

BEFORE THE HEARING COMMISSIONERS

**IN THE
MATTER**

of the Resource Management Act 1991

AND

**IN THE
MATTER**

of a subdivision to create 242 residential lots within the C2 Growth Cell, and associated lots for public assets by 3MS of Cambridge GP Limited (SP/0179/20)

STATEMENT OF EVIDENCE OF JIMMY JIENAN ZHUANG (Urban Design)

Dated: 18 May 2021

0. EXECUTIVE SUMMARY

- 0.1. Multiple relatively smaller land holdings to the west of 1865, 1863, 1871 and 1881 have been deemed to be affected by the subdivision resource consent application SP/0179/20. One of these land holdings is 1835 Cambridge Road. I have been engaged by the land owners of 1835 Cambridge Road to provide urban design advice to assess the general urban design related effects and specific effects on the property/land at 1835 Cambridge Road, caused by the resource consent application. Throughout this process, I have reviewed the relevant documents and visited the resource consent application site as well as its surrounding properties.
- 0.2. The resource consent application proposes significant departures from Waipa District Council's District Plan and in particular Cambridge C1 and C2/C3 Structure Plan. Two of the most fundamental elements of the Structure Plan, a north-south Collector Road and its parallel Open Channel Green Space are relocated from the Application Site to its neighbouring land-holdings to the West. 1835 Cambridge Road is one of the land-holdings. Such relocations create significant adverse effects on the small land-holdings.
- 0.3. The Application was refined during creation of Statement of Evidence, in which the adverse effects on 1835 Cambridge Road are reduced. However, when comparing between three versions of structure plan, I believe the WDC Structure Plan achieves the best urban design outcomes within and beyond the Application site.
- 0.4. In conclusion, I remain very concerned with removing the two most critical elements of the Structure Plan, the Collector Road and Open Channel Green Space, from the Application site into smaller land holdings with multiple land owners. I believe that development within the Application site only occurs when the north-south stormwater reserve and collector road can be achieved at the same time. Especially, the Collector Road and Open Channel Green Space may be moved again in the future.

1. INTRODUCTION

- 1.1. My full name is Jimmy Jienan Zhuang.
- 1.2. I am an urban designer and planner with 12-year working experience.
- 1.3. I have been engaged by the land owners of 1835 Cambridge Road to provide urban design advice to assess the general urban design related effects and specific effects on the property/land at 1835 Cambridge Road, caused by the resource consent application SP/0179/20 (**'the Application'**) by 3Ms (**'the Applicant'**).
- 1.4. I have prepared this statement of evidence at the request of the land owner of 1835 Cambridge Road, who are Mr Xiaofeng Jiang and Ms Liping Yang (**'Submitter 4'**, as identified in council's s42 report).
- 1.5. In preparing this evidence, I visited the Application site – 1865, 1863, 1871, 1881 Cambridge Road, Cambridge, as well as surrounding areas, on 11 May 2021. I have read the WDC' District Plan, in particular, Appendix S19 - Cambridge C1 and C2/C3 Structure Plans (**'the Structure Plan'**) and Section 15 - Infrastructure, Hazards, Development and Subdivision.
- 1.6. I have also reviewed:
 - a. the Application (**'the Notified Version'**, dated 10 March 2021);
 - b. submissions made with respect to the notified Application;
 - c. the Waipa District Council's (**'WDC'**) s42A report prepared by Mr Mark Batchelor and the urban design assessment prepared by Mr Matt Riley of Barker and Associates for Waipa District Council; and
 - d. the Applicant's statement(s) of evidence by Mr Mark Chrisp and Mr Stuart Mackie, as well as associated drawings/plans (**'the Refined Version'**, dated 11 May 2021).

2. Qualifications and Experience

- 2.1. I am a Director of Urban Form Design Ltd which provides architecture and urban design services.
- 2.2. I hold a bachelor degree in planning and a master degree in urban design, both with honours from the University of Auckland. I have

worked at both public and private sectors in New Zealand and Singapore. I have also taught urban design courses of undergraduate planning programmes at the University of Auckland.

- 2.3. I have been involved in a range of projects, including regional/spatial planning, urban regeneration, public transport and detailed building design. As an urban designer, I have produced and delivered a number of master plans and land subdivisions for greenfield developments in the Auckland Region and Hamilton. I have also provided architectural design for various scales of multi-unit housing projects.

3. Code of Conduct

- 3.1. I have read the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014). I have complied with it, and will follow the Code when presenting evidence at the hearing. I also confirm that the matters addressed in this statement of evidence are within my area of expertise, except where I state that I rely on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from my opinions.

4. Scope of Evidence

- 4.1. My evidence covers the following matters:
- a. assessments of the Application – the Notified Version in relation to specific urban design matters;
 - b. assessments of the Application's Refined Version in relation to specific urban design matters; and
 - c. responses to WDC urban design assessment, prepared by Mr Matt Riley and responses to the Applicant's statement(s) of evidence in relation to urban design matters – both responses are included throughout my statement while discussing specific effects or matters.
- 4.2. My evidence includes a table and three sets of drawings (in the Attachment Section of this statement) which compare and summarise the effects of the Application on Submitter 4's land.

5. Assessment of the Application – the Notified Version in relation to specific urban design matters

General Effects of relocating the North-South Collector Road and Open Channel Green Space

Street Blocks

- 5.1. The street-block structure within the remainder of the C2 Growth Cell, other than the Application site, is beyond the control of the Applicant. But in my opinion, the street-block structure outside the Application site is not beyond the Application's influence. The Application directly impacts what may be achieved on multiple sites to the west in particular.
- 5.2. The street-block structure within the Application site and the resultant street-block structure imposed upon the western portion of the C2 Growth Cell through the provision/non-provision of infrastructure are not optimised for development in terms of urban design (e.g. public-front-vs-private-back arrangements, physical and psychological activation of the public realm, passive surveillance over the public realm).
- 5.3. For instance, there are two proposed east-west local roads intersecting the Collector Road, directly to the east of Submitter 4's land, in the Notified Version (refer to **Drawing – UD0102**). Meanwhile, a local road is proposed along the northern boundary of Submitter 4's land, in both the Structure Plan and the Notified Version. Therefore, two T-junctions in very close proximity have to be created. One of the T-junctions will be out of the Applicant's control.
- 5.4. In an urban design sense, without entering the field and subjects of transport experts, such arrangement in the Notified Version does not promote "[c]lear orientation and wayfinding aided by a logical layout, street hierarchy and pedestrian network". And also, from common sense point of view, two T-junctions in close proximity does not promote road safety. As a result, when designing and developing in the future, neighbouring land owners are indirectly forced to change the local road alignment from the Structure Plan. Because creating a cross-road intersection or providing sufficient distance between two T-junctions is the most logical approach.

Departures from the Structure Plan – the Collector Road and the Open Channel Green Space

- 5.5. The Application – Notified Version proposed a number and magnitude of departures from the Structure Plan. These proposed departures relate to the design and location of fundamental infrastructure within the C2 Growth Cell.
- 5.6. The Notified Version proposes to relocate the primary north-south stormwater infrastructure – Open Channel Green Space and Collector Road (which intersects with Cambridge Road and links to C3 Growth Cell) towards west outside of the Application site. This will significantly affect an area to the west of the Application site. This area(s) comprises a number of comparatively smaller land-holdings, with land owners severely limited in their ability to accommodate the loss of substantial portions of their developable land for public purposes.
- 5.7. If those many land owners of small land-holdings were to develop their land, while incorporating important elements (i.e. the Collector Road and Open Channel Green Space) of the Structure Plan, they would require significant coordination of master planning of their sites.
- 5.8. For the land owners to address the stated outcomes of WDC District Plan, the following elements in any master planning would comprise:
 - a. appropriate street alignments in general accordance with the Structure Plan (or the Notified Version)
 - b. street-block dimensions and orientations (1st order subdivision)
 - c. streetscape design
 - d. individual lot dimensions and orientations (2nd order subdivision)
 - e. needs for rear lanes, right-of-ways (**'ROW'**)/joint own access lots (**'JOAL'**)
 - f. needs to physically and psychologically activate and provide passive surveillance over the public realm (public roads and other green open space).
- 5.9. There are other common matters which the land owners would need to coordinate, if their properties were to be developed, such as resource

consent applications, construction managements, quality controls, etc. Mr Riley's report does appear to me that he also recognises such issue(s) (**para. 10.2**):

