

Martha Mineral Zone Private Plan Change

Urban Design Assessment
Prepared for Oceana Gold New Zealand Limited

October 2022

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TECHNICAL REPORT

MARTHA MINERAL ZONE PRIVATE PLAN CHANGE – URBAN DESIGN ASSESSMENT

GENERAL AREA 000



Document Quality Assurance

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1.0 Introduction

Boffa Miskell has been engaged by Oceana Gold New Zealand Limited (OGNZL) to prepare an urban design assessment for a proposed private plan change to expand the Martha Mineral Zone (MMZ) within the existing urban area of Waihi. This assessment considers the proposed potential urban design impacts on Waihi's town centre and residential zones. It also has informed the urban design related provisions necessary to manage urban design effects. Specific resource consents are not sought as part of this plan change application and would remain subject to future more detailed assessments. Notwithstanding this, to assist this assessment of potential effects, a representative pit expansion scenario (Phase 5 Martha Pit Crest) has been considered within the proposed expanded Martha Mineral Zone to inform provisions necessary to address the potential for "worse case" landscape and visual effects.

The existing MMZ encompasses the existing Martha Mine within the urban area of Waihi. Beyond this the MMZ also encompasses the processing and associated storage facilities in the vicinity of the existing Baxter Road Process Plant. This assessment relates exclusively to the potential expansion of the MMZ (Proposed MMZ). This encompasses areas to the west of SH25 within Waihi's existing urban area and land that is currently subject to the Town Centre Zone, Low Density Residential and Residential Zones¹.

The Proposed MMZ will enable a resource consent application to be made for the extension of open pit mining within the existing Martha Pit in the urban confines of Waihi. This potentially brings the presence of mining closer to, and impacting several elements of, the Waihi township, with the inclusion or envelopment of:

- Parts of Moresby Avenue and Savage Road that lie adjacent to the Martha Pit and the northern parts of Martha and Haszard Streets;
- Several residential houses;
- The PYE Factory, which is a scheduled heritage building in Waihi under the Operative Hauraki District Plan (note: the Cornish Pumphouse, is another scheduled heritage building in the Operative Hauraki District Plan that is already within the MMZ); and
- Parts of Slevin, Newman and Grey Streets (vehicular access to which is already closed due to the presence of subsidence hazard zones) and several unformed roads adjacent to the south wall of the Martha Pit.

1.1 Assessment Methodology

This assessment has involved a combination of site visits; client and consultant coordination meetings; and urban design analysis to understand the context that any likely effects may result from this plan change.

This assessment includes a Graphic Supplement containing Figures and Representative Viewpoints (VP) as a separate document and the two are intended to be read together.

The anticipated outcomes established through this plan change are considered against the relevant statutory provisions, including the implications of a change of several existing zones for the relevant properties to accommodate the Proposed MMZ.

¹ Existing road corridors are not subject to District Plan Zones and are not included in the Site.

The following information has been reviewed and coordinated in relation to this assessment:

- Proposed MMZ Zone Map
- Proposed MMZ Plan Change provisions
- Landscape and Visual Effects Assessment prepared by Boffa Miskell Limited for Oceana Gold New Zealand Limited

This urban design assessment sets out an understanding of the potential effects in relation to the Proposed MMZ Plan Change area. The assessment specifically considers the proposed plan change in relation to the following amenity and functional relationships for the town centre and residential zones:

- Amenity:
 - Urban Character
 - Visual Dominance and Interest
 - Loss of Sunlight / Shading
 - Privacy
- Function:
 - Urban Form
 - Access / Provision of Publicly Accessible Open Space
 - Orientation and Legibility
 - Crime Prevention Through Environmental Design (CPTED)
 - Comprehensive Development

The findings of this assessment adopt the following seven-point scale to determine the overall level of effect (with Low-Moderate considered to be the equivalent of minor in general planning terms):

Less than Minor		Minor	More than Minor			
Very Low	Low	Low - Moderate	Moderate	Moderate-High	High	Very High

Table 5: Determining adverse effects for notification determination, non-complying activities and significance

To assess the level and nature of physical effects associated with the proposal, the assessment has considered the **sensitivity of receiving environment** where the Proposed MMZ is located together with the potential change which is likely to occur. For this project, this may include changes to the existing urban and built form disrupted by expanded mining activity, as well as changes to ancillary activities and land uses necessary to support an expanded open pit, including necessary noise mitigation and subsequent rehabilitation.

Assessing urban character effects provides judgement of the potential level and nature of changes to the existing urban character. This includes consideration of the specific townscape character depending on the location of the expanded Martha Pit and the extent to which the resultant Proposed MMZ will undergo change. To inform an assessment of the **magnitude of change** of the urban and built form, it is also important that the size or scale and the geographical extent of the area influenced is defined where possible together with the duration of the effect and whether potential effects are reversible.

Overall, this urban design assessment process aims to determine that the proposed zone is the most appropriate for the plan change area.

2.0 Urban Context

2.1 Location and Background

The MMZ is located in central Waihi, a small service and mining town located in the Hauraki District and the Waikato Region (see Figure 1 of the Graphic Supplement). State Highways 2 and 25 position Waihi on the main route for those travelling between Tauranga and the Coromandel Peninsula or Auckland. The smaller settlement of Waihi Beach is located to the east, Coromandel Forest Park to the north and the Kaimai-Mamaku Forest Park to the south-west.

The Waihi township developed around the mining operations, with gold first discovered in 1878 and the township growing with the expansion of the industry. The urban built-up area of Waihi surrounds the existing MMZ. This includes residential and some commercial development established near the MMZ, including Waihi's Town Centre located immediately adjacent to the south of Martha Pit, an open cast mine.

Martha Pit has operated near the urban centre of Waihi for several decades and has resulted in strong mining associations within the character of the town. The mining operations have established Waihi as a destination for visitors - locals and tourists alike. Several mining artefacts, including the relocated Cornish Pumphouse, blogger, haul truck and girth gear are located along the periphery of Martha Pit and together with the replica Poppet Head introduce heritage associations and landmarks visible from surrounding areas (See Figure 6). From a distance, the Pumphouse and Poppet Head are visible from SH 25 when approaching Waihi from the north and SH 2 when approaching the town centre from the south.

The MMZ encompasses Martha Pit and associated processing and storage facilities alongside publicly accessible open spaces that provide both visual containment and recreation opportunities within the existing Waihi township and beyond. The urban area surrounding the mine to the south is typically flat to gently undulating with the meandering form of Mangatoetoe Stream flowing southwest of Martha Pit. Immediately to the east of the mine, a former residential environment occupies a hazard zone with remnant domestic gardens retained within an area identified as Slevin Park.

Once mining operations cease, the MMZ will be fully rehabilitated into a recreational open space area with the Martha Pit eventually filled with water to form a recreational lake.

2.2 Area and Context Description

2.2.1 Proposed Plan Change Area

The Martha Mine has been operating as an open pit gold and silver mine in Waihi since 1988. The existing landform of Martha Pit is therefore strongly associated with mining activity and expresses a 'raw' excavated form below existing ground level (see Figure 2). Steep stepped cut slopes characterise most of the existing mine. Although, despite its proximity to the town centre, much of the mining operation is not visible unless viewed from the pit rim (refer VP 1-6). The

existing Pit Rim Walkway extends around the periphery of the mine from which expansive views into the mine are obtained.

The south-eastern edge of Martha Pit skirts the periphery of Waihi's Town Centre, coming approximately 40 metres from the northern end of Seddon Street (Figure 4). Here the Proposed MMZ encompasses three residential zoned properties to the south of Seddon Street and east of Gilmour Street. The intervening area between Seddon Street and the existing pit rim, which includes the relocated Cornish Pumphouse, is located within the existing MMZ. Associated gardens, including planting retained in former residential gardens and several Significant Trees, also occur in this area. Further south, the Rangatira Statue is located on an elevated highpoint (134 masl) on the residual toe of Martha Hill.

To the south of Martha Pit and west of an unformed section of Mueller Avenue, the existing pit rim adjoins part of the Town Centre Zone. Here the Proposed MMZ seeks to extend along part of the remaining toe slopes of Martha Hill. This area currently accommodates four residential dwellings accessed along Haszard Street, a further dwelling and The Hub building to the west of Haszard Street and the former PYE Factory building and adjoining dwelling at 35 Moresby Ave, fronting Moresby Avenue. An existing dwelling and the former locations of the Forester's Hall and a c.1890s miners cottage to the east of Haszard Street (ref # HAU094, HAU123 and HAU272) and the PYE Factory (ref # HAU091) are all listed as heritage items in the District Plan. All of the buildings to be included within the Proposed MMZ are owned by OGNZL.

Further north along Moresby Avenue towards the intersection with Savage Road, the south-west edge of the existing MMZ coincides with the eastern edge of Moresby Avenue (see VP 7-8). Here substantial bunding and planting occupies the land between the existing pit rim and Moresby Avenue. The OGNZL Education Centre and adjoining mining artefacts, including a haul truck and mill girth gear, are located along the pit rim within the existing MMZ in this area alongside part of the existing pit rim walkway.

To the west of Moresby Avenue, the Proposed MMZ extends over existing Residential zoned land which slopes down towards the Mangatoetoe Stream. This area includes a further walkway (commonly known as the "goat track") connecting Walker Street and Moresby Avenue over the Mangatoetoe Stream. South of this walkway the Proposed MMZ includes four Residential zoned properties at 68 Moresby Avenue adjoining Waihi Central School. North of the walkway, the Proposed MMZ Area encompasses two further Residential zoned properties accommodating pasture and riparian planting along the Mangatoetoe Stream and an existing residential dwelling at 48 Moresby Avenue.

The western edge of Martha Pit adjoins parts of a mixed Residential and Low-Density Residential area adjoining Savage Road, Miners Place, Bulltown Road and Cambridge Road (See VP 9-14) . Here the Proposed MMZ encompasses four residential dwellings on eight Residential zoned properties to the west of Savage Road and a further five residential dwellings on 15 Residential and Low-Density Residential properties which adjoin and continue to slope away from the existing pit rim south of Cambridge Road. Some existing residual garden areas also occur in this area including several fruiting trees, camellias, magnolia, rimu and a large kauri combined with areas of lawn and garden beds.

The northern edge of the pit rim is the highest part of Martha Pit reaching an elevation of 168 masl to the east of Bulltown Road. Two further dwellings on three low-density residential zoned properties extend to the north of Cambridge Road. This is consistent with facilitating the realignment of Cambridge Road as consented as part of Martha Phase 4. Beyond this, rural lifestyle development extends into the lower slopes along the foothills of the Coromandel Range to the west and north. The pit rim walkway also traverses this area and continues east towards the Grand Junction Refinery within the existing MMZ.

The north-eastern edge of Martha Pit adjoins a former residential area subject to underlying GNS Hazard Zones. This area is separated from the operational mine by an existing planted noise bund through which a low-profiled conveyor connects the mine with the Process Plant beyond Union Hill at its southern end. To the north of this existing bund, native planting including a grove of young kauri trees has been established along part of the Pit Rim Walkway. Land subject to an underlying hazard zone adjoins this area to the east, within which several dwellings have been removed and residual areas of planting and trees have been retained within the existing MMZ. Five adjoining OGNZL owned residential properties adjoining closed sections of Grey Street and Slevin Street occupy the Proposed MMZ in this area (See VP 15-17).

2.2.2 Waihi Town Centre

Figures 4 - 6 of the Graphic Supplement sets out Waihi Town Centre's context and includes photographs of the existing town centre, including key features. A more detailed understanding of the characteristics and values of Waihi's urban landscape relating to this plan change has been provided in the Landscape and Visual Assessment, including the identification of five separate townscape character areas with expanded descriptions, as illustrated on Figure 7. Character Areas 1 and 2 relate to Waihi Town Centre.

The qualities of Waihi Town Centre generally relate to its historic street grid layout and a wide, well-landscaped main street. These are lined with a mix of small-scale, low-rise buildings with verandahs. While buildings are of mixed quality, there is a high level of street edge continuity. These are punctuated with several heritage buildings and small scaled urban spaces and artworks. At the interface with the Martha Mine, the town centre opens up to well-vegetated open spaces, visitor destinations (e.g. Cornish Pumphouse, mine lookout, historic artifacts) and walking trails (e.g. Pit Rim Walkway). These are generally linear in nature and situated on higher ground than the rest of the town centre. Larger format retail is typically situated on the fringe of the town centre.

The values of Waihi Town Centre relate to its compact size that is convenient and pleasant to walk around with good weather protection offered. It has a good mix and continuity of small independent shops, office, community facilities and urban open spaces. There are strong visual connections along streets, including to the wider landscape, with regular landmarks for local navigation. The Martha Mine interface softens some of the more urban street environment, offers visitor destinations centrally within the town centre and walking trails linking to the wider town and other visitor destinations. There is convenient vehicle access and readily available car parking, given it services the whole town and a wider rural hinterland without public transport.

2.2.2.1 Detailed description and interface with the MMZ Zone

The town centre is formed at the northern end of an historic street grid. Its main retail street is aligned along four blocks of Seddon Street, which lies broadly east / west. Most of the town's retail and commercial activity is largely located towards the western end of Seddon Street, where there is more depth to the remaining two northern blocks of the grid and it is positioned between two key nodes of the Seddon / Hazard intersection and the Seddon / Rosemont / Moresby intersection. The latter is where SH2, connecting Auckland and Tauranga, turns the corner in the middle of the town with a southern retail corridor along Rosemont Road being able to conveniently service regional-wide passing trade. Just south, SH25 to Whangamata / Coromandel turns off Rosemont Road along Kenny Street.

Seddon Street, north-east of Rosemont Road, is occupied by several large, traditional hotels on corner sites, but generally lined by a small scale mix of independent retail / commercial premises and community facilities on either side up to Mueller Street. The two blocks of Seddon

Street between Rosemont Road and Mueller Street have central planted medians and feature lighting / banners with two-sided retail. Roundabouts are located at each intersection. The streetscape changes in character on the final block of Seddon Street with the main vehicle route veering off to Gilmour Street. On this block, retail is single-sided along the south side of the road with the millennium wall to the north. The Bogger, historical mining path, relocated Cornish Pumphouse and the replica Poppet Head feature as visitor attractions in the open space associated with the Pit Rim buffer area. Key tourist orientated destinations of the Waihi i-Site Visitor Information and Gold Discovery Centre, located on the corner of Seddon and Mueller Streets, anchor the eastern end of the town centre. The main destinations listed above are all within close proximity to each other, allowing for convenient walking within the town centre and connections onto the Pit Rim Walkway. On the Seddon / Gilmour Street corner is the St John's Anglican Church, with its landscaped curtilage and associated buildings currently defining the civic 'end' to the main street. Seddon Street itself continues beyond this intersection and terminates in a modest car parking area behind the Poppet Head.

A secondary retail street extends down Rosemont Road where the Public Library provides an important community anchor near its end at the Kenny Street intersection. Smaller components of commercial / retail activity extend down several other side streets of the urban grid. The most notable includes the Ti Tree café and Mountain Fresh / Waihi Tattoo in the Old Kings Theatre Building on the north western side of Haszard Street where it abuts the Proposed MMZ. The continuity of the town centre diminishes beyond the theatre with occasional residential dwellings or vacant sites with remnant garden vegetation. Haszard Street continues to rise to meet Martha Street at the edge of the existing Martha Mine pit rim, alongside the Pit Rim Walkway and a large surface car park associated with the PYE Factory.

Beyond the present-day retail core, Seddon Street transitions into larger format retail west of Moresby Avenue on the edge of the formal grid. Similarly, north along Moresby Avenue are larger built forms and more community orientated activities, including Waihi Central School, St James Presbyterian Church, The Hub building and the former PYE Factory - currently containing Oceana Gold offices, Waihi Toy Library, Health Plus Gym, and Pacific Coast Technical Institute. Martha Street continues to rise past the PYE Factory in a similar character to Haszard Street.

