

**BEFORE HEARINGS PANEL
OF THE FAR NORTH DISTRICT COUNCIL**

I MUA NGĀ KAIKŌMIHANA MOTUHAKE O TE HIKU O TE IKA

Under the	Resource Management Act 1991 (RMA)
In the matter	of a request for rezoning of land in in the Kerikeri-Waipapa area under the proposed Far North District Council Proposed District Plan

**STATEMENT OF EVIDENCE OF JANE MAREE RENNIE IN SUPPORT OF SECTION 42A
REPORT FOR HEARING 15D**

URBAN DESIGN

8 September 2025



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1. INTRODUCTION

- 1.1 My full name is Jane Maree Rennie. I am an Urban Designer and Partner at Boffa Miskell Limited. I have been in this position since 2009. I hold the qualifications of Bachelor of Planning from Auckland University (1994) and a Post Graduate Diploma (Merit) in Urban Design from the University of Westminster (London) (2005).
- 1.2 I am a Full Member of the New Zealand Planning Institute. I am a member of the Urban Design Forum, a Crime Prevention Through Environmental Design ('CPTED') Practitioner¹ and a member of the Lyttelton Design Review Panel. The role of the Panel is to provide design advice to promote good design and a quality urban environment that expresses the local character and identity of Lyttelton. I am an Approved Urban Design Expert Certifier on behalf of Christchurch City Council.
- 1.3 I have 30 years' experience working in Urban Design and Planning in New Zealand, North America, and the UK for both the public and private sectors. My professional areas of expertise include concept and master planning, spatial planning, precinct plans, urban amenity and character studies, urban design assessments, policy development and guidance, land use and public transport integration, public and stakeholder engagement and CPTED. In my work at Boffa Miskell I have been involved in the urban design for a number of town centres and medium density residential and intensification areas. I contribute to urban design content to District Plans and review of Plan content. I have prepared evidence for and appeared in resource management consent and plan hearings, Environment Court mediations and Environment Court hearings.
- 1.4 I have been asked to provide evidence in relation to urban design, to support the evaluation report prepared under s 42A of the RMA.
- 1.5 I have been assisting the Far North District Council on the Te Pātukurea Kerikeri Waipapa Spatial Plan ('KWSP') since 2024. As part of this process I have provided urban design input into the future urban form of Kerikeri, including consideration

¹ International Security Management and Crime Prevention Institute Advanced Workshop Training, 2017 / Advanced CPTED Training Course, Frank Stoks, 2010.

of the role of town centre, intensification and medium density housing. I have also prepared evidence in response to Kainga Ora's request for the introduction of a Town Centre Zone for Kerikeri in recognition of its importance as a growing centre in the Far North and a Medium Density Residential Zone in association with this to support residential intensification in key locations.

1.6 I have read the evaluation report prepared in accordance with s 42A of the Resource Management Act ('RMA'). I have also read the evidence prepared on behalf of Turnstone Trust ('TT') in support of its submission seeking a change of zoning for land at 126B Kerikeri Road from General Residential to Mixed Use.

1.7 I have read and am familiar with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I have complied with the Code of Conduct in preparing my evidence and will continue to comply with it while giving oral evidence before the Hearings Panel. I confirm that my evidence is within my area of expertise except where I state that I am relying on the evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in my evidence.

2. SCOPE OF EVIDENCE

2.1 This evidence relates to the urban design effects associated with the Turnstone Trust rezoning request ('the Proposal'). To determine the effects, it is necessary to consider whether there will be a positive (beneficial) or negative (adverse) urban design effect in the context of Kerikeri.

2.2 As such, my evidence will cover the following matters:

- (a) Site description and proposal;
- (b) Te Pātukurea Kerikeri Waipapa Spatial Plan;
- (c) Kerikeri town centre role, function and zoning;
- (d) Urban form;
- (e) Structure Plan layout;
- (f) Policy evaluation;

- (i) National Policy Statement Urban Development ('NPSUD')
- (ii) Northland Regional Policy Statement ('NRPS')
- (iii) Far North Proposed District Plan ('PDP')
- (g) Proposed plan provisions; and
- (h) Conclusion.

3. SUMMARY OF EVIDENCE

3.1 It is my opinion that the Turnstone Proposal has a number of positive urban design effects, as follow:

- (a) It aligns closely with the Te Pātukurea Spatial Plan vision for Kerikeri particularly in terms of land use activities and future connectivity with the Heritage Bypass
- (b) It will support the commercial expansion of the town centre reflecting Kerikeri's strategic role and supporting a vibrant CBD.
- (c) The Proposal will support a cohesive, efficient urban form, accommodate future growth, and introduce a shift from residential to commercial built form while maintaining town centre integrity.
- (d) The internal road network will enable improved accessibility within Kerikeri, albeit the layout requires further design development.
- (e) The proposal aligns with national and regional policy frameworks (NPS-UD, NRPS) and urban design best practice, aiming to deliver a well-functioning and integrated urban environment. It is consistent with the strategic direction set out in the PDP and supports current and future land use patterns anticipated for Kerikeri.