"It does, however, create practical 'real world' issues of ensuring their delivery across a greater number of land owners".¹

Consequential Effects on Developments of Adjacent Land-Holdings if Relocating the Collector Road and the Open Channel Green Space outside the Application Site

5.10. If the Notified Version is approved, relocating the Collector Road and Open Channel Green Space will constrain the flexibility and efficiency of the small land holdings abutting and adjacent to the Application site, when they were to be developed. These effects are recognised in Mr Riley's Urban Design Report (**Appendix 1 and para. 9.6**).²

5.11. My opinion on how the smaller land-holdings to the west of the Application could be designed is in general agreement with Mr Riley's view (on "Integration with adjoining land"), if the Notified Version was approved. As per Mr Riley's "[t]esting of conceptual subdivision layout on land adjoining application site to the west", a number of cul-de-sacs are used to "[achieve] acceptable urban design outcomes" (**para. 9.6**)³. I also concur with his view and statement below:

"I furthermore note that the concept ... is not ideal in an urban design sense, with compromises being necessary to achieve a rational layout. The concept has extensive use of cul-de-sacs - although the heads of all but one of the cul-de-sacs is opened up with a walking and cycling link, achieving good permeability and connectivity. Additionally width constraints mean that fitting in a north-south access road for these land parcels in addition to lots with road (rather than JOAL frontages) means that lots are of a generally smaller size, averaging from the high 300m² range to the low 400m² range".⁴

5.12. Mr Mackie's response to subdivision layout testing (in his Statement of

¹ SP017920 – Urban Design – Specialist Report, by Mr Matt Riley, dated 22 April 2021

² SP017920 – Urban Design – Specialist Report, by Mr Matt Riley, dated 22 April 2021

³ SP017920 – Urban Design – Specialist Report, by Mr Matt Riley, dated 22 April 2021

⁴ SP017920 – Urban Design – Specialist Report, by Mr Matt Riley, dated 22 April 2021

Evidence) shows similar street-block layouts to Mr Riley's. The only key difference is the individual lot size (2nd order subdivision). Such difference does not change the fact that the future urban design outcomes for the smaller land-holdings to the west of Application site have been adversely affected, when they are to be designed and developed.

Effects on 1835 Cambridge Road

5.13. As discussed above, the proposed departures in the Application – Notified Version related to the design and location of fundamental infrastructure within the C2 Growth Cell have consequential effects on Submitter 4's land:

- a. the proposed relocation of the Open Channel Green Space from within Stage 1 to Stages 2 and 3
 - i. the entire width of Open Channel Green Space, approximately 44.3m wide, was placed on Submitter 4's land between Cambridge Road and the northern boundary of the Submitter 4's land (refer to **Table 1** and **Drawings – UD0101, UD0102**)
 - ii. the Open Channel Green Space occupies approximately 11,660m² land area of the Submitter 4's land (refer to **Table 1** and **Drawings – UD0101, UD0102**).
- b. the proposed relocation of the main north-south Collector Road through the C2 Growth Cell within Stage 1 to Stages 2 and 3
 - i. the part of Collector Road between Cambridge Road and the northern boundary of Submitter 4's land was placed on both Submitter 4's land and 1835A Cambridge Road
 - ii. the Collector Road occupies approximately 3,468m² land area of the Submitter 4's land (refer to **Table 1** and **Drawings – UD0101, UD0102**).

5.14. The substantial urban design related effects of the departures (in the Notified Version) from the Structure Plan, on Submitter 4's land include:

- a. resulting in inefficient use of land;
 - i. this is not tested or discussed in Mr Riley's Urban Design

Report

- ii. this is discussed in Mr Mackie's evidence – I will provide my response below
 - b. significant reduction in land for future residential development/allotments (refer to **Table 1** for quantitative comparisons);
 - c. significant reduction in street frontage to Cambridge Road (refer to **Drawings – UD0001, UD0002, UD0101, UD0102**); and
 - d. insufficient distance from the roundabout for Cambridge Road and Collector Road.
- 5.15. WDC's District Plan – Structure Plan currently shows no land required for the Collector Road and Open Channel Space (refer to Drawings – **UD0001, UD0002**) in Submitter 4's land. I have prepared a rationalised and hypothetical street-block plan (**Drawing – UD0002**) to show one of a few scenarios of how the Submitter 4's land could be designed in accordance with the Structure Plan.
- 5.16. Based on the Structure Plan, I relocate a local road slightly towards and along the eastern boundary of Submitter 4's land. In doing so, there would not be any redundant land left on the western side of the local road for 1835A Cambridge Road. A north-south local road is proposed in a location/spacing where a double lot-depth ('Super-Lot' 1 in **Drawing – UD0002**) and a single lot-depth half street-block ('Super-Lot' 2 in **Drawing – UD0002**). This arrangement ensures that individual lots will achieve one of the most fundamental urban design principles – having their own public frontages and private backyards.
- 5.17. The placement of the roundabout for the Collector Road and Cambridge Road in the Structure Plan, particularly the splay of the lot boundaries, is sufficiently far away from Submitter 4's land. Such placement should allow Submitter 4's land to retain an independent access regardless the site will or will not be developed. If Submitter 4's land and surrounding properties are fully developed, such access could be closed and developed for residential allotments.
- 5.18. In the contrary, the Notified Version proposes a very constrained site layout for Submitter 4's land. Additional to the significant reduction in

the developable land area, the placement of the Open Channel Green Space in conjunction with a local road significantly adversely affects the remaining 'super-lots' shapes and dimensions (around 46.9m deep, refer to **Drawing – UD0102**), as well as their potential and efficiency of residential lot development.

5.19. As a result of the Notified Version, a half street-block cannot be subdivided to achieve a scenario of every individual lot with public-front and private-back, without the need to creating narrow and long lots. Mr Mackie provides a fairly realistic "Indicative Perimeter Development" (**para. 56, SK005, SK006 and SK009**)⁵, in which he creates a series of 'rear' lots with shared driveways (ROWs or JOALs) responding to such un-optimised street block layout. Such arrangement can also be found in the Application (refer to Lots 137, 140, 141, 154, 155, 158, 159, 172 and 173 in the scheme plans of the Application⁶).

5.20. In both instances, I do not think that what is proposed by the Applicant achieves the relevant urban design principles. In Submitter 4's land, this is because:

- a. eight out 23 (34.8%) of Mr Mackie's proposed lots are 'rear' lots which do not have a public frontage. i.e. those lots and associated houses will not be seen from the public realm; they do not have any interaction with the public realm. While their semi-frontages abut other lots rear boundaries and backyards. This arrangement also affects on individual lots fronting local roads, as fully private backyards will be difficult to achieve on those 'front' lots.
- b. five ROWs/JOALs have to be created to service the 'rear' lots, while essentially acting as driveways. These relatively narrow and semi-public JOALs increase the number of vehicle crossings which adversely affect the quality of the streetscape and pedestrian experience, as there is a lack of continuation of front-yards of individual lots.
- c. Two corner lots essentially have three of four sides exposed to the

⁵ Statement of Evidence of Stuart Anderson Mackie, dated 11 May 2021

⁶ Drawing 4297-SP-2, Cogswell Surveys, dated March 2021

public or semi-public realm. The backyards of both lots are unlikely to be private and quiet without the use of solid fencing and other less permeable landscaping along the public and semi-public frontages.