There are also several scheduled heritage buildings within the town centre. Two scheduled heritage buildings listed in the HDC inventory are potentially directly impacted by the Proposed MMZ within the Waihi town centre, including the Cornish Pumphouse (Category A) within the MMZ, PYE Factory (Category B) within the Proposed MMZ, with the Old Kings Theatre (Category B) indirectly affected on the boundary of the Proposed MMZ within the Town Centre Zone (See Figures 4 - 5). In addition, there are various mining artefacts along Seddon Street and the pit rim, which are points of interest in and around the town centre.

2.2.3 Residential Zone

Figures 2 – 3 of the Graphic Supplement illustrates the extent of the Residential and Low Density Residential Zones to the northwest and northeast of the Waihi Town Centre, either side of the MMZ. As noted above, a more detailed understanding of the characteristics and values of Waihi's urban landscape relating to this plan change has been provided in the Landscape and Visual Assessment, including the identification of five separate townscape character areas with expanded descriptions, as illustrated on Figure 7. Character Areas 3 and 5 relate to the Residential Zone.

The qualities of the Residential Zone are generally based on a suburban character with regularly subdivided, street-based lots. These lots are typified by low rise, detached houses /

stand-alone garages with generous lawn areas, accompanied by boundary shrub and small tree plantings.

The values associated with the Residential Zone largely relate to provision of sufficient space to accommodate larger household sizes, including yard spaces for children's play, and homes with good sunlight access and privacy from neighbours. Garages and other on-site car parking spaces for several cars can be accommodated with unmanaged on street parking. Suburban living provides opportunities for informal social contacts within a quieter local street or neighbourhood context. Lower maintenance requirements on properties allows some time for local recreation and social activities. They are typically within walking or cycling distance to neighbourhood shops and local parks or a short drive to town centres and community facilities.

Interface with the MMZ Zone

To the west of Moresby Avenue, the proposed extension to the MMZ extends over existing residential zoned land which slopes down towards the Mangatoetoe Stream. This area includes a further walkway connecting Walker Street and Moresby Avenue over the Mangatoetoe Stream. South of this walkway, the proposed extension to the MMZ includes four residential zoned properties at 68 Moresby Avenue adjoining Waihi Central School. North of the walkway, the proposed extension to the MMZ encompasses two further residential zoned properties accommodating pasture and riparian planting along the Mangatoetoe Stream and an existing residential dwelling at 48 Moresby Avenue.

The north-eastern edge of Martha Pit adjoins a former residential area subject to underlying GNS Hazard Zones. This is separated from the operational mine by an existing planted noise bund through which a low-profiled conveyor connects the mine with the Process Plant beyond Union Hill at its southern end. To the north of this existing bund, native planting including a grove of young kauri trees has been established along part of the Pit Rim Walkway. Land subject to an underlying hazard zone adjoins this area to the east, within which several dwellings have been removed and residual areas of planting and trees have been retained within the existing Martha Mineral Zone. Five adjoining OGNZL owned residential properties adjoining closed sections of Grey Street and Slevin Street occupy the Proposed MMZ in this area.

2.2.4 Low Density Residential Zone

As noted above, a more detailed understanding of the characteristics and values of Waihi's urban landscape relating to this plan change has been provided in the Landscape and Visual Assessment, including the identification of five separate townscape character areas with expanded descriptions, as illustrated on Figure 7. Character Area 4 relates to the Low Density Residential Zone.

The Low Density Residential Zone is situated on the northwest fringe of Waihi and is characterised by larger, irregularly subdivided lots serviced by a more informal road network. Lots are typified by houses being more informally positioned within sites and surrounded by larger, more established garden plantings and/or small paddocks.

The values associated with the Low Density Residential Zone largely relate to provision of larger lot residential that offers a quieter, more self-contained living environment. Generous space is provided to accommodate large houses and outdoor living spaces with a high level of sunlight access and privacy. It offers a greater sense of detachment from neighbours with less opportunities for more informal social contact with the wider community. There are typically open garden settings with enough space for both adult recreation and children's play and some ability to be self-sufficient with vegetable gardens and small domestic animals (e.g. Chickens). Garages and other on-site car parking spaces for several cars and maintenance vehicles can

be readily accommodated with more reliance on cars to access most destinations, rather than walking or cycling.

2.2.4.1 Interface with the MMZ Zone

The western edge of Martha Pit adjoins parts of a mixed residential and low-density residential area adjoining Savage Road, Miners Place, Bulltown Road and Cambridge Road. Here the proposed extension to the Martha Mineral Zone encompasses four residential dwellings on eight residential zoned properties to the west of Savage Road and a further five residential dwellings on 15 residential and low-density residential properties which adjoin and continue to slope away from the existing pit rim south of Cambridge Road. Some existing residual garden areas also occur in this area including several fruiting trees, camellias, magnolia, rimu and a large kauri combined with areas of lawn and garden beds.

The northern edge of the pit rim is the highest part of Martha Pit reaching an elevation of 168 masl to the east of Bulltown Road. Two further dwellings on three low-density residential zoned properties extend to the north of Cambridge Road. This is consistent with facilitating the realignment of Cambridge Road as consented as part of Martha Phase 4.

3.0 Proposed Plan Change

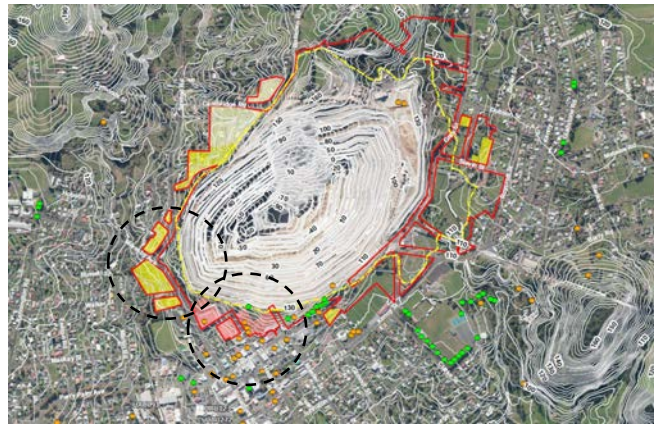
In physical terms, the MMZ will increase by approximately 9.9 hectares to approximately 100.6 hectares overall. This encompasses the existing Martha Mine and enables an indicative expanded pit and ancillary activities within the existing Town Centre, Residential and Low-Density Residential Zoned land. Any such future expansion of the Martha Mine would remain subject to a discretionary resource consent application.

The proposed rezoning relates to 32 Residential zoned properties, 7 Low Density Residential zoned properties and 22 Town Centre zoned properties all of which are owned by OGNL (see Figure 3). The resultant Proposed MMZ seeks to support an expanded open pit mine and ancillary activities / elements (i.e. noise bunds and surface facility areas). A key outcome of the Proposed MMZ seeks to remove the prohibited activity status relating to surface mining in these areas whilst remaining subject to a discretionary resource consent for any proposed mine expansion. In addition, the proposed plan change seeks to include a clearer policy directive regarding the management of amenity effects of activities associated with the expansion of the Martha Mine, including ongoing rehabilitation during operation through to full rehabilitation post-mining.

Whilst not part of this application, consent to expand Martha Pit would likely incorporate the existing consent for Martha Phase 4 which predominantly relates to reinstating the north wall of the mine and realignment of part of Cambridge Road. In addition this assessment has been prepared on the understanding that potential future expansion of Martha Mine may incorporate relocation of existing pit rim elements, including the Pumphouse; partial demolition and adaptive reuse of the former PYE Factory building; realignment of parts of Moresby Avenue and Savage Road; closure of parts of Hazzard and Martha Streets; relocation and implementation of noise mitigation elements adjoining Moresby Avenue, Savage Road and Grey Street; and the associated reinstatement of publicly accessible open space, including sections of the Pit Rim Walkway.

From an urban design perspective, impacts on affected areas should seek to ensure the existing amenity and function of the town centre and residential areas, particularly at their

interface, are maintained and progressively enhanced over time up to full rehabilitation of the Martha Mine.



Proposed Extended MMZ, including affected properties (coloured) and areas of residential and town centre focus within this assessment (circled) - See Figure 3 in Graphic Supplement.

4.0 Statutory Planning Context

The following section outlines the urban design considerations required of the Proposed MMZ Plan Change against the relevant national, regional and district provisions. The commentary focuses on provisions that have informed the urban design assessment in relation to the reduction in the extent of the existing Waihi Town Centre, Residential and Low Density Residential Zones; the potential land use / activity changes within the Proposed MMZ; and the management of the interfaces between all these zones, including the existing MMZ. The likely impacts of these are covered in more detail in the Urban Design Assessment section below.

4.1 Resource Management Act

In achieving the sustainable management purpose of the RMA decision-makers must have particular regard to the following matters that are relevant from an urban design perspective and are addressed in this report:

Section 7(b) – *the efficient use and development of natural and physical resources*

Section 7(c) – *the maintenance and enhancement of amenity values*

Section 7(f) – *maintenance and enhancement of the quality of the environment*

Commentary

For the purposes of this urban design assessment, consideration will need to be given to the efficient use and development of the Proposed MMZ, including the proposed ongoing rehabilitation over time through to the eventual closure and full rehabilitation of the Martha Mine.

The maintenance and enhancement of both amenity and environmental quality of the land affected by the proposed plan change and other affected land are also important urban design considerations, which cover built form relationships (i.e. character, human scale, environmental

comfort and privacy) and extend to well-functioning urban environments (i.e. urban form, access, legibility and safety).

This urban design assessment has been prepared concurrently with and informed proposed provisions with the Plan Change Request to be included in the District Plan. Such provisions have therefore been relied upon when assessing anticipated effects with mitigation. This includes policies which ensure any potential adverse urban design effects resulting from a potential expansion of Martha Mine are avoided or mitigated, including through the adaptive reuse of built form and use of intervening buildings, topography, screens and planting in key locations. A detailed assessment of the implications of such provisions in response to policies and objectives of the Hauraki District Plan have been included in the AEE.

4.2 Waikato Regional Policy Statement

4.2.1 Objective 3.12 – Built Environment / Policy 6-1 Planned and Coordinated Subdivision, Use and Development

Objective 3.12 refers to development of the built environment and associated land use occurring in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes. Of relevance is clause (g) as follows:

...

g) *minimising land use conflicts, including minimising potential for reverse sensitivity;*

...

Policy 6-1 seeks to achieve planned and coordinated subdivision, use and development, while also having regard to the principles in Section 6A of the Regional Policy Statement and the existing built environment (referred to separately in this section).

Commentary

Potential amenity impacts from any land use conflicts can lead to reverse sensitivity of the Proposed MMZ, particularly those that relate to the interface with the town centre and residential zones. From an urban design perspective, these would include the means to manage noise, lighting and privacy effects.

Building on RMA S7(c) matters and reverse sensitivity impacts above, there is a need to consider the efficient use and development of the Proposed MMZ in a planned and coordinated way from the outset. Given the proposed ongoing rehabilitation of the Martha Mine through to full rehabilitation and closure, this will also be relevant to the effective sequencing of land use and development change over time.

4.2.2 Section 6A – General Development Principles

The development principles in **Section 6A** set out how new development should occur. Provisions i, j, and o are of relevance, as follows:

...

i) *promote compact urban form, design and location to:*

i) *minimise energy and carbon use;*

- ii) *minimise the need for private motor vehicle use;*
- iii) *maximise opportunities to support and take advantage of public transport in particular by encouraging employment activities in locations that are or can in the future be served efficiently by public transport;*
- iv) *encourage walking, cycling and multi-modal transport connections; and*
- v) *maximise opportunities for people to live, work and play within their local area;*
- j) *maintain or enhance landscape values and provide for the protection of historic and cultural heritage;*
- ...
- o) *not result in incompatible adjacent land uses (including those that may result in reverse sensitivity effects), such as industry, rural activities and existing or planned infrastructure;*
- ...

Commentary

Good urban form can be defined as achieving a close relationship between land use, built form and access (i.e. more intensive activities are located and accommodated in areas of highest accessibility). These relationships tend to have highly legible built form characteristics, given more intensive activities are typically more compact (e.g. located closer together / taller and finer grained / more permeable). In the context of Waihi, consideration will need to be given to the urban form of the Town Centre Zone, where the greatest opportunities for achieving compact urban form outcomes lie, followed by the Residential and Low Density Residential Zones respectively.

However, these urban form outcomes will also need to be balanced with other existing landscape, historic / cultural heritage and reverse sensitivity considerations as part of taking a holistic and context-specific urban design approach.

4.3 Hauraki District Plan

4.3.1 Waihi

Section 3.4.2 of the District Plan identifies the urban design related issues for Waihi as follows:

- (a) *Managing future growth in the town centre to maintain existing level of character and quality;*
- (b) *Defining and managing urban boundaries in the developing north-east and south-west edges of the town;*
- (c) *Providing for future industrial development;*
- (d) *Providing for tourism, and the gateway aspect of Waihi to the Bay of Plenty and vice versa;*
- (e) *Managing additional residential capacity i.e. infill vs Greenfield development;*
- (f) *Maintaining residential amenity and providing for future growth;*
- (g) *Ensuring that adequate connections (e.g. vehicular, pedestrian and cycle, and open space) between existing development and new urban areas continue to be provided in a manner that does not compromise the efficient function of the state highway.*

Commentary

Although noting that these are 'issues' rather than objectives and policies in the strict sense, they provide context for the outcomes expected from the Proposed MMZ plan change. Key urban design amenity considerations include, character, quality and residential amenity (i.e. visual dominance / interest, shading, privacy). From a functional perspective, urban design considerations would include (re)provision of tourism destinations / landmark features and possibly a 'new urban area', ensuring adequate connections to existing parts of the town.

While there is a proposed increase in future industrial development, relating to the expansion of the Martha Mine in the broadest sense, this will need to be balanced with other urban design considerations given to the impacts of removing and/or appropriate reprovision of the town centre and residential related land uses that may be lost as a result of the Proposed MMZ.

4.3.2 Urban Areas of The Towns and Townships

Section 5.6 of the District Plan identifies Waihi as a Major Service Urban Town describing it as a '*Commercial and industrial service centre for the Waihi Ward supported by a large residential population, and a tourist destination focused around the mining heritage and active mining activities of the town.*'

The specific objectives and policies for Waihi that are related to urban design are set out below:

Objective 1

To enable the people and community of Waihi to provide for its service town role to the surrounding rural area, as well as its role in the mining and tourist industries, at the same time as maintaining an attractive residential environment.

Policies

- (i) *Make adequate provision for Waihi Town and its role as a service town to the surrounding rural areas as well as its role in the mining and tourist industries.*
- (ii) *Recognise the significance of mining and the ongoing associated developments to the social and economic wellbeing of the residents of Waihi, subject to maintaining the amenity values of Waihi.*
- (iii) *Recognise and protect the Goldfields Steam Train complex, protect buildings and sites for their historic importance, and seek to retain and enhance other heritage features (eg. group of historic "Miners Cottages").*
- ...
- (vi) *Protect the amenity of residential environments from adverse effects of commercial, mining and industrial activities.*

Commentary

It is notable that the role of the town's mining and tourist industries are specifically identified. Mining is recognised as a significant part of providing for the wellbeing of the current community while also having historic importance. However, this is balanced by referencing potential adverse effects that mining activities may have on residential environments.

Objective 2

To enable and encourage development that responds to and enhances the distinctive natural and built character of Waihi.