3.2 The Structure Plan for the Site demonstrates a high level framework for the future development and demonstrates that the land is capable of delivering an integrated, well connected and spatially coherent expansion of the existing town centre in line with the National Policy Statement Urban Development. The Structure Plan however is not intended to be included in the PDP. Due to the scale of the proposal, a more comprehensive structure planning approach is considered necessary to ensure a high-quality urban design outcome and avoid fragmented development.

Specific provisions, including a development plan trigger and specific urban design assessment criteria, are considered necessary to guide future consenting. I also consider that some refinements are required to the Structure Plan to improve the level of accessibility and achieve a legible layout, with the current plan considered to be too 'circuitous'. These changes should be factored into the future more detailed structure planning for the Site.

- 3.1 In conclusion, given the above factors the proposed rezoning is considered an appropriate outcome for the Kerikeri town centre and is supported from an urban design perspective. I consider that the Proposal will assist to achieve a well-functioning urban environment.

4. SITE DESCRIPTION AND PROPOSAL

- 4.1 The Site which is the subject of the Proposal adjoins the public accessway to the Fairy Pools (via Fairy Pools Lane) and is bordered to the north and west by the Kerikeri River (see **Figure 1**). The Site is accessed from Kerikeri Road and includes a vehicle crossing from the Twin Coast Discovery Highway. There is informal pedestrian access into the Site from Fairy Pools Lane, the end of King Street and Clark Road. The land is of varying contours and is largely covered in Gum trees and Redwoods (currently being removed). The site is approximately 29 hectares in area.

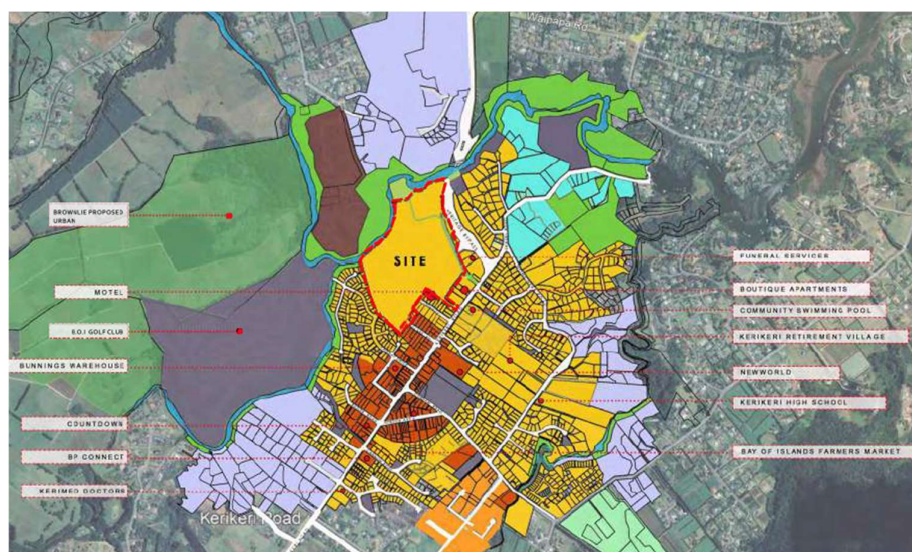


Figure 1: Extent of Site within context of Kerikeri (Source: Terra graphic package)

4.1 The Site is proposed to be zoned General Residential Zone (GRZ) under the notified PDP. TT seeks a change to a Mixed Use ('MU') Zone for part of the Site to align with potential land uses opportunities. The background to the request is:

- (a) FNDC is a Tier 3 territorial authority with Kerikeri-Waipapa considered to be an urban environment and intended to be as part of a housing and labour market of at least 10,000 people.
- (b) Growth is projected to be concentrated in the urban area, particularly Kerikeri Central and Kerikeri South. Horticultural zones constrain peri-urban residential development on the periphery of Kerikeri. Wastewater upgrades will enable residential development at a higher density than has occurred in the past two decades.
- (c) Kerikeri is considered a desirable destination and population growth will require an increase in land for business / employment activities associated with increased demand for services.
- (d) The proposed MU Zone extension proposed for the Kerikeri town centre will not facilitate or enable expansion of business activities to support an increasing population.
- (e) The MU Zone will facilitate and open up greater roading connections to ease traffic congestion that exists in the town centre.
- (f) The MU Zone would better achieve the objectives and policies than a Residential zoning of the entire site (and noting that a Town Centre zoning could also be employed to secure business land requirements). It would also fulfil the requirements of the NPS-UD in providing for business capacity.

4.2 Based on these factors, TT seek that the MU Zone is extended onto the southern part of their land ('pink area' within red line in **Figure 2** - this is approximately 7.7 hectares in area), with residential use retained for the northern part of the site. The MU Zone provisions as notified would be utilised for the area. The submission outlines that the MU Zone will:

- (a) Be located in a position to provides greater cohesion to the town centre;
- (b) Improve circulation in and around the town centre; and

- (c) Better align with interfaces between existing residential areas and has a high level of amenity.