5.21. I understand that any un-optimised 'super-lot' can be developed "successfully" without considering any other matters. However, I do not agree that a large deployment of such rear-lot arrangement can be deemed successful in any urban design sense. The size, shape and frontage characteristics of these 'rear' lots do not enable positive streetscape outcomes and good on-site amenity, i.e. achieving positive urban design outcomes.

Effects of the Developable Land

5.22. The reduction in the land for future residential development is clearly shown in **Table 1** and **Drawings – UD0001, UD0002, UD0101 and UD0102**. The Structure Plan of WDC's District plan enables the Submitter 4's land to be achieve a developable area around 79.8% of the total land area, as opposed to around 37.8% in the Notified Version (37.8% already includes an area where is used for residential allotment in Mr Mackie's drawing **SK009**⁷). i.e. the Notified Version 'provides' less than half of the developable land area, compared to the Structure Plan. According to my experience, the typical breakdown/yield of developable area is between 75% and 80% gross of an entire site, in a greenfield development.

5.23. The relocation and placement of the Open Channel Green Space not only severely deducts around 35.3% of land area from Submitter 4's land, but also limits the width (around 26.2m) of the street frontage of Submitter 4's land along Cambridge Road (the only public street frontage the land has before any surrounding properties are redeveloped). If the Notified Version is approved, considering the frontage's proximity to the roundabout, Submitter 4's land will be unlikely to have an independent site, other than accessing from the

⁷ Statement of Evidence of Stuart Anderson Mackie, dated 11 May 2021

Open Channel Green Space.

6. Assessments of the Application – the Refined Version in relation to specific urban design matters

General Effects of relocating the North-South Collector Road and Open Channel Green Space

- 6.1. In my opinion, the effects of the Refined Version on the street-block street outside the Application site remain more or less unchanged from the Notified Version. Therefore, my statement in paragraphs 5.1 to 5.4 can be applied here.
- 6.2. The fundamental difference between the Refined Version and the Notified Version is the specific locations of the Collector Road and Open Channel Green Space. The Refined Version also departs from the Structure Plan, as both the Open Channel Green Space the Collector Road are relocated outside the Application site. Compared to the Notified Version, both elements are now located in one less land-holdings/properties (695 Grasslands Drive). The Open Channel Green Space is located to the eastern side of the Collector Road, as oppose to the western side in the Notified Version.
- 6.3. However, the general effects of relocating the Collector Road and Open Channel Green Space are retained, as they are placed in relatively smaller land holdings. Therefore, paragraphs **5.5 to 5.9** will also apply here.

Effects on 1835 Cambridge Road

- 6.4. Comparing to the Notified Version, the Refined Version does present a much reduced effect on the Submitter 4's Land (refer to **Table 1** for a quantitative comparison and summary).
- 6.5. The urban design related effects of the departures (of the Notified Version) from the Structure Plan, on Submitter 4's land include:
- a. reduction in land for future residential development/allotments (refer to **Table 1** for quantitative comparisons)
 - i. land removed from Submitter 4's land for the Collector Road and its associated roundabout with Cambridge Road

(Drawings – UD0201 to UD0202).

6.6. Responding to the changes in the Refined Version, I design a hypothetical and potential site/street-block layout of the Submitter 4's land, which can be similar to what I show in the Structure Plan context, with some rationalisation (**Drawings – UD0202**). Similar design and development outcomes can be achieved for Submitter 4's land as per in the Structure Plan. I have discussed about this in paragraphs **5.14 to 5.17** of this statement.

7. Conclusion

7.1. Relocating the Collector Road and Open Channel Green Space will also significantly and adversely affect the potential development yields for the multiple smaller land-holdings and their owners – who have been notified as part of notification process. The subdivision layout does not enable adjoining land to develop in a manner that achieves good urban form and contributes to Structure Plan outcomes

7.2. When comparing the effects on development yields in relation to Submitter 4's land – 1835 Cambridge Road, WDC's Structure Plan has the least adverse effects; and the Notified Version has the strongest adverse effect. In theory, the Refined Version does reduce the adverse effects on Submitter 4's land – 1835 Cambridge Road, when comparing to the Notified Version. It does logically improve the land use/subdivision efficiency for the land.

7.3. However, I cannot conclude that the Refined Version is better than the Notified Version, as Mr Riley states there need to be the Collector Road and Open Channel Green Space for the success of the structure plan. If both elements are excluded from the consideration/scope of this application, the two structural elements can and will be likely to be relocated again.

7.4. In conclusion, regardless the effects of the Refined Version on Submitter 4's land, I remain very concerned with removing the two most critical elements of the Structure Plan, the Collector Road and Open Channel Green Space, from the Application site into smaller land holdings with multiple land owners. Relocating the Collector Road and

Open Channel Green Space will adversely affect the future block structures outside the Application site.

- 7.5. I agree with Mr Riley's first condition⁸ recommending that development within the Application site only occurs when the north-south stormwater reserve and collector road can be achieved. Additional to what I stated above about the effects of such critical departures, if the Application was approved, the alignments and locations of these two elements could be moved again by the next resource application.

Jimmy Zhuang

18 May 2021

⁸ para. 12, SP017920 – Urban Design – Specialist Report, by Mr Matt Riley, dated 22 April 2021

Table 1: Comparison of Land Taking and Development Yields between Various Versions of Structure Plan

| | 1835 Cambridge Road in the Context of the <u>Structure Plan of WDC District Plan</u> – with Rationalised Block Layout, refer to Drawings UD0001 & UD0002 | 1835 Cambridge Road in the Context of the Structure Plan of the <u>Notified Version</u>, refer to Drawings UD0101 & UD0102 | 1835 Cambridge Road in the Context of the Structure Plan of the <u>Refined Version</u>, refer to Drawings UD0201 & UD0202 |
|---|---|---|--|
| Land Required for the Collector Road and Open Channel Space | No | Yes | Yes |
| Land Area required for the Collector Road | 0m ² | 0.3468ha or 3,468m ² +/- | 0.1391ha or 1,391m ² +/- |
| Land Area required for Open Channel Space | 0m ² | 1.166ha or 11,660m ² +/- | 0m ² |
| ‘Super-Lot’ Area – for Private Allotment | 2.6341ha or 26,341m ² +/- | 1.2486ha or 12,486m ² +/- | 2.5294ha or 2,5294m ² +/- |
| Local Road Area | 0.6685ha or 6,685m ² +/- | 0.5412ha or 5,412m ² +/- | 0.6342ha or 6,342m ² +/- |
| Developable Land Efficiency for Private Allotment = ‘Super-Lot’ Area ÷ Total Land Area (33026m²) of 1835 Cambridge Road | $26,341m^2 \div 33,026m^2 = 79.8\% +/-$ | $12,486m^2 \div 33,026m^2 = 37.8\% +/-$ | $25,294m^2 \div 33,026m^2 = 76.6\% +/-$ |
| Local Road Area % | $6,685m^2 \div 33,026m^2 = 20.2\% +/-$ | $5,412m^2 \div 33,026m^2 = 16.4\% +/-$ | $6,342m^2 \div 33,026m^2 = 19.2\% +/-$ |
| Open Channel Space % | 0% | $11,660m^2 \div 33,026m^2 = 35.3\% +/-$ | 0% |
| Collector Road % | 0% | $3,468m^2 \div 33,026m^2 = 10.5\% +/-$ | $1,391m^2 \div 33,026m^2 = 4.2\% +/-$ |
| Likelihood of Establishing an Independent Site Access to 1835 Cambridge Road | Yes | No | No |

Note: all the land area calculations above are based on maps, drawings and other visual documents submitted during different stages of the Application. They are approximate and are subject to final design and survey.