Policies

- (i) *Enhance the mainstreet historic mining character of the central area in respect of the form, scale, bulk, location, heritage and architecture of buildings and infrastructure.*
- (ii) *Respect the existing townscape character of Waihi (street layout, existing residential character, cottages) in new development and encourage visual and physical linkages to local features such as the Pumphouse, Waitete Stream, Ohinemuri River, and hills of the Coromandel Range (to the north of Waihi).*
- (iii) *Enhance the presence of town centre heritage/character buildings and local landmarks through streetscape design and any redevelopment/development initiatives that may affect the viewing quality and appreciation of these buildings/features.*
- ...
- (v) *Concentrate administrative, commercial and business activities in the Central Business Area in a manner that does not detract from the amenities of the town and the State Highway frontage, while recognising the economic benefit of appropriately located and well designed large format retail developments outside of this area, in a manner that does not adversely affect the efficient functioning and community focus of the town centre.*
- (vi) *Maintain and enhance the amenity of the residential environment in the Residential and Low Density Residential zones.*

Commentary

The Objective identifies that there is a distinctive built character of Waihi with the Policy strongly links this to the historic mining buildings, infrastructure, street layout qualities. The legibility of local features, heritage / character buildings and other landmarks is a key part of this. Most of the focus appears to be on the central parts of the town (i.e. Waihi Town Centre).

4.3.3 Martha Mineral Zone

Section 5.11 of the District Plan contains provisions for the MMZ. The existing objectives and policies relevant within the MMZ seek to ensure that ongoing mining activity is suitably integrated within its surrounding contexts in both the short and long term. The specific objective and policies are set out below:

Objective 1

To provide for the utilisation of the mineral resource in a sustainable manner.

Policies

- (i) *Recognise the development of the mine and its processing areas, its ongoing rehabilitation and its longer term likely uses.*
- (ii) *Provide for the social, economic and cultural well-being of the people of the District and for their health and safety.*
- (iii) *Ensure that the amenity values of Waihi and the wider community are protected.*
- (iv) *Recognise that the risks associated with the historic underground working areas require a mixture of approaches to avoid, remedy or mitigate those hazards and provide for appropriate longer term land use activities.*

The existing MMZ provides for mining activities along with recreation activities and temporary buildings and uses. It has a focus on managing impacts at the interface with other zones. Zone standards are provided to manage height, yards and coverage. Without the need to obtain resource consent, a building can be established, subject to:

- Being no greater than 4m in height;
- Complying with the 2m + 45-degree recession plane.
- Having a maximum site coverage of no greater than 1% or 250m²,
- Being setback from the front yard by at least 5m or 3m from sensitive zone boundaries.

Assessment criteria focus on managing the impacts at the interface, including landscape mitigation, visual buffers, outlook, safety and provision of community and recreation facilities. Impacts of daylighting and visual impacts of buildings are also a consideration.

Commentary

Existing provisions within the MMZ will need to be enhanced for the Proposed MMZ, cognisant that the proposed Plan Change Area establishes new boundary interfaces, including some new internal lot boundaries within existing blocks and closer to areas with potentially higher amenity values. The potential urban design related effects and proposed provisions to manage these changes are discussed extensively in the Urban Design Assessment section of this report.

The permitted zone rules address basic urban design related amenity effects to manage smaller buildings, including visual dominance, shading and privacy. As outlined below, the Zone Development Standards for permitted activities are comparable with adjacent zones, relative to the potential scale of activities within the MMZ, and are likely to be triggered as part of a resource consent. This is likely to push most activities with potential for adverse urban design effects into at least a Restricted Discretionary consent process where they can be managed.

4.3.4 Town Centre Zone

The existing Town Centre Zone provides for a broad range of business activities and the Town Centre Statement outlines that the pedestrian core for Waihi has a historic streetscape that communicates the town's history. It notes that this character should not be lost through inconsistent and poor development design along with the following:

“The established town centre is on both sides of Seddon Street extending from Devon Street to Gilmour Street, with a pedestrian shopping core between State Highway 2 and

Mueller Street. The existing town centre has substantial depth on the southern side of Seddon Street and to balance this, the Town Centre Zone has been extended on the northern side of Seddon Street, to encompass the industrial area in the Martha Street vicinity, and to include the former and new Mitre 10 sites at the western end.”

The zone provisions focus on the management of development and encourage tourism activity with Waihi being a gateway to the wider region. The provisions have a specific focus on management of the historic core, amenity impacts around the edge of the centre and promotion of sympathetic changes to the streetscape. Specific requirements outline management of the pedestrian streetscape and traffic impacts.

4.3.4.1 Objective 1 and Associated Policies

Objective 1 and associated policies seek to ensure that development of business, retail and community activities and associated transport network does not create detrimental effects on the amenities of adjoining areas. Consolidation of these uses in the town centre are encouraged, with any extensions in areas that add 'depth' to the town centre. Policy (iv) requires the management of sunlight and daylight on adjoining residential properties and areas of open space.

Commentary

The focus of town centre consolidation appears to be, in-part, a way to manage the spill over of potential adverse amenity effects (i.e. overshadowing from larger built forms) of commercial activities into or within adjoining Residential Zoned areas. Consideration will need to ensure similar management of adverse amenity effects, such as overshadowing and potentially privacy effects, can be achieved for any new buildings within the Proposed MMZ.

The encroachment of the Proposed MMZ into the Town Centre Zone on the northern side of Seddon Street, reversing previously rezoned land that sought to balance the greater depth of the town centre on the southern side, will be another consideration in regard to the potential adverse functional effects on the town centre (e.g. urban form, access, orientation and legibility).

4.3.4.2 Objective 2 and Associated Policies

Objective 2 and the associated policies seek to provide for a safe, convenient, pleasant and environmentally friendly environment for business, shopping and community activities. This includes separating pedestrians and vehicles where possible, requiring provision of verandahs over defined pedestrian area and ensuring continuity of display window frontages on main pedestrian areas. Policy (vi) requires activities that attract large numbers of vehicles are located and designed such that potential adverse effects are managed.

Commentary

The Proposed MMZ will reduce the extent of the Town Centre Zone potentially available to provide for safe, convenient, pleasant and environmentally friendly activities to develop, particularly within the limited available blocks north of Seddon Street. Consideration will need to be given to enabling these positive qualities to be achieved up to and along the interface with the Proposed MMZ, at least in the short term during the peak operational phases. Further consideration should be given to extending these qualities into the Proposed MMZ as the ongoing rehabilitation of the Martha Mine occurs to complement those anticipated qualities of the town centre. This should also include other qualities addressed in the provisions, such as environmental comfort (e.g. weather protection) and consistency of built form (e.g. continuity of treatments along key pedestrian routes or around publicly accessible spaces).

The management of large numbers of vehicles is another theme of these provisions. Again, through the ongoing rehabilitation of the Martha Mine, there may potentially be higher traffic generating activities established, such as public event spaces and visitor attractions, where potential adverse effects of vehicle numbers and associated parking demand will need to be managed (i.e. convenience / continuity of pedestrian access, community / traffic safety, character, etc.).

4.3.4.3 Objective 4 and Associated Policies

Objective 4 and the associated policy seeks to maintain and enhance the historical style and scale of buildings which contribute to the attractive character of the town centre of Waihi.

As for previous objectives and policies, similar considerations will be needed for the removal of some existing urban character elements from the town centre and how those potential adverse effects should be managed over time. Of note, there are several heritage listed buildings that are within or at the interface of the Proposed MMZ, including the PYE Factory (Category B) and Old Kings Theatre (Category B), with various mining artefacts that positively contribute to the character of the Town Centre Zone.

4.3.4.4 Zone Development Standards and Assessment Criteria

The District Plan provides for the use of sites within the Town Centre Zone for Administrative, Business, Community, Retail Services facility, or Training Facility Uses as a Permitted Activity under Rule 5.11.4.1 (P1 and P7). The demolition / removal of existing buildings can also be undertaken as a Permitted Activity under Rule 5.11.4.1 P6. The Zone Development Standards (Rule 5.11.5) relating to bulk and location for buildings associated with these land uses in the Town Centre Zone apply and are considered relevant in respect to the Permitted Baseline.

Without the need to obtain a resource consent, an existing building on the site can be demolished and replaced with a structure related to the above mentioned uses, that is 10 metres in height, and which extends right up to the site boundaries, provided the minimum parking standards in Chapter 8.4.1.3 of the HDP are complied with. Where a site adjoins a Reserve or Residential Zone, the Recession Plane and Yard setback standards would apply and need to be complied with.

Commentary

The permitted zone rules address basic urban design related amenity effects to manage buildings, including visual dominance, shading and privacy. These are generally more permissive compared to those within the existing MMZ, unless adjacent to Reserve or Residential Zones where they are comparable. Additional provisions are included to manage potential character and functional related urban design effects at the street interface, such as verandahs, pedestrian frontages and screening of service areas.

4.3.5 Residential Zones

4.3.5.1 Objectives and Associated Policies

In terms of the objective and policy framework, Objective 1 seeks to retain land of high productive capability for rural production activities. Objective 2 seeks to provide areas that are attractive for low density residential development, and which minimise reverse sensitivity effects on existing activities. Policy iii is particularly relevant to the proposed plan change, and seeks to protect and enhance the rural-residential amenities of the zone (e.g. privacy, space, quiet) by controlling the scale, location and type of activities compatible with the environment they are located within. Objective 3 seeks to ensure that low density residential development does not

detrimentally affect the environment and seeks to ensure this by minimising disturbance to natural landforms and the environment caused by development in the rural environment

4.3.5.2 Residential Zone

The Residential Zone enables a variety of residential activities and some compatible non-residential activities that ensure that the amenity and character of the residential areas is protected.

The HDP provides for one dwelling per site as a permitted activity within the Residential Zone under Rule 5.7.4.1 (P1). This is subject to 2 onsite car parking spaces being provided. The Zone Development Standards (Rule 5.7.5) relating to bulk and location apply and are considered relevant in respect to the Permitted Baseline.

Without the need to obtain resource consent, an existing building can be demolished and replaced with a single residential dwelling, subject to the dwelling:

- Being no greater than 8m in height;
- Having a maximum site coverage of no greater than 35%;
- Being setback from the front yard by at least 3.5m and 1.5m from the side and rear yard; and
- Complying with the 2m + 45-degree recession plane.

Urban design related assessment criteria tend to focus on relationships to neighbours; maintaining the consistency in design and appearance with existing buildings; preserving existing characteristics of the site, including trees and vegetation; and character, aesthetic coherence and visual amenity of the area.

Commentary

The permitted zone rules address basic urban design related amenity effects to manage smaller buildings, including visual dominance, shading and loss of privacy. These are comparable, if not more permissive, to those within the existing MMZ.

4.3.6 Low Density Residential Zone

An existing building in the Low Density Residential Zone can be demolished without the need for resource consent. The same bulk and location standards as the Residential Zone apply, except the building cannot exceed 30% site coverage, the minimum area of land to be used for residential purposes must be 300m², and the building must be setback a minimum 7.5 metres from front yards (extending to 12 or 20 metres where the site adjoins a state highway).

Urban design related assessment criteria tend to focus on relationships to neighbours, scale and intensity of structures in relation to character, amenity and ambience values of the zone.

Commentary

The permitted zone rules address basic urban design related amenity effects to manage smaller buildings, including visual dominance, shading and loss of privacy. Other than building height, the rules tend to be more constrained to those within the existing MMZ to manage the semi-rural character of the zone.

5.0 Assessment of Urban Design Effects

The first part of this urban design assessment addresses potential amenity effects considered from an urban design perspective, including:

- Urban Character
- Visual Dominance and Interest
- Loss of Sunlight / Shading
- Privacy

The second part of this urban design assessment addresses potential urban function / quality of the environment effects relevant to urban design, include:

- Urban Form
- Access / Provision of Publicly Accessible Open Space
- Legibility and Orientation
- Community Safety / Crime Prevention Through Environmental Design (CPTED)
- Comprehensive Development

5.1 Urban Character

5.1.1 Explanation of Urban Design Effects

Character arises from a distinctive configuration of natural and man-made elements that establish a set of common or repetitive features, which give rise to a similar overall appearance / experience. Urban character is not static and can evolve over time as a town grows or needs change.

Some of the potential adverse effects from a distinct change in Urban Character include:

- A potential loss of familiarity and identity with the town, particularly from a rapid transition in landscape and built form; and
- A breakdown in the richness of an urban place with loss of diversity and distinctiveness across different parts of the town.

The character of Waihi is described in the Area and Context section of this report. Overall, open pit mining has a long-established relationship with the town's character and is a familiar landmark for local residents and distinctive visitor attraction within the context of Waihi's urban area. Despite its close physical relationship with the township, the potential extension of already permitted, large scale mining operations will continue to have a limited direct visual presence. This established mining context generally reduces the sensitivity of mining activity on the townscape and influences the potential level to which adverse urban character effects may occur within the town.

5.1.2 Town Centre Zone discussion

Sensitivity of receiving environment

The historic block grid pattern is a strong and consistent character trait throughout the core of the existing Town Centre Zone. It has already been partially compromised by the existing MMZ, particularly through reducing its edge definition at its most northern extent on the corner of Martha and Haszard Streets. The proposed expansion of the Martha Mine will potentially compromise opportunities to retain or strengthen this character trait further and, as such, reduce the overall cohesion of the town centre within those areas north of Seddon Street.

Many elements within the Proposed MMZ do not reflect the current characteristics in the core retail and hospitality areas of the Town Centre Zone, evident along Seddon Street and Rosemont Road / Moresby Avenue. Some of the built form character traits of these former zones remain, such as factory sites and residential properties, and sit alongside several vacant lots, that are either grassed or used for informal car parking areas. As such, their change is unlikely to directly impact on the existing character of the Town Centre Zone. The former industrial PYE Factory and The Hub buildings do have some similar character traits to other Large Format Retail built forms 'anchoring' the western end of the town centre. However, this is not a strong or predominant character trait.

The Proposed MMZ will increase proximity of Martha Mine to the most cohesive character areas of the town centre. The most apparent change in the immediate context of the reduced Town Centre Zone would likely result from the reconfiguration of the intervening remnant landform of Martha Hill along its northern interface. A key element of any potential mine expansion would likely entail lowering of part of the residual toe slopes of Martha Hill and loss of associated vegetative cover close to Seddon Street. While these are not typical characteristics of the Town Centre Zone itself, the loss of this landscape backdrop to the town centre (refer to the Landscape and Visual Assessment for further explanation) will likely need other built form elements to mitigate adverse noise effects, such as noise walls. These types of built elements are likely to starkly contrast with the character of the town centre at its zone interface and may likely need mitigation of potential adverse character effects through a resource consent process.

In summary, the sensitivity to a change in character effects from an urban design perspective is likely to be Low-Moderate, primarily influenced by the potential reduction in the block grid pattern of the town centre and introduction of new character elements, such as noise walls, at the interface of the Proposed MMZ. Potential adverse urban character effects could be further managed through appropriate treatment or screening of any new structures, such as noise walls, and retaining all or part of one or more existing large format buildings within the Proposed MMZ to provide additional sleaving of other sensitive edges.

Magnitude of change

Three urban blocks within the Town Centre Zone will be impacted by the expansion of the Proposed MMZ, reducing the depth of the Town Centre Zone north of Seddon Street. All of them are only partial blocks, with either one edge already impacted by the existing MMZ or where part of the block is already shared with the Residential Zone. Two of the blocks impacted extend to the retail 'main street' of Seddon Street and lie between its two key nodes at the intersections with Mueller Street and Rosemont Road / Moresby Avenue. Although, both are sleaved to various depths by retail and neither part directly interface with Seddon Street. As such, the potential extension of Martha Pit would remain localised and well-contained from the core of the Town Centre Zone where character change would be most sensitive.

The one higher profile edge of the Town Centre Zone that could be most exposed by the Proposed MMZ is along Moresby Avenue, opposite Waihi Central School. The extent of the expanded Martha Mine operation will likely utilise most of the Proposed MMZ and will likely take

up all or part of the existing footprint of the PYE Factory building. While the impacts on the character of the Town Centre Zone are unlikely to be as great on its outer edge, particularly as some cohesion is lost through an intervening part of the Residential Zone between it and the Seddon Street intersection, retaining the frontage of the PYE Factory building would at least slieve the character change in remaining parts of the urban block.