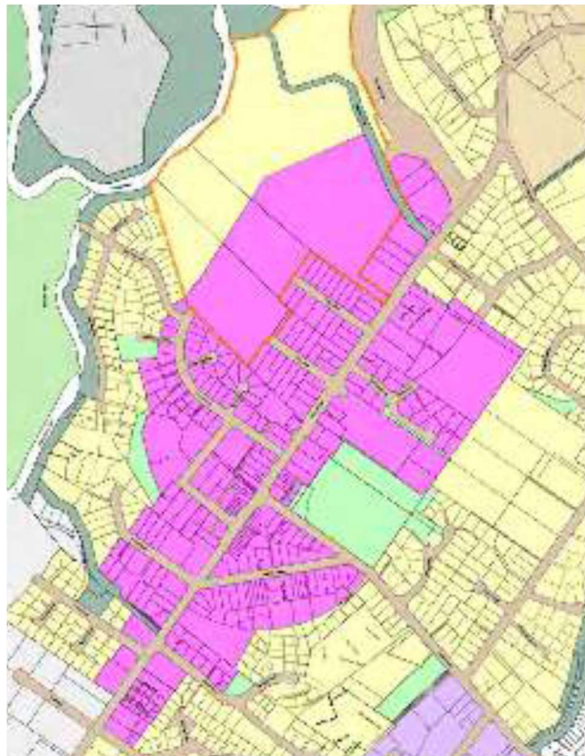


Figure 2: Site as outlined by red line to be rezoned for Mixed Use (source: Terra)

- 4.3 The Proposal is accompanied by a suite of drawings and a 'Structure Plan' for the Site, noting that this is not intended to be included in the District Plan. The Engineering Report addresses accessibility, noting that a *"Conceptual design of road network has been provided and demonstrates the site can provide a well-connected road network and the alternative route for road users to bypass the main street."*² It is noted that the internal road network has not been confirmed at this stage.
- 4.4 The Structure Plan package includes site analysis outlining the natural environment (sun, wind etc) and Site constraints and opportunities. The Structure Plan diagram (see **Figure 3**) outlines the following:

² Section 9, Engineering Assessment Report, - 126 Kerikeri Road – Zone Change Submission: Proposed District Plan, Terra Group, October 2022

- (a) Mixed Use zoning for the southern portion of the Site in closest proximity to Kerikeri Road.
- (b) Residential use in the northern portion of the Site.
- (c) Recreation reserves aligning with internal streams/wetland and a esplanade reserve aligning with the Kerikeri River, including areas to retain existing vegetation and where intermittent stream diversions are required.
- (d) Proposed connector roads linking with existing roads adjoining the Site along with proposed internal roads, cycleways and footpaths.
- (e) Proposed pedestrian corridors.

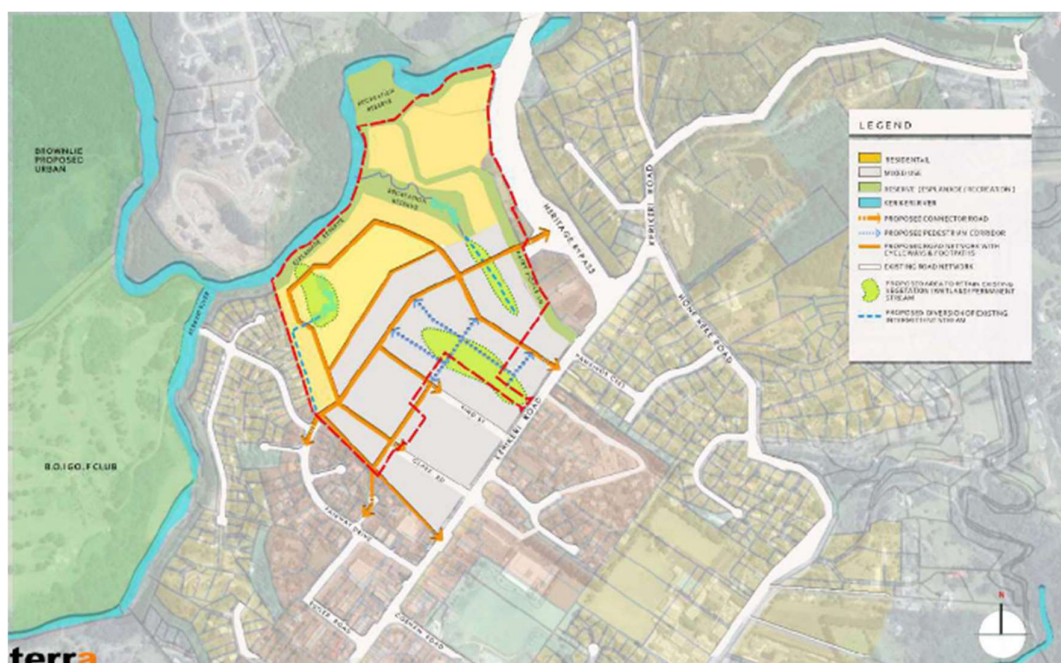


Figure 3: Proposed Structure Plan for Site – grey area is the Mixed Use Zone (source: Terra)

5. TE PĀTUKUREA KERIKERI WAIPAPA SPATIAL PLAN

- 5.1 The KWSP³ recognises that Kerikeri's population will surpass 10,000, classifying it as an 'urban environment' under the NPS-UD Tier 3. However, regardless of this classification, the NPS-UD is seen as reflecting best practice for urban planning. As a result, the Spatial Plan must reflect the policy's emphasis on high-quality design

³ Adopted by the Council in June 2025

and built form, particularly Policy 5, which supports the benefits of living in well-connected, accessible areas.

