



HOLISTIC  
URBAN  
ENVIRONMENTS

## PLIMMERTON FARM PLAN CHANGE MISSED OPPORTUNITIES

29 JULY 2020

BY MATTHEW PRASAD

# PLIMMERTON FARM PLAN CHANGE MISSED OPPORTUNITIES

The following is a review of and recommended improvements to **Plan Change 18 - Plimmerton Farm** by Holistic Urban Environments Ltd (HUE). The suggested improvements aim to shift the proposed development towards a more diverse, safer and vibrant future urban community.

This review is not exhaustive and is based on available information only. Our comments are centered around the topics of interest to our client whom commissioned this work. This review does not support nor oppose the proposal rather it seeks to improve the outcomes for the proposed development and the wider community in our opinion.



## HOUSING CHOICE & AMENITY

The current plan change proposal is largely based on two conventional suburban-esque zones based around a small commercial precinct. There is a missed opportunity to **provide for greater housing choice** based on the proximity of this plan change area to mass transit and other existing amenities to help **create a more sustainable, livable and appealing urban community.**

Additional density and housing choice when located next to the proposed commercial center will help reduce unnecessary vehicular travel and encourage more active movement while assisting in the commercial viability of the center(s).

We recommend three amendments to the Precinct Plan that would further improve this plan change and development in our opinion.

1. The addition of another more intensive zone, not too dissimilar to the Auckland Unitary Plan Terrace Housing and Urban Zone (THAB), within approximately 400m-800m around the proposed commercial zone.
2. A second smaller local center within the northern area of the Plan Change Area surrounded with medium density residential to lessen unnecessary vehicular travel and provide greater amenity.
3. Although supermarkets are not excluded within the commercial center it is neither specifically mentioned. To minimise unnecessary travel, 2km to New World Paremata, and to encourage more localised and active travel within the plan change area, a supermarket should be specifically mentioned and encouraged within the proposed precinct D rules.

## MOVEMENT

The current plan change proposal has many roads that prioritise vehicular movement and speed with wide carriage ways (roading). There is a missed opportunity to **create a lower speed and safer residential neighbourhood** that prioritises active travel for local trips whilst still providing for good vehicular connectivity.

Road and street design that prioritises active travel modes will help reduce pressures on the roading network, facilitate better land utilisation and improve the overall pleasantness of the plan change area.

We recommend four amendments to the Precinct that would further improve this plan change and development in our opinion.