Whilst a potential expanded pit rim would substantially modify the character within the immediate context of the remaining Town Centre Zone, over the medium to long term ongoing rehabilitation of the Martha Mine will likely reclaim even larger parts of the operational area back towards the edge of the proposed inland recreational lake. This provides opportunities for more complementary, open space character traits to be established over a greater area. Accelerating the rehabilitation sequencing in the more sensitive town centre interface areas over the short term would introduce these positive effects earlier.

In summary, the magnitude of character change effects from an urban design perspective is likely to be Low-Moderate. Some areas of character change are already modified by the existing MMZ and are well contained from the most sensitive parts of the remaining Town Centre Zone. The most adverse urban character effects from a change in zone will typically occur in the short term, at the recommencement of the Martha Mine operations, which will likely reduce and become more complementary to the town centre if progressive and context specific rehabilitation occurs quickly. Retaining representative heritage aspects of the PYE Factory, as part of retaining suitable built interface, is important to provide short term mitigation in this area. Similarly, the need for noise walls will be reduced in extent and time depending on the retention of large format industrial buildings and the pace of rehabilitation, respectively.

5.1.3 Residential Zones Discussion

Sensitivity of receiving environment

There are two potential interface conditions that are likely to occur between the Proposed MMZ and the residential zones (refer to the Landscape and Visual Assessment for further explanation).

The first boundary condition occurs where the Proposed MMZ meets internal property boundaries within larger, partially formed blocks that already have an outer edge interface with the pit rim. As such, any contrasting character change would be less likely to disrupt the cohesion of the overall zone character and would continue to be slieved from more prominent areas. This also tends to occur where the patterns of development are more informal and there are opportunities for more generous buffer widths, allowing for a character transition to be achieved.

The second boundary condition occurs where the Proposed MMZ extends across a road reserve, encroaches into the street frontages of blocks, and interfaces with the internal boundaries of mid-block residential properties, such those along Savage Road. While this occurs in the first condition, there is the potential that these existing roads may need to be realigned along these internal boundaries to maintain access continuity with other parts of the town. The potential establishment a new road frontage may increase the likelihood of potential adverse character effects on established residential block characteristics and the overall cohesion of the Residential Zone in these areas. Consideration will need to be given to higher quality open space treatments or the reestablishment of new residential frontages to buffer or 'heal' these interfaces.

Furthermore, in some parts of the Residential Zone the Proposed MMZ will potentially increase proximity of Martha Mine operations and, similar to the Town Centre Zone, there will likely be a need for other built form elements to mitigate noise effects, such as noise walls. These types of

built elements have been used in parts the existing MMZ before, but do contrast with the existing character of the Residential Zone interface and will likely need mitigation to integrate them appropriately through a resource consent process.

In summary, the sensitivity to a change in character effects from an urban design perspective is likely to be Low-Moderate, primarily influenced by the potential disruption to some residential perimeter blocks; likely new road interfaces with existing internal property boundaries in these areas and introduction of less complementary elements, such as noise walls, at the interface of the Proposed MMZ. Potential adverse urban character effects could be further managed through appropriate treatment of any new structures, such as noise walls, higher quality open space treatments along exposed internal boundaries or the reestablishment of new residential frontages.

Magnitude of change

The Proposed MMZ will reduce the current size of the residential zoned areas, particularly on the western side of the Martha Pit. However, the Proposed MMZ expansion is relatively small and affects few properties compared to the size of the Residential and Low Density Residential Zones overall.

The first boundary condition tends to occur in the north western parts of the Low Density and Residential Zones, on the outer fringes of the town. In particular, the larger properties of the Low Density Zone offer the greatest opportunities to utilise larger setback distances, more established plantings and other peri-urban' character traits to better integrate with the contrasting characteristics of the Proposed MMZ over the short term.

The second condition, where the character of the residential areas is most likely to be impacted by the Proposed MMZ and potential road realignments, are in more prominent locations adjacent to lower Savage Road and central parts of Moresby Avenue.

Given the likely proximity of the Martha Mine operations and considerable length of Moresby Avenue, there will potentially be the need for noise mitigation in the form of noise walls opposite several Residential Zoned sites. However, a combination of road realignments and the buffering presence of the Mangatoetoe Stream will significantly limit the magnitude of adverse effects on residential character patterns.

In summary, the magnitude of character change effects from an urban design perspective is likely to be Low-Moderate. The most adverse urban character effects from a change in zone will typically occur in the short term, at the recommencement of the Martha Mine operations, which will likely reduce and become more complementary to the residential zones if progressive and context specific rehabilitation occurs. Some areas of character change are already modified by the existing MMZ and, while expanding further into residential blocks, are well contained or buffered from the most sensitive parts of the remaining residential zones. However, other smaller, yet more prominent residential areas will need more targeted and early mitigation treatment.

5.1.4 Effects summary and recommended Plan Change approach

In the Town Centre Zone, the effect on urban character from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

In the Residential Zones, the effect on urban character from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

Each adjacent zone to the Proposed MMZ has distinct urban character outcomes anticipated in the District Plan. It is recommended that assessment criteria for the MMZ provide the opportunity for tailored contextual responses to these specific character traits to be implemented through resource consent applications, rather than a uniform approach.

In considering mitigation measures to address the potential sensitivity of urban character effects, regard could be given to the potential for retaining all or part of one or more existing buildings, including retaining representative heritage aspects of the PYE Factory, and the possibility to re-establish new complementary building frontages to sleeve more sensitive, prominent interfaces with the Proposed MMZ. Other prominent and spatially constrained edges with the Proposed MMZ are recommended for higher quality open space approaches and / or the appropriate treatment or screening of any new structures, such as noise walls.

The Proposed MMZ will inevitably change recognisable existing zones, via an industrial mining operation, to a recreation area over time, all with highly contrasting character traits. There are opportunities to reduce the magnitude of adverse urban character effects through mitigation approaches that maintain greater continuity between existing zones and the more complementary rehabilitation character traits, by carefully managing adverse industrial character effects in smaller and / or less sensitive areas and over a shorter period. This can be best achieved through a well-coordinated and ongoing rehabilitation of the Martha Mine.

Recommended changes to the existing MMZ policy and assessment criteria relevant to Character should include references to integration and enhancement of the quality and character with adjoining urban areas, both through built form and landscape measures as part of the potential expansion of the Martha Mine and its ongoing rehabilitation. This should include references to maintaining street grid alignments.

5.2 Visual Dominance and Interest

5.2.1 Explanation of Urban Design Effects

Visual Dominance focuses on the perceived visual bulk or prominence of buildings within the town. It also considers the relief or visual interest that can be provided through good building design or mitigation techniques that can manage any adverse effects of larger buildings. The primary means are through building modulation and / or articulation that can be incorporated on to building facades. This can also be complemented by a variety of materials and colours.

Some of the potential adverse effects from greater visual dominance and / or a loss of visual interest include:

- Buildings and structures appearing overbearing in relation to a human scale and in strong contrast to existing smaller scaled buildings;
- A loss of openness with more confined spaces and less visual connection to the sky;
- Monotonous facades with reduced visual appeal and sensory experience at close range; and
- Reduced compatibility with older character buildings, which tend to have a visual richness through their use of architectural detailing;

5.2.2 General Zones discussion

Sensitivity of receiving environment

Existing Zone Development Standards within the District Plan provide height and recession plane controls that help manage the visual dominance of larger built forms at the interface of more sensitive zones, such as town centre and residential zones. Where buildings exceed these heights or break recession planes, they become subject to further urban design and landscape assessment.

As discussed above, due to greater constraints on space at the interface of the town centre and residential zones, particularly along the Moresby Avenue road reserve, different approaches may be required to manage potential adverse amenity effects from within the Proposed MMZ. For instance, management of noise may require alternatives to typical bunding, such as noise walls.

Furthermore, it is anticipated that the ongoing rehabilitation of the Martha Mine will occur over time and any long term development that happens within the Proposed MMZ will likely work towards achieving a high amenity outcome for the town by Closure. From an urban design perspective, this would include the need for more qualitative measures to reduce visual dominance and maintain and enhance visual interest within the zone, particularly as part of 'healing' any building edges that will likely address the proposed future recreational open spaces and lake.

Within the Proposed MMZ, several bulky, large format buildings already exist both with industrial architectural traits, including the PYE Factory and The Hub. In urban design terms they have a modest level of modulation and articulation, particularly along their façades. It is possible that the extent of the Martha Mine operation could take up a reasonably large proportion of the Proposed MMZ zone and only partial retention of these buildings may be possible. Retaining representative heritage aspects of the PYE Factory, as part of retaining suitable built interface along Moresby Avenue and Martha Street, is important to provide mitigation in this area. If this occurs, it is important that any contemporary adaptive reuse of these buildings or the construction of new buildings consider the modulation and articulation of any new facades and roof forms. This will enable greater management of their visual dominance and interest within those more sensitive contexts that require a greater response to human scale, including the adjacent town centre and residential zones, along with proposed open spaces associated with the rehabilitation of the Martha Mine. These urban design considerations would need to work alongside other landscape and heritage provisions (refer to the Landscape and Visual Assessment and Heritage Assessment for further explanation).

In summary, the sensitivity of visual dominance and interest effects from an urban design perspective is likely to be Low-Moderate.

Magnitude of change

Given the considerable length of the Proposed MMZ boundary adjacent to residential and town centre zones there is potential for low, long and linear structures, such as noise walls, to cause adverse urban design effects. Areas where there are likely spatial constraints in the depth of the zone interface, include the boundary along the higher profile Moresby Avenue and those near the core retail areas within the Town Centre Zone. These types of structures would potentially be required over the short to medium term until such time as noise effects from the operation of the Martha Mine can be internalised within the pit rim.

The expansion of the pit rim in the context of Haszard and Martha Streets also has potential longer-term benefits in terms of developing an enhanced open space setting and northern aspect associated with future access into a rehabilitated inland recreational lake. Whilst a

potential expanded pit rim would substantially modify some adjoining areas, there is the potential for positive urban design effects from managing the visual dominance and enhancing the visual interest through the adaptive reuse of the two existing large industrial buildings and other any new buildings within the Proposed MMZ. Similarly, retaining representative heritage aspects of the PYE Factory, as part of retaining suitable built interface along Moresby Avenue and Martha Street, is important to provide mitigation in this area.

In summary, the magnitude of visual dominance and interest adverse effects from an urban design perspective is likely to be Low-Moderate.

5.2.3 Effects summary and recommended Plan Change approach

The effect on Visual Dominance and Interest from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

Recommended changes to the existing MMZ assessment criteria relevant to Visual Dominance and Interest should include references to both articulation and modulation, through adapted or new built forms, including retaining representative heritage aspects of the PYE Factory, and landscape structures (e.g. noise walls), as part of the potential expansion of the Martha Mine and its ongoing rehabilitation.

5.3 Loss of Sunlight / Shading

5.3.1 Explanation of Urban Design Effects

Loss of Sunlight can be accurately understood in terms of the size, location, and duration of shadows. However, several other factors, most significantly the sensitivity of the use and the primary times of occupation, are critical to understanding the true impact of overshadowing. In temperate areas, overshadowing can be exacerbated in external spaces by adverse wind conditions and influence overall environmental comfort of a place.

Some of the potential adverse effects from loss of sunlight / shading, particularly in a temperate climate, include:

- Loss off sunlight in areas of sensitive use, such as living areas where people dwell and socialise.
- A long duration of shadow that remains in place for a large portion of the day;
- A large extent of shadow coverage; and
- New areas of overshadowing where they have not previously been affected by existing development, vegetation or topographical features.

5.3.2 General Zones discussion

Given the northern position of the existing and proposed MMZ relative to the town centre and some parts of the residential zones, there is the potential for taller structures to overshadow commercial premises or residential properties, such as the potential relocation of the Cornish Pumphouse.

Existing Zone Development Standards within the District Plan provide height and recession plane controls that would manage the access to sunlight or shading effects of larger built forms at the interface of more sensitive zones, such as town centre and residential zones. As noted in the statutory review section above, the Zone Development Standards are comparable between the town centre and residential zones, if anything more constrained within the Proposed MMZ. Where buildings exceed these heights or break recession planes, they become subject to further urban design discretion. This rules-based approach captures the potential for large mining structures or the relocation of existing structures into the Proposed MMZ, such as the Cornish Pumphouse.

In summary, the sensitivity and magnitude of loss of sunlight / shading adverse effects from an urban design perspective is likely to be Very Low.

5.3.3 Effects summary and recommended Plan Change approach

The effect on Loss of Sunlight / Shading from an urban design perspective is likely to be **Very-Low** overall, due to a Very-Low sensitivity to the receiving environment and Very-Low magnitude of change.

No further changes are recommended to the existing MMZ assessment criteria relevant to Loss of Sunlight / Shading.

5.4 Privacy

5.4.1 Explanation of Urban Design Effects

Privacy considers what reasonable degree of direct visual separation can be expected between neighbours / public spaces. The effects of privacy are closely related to the types of activities (e.g. between habitable rooms); times and frequency of private spaces being used (e.g. occupation of living rooms and bedrooms); the occupants' expectations of privacy; and their ability to control overlooking with screening devices.

Some of the adverse effects from a perceived loss of visual privacy include:

- The feeling of intrusion into physical and emotional space from unwanted overlooking; and
- Perception of crowding (i.e. residents cannot adequately seek the solitude they may desire).

5.4.2 General Zones discussion

Sensitivity of receiving environment

Similar to loss of sunlight provisions, existing Zone Development Standards within the District Plan provide height and recession plane controls that would manage the privacy effects of activities at the interface of more sensitive zones, particularly the Residential and Low Density Residential Zones. As noted in the statutory review section above, the Zone Development Standards are comparable between the town centre and residential zones, if anything more constrained within the Proposed MMZ. Where buildings exceed these heights or break recession planes, they become subject to further urban design discretion.

This rules-based approach captures the potential for industrial, business or visitor related buildings within the Proposed MMZ where they may be adapted or developed close to internal zone boundaries. However, the magnitude is likely to be Low, as very few building typologies currently occur over multiple storeys within the existing MMZ or would be anticipated for the mine operation or rehabilitation within the Proposed MMZ. For instance, taller viewing platforms could be one potential source of privacy related adverse effects, but given the likely landforms along the pit rim and depth of the Martha Pit they would unlikely be necessary.

However, the potential realignment of public roads, such as Savage Road, the publicly accessible Pit Rim Walkway or establishment of new car parking areas along the immediate edge of the Proposed MMZ could increase car and people movement immediately adjacent to existing mid-block Residential Zone properties. This could impose feelings of unwanted intrusion or overlooking into their properties and effective management of boundary treatments and screening at ground level will be important. Effective boundary treatments or vegetative screening would be acceptable mitigation for privacy effects, given views into private properties would likely occur at or near ground level. Alternatively, it would be acceptable to better utilise infill properties to re-address more publicly accessible adjacent areas and maintain internal boundary situations at the interface of the Proposed MMZ.

In summary, the sensitivity of privacy adverse effects from an urban design perspective is likely to be Low-Moderate for the residential zones and Very Low for the Town Centre Zone

Magnitude of change

The number and extent of habitable, multi-storey buildings is likely to be minimal and currently captured by the Zone Development Standards. However, there are a few situations where road realignments or other publicly accessible areas of the Proposed MMZ would likely directly interface with existing internal residential boundaries. These internal boundaries are largely restricted to one or two residential neighbours to date and will likely substantially increase in numbers of people potentially using these public or publicly accessible areas. Furthermore, these potential adverse effects would likely extend beyond the closure of Martha Mine.

In summary, the magnitude of privacy adverse effects from an urban design perspective is likely to be Low-Moderate for residential zones and Very Low for the Town Centre Zone.