5.2 The KWSP sets out how Council will manage growth over a 30-year period by identifying areas appropriate for housing, business and industry. It acknowledges the role of Kerikeri within the District as a key commercial and residential centre. Specifically in line with national policy direction the KWSP provides for 20-40% of residential growth through intensification (through infill and growth areas) and enabling medium-density development within Kerikeri, where appropriate, to support greater housing choice and affordability, allowing for duplexes, terraces, and walk-up apartments.

5.1 In relation to the Kerikeri town centre commercial area, the KWSP reinforces its role and function through the growth strategy outlined. It seeks to:

- (a) Enhance Kerikeri's role as a key retail, cultural, business, and tourism centre and strengthening the town's unique character and services to attract more visitors.
- (b) Enable commercial and industrial growth which supports its role as the key economic hub for the district including growth and intensification of commercial development and promoting a more functional layout for large-format retail within the two townships. It also acknowledges the need for future projects to further define the role and character of Kerikeri in supporting a vibrant and engaging urban environment.
- (c) Establish walkable catchments to the core retail area to support a compact and sustainable urban form including through medium density areas.

5.2 Specifically in relation to the TT Site, the KWSP:

- (a) Identifies the site for commercial mixed uses and residential activities.
- (b) Identifies an area of medium density residential immediately adjacent to the town centre (see **Figure 4** - orange 'hatched' area).

- (c) Identifies an extension to the commercial mixed use area of the town centre to include the Site (see **Figure 4** - pink 'hatched' area).
- (d) Identifies a 'destination node' alongside the Kerikeri River in seeking to promote a riverside commercial activity area.

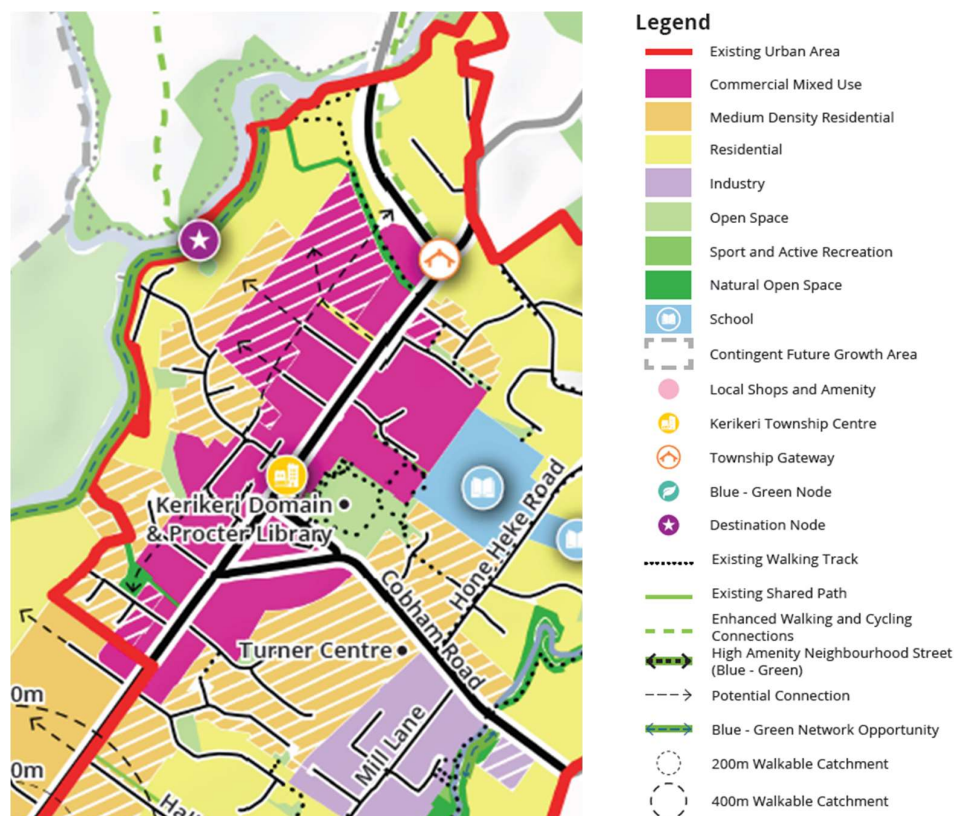


Figure 4: Zoomed in Extract of the Kerikeri Spatial Plan – The orange hatched area represents medium density residential / the pink hatched area is commercial mixed use

5.3 As such, there is broad alignment between the KWSP and the TT request with the Plan providing for commercial mixed use activities as part of the growth of Kerikeri town centre. I discuss the extent of the area requested and the proposed layout in the following sections.