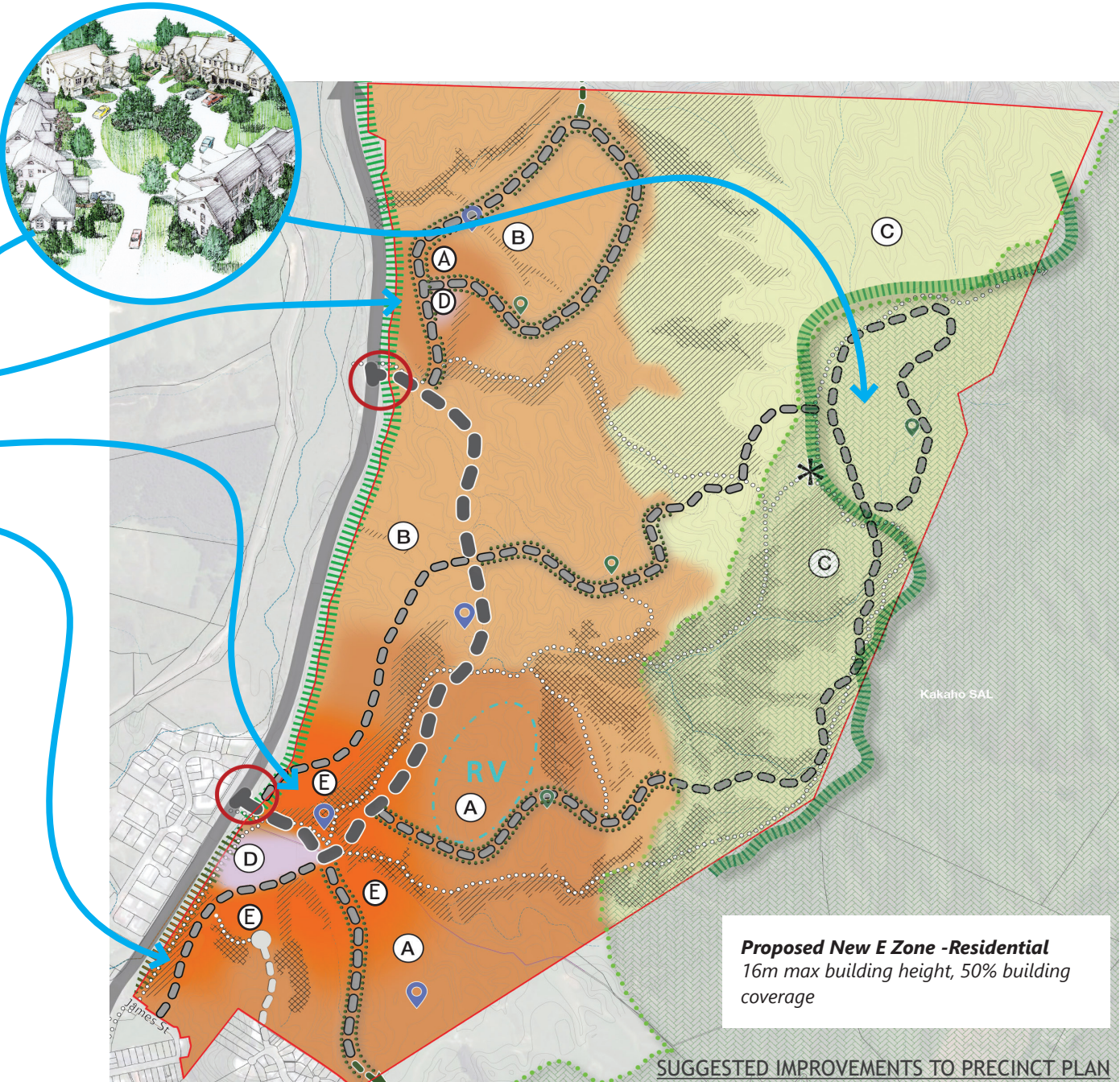
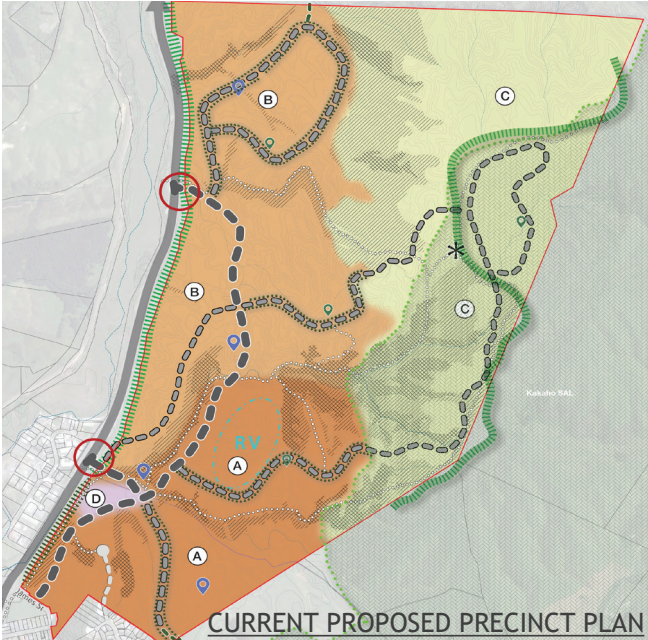
1. A reduction in the carriageway widths of the three collector road types.
2. The exclusion of some road cross section and the generally scaling down of the overall hierarchy of roads within the plan change proposal.
3. A greater inclusion of on-street separated and off street cycling/scooter infrastructure within all road cross sections.
4. Traffic calming and modal filters be specifically included within roading cross sections and precinct provisions.



# IMPROVEMENTS TO PLIMMERTON FARM PRECINCT PLAN

The following illustrates some of the key actions/changes to the current proposed precinct plan to achieve the outcomes listed on page 1, for a more diverse, safer and vibrant urban community.

1. minimise earthworking by using cluster housing techniques instead of conventional large lot subdivision practices.
2. Create a new neighbourhood center in the northern part of the plan change area with medium density for more housing choice and more resilient urban community.
3. Add a new zone to increase density around the proposed commercial center for more housing choice and achieve better land use mix within the commercial center.
4. Reclassify a portion of Secondary Collector road to a local road to facilitate a more safer urban neighbourhood.





## IMPROVEMENTS TO PLIMMERTON FARM MOVEMENT NETWORK

To achieve a more multi modal and safer movement network as identified on page 1, we propose the following actions.

1. Generally scale down the overall road reserve widths and carriageway widths (roadway) of most roads especially collector roads.