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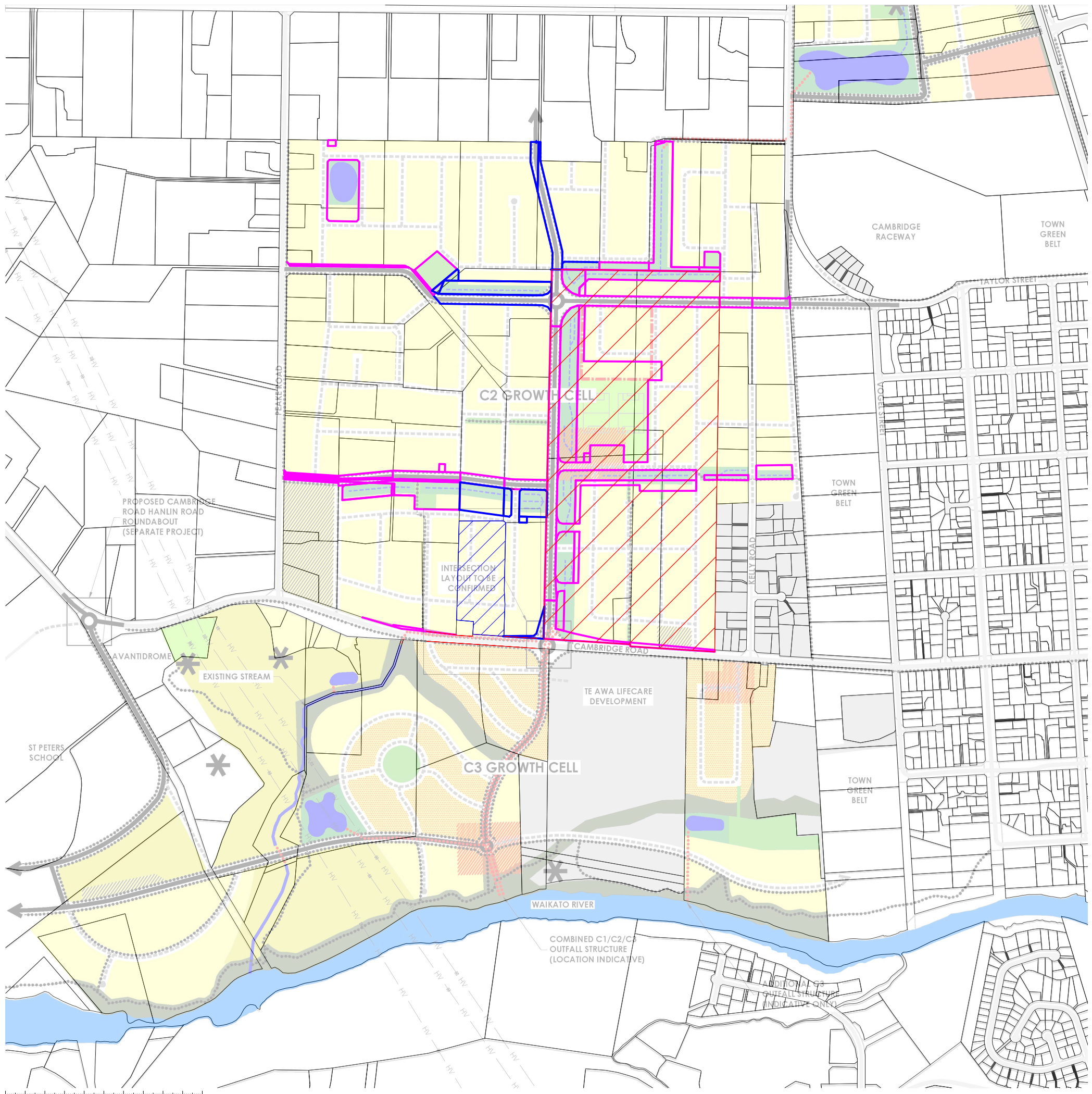


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| REV | DATE | |
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For Resource Consent Hearing

-  3MS Site - 1863, 1865, 1871 & 1881 Cambridge Road
-  Submitter 4 - Jiang & Yang's Property - 1835 Cambridge Road; 3.3041ha
-  Indicative WDC Land Acquisition ('other' Landowners; including the applicant 3MS) - Ref. Applicant - Statement of Evidence - Drawings and maps referenced
-  Indicative WDC Land Acquisition (Notified Landowners) - Ref. Applicant - Statement of Evidence - Drawings and maps referenced



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CLIENT

Xiaofeng Jiang, Liping Yang

PROJECT NAME
Cambridge - 3MS Resource Consent Submission

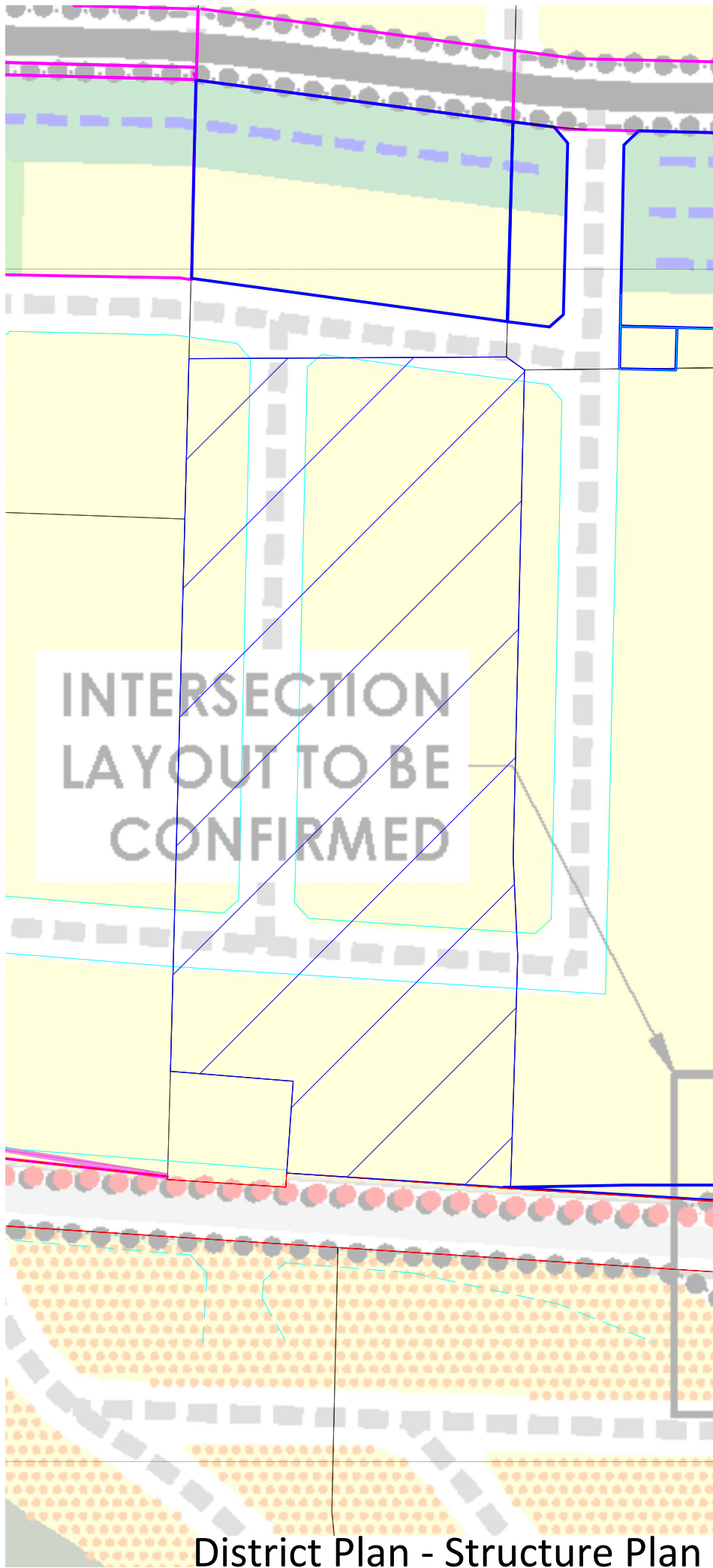
Project Address
1863, 1865, 1871 & 1881 Cambridge Rd

