

## 16.15 — Structure Plans

### 16.15.10 Favona

[AM90]

#### 16.15.10.1 Description of the Area

The Favona structure plan area is 43 hectares in extent and occupies a northern portion of the Favona peninsula. The land is immediately bordered by the coastline of the Mangere Inlet and Tararata Creek to the north; residential properties located on Mahunga Drive to the west; Walmsley and Favona Roads to the south; and, a Council reserve and residential properties to the east.

The land is generally flat, although it falls slightly towards the coastal boundary to the north. There is a scattering of trees across the area which are generally remnants of shelter belts for former rural activities. The structure plan area currently contains a mix of land uses, including horticulture and grazing activities and commercial uses, the most significant being a large warehouse and distribution centre. The land is also provided with good transport links to the southwestern motorway along the Walmsley/Favona Road corridor.

In addition, the area is traversed by the Mangere - Mt Roskill A high voltage transmission line, which runs in a generally north-west to south-east direction. The line, including the three pylons located on the site, forms part of the National Grid owned and operated by Transpower NZ.

As the area is located on the coast of the Mangere Inlet, it is considered archaeologically sensitive and likely to contain a number of archaeological sites. Some sites have been recorded within the structure plan area and there are likely to be further, as yet unrecorded, sites. Archaeological sites are most likely to be located on or near the coast of the Mangere Inlet.

#### 16.15.10.2 Development Pattern

The existence of high voltage transmission lines, neighbouring residential uses, a coastal boundary to the Mangere Inlet, and the presence of soil contaminants all provide constraints on the type and pattern of development that can occur in the structure plan area.

The structure plan gives an indication of how the land within the structure plan area may be developed. The structure plan area is a sub-catchment of the Mangere (stormwater) catchment. The Mangere Integrated Catchment Management Plan was not complete when Part 16.15.10 (Private Plan Change 23) was introduced into the District Plan. As a result the Manukau City Council District Plan: Private Plan Change 23 Draft Mangere Inlet - Favona (Norana) sub-catchment Integrated Catchment Management Plan (2009) was developed to assist with stormwater management.

The principal roading elements are the extension northwards of Robertson Road into the structure plan area, and the coastal road. The Robertson Road extension is intended to be the main entry point into the structure plan area and will be aligned with One Tree Hill to allow views along the road towards the coast and One Tree Hill.

The coastal road will adjoin the proposed coastal reserve. There is potential in the future for the coastal road to be extended through the existing reserve on Mahunga Drive to connect to Mahunga Drive, although this is not necessary to service the area from a traffic perspective. There is also potential for the coastal road to be extended to the east although this is dependant on future subdivision and development of this land occurring to facilitate this. The establishment of the esplanade reserve will allow for future pedestrian and cycle access along the coast through the reserve. It will also allow for the establishment of appropriate native vegetation (eco-sourced where practical), "story board" signage and/or a tohu

(monument) or plaque to acknowledge archaeological sites, Maori past presence, use and traditional relationship to the site as well as detailing native flora and fauna.

There is to be no business development between the coastal road and the coast. All of this area is to ultimately be vested and zoned as public open space although in the interim, prior to the land being subdivided and the land vested as public open space, the planning maps will show the interim Business 5 (Favona Special Policy Area) zoning.

An additional road between Favona Road and the coast within the structure plan area is also shown. This road will involve an intersection with Favona Road east of Dewhurst Place and will be located beneath the existing Transpower Mangere - Mt Roskill A High Voltage Electricity Transmission lines. The road is to be located in this position to ensure that the business road corridor along with required 7.5 metre Business 5 zone front yards on either side of the road corridor will provide a buffer corridor under the Electricity Transmission line that achieves the intent of Policies 10 and 11 of the National Policy Statement for Electricity Transmission. Development (including activities and structures) associated with the road corridor will need to be undertaken in accordance with the New Zealand Electrical Code of Practice (NZECP 34:2001).