6. KERIKERI TOWN CENTRE ROLE, FUNCTION AND ZONING

6.1 The existing Kerikeri town centre is a vibrant commercial and retail hub, featuring a mix of businesses, civic amenities, and community spaces such as the Kerikeri Domain, library, cinema, and police station. Anchored by two supermarkets at either end of the main street, the centre has a linear layout that supports

walkability and a lively high street atmosphere. However, retail competition from large-format stores in nearby Waipapa has led to some loss of local spending. The town centre's development has largely followed the main street, with laneways and side streets evolving over time to accommodate a variety of activities. While this layout enhances pedestrian access and character, it has also contributed to traffic congestion, affecting overall amenity. Most buildings are single-storey with surface parking, though recent developments include taller office building of 2-3 storeys.

- 6.2 There are clear opportunities for redevelopment and intensification within the centre, particularly on underutilised sites. This includes enhancing vitality and amenity while preserving the town's unique character. Improving public spaces, supporting the evening economy and tourism, and creating better connections will be key to making the centre more accessible and legible.
- 6.3 Kerikeri's town centre is zoned MU in the notified PDP. This will enable a combination of commercial and residential activities, revitalise and support business and ensure development is supported by the relevant infrastructure. The zone currently aligns with the majority of the commercial and community activities in the town centre and is focused around Kerikeri Road largely 'between' the two supermarkets and extending one or two block back from the main street to the west and east. As such, the two existing supermarkets act as a book end to the centre, and although not contributing to the main shopping street environment, it does mean that the main street is clearly visible when arriving in the centre. There are a limited number of retail activities beyond the Woolworths supermarket along Kerikeri Road, which elongates the main street experience, with these falling outside what could be considered to be the core 'retail' area.
- 6.4 Kainga Ora have requested through their submission on the PDP a Town Centre ('TC') Zone for Kerikeri in recognition of its importance as a growing centre in the Far North. This is considered to provide a more targeted strategy both in terms of overall urban form in the context of other centres, land use to support the vitality of the centre and built form outcomes which have a greater focus on the public

realm, character, vibrancy and amenity. I am supportive of this approach with my rationale set out in separate evidence in response to Kainga Ora's request⁴.

- 6.5 Mr Neill's urban design evidence on behalf of TT supports the introduction of a TC zone to consolidate Kerikeri's CBD. He considers that it will give the existing Kerikeri CBD a clear purpose to function as this and ensure its consolidation⁵. Mr Neill outlines that the adoption of a TC zone will assist to position Kerikeri as a residential and commercial hub. I concur that a TC zone will provide greater clarity in relation to the role and function of Kerikeri in the District⁶ and I have come to the same conclusion in my evidence in response to the Kainga Ora submission. I consider that a TC zone will reinforce the role and function of other centres such as Waipapa for MU activities. I concur that it will prevent under-utilisation of the CBD and proactively support a 'pedestrian-friendly, vibrant and community focused town centre'⁷.
- 6.6 Mr Neill outlines that zoning decisions should be informed by economic evidence and importantly to support the creation of feasible block sizes, enabling a balanced approach to growth and the ability to create well-functioning and robust urban environments⁸. I concur with this statement. The KWSP growth figures have directly informed the broad layout for Kerikeri.
- 6.7 In summary, Kerikeri's town centre plays a vital role as a growing commercial and community hub in the Far North, with a strong foundation of civic amenities and retail activity. While proposed as a MU zone under the notified PDP, a TC zone is considered to better reflect Kerikeri's strategic importance, enabling more targeted urban form, enhancing public realm and amenity, and supporting a vibrant, pedestrian-friendly environment. The TC zone would also help consolidate the CBD, clarify its role within the District, and prevent underutilisation by encouraging redevelopment and intensification.

⁴ Evidence of Jane Rennie, on behalf of FNDC

⁵ Evidence of Grant Neill, para 39

⁶ Evidence of Grant Neill, para 13 (d)

⁷ Evidence of Grant Neill, para 13 (c)

⁸ Evidence of Grant Neill, para 13 (e)