SHEET TITLE
District Plan - Structure Plan Context

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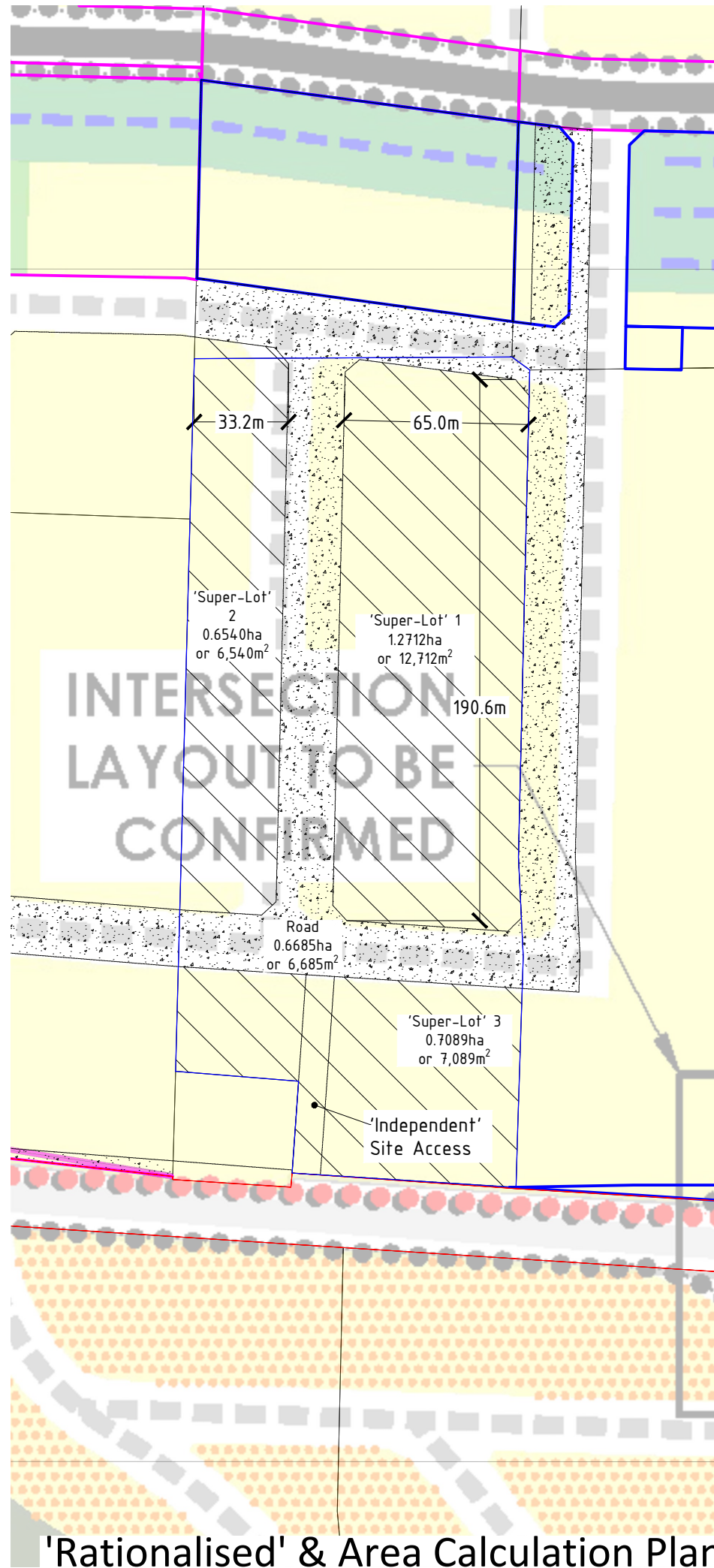
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| UD0001 | A |

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District Plan - Structure Plan

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'Rationalised' & Area Calculation Plan



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| | | |

- 3MS Site - 1863, 1865, 1871 & 1881 Cambridge Road
- Submitter 4 - Jiang & Yang's Property - 1835 Cambridge Road; 3.3041ha
- Indicative WDC Land Acquisition ('other' Landowners; including the applicant 3MS) - Ref. Applicant - Statement of Evidence - Drawings and maps referenced
- Indicative Future Street Block/'Super-Lot' Boundary based on the Structure Plan in the WDC District Plan
- 'Rationalised' Indicative Future Street Block/'Super-Lot' Boundary within 1835 Cambridge Road, based on the Structure Plan in the WDC District Plan
- 'Rationalised' Indicative Future Street Corridor/Road Reserve within 1835 Cambridge Road, based on the Structure Plan in the WDC District Plan

For Resource Consent Hearing

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Xiaofeng Jiang, Liping Yang

PROJECT NAME
Cambridge - 3MS Resource Consent Submission

Project Address
1863, 1865, 1871 & 1881 Cambridge Rd

SHEET TITLE
1835 Cambridge Road in District Plan - Structure Plan

SCALE @ A1 JOB NUMBER

1:1,000 20019

SHEET NUMBER REVISION

UD0002 A

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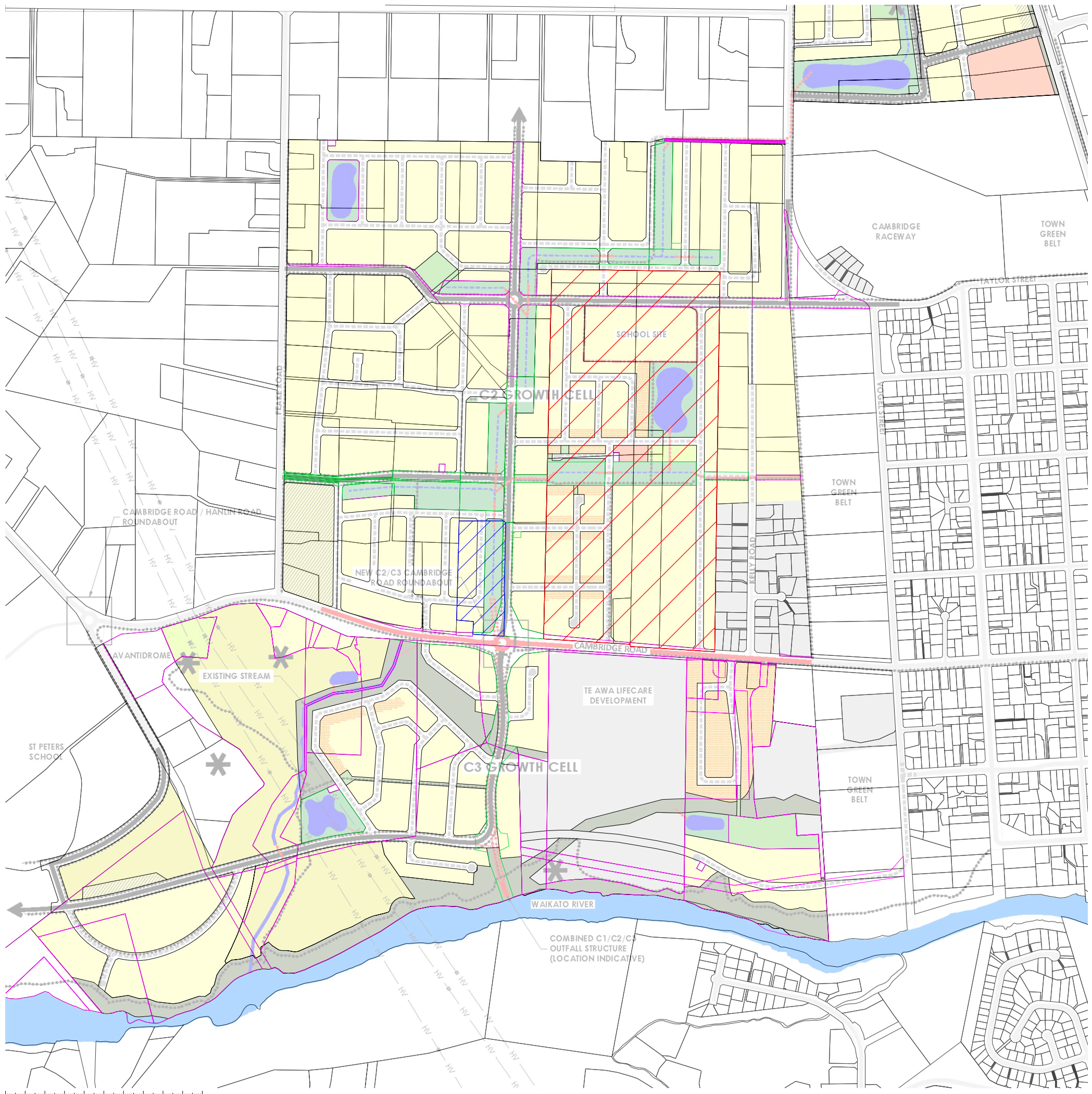