5.4.3 Effects summary and recommended Plan Change approach

In the Town Centre Zone, the effect on Privacy from an urban design perspective is likely to be **Very-Low** overall, due to a Very-Low sensitivity to the receiving environment and Very-Low magnitude of change.

In the Residential Zones, the effect on Privacy from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

No further changes are recommended to the existing MMZ assessment criteria relevant to Privacy.

5.5 Urban Form

5.5.1 Explanation of Urban Design Effects

Urban Form is the close relationship between land use and transportation services to progressively match more intensive activities with greater levels of accessibility around urban nodes, such as town centres, and key urban corridors. An increasing intensification of land use should also be complemented by a greater mix of activities and a smaller urban block structure and smaller scale lot layouts. This is often combined with more compact and/or taller building typologies that can enhance the visual legibility of the built form, which helps make it easier to recognise, orientate to and navigate around town.

Some of the potential adverse effects from a poor urban form perspective include:

- A mismatch between levels of accessibility and intensity resulting in inefficient use of transport infrastructure and under-utilisation of finite land resources;
- Increased length of travel times for people to access shops, jobs, community / recreational facilities and other amenities; and
- An incompatible mix of activities with a loss of critical mass (i.e. comparison retail), built form continuity and urban vitality.

It should also be noted that the Land Supply Assessment addresses whether there is any potential demand for urban growth.

5.5.2 Town Centre Zone discussion

Sensitivity of receiving environment

Currently the heart of the Town Centre Zone is located on Seddon Street between Moresby Avenue and Mueller Street, which consists primarily of small scale commercial retail and hospitality development. Due to the Proposed MMZ, the Town Centre Zone would become more compressed towards its centre. This would (re)create a relative imbalance of the Town Centre Zone either side of Seddon Street with the larger proportion remaining on its southern side. This type of imbalance is not unusual for other town centres across New Zealand, typically balanced by either infrastructure (eg highways, railways, etc.) or other landscape features / destinations (e.g. open spaces / lake frontages), which are complementary to the activities and built form of the town centre.

The parts of the Town Centre Zone within the street blocks subject to the Proposed MMZ are understood to be former industrial and residential areas that were rezoned to accommodate the town centre expansion, in-part to add further 'depth' to its urban form. However, this has not been realised and few commercial activities have been developed in this area since, apart from those currently occupying the PYE Factory and The Hub buildings. The remaining vacant sites and car parking areas currently provide minimal urban form benefits and would be less sensitive to change than those along Seddon Street in this context.

The former industrial buildings within the Proposed MMZ (i.e. PYE Factory and The Hub) are typical of those that reside on the edge of a town centre (or town). As noted above, these buildings have similar large format characteristics to those on other edges of the Town Centre Zone, such as those that 'anchor' the western end of the Seddon Street 'main street'. However, while these types of buildings generally accommodate lower intensity activities they do contribute to some vibrancy of the town centre. Consideration will need to be given to providing

continuity of similar anchor / activation roles, whether it be through potential adaptation of existing buildings and/or provision of alternative public spaces during the ongoing rehabilitation of the Martha Mine. There is potential for these buildings to be repurposed through adaptive reuse to enhance the intensity of the existing activities to create positive urban form benefits. Retaining representative heritage aspects of the PYE Factory, as part of retaining suitable active interface along Moresby Avenue and Martha Street, is important to provide mitigation in this area.

While existing town centre functions would not be materially affected by the Proposed MMZ it could potentially extend the void of inactivity created by the Martha Pit in closer proximity to the core of the town centre. It is potentially beneficial for activity levels if the Pit Rim Walkway is relocated closer to Seddon Street. However, further consideration will need to be given to complementary opportunities that the rehabilitation of the Martha Mine could provide to mitigate this, including enhancing the new edges of the reduced Town Centre Zone to maximise activation on its northern frontage and other activity generators, such as publicly accessible open space and visitor destinations.

Furthermore, limitations on the northern expansion of town centre activities into the Proposed MMZ could shift the direction of any potential growth to the blocks south of Seddon Street. This potentially provides good urban form outcomes with opportunities to align with key movement routes, such as Kenny Street (SH25) and in more convenient locations to large parts of the town's Residential Zoned land to the south (Figure 3).

In summary, the sensitivity of urban form adverse effects from an urban design perspective is likely to be Low-Moderate for the Town Centre Zone.

Magnitude of change

During the Martha Mine operation, the Town Centre Zone is proposed to be reduced in size on its northern extent and the proposed MMZ enlarged to accommodate the mine expansion and associated rehabilitation. However, as illustrated in Figure 3, the expanded Martha Mine retains the existing extent of commercial development which contributes to its form and functionality. A reduction of Town Centre Zone through the Proposed MMZ would likely encourage further consolidation and renewal around the existing town centre and potentially maintains its compact core to reinforce its existing urban experience and vitality qualities.

In the medium to long term, the potential for ongoing rehabilitation can provide complementary activities that could in-part offset the imbalance of urban form within the Town Centre Zone, in relation to land use and access relationships. While the Proposed MMZ reduces the ability to add 'depth' to the Town Centre Zone, it is recommended that it provides for planned and ongoing rehabilitation other important complementary urban elements, such as recreational activities, visitor destinations and enhanced aspect, to support the primary role of the town centre within the community and allow the edge of the town centre to consolidate around. The potential to accelerate the sequencing of the rehabilitation in areas that interface with the town centre will mitigate potential adverse urban form effects of the mine operation over the short term.

In summary, the magnitude of urban form adverse effects from an urban design perspective is likely to be Low-Moderate for the Town Centre Zone.

5.5.3 Residential Zones Discussion

Sensitivity of receiving environment

The Proposed MMZ results in the reduction of existing Residential and Low-Density Residential Zoned land and potentially loss of some associated dwellings. The location of these dwellings is

largely on the edge of these zones and minimises the possible impact on the coherence of built form. Moreover, many of the Low-Density Residential areas are considered less sensitive where the relationship between land use and car-based travel is stronger. The loss of Residential Zoned land along Moresby Avenue could potentially disrupt the continuity and proximity of development between western residential areas and the town centre. However, this area is largely undeveloped with only four dwellings within a comfortable walking distance of the town centre that would unlikely have an affect the vibrancy of the town centre. There are also other activities within the Residential Zone (e.g. Waihi Central School, Waihi Athletic Rugby Club, etc.), that already reduce the continuity of the residential areas with the town centre.

In summary, the sensitivity of urban form effects from an urban design perspective is likely to be Low for the residential zones.

Magnitude of change

For various reasons, large parts of the Proposed MMZ are not currently realised for housing, given a combination of hazards, operational constraints and OGNZL ownership. The Proposed MMZ could potentially result in the removal of approximately 18 existing dwellings in the Residential and Low-Density Residential Zones and this is relatively modest in the context of the wider town. However, the extent of potential developable land along Moresby Avenue, close to the town centre, is the equivalent of a small urban block.

In summary, the magnitude of urban form adverse effects from an urban design perspective is likely to be Low-Moderate for the residential zones.

5.5.4 Effects summary and recommended Plan Change approach

In the Town Centre Zone, the effect on urban character from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

In the Residential Zones, the effect on urban character from an urban design perspective is likely to be **Low** overall, due to a Low sensitivity to the receiving environment and Low-Moderate magnitude of change.

Recommended changes to the existing MMZ policy and assessment criteria relevant to Urban Form should include references to maintaining or enhancing well-functioning and comprehensively planned urban areas as part of the potential expansion of the Martha Mine and its ongoing rehabilitation, including retaining representative heritage aspects of the PYE Factory and adaptive reuse as an active interface. They should also include references that consider provision for a range of recreation and destinations experiences, as part of maintaining or enhancing the continuity of anchor / destination and activation roles of commercial, residential and open space areas.

5.6 Access / Publicly Accessible Open Space

5.6.1 Explanation of Urban Design Effects

Access provides for a wide range of movement types, from public transport (e.g. regional coaches, buses, etc), private vehicles and active travel modes (e.g. cycling and walking), for the purpose of connecting between numerous origins and destinations. This can enable people to link between activities and land uses, such as where they live, work, recreate and help service a

town. Public or publicly accessible space generally enables largely unrestricted access to areas of the town for the purpose of movement, recreation or gathering.

Some of the potential adverse effects from a loss of access and publicly accessible open space perspectives include:

- A reduction in direct connectivity to a range of destinations causing severance between activities servicing local needs and visitor attractions;
- Reduced route hierarchy and permeability resulting in inefficient, inflexible and less resilient movement choices;
- Less convenience for active modes of travel (e.g. walking and cycling) with higher car dependency, car parking requirements and a reduction in urban vitality;
- Increased barriers to achieving universal accessibility that discriminates against age and disabilities; and
- Reduced community wellbeing through less space and continuity of routes for healthy recreation, informal interaction and larger social gatherings.

5.6.2 Town Centre Zone discussion

Sensitivity of receiving environment

Given the steeper gradient and indirect alignments of Martha and Hazard Streets, the Proposed MMZ is unlikely to directly affect the continuity of vehicle and pedestrian access to and between most destinations within the core of the Town Centre Zone. As noted above, the possible realignment of the Pit Rim Walkway could bring pedestrian movement closer to Seddon Street and potentially increase passing trade for commercial premises. However, there is also potential for this route to become less direct during the operation of the mine, which could affect the convenience of access from neighbouring residential areas.

The existing town centre core has minimal public open spaces, other than road reserves and small squares, and borrows heavily from some parts of the existing and Proposed MMZ for 'civic' amenities typically found in other town centres. Potential access restrictions in the within the Proposed MMZ could limit the use of the Pit Rim Walkway, Martha Pit viewpoints and other informal recreational open spaces that are important community spaces for locals and visitors. The potential expansion of the Martha Mine may also displace other destinations, such as the Cornish Pumphouse along with its public space setting.

However, the potential for rehabilitation of the Proposed MMZ could (re)provide publicly accessible spaces, such as in consolidated squares and lake amenities, that would likely mitigate and bring additional positive effects through encouraging people to dwell longer, gather together and activate the northern edges of the Town Centre Zone. As part of this, there is the potential for the pit rim to be re-contoured at an appropriate grade to provide better Universal Design² and more usable publicly accessible open spaces early in the rehabilitation. In addition, recognition of the street grid alignment, such as along Hazard and Martha Streets, would maintain and enhance the direct mine or lake edge access and associated access and viewing benefits.

In summary, the sensitivity of Access / Publicly Accessible Open Space effects from an urban design perspective is likely to be Low-Moderate for the Town Centre Zone, if the continuity and

² Universal Design: Environments that can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability

convenience of the Pit Rim Walkway was affected and/or publicly accessible spaces are lost. As such, it is recommended that provisions should seek to maintain and enhance the continuity of access around the town centre and re-provision / reallocation of publicly accessible open spaces during operations and rehabilitation.

Magnitude of change

There is the potential that any expansion of the Martha Mine could reduce connectivity between Moresby Ave through to the very northern end of Mueller Street, representing a high portion of the Proposed MMZ interface with the Town Centre Zone. The existing, publicly accessible Pit Rim Walkway and associated informal open spaces only marginally touch the Proposed MMZ, but these sections have the potential to disrupt the continuity of access overall. Furthermore, if the Martha Mine expands its operational areas, the ability to maintain continuity along the Pit Rim Walkway increasingly relies on areas deeper within the Proposed MMZ, including sites with existing heritage buildings. While not within the Proposed MMZ, the potential extent of partial road closures of Martha and Hazard Streets may further fragment existing movement and open space patterns, reducing both accessibility and provision of public space alongside the Proposed MMZ.

In summary, the magnitude of Access / Publicly Accessible Open Space effects from an urban design perspective is likely to be Low-Moderate for the Town Centre Zone. As such, it is recommended that consideration needs to be included in the Proposed MMZ provisions for the potential reallocation of the Pit Rim Walkway and associated publicly accessible open spaces.

5.6.3 Residential Zones Discussion

Sensitivity of receiving environment

The sensitivity to access and public open space provision is reduced within the residential zones compared with the town centre as there is a wider road network, less need for a highly permeable route option to service residential activities and more generous provision of private open space within lots.

Similar to the Town Centre Zone, the likely expansion of the Martha Mine into the Proposed MMZ could impact on the continuity of access to and along the Pit Rim Walkway and associated publicly accessible spaces that provide non-trafficked walking loops and informal recreation opportunities not offered elsewhere in the residential zones. The Pit Rim Walkway also provides alternative links to other residential neighbourhoods, east and west of the town, and likely provides important 'bump spaces' for informal community interaction and gatherings.

There is also the potential to considerably reduce connectivity along public roads where there are few or no alternative routes, and where they provide critical links to key destinations like the town centre and other community facilities that serve the needs of residents on a regular basis. The Proposed MMZ crosses over some of these types of routes, such as Savage Road and Moresby Avenue, where the potential for expansion of the Martha Mine will likely impact on the re-provision or directness of existing road alignments.

In summary, the sensitivity of Access / Publicly Accessible Open Space adverse effects from an urban design perspective is likely to be Low-Moderate for the residential zones. As such, it is recommended provisions should seek to maintain and enhance the continuity of access of the Pit Rim Walkway, direct realignment of roads and re-provision / reallocation of publicly accessible open spaces during operations and rehabilitation.

Magnitude of change

The residential zones interface with a considerable length and relatively high proportion of the Pit Rim Walkway. Given the residential zones have wrapped around much of the existing MMZ on the northeast and northwest of the town, expansion of the Martha Mine has the potential to reduce local connectivity and increase the severance of large parts of the existing community. However, alternative loops along urban or rural roads do exist. Nonetheless, there is also the potential through ongoing rehabilitation to increase the length of Pit Rim Walkway and associated publicly accessible open spaces, including the potential for enhanced quality, that could provide positive effects.

Many residential lots to the northwest and west of the town could be impacted the potential need for road realignments of Savage Road and Moresby Avenue. These are critical alignments with few or circuitous alternative routes to key destinations, such as the town centre or Waihi College. However, if appropriately provided for, there is the potential for continuity of service to be maintained.

In summary, the magnitude of Access / Publicly Accessible Open Space effects from an urban design perspective is likely to be Low-Moderate for the residential zones. As such, it is recommended that consideration needs to be included in the Proposed MMZ provisions for the potential reallocation of space for the Pit Rim Walkway and associated publicly accessible open spaces and direct realignment of existing roads.

5.6.4 Effects summary and recommended Plan Change approach

In the Town Centre Zone, the effect on Access / Publicly Accessible Open Space from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

In the Residential Zones, the effect on Access / Publicly Accessible Open Space from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

A comprehensive and well sequenced approach to the ongoing rehabilitation will potentially reduce access effects for residents and visitors during mining operations, while also allowing for coordinated land use change over time, such as easier lakefront access.

Recommended changes to the existing MMZ policy and assessment criteria relevant to Access / Publicly Accessible Open Space should include references to continuity, function and quality of access around the perimeter of the Martha Pit.

5.7 Legibility and Orientation

5.7.1 Explanation of Urban Design Effects

This section addresses the visual clarity of urban and built form across the city and the ease with which residents and visitors can navigate their way through the town. It is closely associated with urban character discussed in the amenity section above.

Some of the potential adverse effects from reduced legibility and orientation include:

- Reduced ability to understand the visual hierarchy and urban structure of the town; and

- A more visually confusing urban environment, that makes wayfinding harder and discourages active modes of travel (walking and cycling).

5.7.2 Town Centre Zone discussion

Sensitivity of receiving environment

The Proposed MMZ has the potential to remove, modify or relocate several recognisable and memorable features within the Town Centre Zone. At a high level, the importance of respecting the street grid has been discussed in the Character section above and it is equally important for efficient and effective navigation of the town. Consideration will need to be given to maintaining or enhancing the strong axial views and corner treatments defined by the existing block and street configuration.

