscape report, as this area could be beneficial to connect

cycleways and walkways along Wakari Road, and also create a recreational area as an extension to the Bain Reserve.

14. We have reconsidered our stance on the encumbrance and have retained it in our concept plan, which can be seen in Lot 200 and Lot 300 (Figure 5), with an extension to the gully on the southern boundary (possible connection to GF10), and a small buffer to the north. We would think this area be best used to create access and deal with some of the infrastructure required, and to create greenspace and separation for the existing residential properties.

Figure 5:



Alongside over 150 years and six generations of our family residing in the Wakari area, we have also been involved in developing and owning local businesses, considerable investments in property and housing, and active members of the local sport club and school communities.

We would look to progress with the development in a swift manner, opening communication lines to existing neighbours, and work alongside the council in terms of the density as per requirements, to create the most effective and efficient use of the land to help provide the city a solution to its current and future housing demand.

We would continue to engage with experienced expert professionals to deliver a strategically planned subdivision, which would encourage good urban design and ensure enough opportunities for the development of new homes.