7. URBAN FORM

- 7.1 The expansion of the town centre area in Kerikeri to include part of the TT site (and proposed to be zoned MU) is expected to positively shape the town's future urban form by promoting a cohesive, legible, and accessible centre. It will enable a broader range of commercial, social, and community activities in an optimal location, reinforcing Kerikeri's function as a commercial and community hub. The expansion supports cohesive development despite its larger scale and is seen as a logical step to accommodate future population growth and business demand. Importantly, it may also help alleviate traffic circulation issues, contributing to a more functional and well-connected urban environment and improved accessibility.
- 7.2 I concur with Mr Neill that the planned connections through the site and including a potential bypass included in the Structure Plan and the KWSP are logical and will provide for multi-modal movement options.
- 7.3 In terms of the extent of area to be zoned commercial, as Mr Neill identifies⁹ the proposed northern edge of the commercial mixed use activity area within the KWSP is slightly different to the extent indicated in the Structure Plan. He notes that the KWSP is 'broad brush' and as such reference to the Structure Plan alignment is more accurate. However, this is not the case and I discuss this further below. I also note that it was not the intent of the Spatial Plan to identify District Plan 'zones', but to identify 'activities', with the purpose of the PDP process to determine the most appropriate planning framework to support the vision set out in the Spatial Plan.
- 7.4 The process for determining the Spatial Plan layout for the Kerikeri town centre (and therefore the TT Site) was informed by:
- (a) The indicative location of the bypass based on current information provided by FNDC;

⁹ Para 21 evidence of Mr Grant Neill

- (b) The commercial growth data for Kerikeri and analysis of the extent to which this would be located adjoining the town centre, including the level of intensification of use; and
- (c) The ability to integrate the bypass into the commercial area, including consideration of activation of the street through two-sided development. This included consideration of standard feasible block sizes to accommodate a range of commercial scale developments.

7.5 **Figure 5** sets out a zoomed in section of the Spatial Plan overlaid with the TT Structure Plan. This highlights that the requested MU zone extends slightly further north, one assumes to enable a 'two sided street' environment for the potential bypass route. Albeit the exact location of the bypass is yet to be confirmed, the Spatial Plan bypass location is understood to be more advanced and is indicated by the black dashed west/east link. This runs centrally through the proposed MU zone. In addition, the extent of additional commercial land use aligns with the projected demand for Kerikeri.

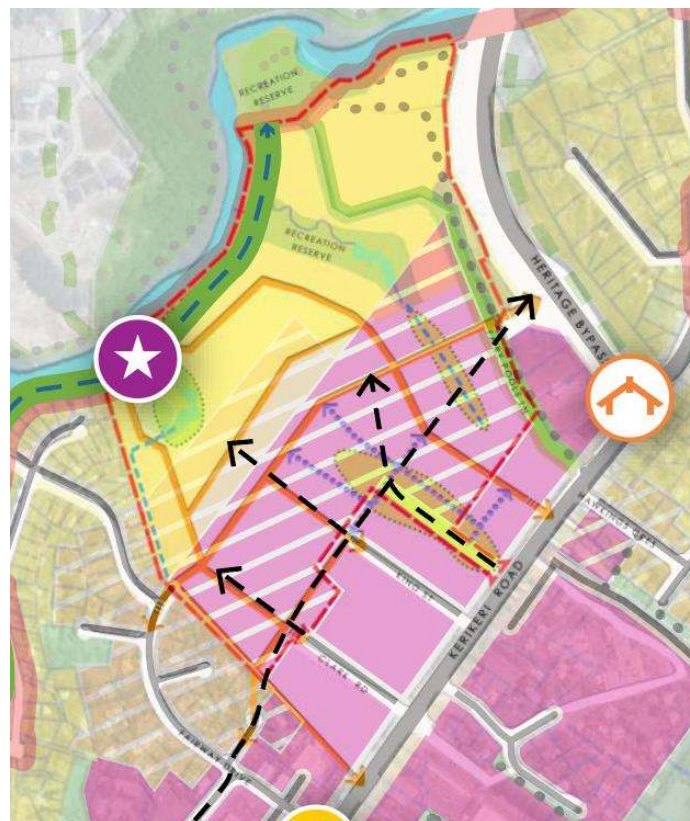


Figure 5: Zoomed in Extract of the Kerikeri Spatial Plan overlaid with the TT Structure Plan.

- 7.6 I acknowledge Mr Neill's comments in relation to ensuring development of a two sided commercial street and I concur with this. I note that a future extension of Fairway Drive could run in several alignments west/east through the site either within the commercial or residential areas of the site, and assuming that the bypass is located further south within the site. Given uncertainty around the roading layout it is my preference that the extent of the commercial area is determined by economic drivers for Kerikeri as a whole and spatially what makes sense. I consider that the Spatial Plan allocation is robust and enabling of a sufficient area of residential land use on the remainder of the TT Site. I concur that both the Spatial Plan and the proposed Structure Plan will enable fully functional blocks to be built in terms of the depth of the area, enabling logical commercial development lots.
- 7.7 As indicated in the Spatial Plan, an area of medium density residential is identified within the TT Site immediately adjacent to the commercial area. Given the location of the Site and requested expansion to the commercial area, consideration should be given to a medium density residential area directly adjoining the MU zone in supporting higher density development and a range of housing typologies within walking distance of the town centre. Consideration has not been given to the implications of not adopting this approach.
- 7.8 In terms of built form effects, the change in zoning from residential to commercial will result in a noticeable shift in building forms and typologies, with larger-scale buildings and a more urban visual character replacing more traditional residential (suburban) development. This transition will introduce more intensive land use, including multi-storey buildings that accommodate commercial activities at ground level and above, with some potentially including upper level residential living. While it will reduce the amount of residential housing in the area, this has been accounted for in broader spatial planning and future growth strategies for Kerikeri. In addition, introduction of some medium density housing typologies as recommended above would assist. Overall, the change in built form supports a more functional and accessible town centre aligned with long-term urban growth and development goals.