There is potential for the relocation or removal of heritage items within the Proposed MMZ that can act as important landmarks in more uniform urban environments, including the Category 2 Listed PYE Factory building and other key features such as the miner's statues, Bogger and Haul Truck form part of the journey experience navigating through the Town Centre Zone from east to west (refer to the Heritage Assessment for further explanation). In particular, the PYE Factory building occupies a prominent position at the Moresby Ave / Martha Street corner and its potential removal could reduce the legibility and wayfinding benefits this brings to the western 'gateway' to the town centre. Retaining representative heritage aspects of the PYE Factory, as part of retaining suitable built interface along Moresby Avenue and Martha Street, is important to provide mitigation in this area.

Moreover, consideration will also need to be given to the potential need for relocation of heritage items into the Proposed MMZ that currently reside within the existing MMZ, including the Cornish Pumphouse. Any removal of these familiar heritage items could have an adverse effect on the legibility of the town centre, but relocation to appropriate sites could potentially bring positive effects that complement the town centre, such as strengthening associated civic / public spaces and the continuity of segregated, non-trafficked pedestrian walkways. These types of considerations potentially have additional positive effects by continuing to profile the town's industrial heritage, alongside natural features, drawing reference from both past and present mining operations and the townscape character that has evolved over time.

The expansion of the Martha Mine into the Proposed MMZ would likely bring rehabilitation benefits, such as bringing the Pit Rim Walkway closer to the town centre and better aligned with Seddon Street in more visually accessible ways. The potential removal of some more typical commercial buildings within the Proposed MMZ as part of this has the potential for other positive effects by exposing more unique and memorable features, such as a larger proportion of the Old Kings Theatre at the zone boundary interface. These types of opportunities can be used as the basis for establishing distinctive, place-based community and visitor destinations. This will likely improve the context and character associated with connecting the Town Centre Zone with a rehabilitated mine, including an inland recreational lake, with potential long-term beneficial outcomes. Overall, the Proposed MMZ is considered to have the ability to ensure mining activity remains well integrated within Waihi's urban setting. Aspects of mitigation established during operation can also remain following closure with associated long-term landscape, open space, recreation, heritage, cultural and ecological opportunities.

In summary, the sensitivity of Legibility and Orientation effects from an urban design perspective is likely to be Low-Moderate for the Town Centre Zone. As such, it is recommended the Proposed MMZ provides for maintaining or enhancing the existing street grid alignments of Hazard, Martha and Seddon Streets, adaptive reuse (e.g. PYE Factory) or appropriate

relocation of heritage and other distinctive features of the town centre and to incorporate key natural and physical features.

Magnitude of change

The ongoing rehabilitation of the Martha Mine will inevitably change from a recognisable mining operation to a recreation area and visitor destination over time. They are likely to have contrasting identities and potentially additional points of interest. There are potentially adverse effects from the extent of these changes and the rate at which they occur.

In the short term, several of the distinctive features of the Town Centre Zone that aid orientation and legibility will be encapsulated within the Martha Mine operational areas with the likely loss of familiarity and close associations between the town centre and the Pit Rim Walkway. This will potentially have an impact on the familiarity of the town centre for locals and a reduction in visitor destinations within the existing and Proposed MMZ, at least until appropriate alternative locations can be established. While the Proposed MMZ does not contain all the distinctive features or public road alignments, it will affect the visual cohesion between them. Although, the peripheral location of the PYE Factory building within the Proposed MMZ has the potential to provide some continuity and early adaptive reuse of this building would likely be a positive effect early in the rehabilitation.

Once operational, over the medium to long term Martha Pit would retain a relatively high level of enclosure within an established urban context and which enables distinctive elements including the adaptive reuse of the PYE Factory and Old Kings Theatre buildings and the potential relocation of the Cornish Pumphouse and associated mining artifacts along the Pit Rim Walkway to be relocated and re-established in an enhanced setting.

In summary, the magnitude of Legibility and Orientation effects from an urban design perspective is likely to be Low-Moderate for the Town Centre Zone.

5.7.3 Residential Zones Discussion

Again, the sensitivity and magnitude for legibility and orientation effects is reduced compared with the town centre, as there is a considerable reduction in the intensity of use; mix of users; number and formality of distinctive features and heritage items.

In summary, the sensitivity and magnitude of Legibility and Orientation effects from an urban design perspective is likely to be Very Low for the residential zones.

5.7.4 Effects summary and recommended Plan Change approach

In the Town Centre Zone, the effect on Legibility and Orientation from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

In the Residential Zones, the effect on Legibility and Orientation from an urban design perspective is likely to be **Very-Low** overall, due to a Very-Low sensitivity to the receiving environment and Very-Low magnitude of change.

The ongoing rehabilitation of the Martha Mine will inevitably change from a recognisable industrial mining operation to a recreation area over time with contrasting legibility and orientation features. However, there is a need to maintain familiarity and enhance those features that reinforce the town's identity through the ongoing rehabilitation of the Proposed MMZ. This includes retaining and/or (re)integrating some of the more positive features of the industrial mining legacy and adding them into the rich layers of the town's evolving identity, such

as adaptive reuse of heritage items (e.g. PYE Factory) and strengthening the interface of recognisable urban patterns (e.g. the pit rim and street grid alignments of Hazard, Martha and Seddon Streets).

Recommended changes to the existing MMZ policy and assessment criteria relevant to Legibility and Orientation should include references to the character and function of rehabilitated areas and retention and/or adaptive reuse of heritage items and their settings, including retaining representative heritage aspects of the PYE Factory.

5.8 Community Safety / Crime Prevention Through Environmental Design (CPTED)

5.8.1 Explanation of Urban Design Effects

Creating safer communities within an urban context includes consideration of those users within an area and those using adjacent public spaces within the town.

Some of the potential adverse effects from a loss of community safety perspective include:

- Increased likelihood of graffiti and other antisocial behaviour.
- Actual or perceived invasion of people's physical and emotional space with increased stress levels for area users;
- People feeling less comfortable using public spaces or more active travel modes (e.g. walking and cycling) without the shared confidence that comes with widespread use of the streets and buildings; and
- Undermining the attractiveness of urban environments through lack of urban vitality and support for local community facilities and visitor destinations.

5.8.2 Town Centre Zone discussion

Sensitivity of receiving environment

There is currently very little supervision or engagement with the street or publicly accessible spaces, due to the low intensity of land use and the lack of existing buildings within the Proposed MMZ. However, the PYE Factory Building is an exception to this with a diversity of activities on ground and upper levels. Notably, Waihi Central School is near the western side of the Proposed MMZ and any further loss of supervision in this location could compromise community safety for younger persons, staff and parents. Retaining representative heritage aspects of the PYE Factory, as part of retaining suitable natural supervision along Moresby Avenue and Martha Street, is important to provide mitigation in this area.

The lack of access management and territorial reinforcement between public and private properties makes it hard to manage and with the existing lower quality environment adds to the potential community safety risk. This makes this part of the Town Centre Zone more vulnerable to anti-social behaviour.

As part of the rehabilitation and the potential establishment of public or publicly accessible open space along the pit rim / lake frontage, there are opportunities for the town centre to better address and activate the northerly orientated town centre boundary and create positive CPTED benefits that currently do not incentivise this under the current Martha Mine operation. A comprehensively planned and sequenced rehabilitation could provide the recreational

infrastructure at the Town Centre Zone interface to facilitate this and greater certainty for owners and developers.

In summary, the sensitivity of Community Safety effects from an urban design perspective is likely to be Low for the Town Centre Zone.

Magnitude of change

Currently there are three residential properties on Haszard Street and the PYE Factory Building and The Hub on Martha Street occupying the street frontages within the Proposed MMZ. Otherwise, most other parts of the Proposed MMZ are vacant lots.

Martha and Haszard Streets are key pedestrian links between the core of the town centre along Seddon Street to publicly accessible open spaces within the existing MMZ, including the Pit Rim Walkway and viewing lookouts. The Proposed MMZ currently forms a relatively long interface between these two activity areas.

During the operation of the mine, there is the potential need for noise walls that may present blank and inactive edges to the Proposed MMZ. In the short to medium term, there are opportunities during the operation of the mine to provide for better managed access to these 'rear' properties and increase environmental quality to address potential CPTED issues within the Proposed MMZ and at its interface with the Town Centre Zone.

The current Town Centre Zoning of this area provides the opportunity to potentially remedy these CPTED issues over time. A fully realised town centre within the Proposed MMZ, developed under the current zone provisions, could provide for positive CPTED outcomes. However, the likelihood of this happening needs to be balanced with the likely sequencing of the Martha Pit rehabilitation. Providing rehabilitation considered CPTED principles, including providing recreational opportunities and visitor destinations, the longer term difference in environmental outcomes in relation to CPTED would be considerably reduced.

In summary, the magnitude of Community Safety effects from an urban design perspective is likely to be Low for the Town Centre Zone.

5.8.3 Residential Zones Discussion

Sensitivity of receiving environment

In the western residential areas, such as along Savage Road and Moresby Avenue, the existing MMZ boundary follows established road alignments. However, in several instances the Proposed MMZ extends across these roads and into adjacent residential blocks. There is the potential that with an expansion of the mine operations into these areas it may require future consent applications to realign these roads that would likely expose internal lot boundaries of residential properties. This potentially creates increased risk of CPTED related issues if these new interface areas become publicly accessible.

There are potential mitigation options to better manage the possible impacts of road realignments to achieve better CPTED outcomes, by either allowing for effective landscape buffer / transition areas or provision for new development lots to 'sleave' internal lot boundaries. CPTED principles of Access Management, Territorial Reinforcement and Quality Environments are mitigation measures would likely need to be considered to balance the reduction or lack of natural supervision over these more publicly accessible areas, particularly if the Pit Rim Walkway and formal recreation areas were established near internal boundaries.

In summary, the sensitivity of Community Safety effects from an urban design perspective is likely to be Low-Moderate for the Residential Zone and Low for the Low Density Zone.

Magnitude of change

Many formerly residentially zoned properties are already located in the MMZ and the number of properties within the Proposed MMZ are relatively small in relation to both these and the size of the residential zone overall. Only a few properties will be affected by road realignments, but there will likely be a substantial increase in numbers of people potentially using these public or publicly accessible areas. Furthermore, these potential adverse effects would likely extend beyond the closure of Martha Mine.

Similar to the town centre, the ability to serve properties in order to activate the frontage along the residential zone could minimise CPTED effects and gain positive outcomes for existing residents or new developments at the interface. Appropriate treatment of internal boundaries with the Proposed MMZ will be necessary to manage increasingly public / publicly accessible areas and the transition to private spaces within residential properties, particularly as the Plan Change Area progressively rehabilitates.

In summary, the Magnitude of Community Safety effects from an urban design perspective is likely to be Low-Moderate for the residential zones.

5.8.4 Effects summary and recommended Plan Change approach

In the Town Centre Zone, the effect on Community Safety from an urban design perspective is likely to be **Low** overall, due to a Low sensitivity to the receiving environment and Low magnitude of change.

In the Residential Zones, the effect on Community Safety from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate / Low sensitivity to the receiving environment and Low-Moderate magnitude of change.

Recommended changes to the existing MMZ assessment criteria relevant to Community Safety should include references to CPTED where they relate to public access and general safety, including road realignments or closure. This would then provide for both the principles and processes involved in crime prevention. It should also include references to retaining representative heritage aspects of the PYE Factory and its adaptive reuse, as part of maintaining and enhancing natural surveillance along Moresby Avenue and Martha Street.

5.9 Comprehensive Development

5.9.1 Explanation of Urban Design Effects

Comprehensive Development seeks to achieve a well-planned and sequenced approach to an area, allowing the efficient and effective use of land that is carefully integrated into the town and surrounding context.

Some of the potential adverse effects from a Comprehensive Development perspective include:

- Less integrated management of complex environmental issues that do not address context specific constraints or maximise opportunities;
- Incompatible patterns and intensities of development between existing and proposed areas resulting in piecemeal outcomes;
- Less certainty for investment between different developments and public sector agencies; and

- Poor coordination of the sequencing of development over time.

5.9.2 Zones discussion

Sensitivity of receiving environment

The Proposed MMZ comprises several discrete blocks of land distributed around the pit rim, most which directly relate to the existing MMZ with some separated by road reserves. This creates a complexity of ownership patterns and different zone / road interfaces that has the potential to result in piecemeal mitigation and rehabilitation of the Martha Mine operations across different parts of the Proposed MMZ over time. However, through ongoing rehabilitation of the Proposed MMZ in a comprehensive manner there is potential for positive effects to be achieved through enhancing the character, built form, access, open space and the mix of other land use activities. This could provide the basis for comprehensively 'healing' the northern interface of the town centre with a rehabilitated Proposed MMZ and creating wider regeneration opportunities for the town prior to the mining operation winding down. For instance, given the location and alignment of existing road reserves, such as Martha and Haszard Streets, currently severing adjacent blocks within the Proposed MMZ, there is the potential for close collaboration with HDC to enhance these roads and/ or close roads to achieve wider positive benefits for the town.

In summary, the sensitivity of Comprehensive Development effects from an urban design perspective is likely to be Low-Moderate, particularly for the Town Centre Zone.

Magnitude of change

The Proposed MMZ is a modest expansion in the context of the overall existing MMZ. Although, is located a prominent position within the town. While the existing rules and consents for the Martha Mine provides for rehabilitation of the mine at closure, the expansion of the Proposed MMZ closer to core parts of the town centre and deeper into residential zones could result in a range of adverse urban design effects in the interim, before the potential considerable benefits of the rehabilitation could be realised. The rehabilitation also covers a relatively large area of the town with a long interface to adjacent zones and within areas of potential high amenity and functional importance.

As the Martha Mine transitions into an inland recreational lake, the town centre has the potential to transition from a 'mining town' with mitigated effects, that turns its back to the mine, to a 'lakefront town' with positive effects, which enhances its northern aspect. Given multiple ownership patterns at the interface, this transition will likely need time to progressively open and face north towards the lake and have a clear vision to enable this to happen in a coordinated way. Consideration will be needed to create good urban activation and amenity outcomes for both locals and visitors to the town centre.

There is also a risk that a piecemeal approach to rehabilitation of the Martha Mine may not fully realise the potential to enhance the environmental outcomes anticipated for the town. It is acknowledged that provisions are made for the ongoing and planned rehabilitation of the Martha Mine

In summary, the magnitude of Comprehensive Development effects from an urban design perspective is likely to be Low-Moderate.

5.9.3 Effects summary and recommended Plan Change approach

The effect on Comprehensive Development from an urban design perspective is likely to be **Low-Moderate** overall, due to a Low-Moderate sensitivity to the receiving environment and Low-Moderate magnitude of change.

Recommended changes to the existing MMZ policies and assessment criteria relevant to Comprehensive Development should include references to ongoing and planned rehabilitation during and following mining activities. This should be carried out in a way that manages temporary and longer-term effects and beneficial amenity outcomes for the town in a comprehensive manner.

From an urban design perspective, a ongoing rehabilitation and closure plan is recommended to include the following considerations:

- i. Context and character responses, including town centre street grid, adaptive reuse of heritage items / settings, complementary activities and zone boundary integration.
- ii. Access continuity and (re)connections, including Universal Design, Pit Rim / Lake Edge Walkway, Pit / Lake viewpoint, lake recreational access, existing street linkages and car parking provision / locations.
- iii. Publicly accessible open space (re)provision, including functionality, facility provision, activation of edges, enhanced quality.
- iv. Landmark features and visitor destinations (re)location, including visual connections, provision of viewing and recreational areas,
- v. Community Safety (Crime Prevention Through Environmental Design), including response to CPTED principles and lighting strategy.
- vi. Environmental comfort, including northern orientation / access to sunlight and weather protection.