If a road and the associated front yards are not located in this position (and for those small portions of the line outside the proposed road corridor) then an alternative design solution will need to be found to preserve a "no-build" buffer corridor 12 metres either side of the centre line of the Transmission lines. In addition, any development or landscaping within a 20 metre corridor either side of the centre line of the Transmission lines will need to be undertaken in accordance with Transpower's Corridor Management Policy (2007) and the New Zealand Electrical Code of Practice (NZECP 34: 2001). Guidance is provided by the Transpower document titled 'Development Guide for Development Near High Voltage Transmission Lines' and applicants will need to consult with Transpower New Zealand Limited prior to a resource consent being lodged with Council.

There is also the possibility of an east-west internal road with a connection to the new road opposite Robertson Road and the coastal road. It is recognised that the east-west internal road may not be required if part or all the land is developed for a few large end users.

Road widening along Walmsley Road and Favona Road is indicated on the structure plan, and the planning maps. A 10 metre wide landscaped buffer is proposed along the western and eastern boundary of the structure plan area in order to provide a transitional area that will protect amenity for residents of the existing residential properties which adjoin Mahunga Drive and Norana Avenue.

The road layout proposed within the structure plan area is intended to ensure that most, if not all, sites which have frontage to Walmsley Road and Favona Road will be able to be accessed by vehicles via an alternative public road. The intention of this is to reduce the potential for conflict between existing traffic using Walmsley and Favona Roads and vehicles entering and exiting these sites, by reducing the number of access points direct onto Walmsley and Favona Roads.

### 16.15.10.3 Subdivision and Development

A variety of business activity is anticipated within the structure plan area through the application of a modified Business 5 zone called the Favona Special Policy Area. The Progressive site (76-90 Favona Road) retains its operative Business 5 zoning.

The key urban design issues within the Favona Special Policy Area are:

- How the relationship of roads, sites and buildings to the proposed esplanade reserve, and the coast, will maintain and enhance coastal amenity.
- How the subdivision pattern, building design and location, and activities within buildings, relate to, and interact with, existing and proposed roads.
- How public access along, and public views to, the coast and One Tree Hill are maintained.

- How the proposed roads provide for accessibility and connectivity within the structure plan area and to the surrounding road network.
- How any business activity relates to neighbouring residential activity.
- How the subdivision pattern, buildings, structures and landscaping affect the maintenance and operation of the existing Mangere - Mt Roskill A high voltage transmission line.
- The built environment and its ability to provide a high standard of urban amenity where good design creates a sense of place, identity and community and with good transport options.

It is expected that the Favona Special Policy Area provisions will address these key urban design issues by:

- developing the road pattern and esplanade reserve in general accordance with the development pattern outlined in section 16.15.10.2 and the structure plan in Figure 16.12. In particular, any subdivision and development is to ensure that there is no business development on the land between the coastal road shown on the structure plan in Figure 16.12 and the coast. Further, any subdivision and development is to ensure that there are no new or further buildings located within a "no-build" buffer corridor 12 metres either side of the centre line of the Mangere - Mt Roskill A High Voltage Electricity Transmission lines and any development or landscaping within a 20 metre corridor either side of the centre line of the Transmission lines will need to be undertaken in accordance with Transpower's Corridor Management Policy (2007) and the New Zealand Electrical Code of Practice (NZECP 34: 2001). The structure plan shows that a road is to be located in this position to ensure that the road corridor along with required 7.5 metre Business 5 zone front yards on either side of the road corridor will provide a buffer corridor under the Electricity Transmission lines sufficient to meet the intent of Policies 10 and 11 of the National Policy Statement for Electricity Transmission. If a road and the associated Business 5 zone front yards are not located in this position (and in the case of those small portions of the line outside the proposed road corridor) then an alternative design solution in consultation with Transpower will need to be found to meet the intent of those policies.
- avoiding the creation of sites which only have direct vehicle access from Walmsley Road and Favona Road by ensuring the provisions of access from an alternate public road. Subdivision applications will also be considered against relevant roading and transportation assessment criteria contained within section 9.12 of Chapter 9: Land Modification, Development and Subdivision.
- allowing for a diverse range of business activity, whilst controlling, through a controlled activity resource consent process, the design, scale, location and orientation of buildings to ensure that development achieves a high amenity value, and that buildings relate well to the surrounding environment. Specific assessment criteria within section 14.12.10.3 will ensure that this occurs.
- altering the status of certain activities within the Business 5 zone (Section 14.10.2) from permitted to discretionary activities where they are considered to be generally inappropriate for the Favona Special Policy Area. These activities, which have the potential to attract or accommodate a large number of people, generate significant traffic volumes and undermine the viability and vitality of existing centres, include:
  - Retail sale activities in premises not exceeding 800m<sup>2</sup>
  - Bus depots
  - Carparking areas and buildings not ancillary to a permitted activity
  - Entertainment facilities and activities

