

16.15 — Structure Plans

16.15.1 Westney Road

16.15.1.1 Description of the Area

The Westney Road structure plan area is 136 hectares in extent and is bounded generally by George Bolt Memorial Drive, Massey and Pukaki Roads and the Pukaki Creek. The land is undulating, principally in pasture and used predominantly for dairying. There is a small area of established housing on Montgomerie Road. See Figure 16.3

16.15.1.2 Development Pattern

The structure plan area is bounded by existing residential development on its northern and eastern boundaries. To the west is the Business 5 zone along George Bolt Drive. To the south it is bounded by the Mangere–Puhinui Rural zone and the Pukaki Creek.

It is intended that the area be divided into two distinct development areas. The land to the immediate east of George Bolt Drive through to the Pukaki Creek and north to the northern boundary of Lot 1 DP 30451 will be used for business and related activities. The remainder of the structure plan area immediately south of Massey Road and east of Pukaki Road will be used for residential purposes.

16.15.1.3 Development Rules and Assessment Criteria for Applications for Subdivisional Consent

(a) Residential

Approximately 33 hectares of land south of Massey Road is to be zoned Main Residential. At an average density of 40 persons per gross hectare, the expected population of the area will be approximately 1,320 residents.

The land is generally stable aside from small isolated areas around the creeks. Sewage can be gravity fed to pumping stations which will pump to the southwestern interceptor.

(b) Business

Approximately 94 hectares of the structure plan area will be zoned Business 5 (Mixed).

The area is chosen for Business 5 zoning because of its close proximity to the airport and high accessibility in terms of the northern arterial to the airport. The area is also adjacent to an existing Business 5 zone, alongside George Bolt Memorial Drive.

The land is stable and suitable for development. The sewerage system will connect to the southwestern interceptor.