6.0 Summary and Recommendations

The purpose of this urban design assessment is to identify the potential urban design effects resulting from a potential change of zone, considering both positive and negative effects. Both urban amenity and functional potential adverse effects related to urban design have been identified and described in this assessment. Many of these are closely related to landscape and visual, urban capacity and heritage effects identified by other experts and will need to be read in conjunction with these assessments.

Overall, the potential for urban design effects is potentially more moderate than might be expected for a plan change of this nature and scale with considerable potential for positive effects. Primarily this is due to the existing situation and established mining context combined with several amenity and functional qualities that benefit the community and its visitors.

In the short term, urban design effects of a change in the zone are likely to have most impact. However, recommended changes to the existing MMZ plan provisions will enable the retention of important elements have an ability to be retained or relocated and remain sympathetic to their existing setting and mitigation can be achieved using best practice urban design approaches.

In the medium to longer term, the Proposed MMZ retains an enhanced ability to progressively rehabilitate any resultant mine expansion to maintain a contained and more integrated part of the established town and promote positive urban design outcomes for Waihi's future following closure of the mine. From an urban design perspective, these factors outweigh a loss of town centre and residential zoned land both in terms of interface and cohesion.

The findings of this urban design assessment are as follows:

- The existing MMZ Zone Development Standards for permitted activities are comparable with adjacent zones, relative to the potential scale of activities within the MMZ, and are likely to be triggered as part of a resource consent. This is likely to push most activities with potential for adverse urban design effects into at least a Restricted Discretionary consent process where they can be managed.
- The inevitable triggering of a Discretionary Activity land use consent application for an expansion of the existing Martha Pit status provides an opportunity for more holistic, qualitative urban design assessment where contextual / site specific responses can be used in response to the qualities of each zone and their interfaces to manage any potential adverse effects and to enhance the amenity, function and overall quality of the environment.
- Each adjacent zone to the Proposed MMZ has distinct urban character outcomes anticipated in the District Plan. It is recommended that assessment criteria provide for tailored contextual responses to these specific character traits, rather than a uniform approach.
- Several new urban design considerations are recommended based on industry best practice that are not, at least explicitly, referenced in existing Hauraki District Plan provisions. These include the recommended introduction of provisions for:
 - Crime Prevention Through Environmental Design (CPTED), which expands on references to 'safety' to ensure it covers both traffic / transport and community safety considerations;
 - Universal Design, which provides for accessible, usable, convenient and legible routes.
- While the MMZ provides for rehabilitation of the Martha Mine at closure, the expansion of the Proposed MMZ closer to core parts of the town centre and deeper into residential zones will likely result in long term adverse urban design effects before the potential considerable benefits of the rehabilitation could be realised. The rehabilitation also covers a relatively long interface with adjacent zones and within areas of potential high amenity and functional importance. There is also a risk that a piecemeal approach to either ongoing or full rehabilitation of the Martha Mine would not fully realise the potential to enhance the environmental outcomes anticipated for the town. It is recommended that provisions are introduced for the ongoing and coordinated rehabilitation of the MMZ. From an urban design perspective, an ongoing rehabilitation and closure plan is recommended to include the following considerations:
 - vii. Context and character responses, including town centre street grid alignments of Hazard, Martha and Seddon Streets, adaptive reuse of heritage items / settings, complementary activities and zone boundary integration.
 - viii. Access continuity and (re)connections, including Universal Design, Pit Rim / Lake Edge Walkway, Pit / Lake viewpoint, lake and recreational access, existing street linkages and car parking provision / locations.

- ix. Publicly accessible open space (re)provision, including functionality, facility provision, activation of edges, enhanced quality.
 - x. Landmark features and visitor destinations (re)location, including visual connections, provision of viewing and recreational areas,
 - xi. Community Safety (Crime Prevention Through Environmental Design), including response to CPTED principles and lighting strategy.
 - xii. Environmental comfort, including northern orientation / access to sunlight and weather protection.
- More specifically, recommended changes to the existing MMZ policy and assessment criteria based on managing potential amenity / functional urban design effects discussed above, as part of the potential expansion of the Martha Mine and its ongoing rehabilitation, should include references to:
 - Integration and enhancement of the quality and character with adjoining urban areas, both through built form and landscape measures, including maintaining street grid alignments and retention and/or adaptive reuse of heritage items and their settings. This should include retaining representative heritage aspects of the PYE Factory.
 - Articulation and modulation of adapted or new built forms and landscape structures (e.g. PYE Factory, noise walls, etc.).
 - Continuity, function and quality of access around the perimeter of the Martha Pit.
 - CPTED where they relate to public access and general community safety, including road realignments or closures. This would then provide for both the principles and processes involved in crime prevention.
 - Maintaining or enhancing well-functioning and comprehensively planned urban areas, including provision for a range of recreation and destinations experiences, as part of maintaining or enhancing the continuity of anchor / destination and activation roles of commercial, residential and open space areas.
 - Ongoing and planned rehabilitation during and following mining activities, in a way that manages temporary and longer-term effects and beneficial amenity outcomes for the town in a comprehensive manner.

On balance, the Proposed MMZ zone is appropriate for the plan change area from an urban design perspective, subject to recommended modifications to the existing MMZ zone provisions in the District Plan.

MARTHA MINERAL ZONE PLAN CHANGE URBAN DESIGN GRAPHIC SUPPLEMENT

AUGUST 2022



Martha Mineral Zone Plan Change



Contents

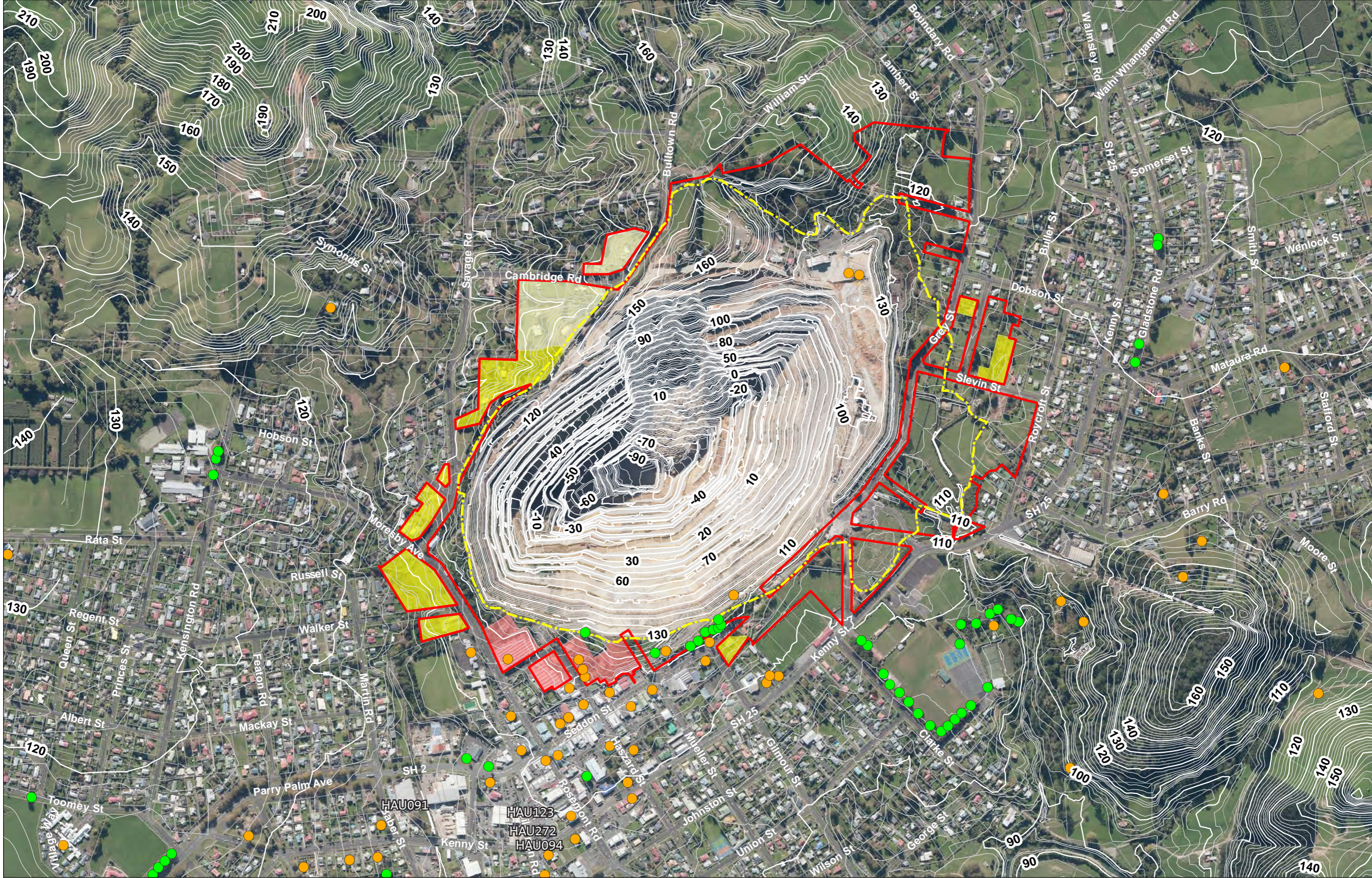
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Data Sources:
Zoning sourced from HDC REST service

Projection: NZGD 2000 New Zealand Transverse Mercator

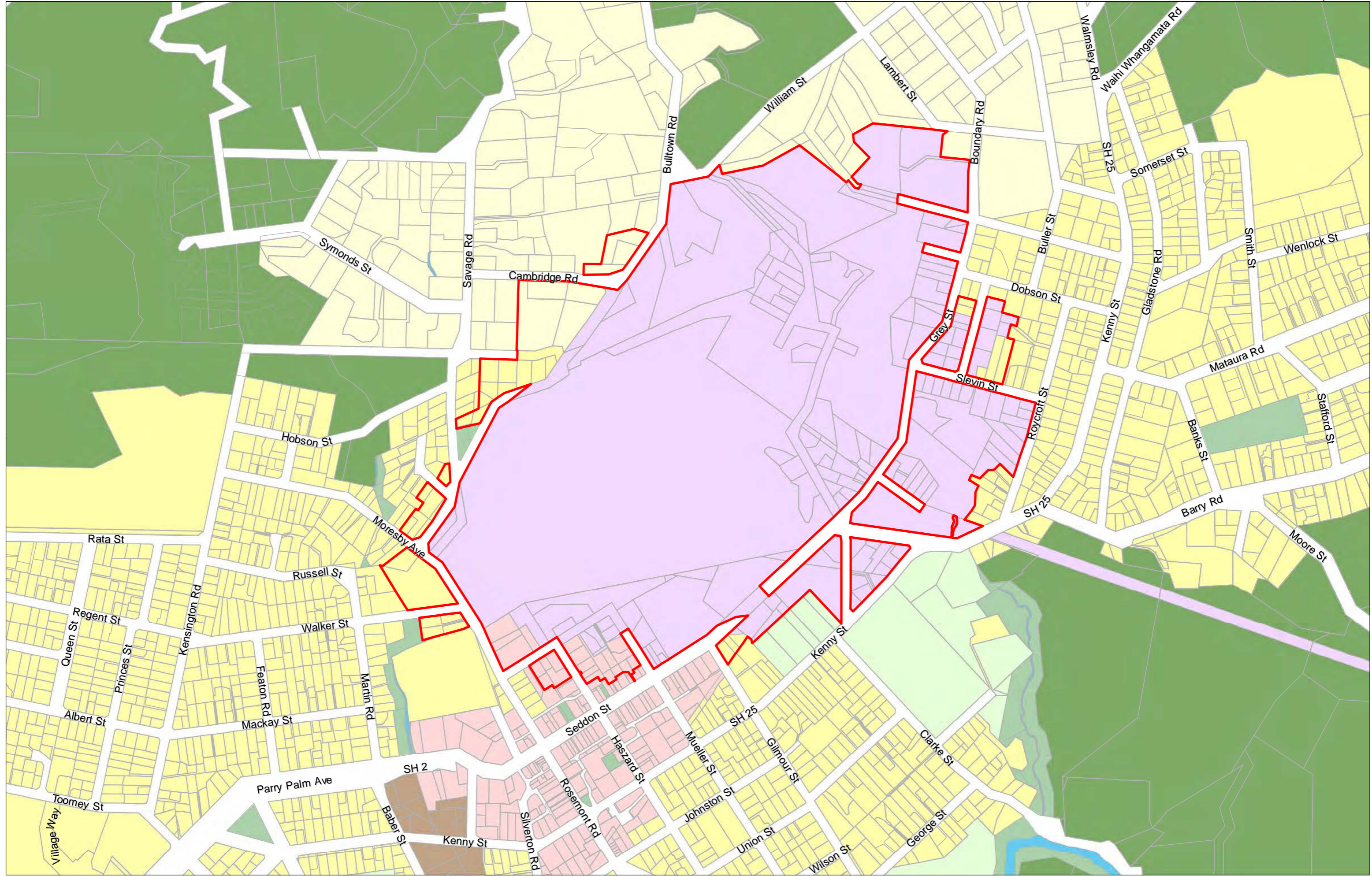
LEGEND

- Significant Tree
- Heritage Site
- Pit Rim Walkway
- Existing Contours (2m)
- Proposed Martha Mineral Zone
- Rezoned from Town Centre
- Rezoned from Residential
- Rezoned from Low Density Residential

MARTHA MINERAL ZONE PRIVATE PLAN CHANGE
Site Appraisal


Date: 02 September 2021 | Revision: 0
Plan prepared for Oceana Gold by Boffa Miskell Limited

Project Manager: rhus.girvan@boffamiskell.co.nz | Drawn: BMC | Checked: RGI













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 Data Sources:
 Zoning sourced from HDC REST service

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

 Proposed Martha Mineral Zone	 Industrial
 Martha Mineral	 Reserve (Active)
 Town Centre	 Reserve (Passive)
 Residential	 Rural
 Low Density	 Hydro

MARTHA MINERAL ZONE PRIVATE PLAN CHANGE
Statutory Context

Date: 02 September 2021 | Revision: 0
 Plan prepared for Oceana Gold by Boffa Miskell Limited
 Project Manager: rhy.girvan@boffamiskell.co.nz | Drawn: BMC | Checked: RGI





Seddon Street: view looking south west towards Waihi town centre.



Seddon Street: view looking north east towards the Poppet Head.



Gilmour Street: view looking north along towards the Poppet Head.



Hazard Street: view looking south east towards Seddon Street roundabout.



Hazard Street: view looking west towards Seddon Street from the corner of Hazard Street.



Moresby Street: view looking south east towards Seddon Street and State Highway 2 roundabout.



Kids Statue: located on Seddon Street.



Gold Digger: located near roundabout at the corner of Seddon and Mueller Streets.



Pumphouse: view looking south towards the Pumphouse with the Poppet Head in the distance.



St John's Anglican Church and the Gold Discovery Centre: view looking south west along Seddon Street.