Some road carriageway widths/lane widths are excessive even for collector roads and will likely promote excessive speeding. We encourage all lane widths are no greater than 3.2m for collector roads and on local and minor roads is no greater than 2.8m.

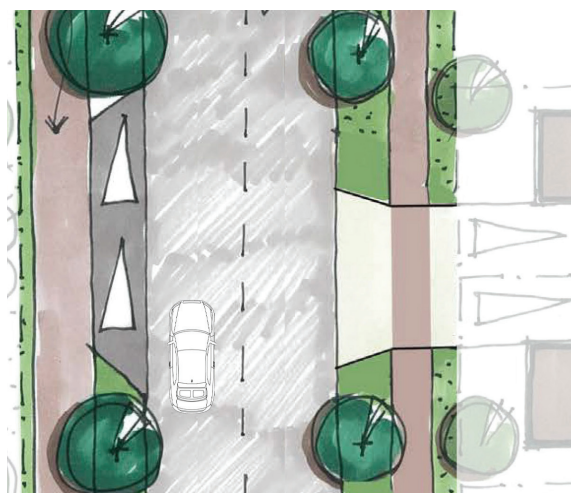
2. Include more separated on-street and off street cycleway infrastructure especially on collector roads.

Although shared pedestrian and cycleways have been shown with some road cross sections namely collector roads. With the increased density amendments we have recommended and encourage separated cycleways as a more appropriate solution. This can be either through on street or off street separated infrastructure. This can be largely accommodated through reduced carriageway widths an/or single sided on-street car parking arrangements

3. Introduce traffic calming measures to local roads to reduce rat running and provide quiet streets for more active travel movements.

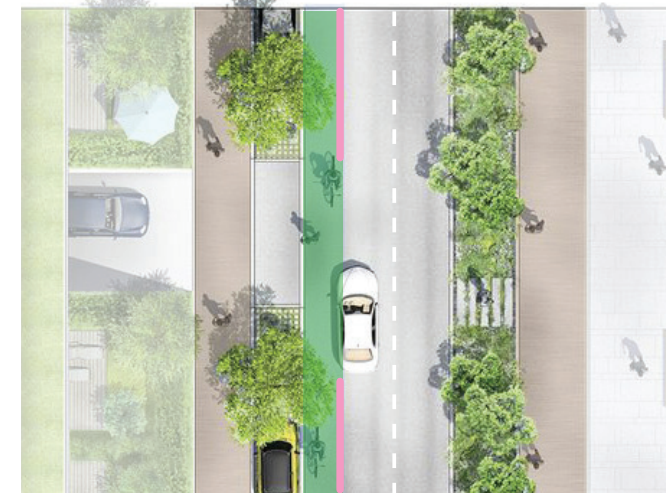
Separated cycling infrastructure is neither required or appropriate on all streets. Providing traffic calming within key streets and even blocking through traffic on others will extend the network of on street cycling infrastructure, help promote more active travel and provide more choices for residents within this development.

## EXAMPLE OF HOW TO MOVE TO MORE MULTI MODAL AND SAFER STREETS



### Current Proposed Primary Collector Road

The current primary collector road has an 8.4m wide carriage way that encourages high speeds  
*Carriage way width: 8.4m*



Source: Compagnie du Paysage

### Potential Primary Collector Road

This Potential Primary Collector Road has a similar road reserve width. However it has wider footpaths and separated on street cycleways to facilitate and encourage more active travel. This approach should be considered for all road cross section in the proposed Plan change.  
*Carriage way width: 6.0m*

## EXAMPLE OF HOW TO ACHIEVE TRAFFIC CALMING ON LOCAL ROADS



### SPEED HUMPS

Speed humps or tables can be added to a street to vertically deflect traffic.



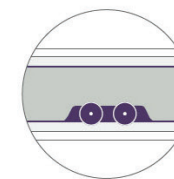
### CHICANES/LANE SHIFTS

Chicanes require drivers to shift laterally by alternating either parking or kerb extensions along the street.



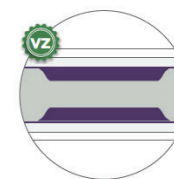
### KERB EXTENSIONS

Kerb extensions narrow down the carriageway and increase awareness of drivers, while shortening crossing distance for pedestrians.



### FORWARD VISIBILITY

Reducing forward visibility is an effective way to slow speeds and increase driver attention. Forward visibility can be reduced with plantings and street alignments.



### PINCHPOINTS

Also known as chokers, pinchpoints narrow the street, restricting drivers from operating at high speeds.