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For Resource Consent Hearing

- 3MS Site - 1863, 1865, 1871 & 1881 Cambridge Road
- Submitter 4 - Jiang & Yang's Property - 1835 Cambridge Road; 3.3041ha
- "Property Required" - Ref. Structure Plan Integration Revised Land Requirement Plan, 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)
- "Property Required" - Ref. Structure Plan Integration Revised Land Requirement Plan, 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)
- Indicative Future Street Block/"Super-Lot" Boundary based on the Structure Plan in 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)



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PROJECT NAME
Cambridge - 3MS Resource Consent Submission

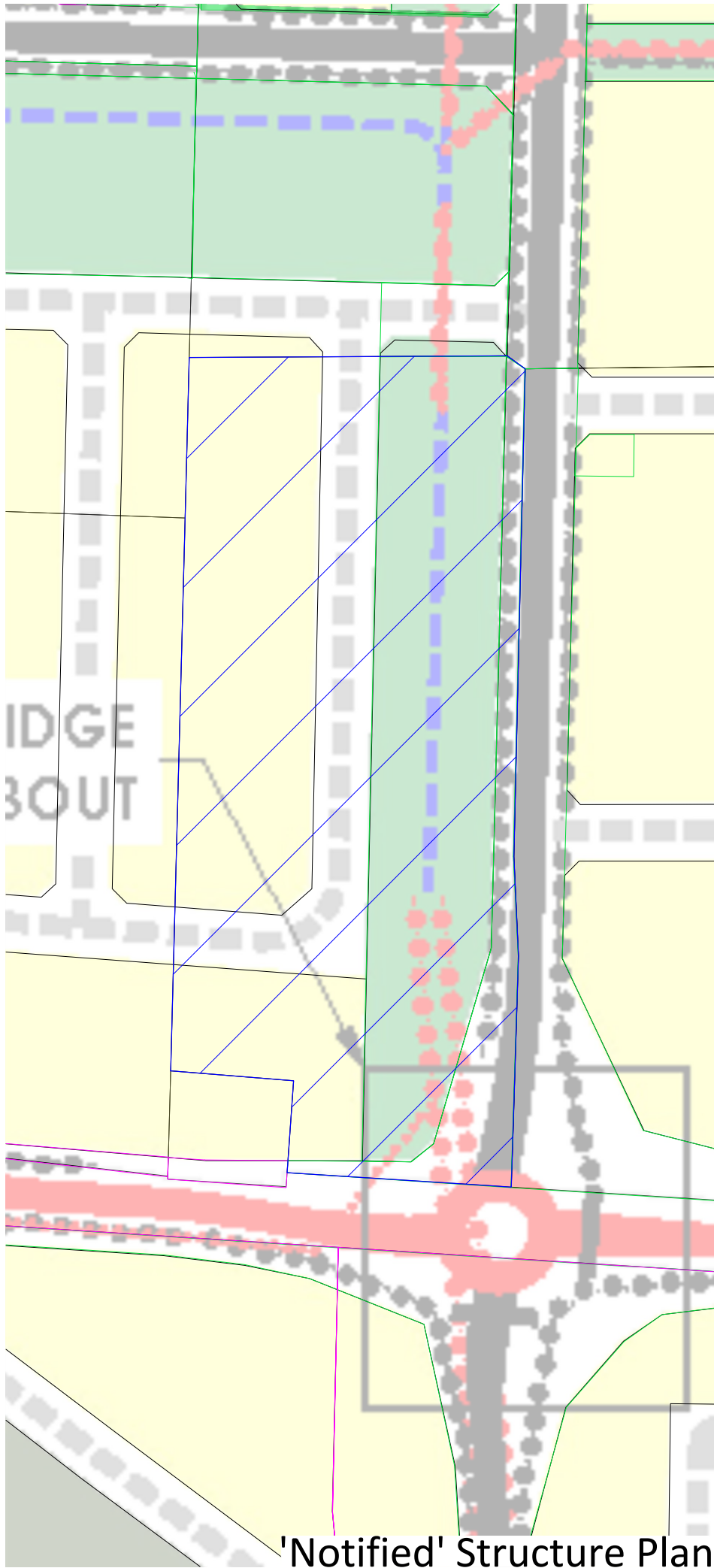
Project Address
 1863, 1865, 1871 & 1881 Cambridge Rd

SHEET TITLE
3MS Revised Structure Plan (Notified Resource Consent) Context

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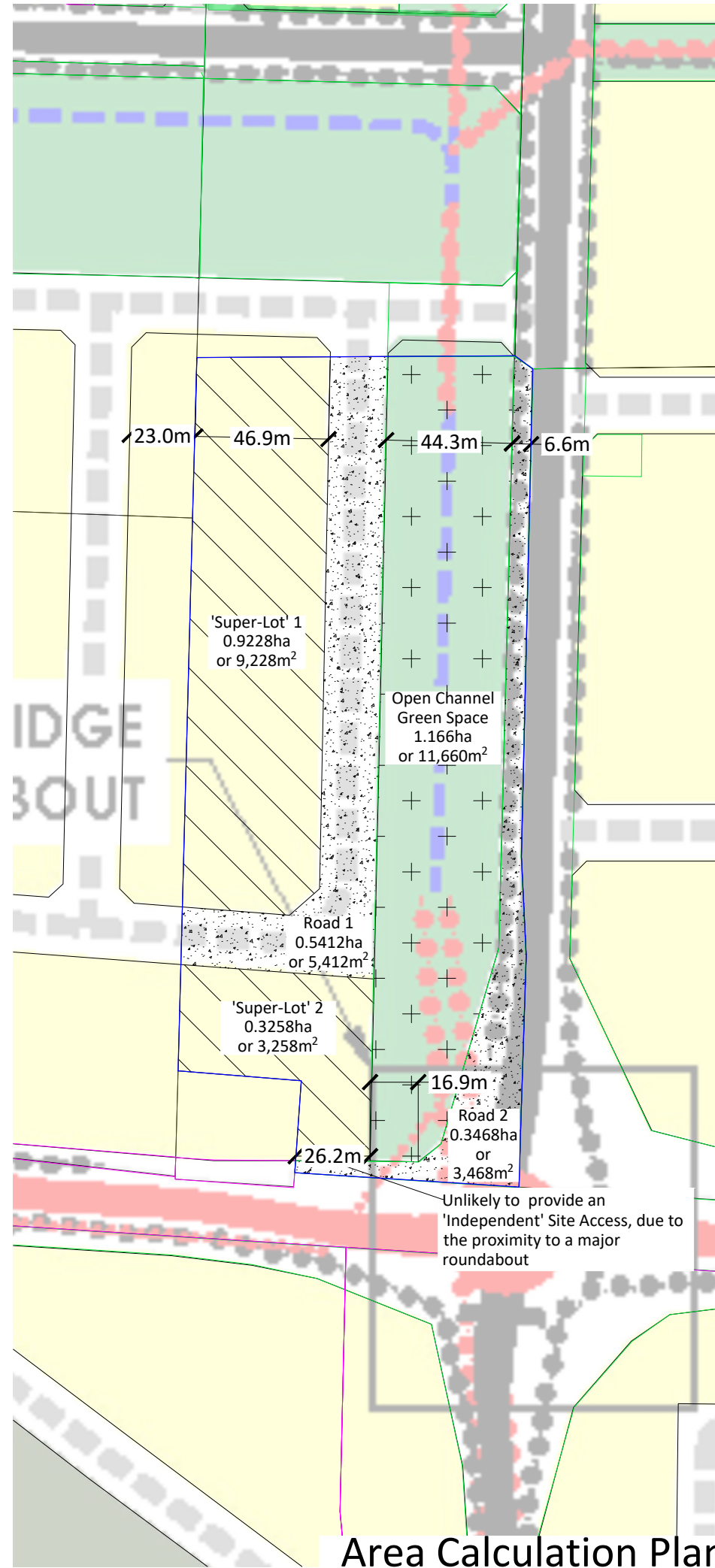
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| UD0101 | A |