- 7.9 Mr Neill outlines that Waipapa and other submissions (Kiwi Fresh Orange) provide for a MU Zone away from Kerikeri and will likely be developed at a different scale, i.e. large box commensurate with the scale of development in Waipapa¹⁰. I consider that given the scale of the proposed commercial expansion and the opportunities presented by the bypass, there is an opportunity for the TT Site to absorb to a certain extent at least some 'medium format' retail opportunities assuming they are effectively sleeved and integrated into the overall built form. This approach will help maintain the vitality of the CBD while supporting a balanced and cohesive urban form.
- 7.10 It is unclear from the Proposal if there are any particular urban design issues arising from the interface between the existing General Residential properties and the commercial zones given the Site characteristics, or in relation to setbacks from waterways/green spaces, including any reverse sensitivity effects.
- 7.11 In summary, the proposed expansion of the Mixed Use Zone will support a legible and efficient urban form, enabling well-located commercial, social, and community development. While larger than the commercial area outlined in the PDP and involving a shift from residential to commercial built form, it will maintain a cohesive town centre. The location is well-suited to accommodate future business growth and population increases, and the expansion may also help improve traffic circulation within Kerikeri.

8. STRUCTURE PLAN LAYOUT

- 8.1 As outlined earlier, the internal road network has not been confirmed at this stage. I concur that the conceptual design of the road network demonstrates the Site can provide a well-connected road network and an alternative route for road users to bypass the main street. I have commented on the location of the bypass and the importance of activation of this key route in achieving a successful urban design outcome for the area. This aspect of the Proposal will require further detailed assessment and design, including how to ensure the key east/west roads through the Site do not create a 'barrier' to movement within the wider area, ensuring an integrated and multi modal approach. I also stress that the use of the work 'bypass'

¹⁰ Para 44 evidence of Mr Grant Neill for Turnstone Trust

is in some respects unhelpful and does have potential negative urban design connotations. It is my opinion that the design of the new through connections will be critical to the success of this future development and the contribution it makes to the wider town.

8.2 I concur with Mr Neill that future options should include a connection to the Site from the road stub at the end of Fairway Drive. When the Spatial Plan was developed it was not considered appropriate to include a detailed road structure for new development areas (albeit further consideration was given to how the bypass would enable accessibility to unfold on the Site). I agree, if engineering permits, Fairway Drive is a logical access point to the site.

8.3 Taking into consideration the above factors, further consideration is required of the planning mechanisms to ensure a coordinated land use and transport integration outcome and overall good practice urban design outcomes, taking into account local context and character. In addition, I consider that some refinements are required to the Structure Plan layout to improve the level of accessibility and achieve a legible layout, with the current layout considered to be too 'circuitous'. These matters should be factored into the more detailed structure plan framework:

- (a) More direct access routes to the Kerikeri River from the town centre and across waterways and Fairy Pools Lane in the east /west direction. This should include a more legible and connected street layout.
- (b) Application of a walkable catchment approach for the residential area adjoining the town centre, as discussed earlier.
- (c) Provision of a more connected blue/green and open space network.
- (d) Provision of a 'destination node' adjacent to the Kerikeri River in responding to the opportunities of the Site, including connections across the river, existing vegetation, greenway and esplanade reserve.

8.4 In summary, the internal road network for the Site is still to be confirmed. Key design considerations to be resolved through the relevant planning framework includes ensuring east-west roads do not become barriers and integrating multi-modal movement. Further refinements to the Structure Plan are considered

necessary to improve accessibility, achieve a legible layout, enable connections to open spaces and the Kerikeri River and achieve a good practice urban design outcome. A level of residential intensification adjoining the town centre commercial area is also recommended in line with NPS-UD expectations.

9. POLICY EVALUATION

9.1 There are a number of relevant policy considerations from an urban form and design perspective, including the NPS-UD, NRPS (and evaluation of the NZ Urban Design Protocol) and Strategic Direction as set out for the PDP.

9.2 It is my opinion that the proposal aligns with the outcomes sought in these higher order documents and I will discuss this further in the following.

National Policy Statement Urban Development

9.1 Of specific relevance are the objectives and policies seeking to achieve well-functioning urban environments. Specifically, **Objective 1** sets out that: *“New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.”* **Policy 1** sets out that: *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

- (a) *Have or enable a variety of homes that:*
 - (i) *Meet the needs, in terms of type, price, and location, of different households ...*
- (b) *Have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- (c) *Supports reductions in greenhouse gas emissions.*

9.2 I consider (and Mr Neill concurs) that the Proposal will achieve a better urban outcome and align with achieving a well-functioning urban environment. This is

based on achieving a more efficient urban form and enhanced accessibility, which will also assist in supporting reductions in greenhouse gas emissions.