- Motor vehicle sales and services premises
- Most offices
- Including the following new activities within the Business 5 zone (Section 14.10.2) where they are considered to be appropriate for the Favona Special Policy Area:
  - Offices — permitted if ancillary to another permitted activity on a site and no more than 20% of the Gross Floor Area of that permitted activity
- Applying the development controls provided for under the Business 5 zone, clause 14.11, with amendments to the following controls:
  - Height
  - Front yard for the coastal road, Walmsley and Favona Road and the road proposed to extend northwards into the structure plan area from the intersection of Walmsley Road, Favona Road and Robertson Road
  - Yard adjoining residential
  - Landscape design
- Altering the status of residential activities (except where employees or owners are required to live on the premises) within the Business 5 zone (section 14.10.2) from discretionary to non-complying activities to avoid the under utilisation of valuable business land suitable for land extensive business activities in the city and the region and to avoid the potential reverse sensitivity effects of allowing residential activities to establish in such areas.

In addition to these key urban design issues, it is recognised that the coastal location of the land, adjacent to the Mangere Inlet, means that it is potentially archaeologically sensitive.

It is considered important, therefore, that where proposed development may affect a known archaeological site, or where a previously unrecorded archaeological site is discovered, established protocols in respect of iwi consultation, investigation, recording, clearance and/or protection of any artefacts or other archaeological evidence of past occupation are strictly followed upon development of the land. All development will also need to be carried out in accordance with the provisions of the Historic Places Act 1993.

The application of the above methods will achieve the expected outcomes of the Favona Special Policy Area, which are:

- To enable the development of a business park that provides a quality location for a range of business activities, and where the scale, form and location of buildings provides a high level of amenity.
- To ensure that any adverse environmental effect of business activity on adjoining residential zoned land, the esplanade reserve and / or the coastal marine area is avoided or appropriately mitigated.
- To ensure that the effects of development on any recorded or unrecorded archaeological sites are appropriately avoided, remedied or mitigated.

The Favona Special Policy Area has modified the operative Business 5 zone and applied these amended and proposed new methods in order to:

- Recognise the importance of having a road and subdivision pattern, lot layout and building form, which respects the area's coastal interface and location adjacent to existing residential areas
- Ensure appropriate development within the vicinity of the existing high voltage power lines
- Recognise the importance in this location of modified development controls and assessment criteria to give effect to a built form which has high amenity value
- Recognise that certain activities permitted within the operative Business 5 zone are potentially inappropriate in this location because they have the potential to attract large numbers of people, generate significant additional volumes of traffic and undermine the viability and vitality of existing centres.
- Ensure that future business centres do not have any detrimental impact on the flow of traffic using the road network in the surrounding area, in particular Walmsley and Favona Roads, or upon highway safety.
- Recognise the potential archaeological sensitivity of the land.