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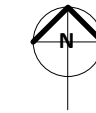


'Notified' Structure Plan

12/05/2021 15:18:16



Area Calculation Plan



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| DRAWING REVISIONS | | DESCRIPTION |
|-------------------|------|-------------|
| REV | DATE | |
| | | |

- 3MS Site - 1863, 1865, 1871 & 1881 Cambridge Road
- Submitter 4 - Jiang & Yang's Property - 1835 Cambridge Road; 3.3041ha
- "Property Required" - Ref. Structure Plan Integration Revised Land Requirement Plan, 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)
- "Property Required" - Ref. Structure Plan Integration Revised Land Requirement Plan, 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)
- Indicative Future Street Block/'Super-Lot' Boundary based on the Structure Plan in 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)
- Indicative Future Street Block/'Super-Lot' Boundary within 1835 Cambridge Road, based on the Structure Plan of 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)
- Indicative Future Street Corridor/Road Reserve within 1835 Cambridge Road, based on the Structure Plan of 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)
- Indicative Future Open Channel/Green Space within 1835 Cambridge Road, based on the Structure Plan of 3MS' Addendum to Application, dated 10 March 2021 (Notified Version)

For Resource Consent Hearing

URBAN FORM DESIGN

WEBSITE: www.urbanformdesign.co.nz
 EMAIL: office.urbanformdesign@gmail.com

CLIENT
 Xiaofeng Jiang, Liping Yang

PROJECT NAME
 Cambridge - 3MS Resource Consent Submission

Project Address
 1863, 1865, 1871 & 1881 Cambridge Rd

SHEET TITLE
 1835 Cambridge Road in 3MS' Structure Plan (Notified Version)

SCALE @ A1
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JOB NUMBER
 20019

SHEET NUMBER
 UD0102

REVISION
 A


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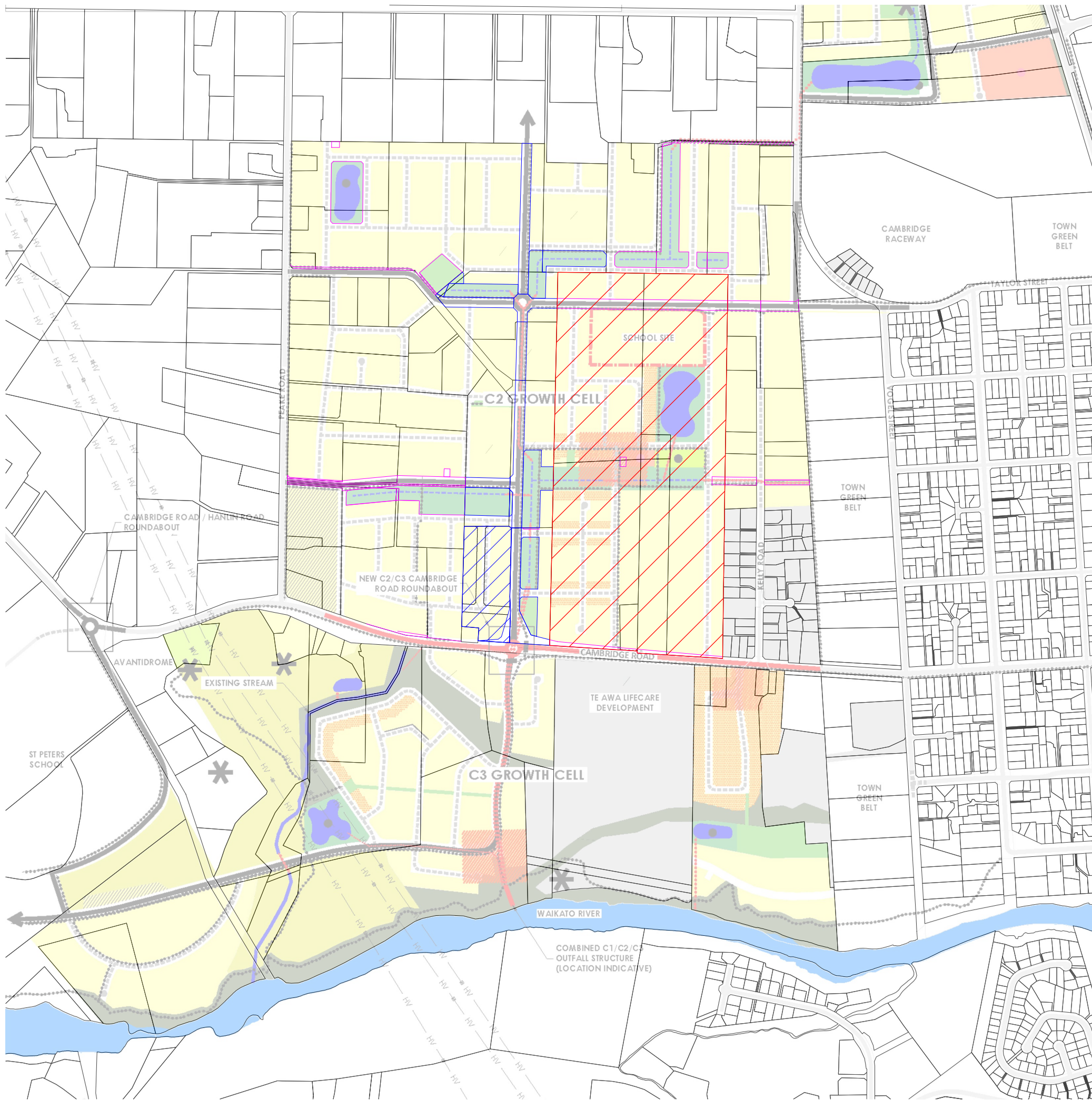
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For Resource Consent Hearing

 3MS Site - 1863, 1865, 1871 & 1881 Cambridge Road

 Submitter 4 - Jiang & Yang's Property - 1835 Cambridge Road; 3.3041ha

 'Refined' Indicative Future Street Block/'Super-Lot' Boundary based on the Structure Plan in 3MS' Statement of Evidence, dated 11 May 2021 (Refined Version)



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Xiaofeng Jiang, Liping Yang

PROJECT NAME
 Cambridge - 3MS Resource Consent Submission

Project Address
 1863, 1865, 1871 & 1881 Cambridge Rd

SHEET TITLE
 3MS Refined Structure Plan (Evidence Refined Version - Resource Consent) Context

SCALE @ A1 JOB NUMBER

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SHEET NUMBER REVISION

UD0201 A


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| DRAWING REVISIONS | | DESCRIPTION |
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| REV | DATE | |
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
For Resource Consent Hearing

 3MS Site - 1863, 1865, 1871 & 1881 Cambridge Road

 Submitter 4 - Jiang & Yang's Property - 1835 Cambridge Road; 3.3041ha

 'Refined' Indicative Future Street Block/'Super-Lot' Boundary based on the Structure Plan in 3MS' Statement of Evidence, dated 11 May 2021 (Refined Version)

 'Refined' Indicative Future Street Block/'Super-Lot' Boundary within 1835 Cambridge Road, based on the Structure Plan of 3MS' Statement of Evidence, dated 11 May 2021 (Refined Version)