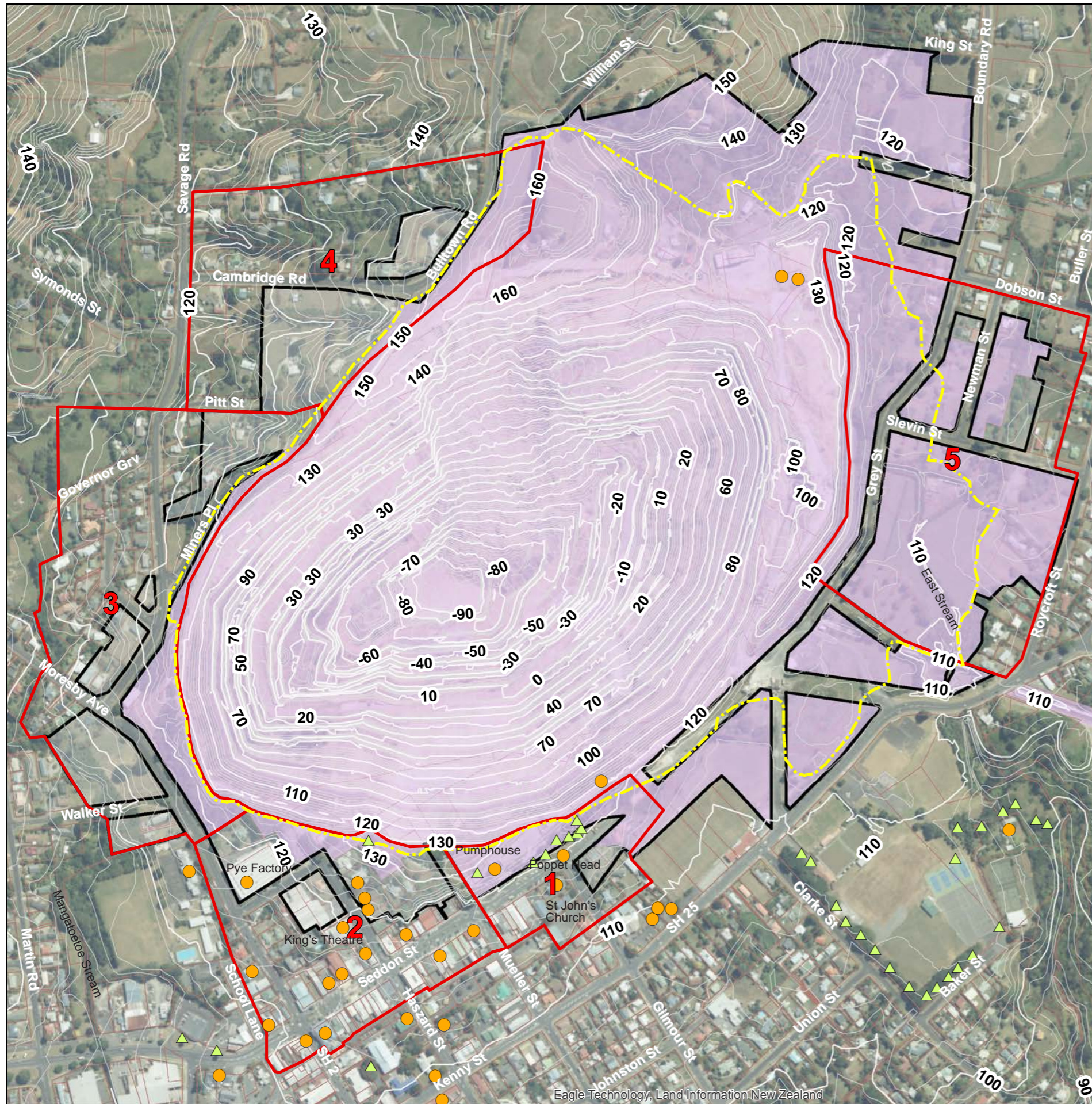


Poppet Head: view looking south west towards Seddon Street.



Pye Building: view looking south east from Moresby Street.

TOWNSCAPE CHARACTER AREAS



Character Area 1: Upper Seddon Street

- Northern more elevated end of main street and town centre
- Prominent pit rim location for relocated Cornish Pumphouse and Poppet Head
- Residual toe slopes of Martha Hill (Pukewa) and established vegetation which screens views from main street into open mine
- Mix of independent retail / commercial premises and St John's Anglican Church located along southern side of the road
- Grid street arrangement accessed and orientated with main street
- Several significant trees including Liquidambar, English Oak, Totara, Kauri, and Rhododendron along pit rim
- Pit Rim Walkway overlooks the open mine and includes viewing opportunities across the surrounding landscape



Character Area 2: Seddon and Haszard Streets

- Residual slopes of Martha Hill (Pukewa) gently slope south from high point (134 masl) and assist containing adjoining views into open mine
- Fragmented assortment of industrial, civic and residential dwellings
- Heritage buildings define transition from town centre towards the periphery of the existing mine (Pye Factory and King's Theatre)
- Grid street arrangement on fringe/side streets accessed and orientated from main street
- Coherent retail strip along Seddon Street with nodal points at key intersections
- Pit Rim Walkway accommodates viewing opportunities of open mine adjacent vegetation in residual gardens and listed kauri tree
- Rangatira Statue located within planting on elevated pit rim context



Character Area 3: Moresby Avenue and Savage Street

- Residential and open space setting located within lower lying areas and encompassing the margins of Mangatoetoe Stream
- Bundling with substantial areas of planting separates and contains western edge of Martha Mine from surrounding areas
- Moresby Avenue forms local commuter road which responds to underlying topography and crosses Mangatoetoe Stream
- Single and double storied detached houses / stand-alone garages
- Generous lawn areas, boundary shrubs and small tree planting
- Pit Rim Walkway contained along and overlooks the open mine
- Mining artefacts (haul truck and mill girth gear) configured in open space beyond the pit rim



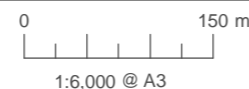
Character Area 4: Cambridge Road

- North-west slopes of Martha Hill (Pukewa) reach its highest remaining elevation of 168 masl east of Bulltown Road
- Undulating landform generally slopes west towards Mangatoetoe Stream with views separated from existing open mine
- Low density residential character accessed along informal road network which responds to underlying topography
- Single and double storey dwellings typically set within established garden planting and/or small paddocks
- Open garden settings, vegetable gardens and small domestic animals
- Relocated Pit Rim Walkway re-established along pit rim with opportunities to overlook the open mine



Character Area 5: Slevin Street

- Flat to gently sloping topography east of an established planted noise bund enclosing the operational mine
- Landform accommodates existing and relocated sections of East Stream
- Fragmented street pattern with several road closures responding to underlying hazards
- Quasi parkland setting established through residual residential garden planting
- Low rise, detached houses / stand-alone garages back onto the periphery of open space
- Pit Rim Walkway extends through open parkland setting and grove of planted kauri separated from the operational mine



Vegetation within existing Martha Mineral Zone

Proposed Expanded Martha Mineral Zone



Proposed Expanded Martha Mineral Zone

Viewpoint 1: Seddon Street (North)



Viewpoint 2: Gilmour Street

Seddon Street

Salvation Army Building

Proposed Expanded Martha Mineral Zone



Proposed Expanded Martha Mineral Zone

Viewpoint 3: Seddon Street and Mueller Street

Kings Theatre

3 Haszard Street



Viewpoint 4: Haszard Street

Seddon Street



Proposed Expanded Martha Mineral Zone

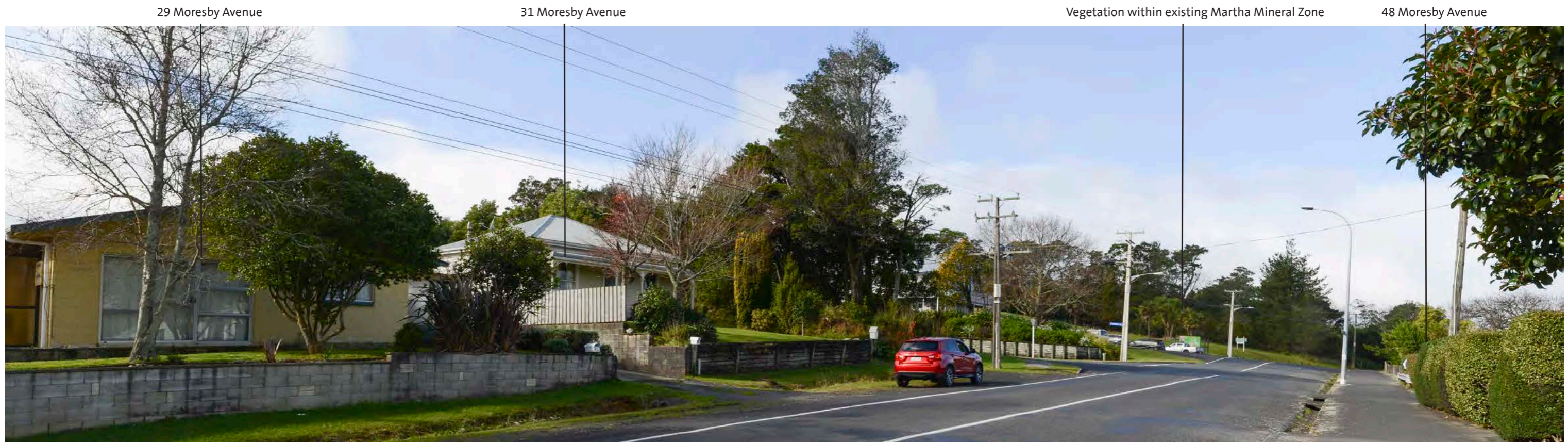
Viewpoint 5: Seddon Street (South)



Viewpoint 6: Moresby Avenue and Martha Street



Viewpoint 7: Moresby Avenue



Viewpoint 8: Moresby Avenue and Savage Street

Islington Terrace

Vegetation within existing Martha Mineral Zone



Viewpoint 9: Islington Terrace

Vegetation within existing Martha Mineral Zone

Moresby Avenue

Walker Street Walkway

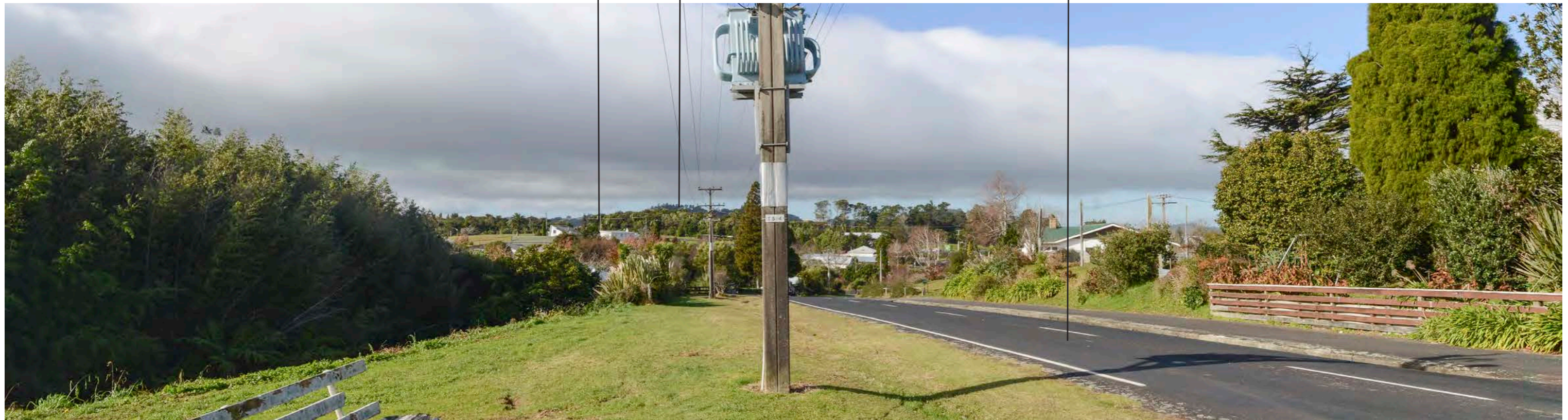


Viewpoint 10: Walker Street (East)

Vegetation within existing Martha Mineral Zone

Union Hill

Moresby Avenue



Viewpoint 11: Moresby Avenue (West)

Vegetation within existing Martha Mineral Zone Walker Street



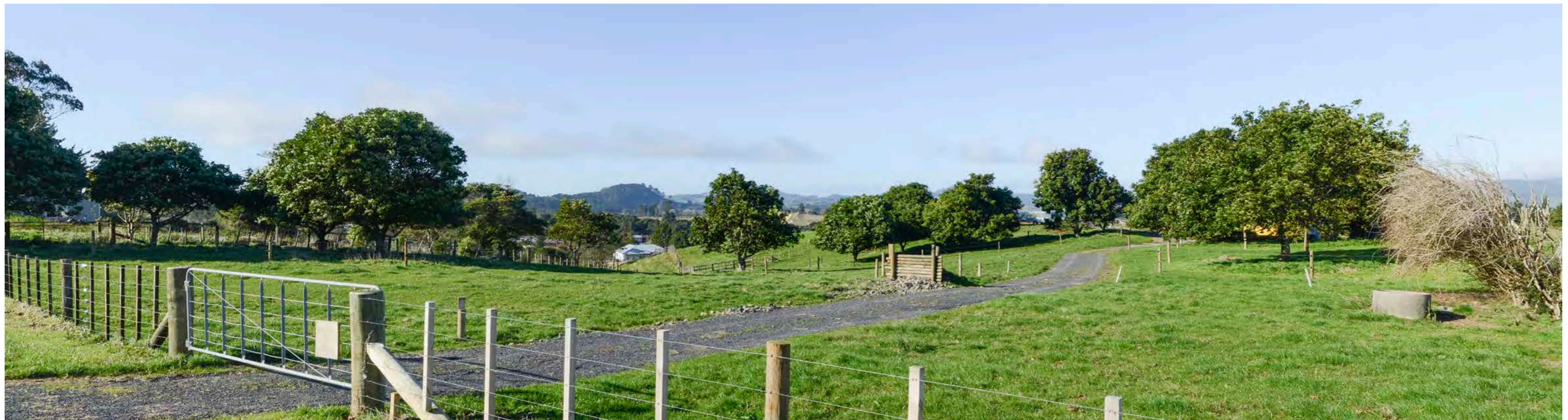
Viewpoint 12: Walker Street (West)

12 Cambridge Road

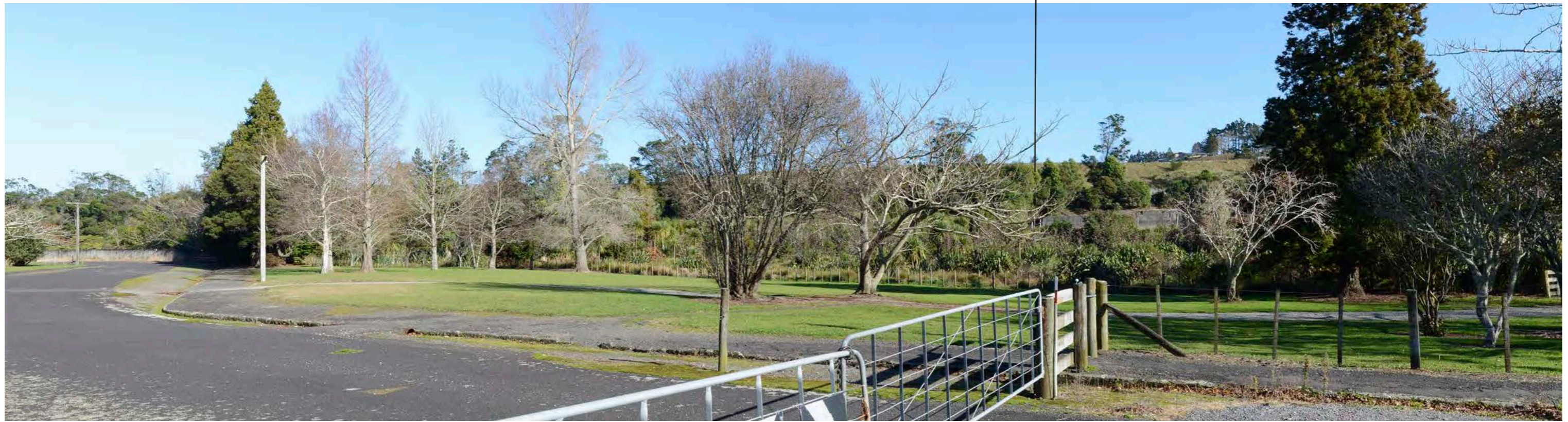
11 Cambridge Road



Viewpoint 13: Cambridge Road



Viewpoint 14: Symonds Street



Viewpoint 15: Grey Street



Viewpoint 16: Slevin Street



Viewpoint 17: Kenny Street



Viewpoint 18: State Highway 2