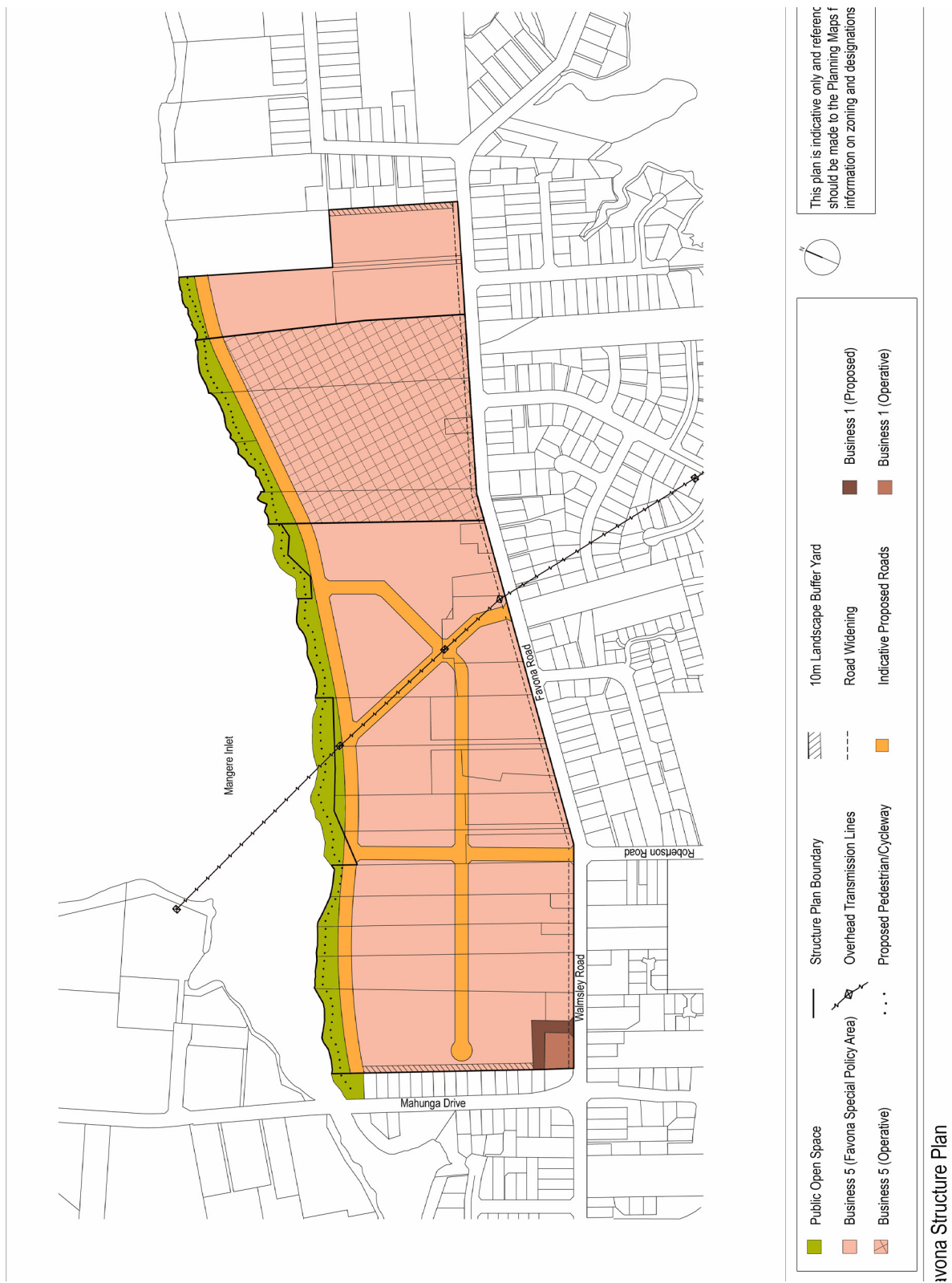


FIGURE 16.12 FAVONA STRUCTURE PLAN