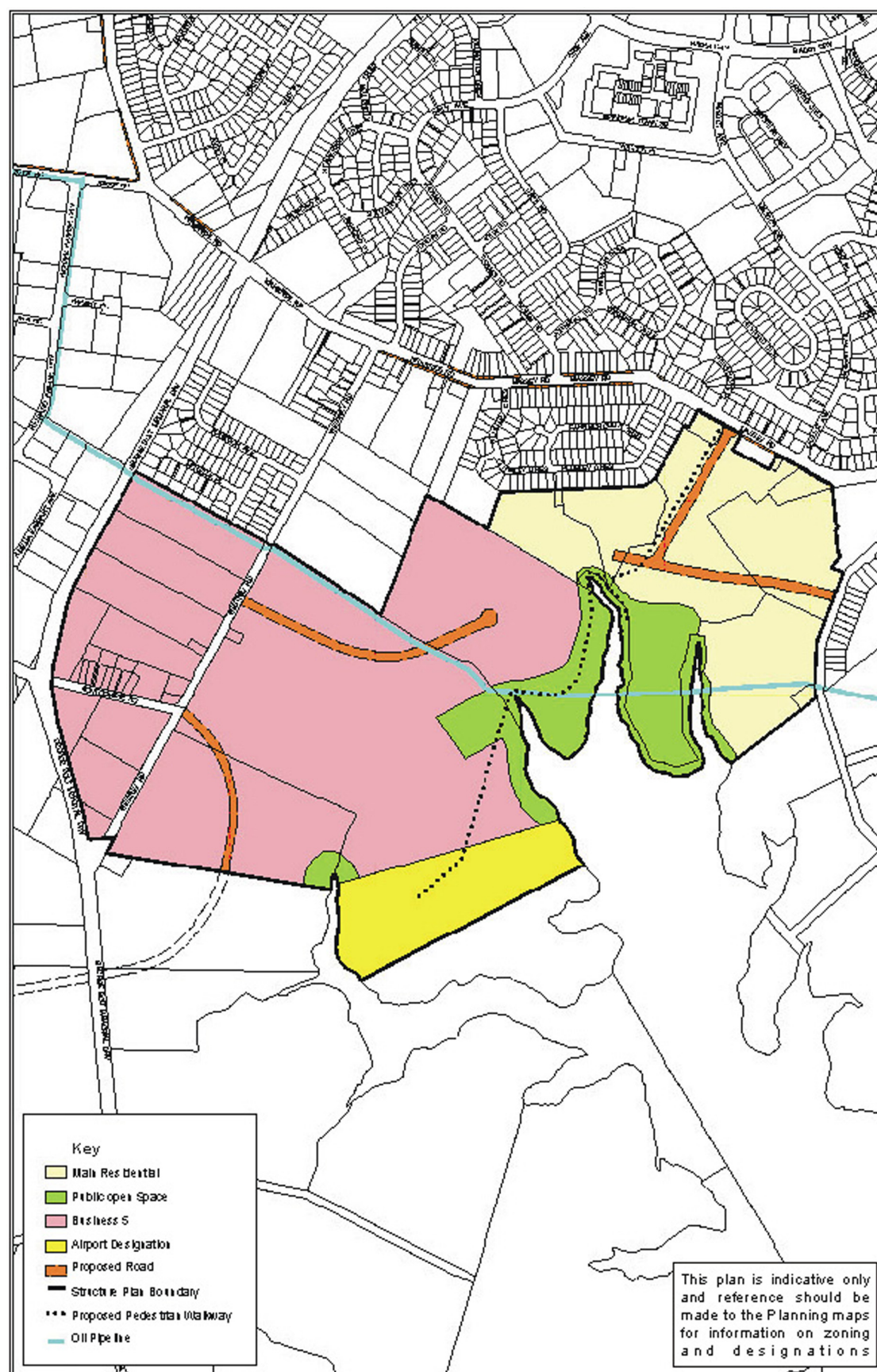


FIGURE 16.3 WESTNEY ROAD STRUCTURE PLAN

(c) **Public Open Space**

As the Business 5 area will be the first stop-over in Auckland and New Zealand for many visitors, it is important that it has a high amenity and provides a pleasant environment in which to stay. Accordingly, it is proposed that a major park be developed within the area using land taken as a reserve contribution.

The exact location of this reserve cannot be determined until preliminary subdivision design is undertaken, but it will most likely be connected to the residential area's reserves.

For the residential area it is proposed to locate the bulk of land taken for public open space on the coast. This is in order to protect the harbour ecosystem and also archaeological sites in the area.

Part of these public open space areas will provide a coastal walkway which will continue through to the Business 5 land.

Figure 16.3 indicates the general location and size of public open space areas likely to be set aside. Aside from esplanade reserves, all public open space would be acquired as a reserve contribution in accordance with the provisions of this Plan.

(d) **Roading**

Road access to the residential area will be from Massey Road, Pukaki Road and Manston Place, as indicated on Figure 16.3. In order to minimise the number of new intersections along Massey Road there is to be no more than one road connection between it and the structure plan area.

Road access from the Business 5 zone to George Bolt Memorial Drive will be by means of a proposed road intersecting with George Bolt Memorial Drive to the south of Westney Road. Implementation of this road connection will require further consultation between the Council, Transit NZ and Auckland International Airport Limited. The proposed roading pattern, which is co-ordinated with that of the Oruarangi South structure plan area, provides for a future interconnection between the Business 5 zone and the business areas to the west of George Bolt Memorial Drive.

The indicative roading pattern chosen is based around the continued use of the present George Bolt Memorial Drive as the primary northern road access to the Airport. While the roading details depicted may change should an alternative northern access route be adopted, the principles of limited road access off the Northern Airport Access and Massey Road District arterial route (providing connections between development areas and the separation of business traffic from residential areas) will still apply.

For traffic safety reasons, and in order to avoid business traffic passing through residential areas, there will be no road connections between the Business 5 land and either Massey Road or the adjoining residential land beyond the existing Westney Road connection.

George Bolt Memorial Drive is a limited access road managed by Transit New Zealand. The proposed roading pattern provides for alternative road access to the sites fronting it and Transit New Zealand therefore has the ability to refuse any further vehicle crossings onto the road.

(e) **Conservation of Natural Features, Vegetation and Heritage Features**

Natural features and vegetation which enhance the amenity of the landscape are predominantly on or near the coastline. Wherever possible these have been incorporated within public open space areas.

There are also a number of archaeological sites located within the area and these are also to be incorporated within the above open spaces.

The Manukau City Council Heritage Inventory prepared by the Auckland Regional Council is available at Council main office and contains information in map form illustrating known archaeological sites in the City.

The use, subdivision, development of and any work on the land on or in the vicinity of archaeological sites will be subject to relevant restrictions in accordance with the provisions of the Historic Places Act 1993, and other relevant statutory requirements.

[AM89]

(f) **Noise**

Intending developers of noise-sensitive uses who wish to locate within the Business 5 zone in this area are advised to note the expected future noise level contours within the structure plan area.

(g) **Signs**

The structure plan has a high profile to visitors to the airport. It is therefore appropriate that a high quality visual environment is established and maintained.

Accordingly, signs which would be visible from George Bolt Memorial Drive are limited to one “destination” sign for the purposes of identification of the development in the structure plan area. This policy will not limit signs permitted elsewhere in the structure plan area as provided for in Chapter 5 — General Procedures and Rules, including temporary signs for the purpose of identifying a proposed project or development within the area.

(h) **Pipeline**

Figure 16.3 indicates the general location of the Marsden Point to Wiri pipeline. This pipeline should be taken account of at the time of subdivisional design.