 'Refined' Indicative Future Street Corridor/Road Reserve within 1835 Cambridge Road, based on the Structure Plan of 3MS' Statement of Evidence, dated 11 May 2021 (Refined Version)

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PROJECT NAME

Cambridge - 3MS Resource Consent Submission

Project Address

1863, 1865, 1871 & 1881 Cambridge Rd

SHEET TITLE

1835 Cambridge Road in 3MS' Structure Plan (Refined Version)

SCALE @ A1

1:1,000

JOB NUMBER

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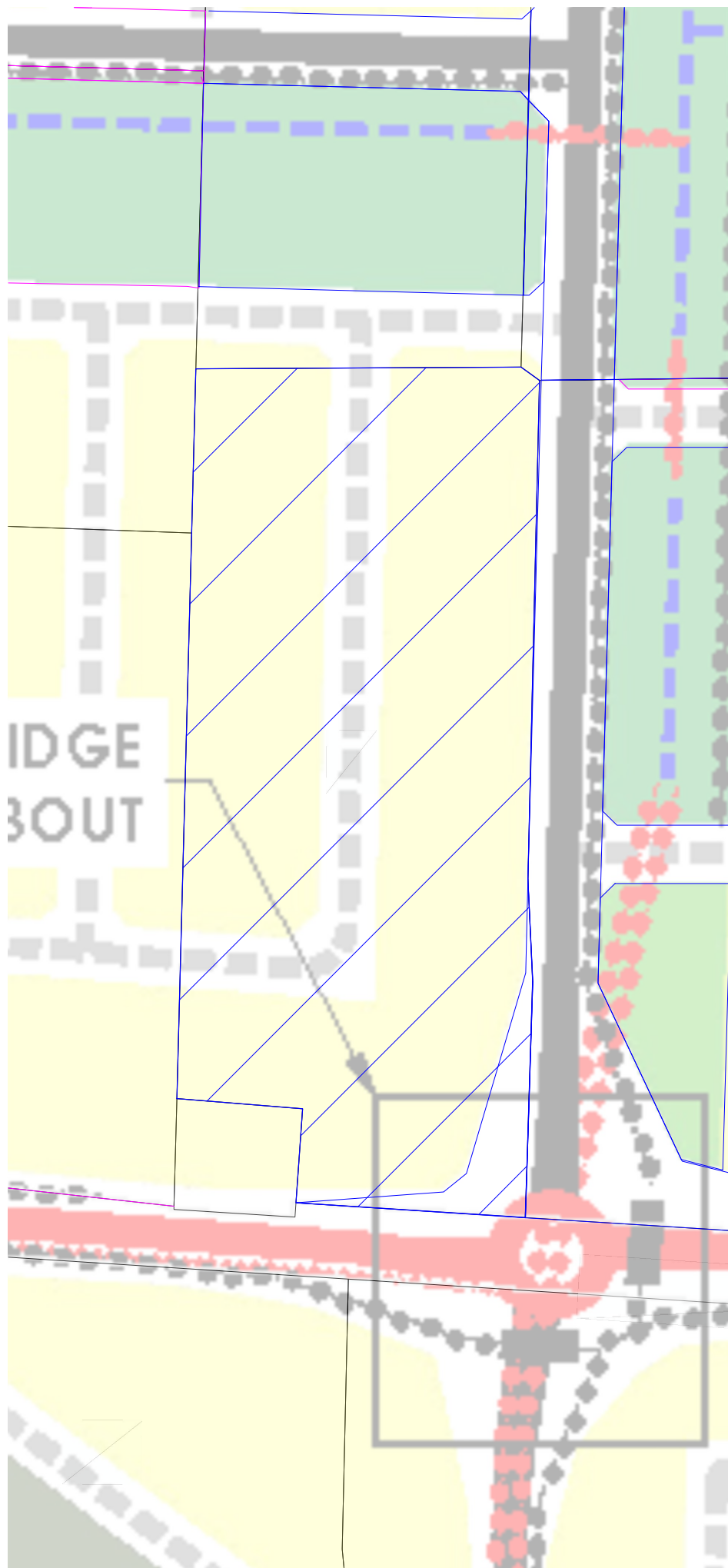
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REVISION

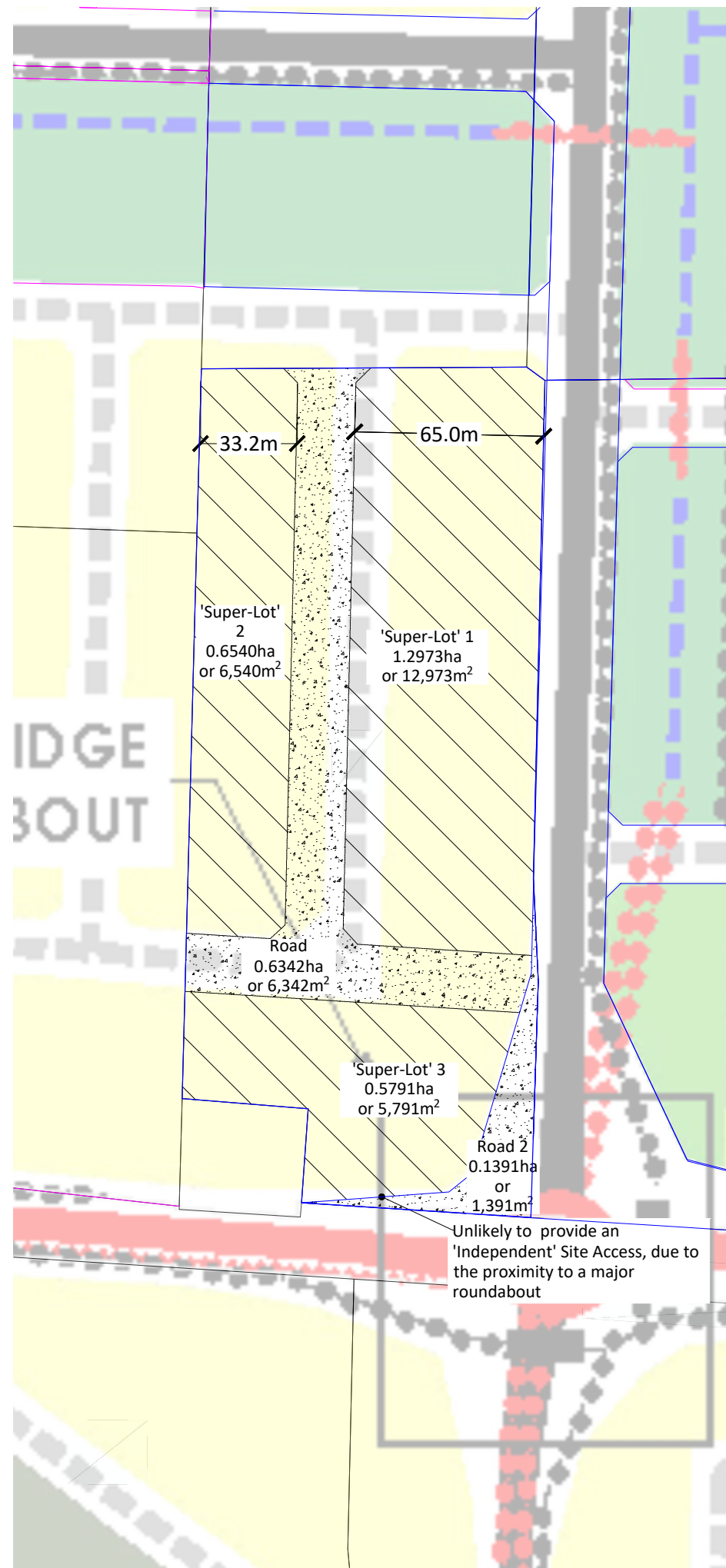
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3MS Refined Structure Plan

12/05/2021 15:18:16



'Rationalised'/Area Calculation Plan