9.3 In terms of urban form **Policy 5** sets out that *“Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:*

a) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or

b) relative demand for housing and business use in that location”.

9.4 I consider that the Proposal aligns with this higher order policy and will support improved accessibility and responds to growth demands for additional business land within a highly accessible location. The recommendation for introduction of medium density adjoining the MC zone is not addressed by the submitter.

Northland Regional Policy Statement

9.1 The NRPS identifies ‘regional form’ as an ‘issue’ (clause 2.4) and includes a number of related objectives and policies. Clause 2.4 states *“Unplanned and un-coordinated development and poor urban design can lead to reduced levels of amenity, higher infrastructure costs, and reduced community wellbeing.”*

9.2 Objective 3.11 of the RPS outlines that: *“Northland has sustainable built environments that effectively integrate infrastructure with subdivision, use and development, and have a sense of place, identity and a range of lifestyle, employment and transport choices.”* Objective 3.11 explains that *“Developing sustainable built environments means consolidating new urban development within and adjacent to existing settlements.”* Policy 5.1 sets out subdivision, use and development is guided by ‘Regional Form and Development Guidelines’ and ‘Regional Urban Design Guidelines’ (Appendix 2 for urban issues – these relate to the NZ Urban Design Protocol design elements – 7C’s).

9.3 It is my opinion that the Proposal gives effect to the relevant urban form and design provisions. I consider that the proposal acknowledges the characteristics of the

site, will promote ease of accessibility, assist to support of sense of place and will unlock new connections, including a range of multi modal options.

Far North Proposed District Plan

- 9.1 The 'Strategic Direction' section of the PDP includes policy on urban form and development stating *"...the overarching direction for the district's urban form and development and aims to improve efficiency and affordability for communities, seeks to contribute to the vibrancy and viability of town centres and solidifying the investment Council makes in development infrastructure."* The specific objectives for urban form and development include SD-UFO-01 to 04, as follows:

Objectives	
SD-UFD-01	The wellbeing of people who live in and visit towns in the Far North is considered first when it comes to planning places and spaces.
SD-UFD-02	<u>Urban</u> growth and development consolidated around existing reticulated networks within town centres, supporting a more compact <u>urban</u> form, affordability and providing for a mix of housing typologies.
SD-UFD-03	Adequate <u>development infrastructure</u> in place or planned to meet the anticipated demands for housing and business activities.
SD-UFD-04	<u>Urban</u> growth and development is resilient and adaptive to the impacts from <u>natural hazards</u> or climate change.

- 9.2 It is my opinion that the Proposal aligns with the intent to consolidate growth within proximity of the town centre and support a compact urban form. It will support the wellbeing of people who live and visit Kerikeri and provide opportunities for a greater diversity of commercial and residential activities in a highly accessible location.
- 9.3 In summary, I consider that the Proposal aligns with the policy intent of the NPS-UD, the Northland Regional Policy Statement, and the land use patterns in Kerikeri. I consider that the Proposal will achieve a well-functioning urban environment. I consider that the proposal aligns with the New Zealand Urban Design Protocol 7C's.

10. PROPOSED PLAN PROVISIONS

- 10.1 The Structure Plan is helpful in setting out the spatial and land use aspirations for the Site, however it is not intended to be included in the PDP. Given the scale of the Proposal in conjunction with the residential area, it is important that a comprehensive structure planning approach is adopted in order to achieve a quality urban design outcome and a well-functioning urban environment. As such and taking into consideration my earlier comments, in order to create a sufficient level of certainty of the urban design outcomes, and in avoiding piecemeal development, specific provisions are considered necessary within the PDP. A Restricted Discretionary or Discretionary Activity trigger for subdivision and/or development of the Site is recommended to require assessment of an overall master plan or comprehensive development plan. This should be supported by relevant technical information and specific urban design assessment framework to guide future consenting.
- 10.2 As discussed earlier in my evidence, it is my opinion that refinements are necessary to the overall Structure Plan layout to better reflect an integrated approach. These changes should be factored into the above process and provisions.

11. CONCLUSION

- 11.1 In conclusion, it is my opinion that rezoning of part of the TT Site from residential to commercial use would give rise to a number of positive urban design effects.
- 11.2 I consider that the proposed commercial zoning of the Site is sound in its execution. Specific provisions are considered necessary within the PDP to guide future consenting and to ensure an integrated and high quality urban design outcome is achieved. Refinements are considered necessary to the Structure Plan layout to improve the level of accessibility and achieve a legible and efficient layout and support higher density development in walking distance of the town centre.
- 11.3 I consider that the Proposal aligns with the policy intent of the NPS-UD, the Northland Regional Policy Statement, and will support future land use patterns and

growth in Kerikeri. I consider that the proposed rezoning will support achieving a well-functioning urban environment, including a compact and consolidated urban form for Kerikeri town centre.

Jane Maree Rennie

8 September 2025