

## 16.15 — Structure Plans

### 16.15.3 Te U Kaipo

#### 16.15.3.1 Description of the Area

The defined structure plan (see Figure 16.5) comprises a total of 438 ha and is generally bounded by the Mangemangeroa area in the north, the Point View Drive ridge in the east and Point View Drive/Browns Lane/East Tamaki Road in the south.

Much of the defined area has a pronounced westerly aspect with the Point View Drive ridge being the dominant landscape feature. The area to the east of East Tamaki Road is dissected by a network of shallow water courses running generally westwards to the Pakuranga Creek.

In the generally flatter topography to the west of East Tamaki Road there is a confluence of these many small streams into two primary watercourses. Both have been utilised in the open space network. To the west of the structure plan area is the former landmark of Greenmount (once the site of a fortified pa named Matanginui). The land form has been quarried away but is now being recreated by means of a landfill operation. This will be significant in landscape design terms as one of the few remaining vestiges of the volcanic landforms which once dominated the landscape of East Tamaki.

The name given to this structure plan area is Te U Kaipo (literally “mother earth”).

#### 16.15.3.2 Development Pattern

Development of this area will represent a logical step in the planned urbanisation of the northern portion of the East Tamaki corridor. Land has been released in compact units within the structure plan area moving from north to south as demand dictates in accordance with Policy 16.4.2. The area will be primarily developed for residential purposes and it is estimated that, using an average density of 25-30 persons per gross hectare, the defined area will accommodate up to 13,500 residents.

While the general development pattern has been determined to a considerable degree by the physical characteristics of the area, other considerations such as:

- the impact of the proposed primary road network
- the developing Business Centre; and
- the need for visually significant “green spaces” within the corridor
- the need for water quality control areas.

have also had a major influence.

The presence of several important road links facilitating north/south and east/west traffic movement mean that this area has considerable strategic significance both in terms of the proposed roading network and shopping facilities for the East Tamaki Corridor. The commercial significance of high levels of exposure to through-traffic has been recognised, and the roading network has been used to delineate a retail core for a District Centre as well as peripheral business zones suitable for commercial service activities.

The development pattern within this defined structure plan area has been arranged so as to reinforce the eastern boundary of the East Tamaki Industrial area north of East Tamaki Road. To a large extent this boundary is clearly delineated by physical features. However, to the east of Greenmount Drive (in the

vicinity of Polaris Place) it becomes less distinct, and here an extension of the Greenmount Public Open Space is proposed to provide a better buffer for residential activities to the east.

Open space within the area has been designed to enhance the natural landforms as well as perform a functional role. For example, the active public open space will not only provide a venue for sports and recreation but will also enhance the Greenmount landform. Similarly, the “finger” of public open space running from East Tamaki Road up a significant stream valley to Point View Drive will not only serve as an area for “passive” recreation, but also as a visual “green belt” defining neighbourhoods and as an important walkway link. Only one road (Kilkenny Drive) will cross this Public Open Space Area.

A plan setting out the proposals is attached to this section. Figure 16.5 is indicative only and reference should be made to the Planning Maps for information on zoning and designations. As discussed in 16.6.1.2.9 all of the land in this structure plan area has now been released for urban development.

### 16.15.3.3 Development Rules and Assessment Criteria for applications for subdivision consent

#### (a) Residential

Approximately 80% (or 377 ha) of the structure plan area is suitable for residential development, either at conventional densities with Main Residential zoning which makes a range of different sized sites available for multiple and single household units, or at slightly higher densities with Integrated Intensive Housing Zonings.

In the southeast corner of the structure plan area, there is an area of approximately 11 ha which is too steep for conventional residential development and which logically should be part of the adjoining Rural 3 zone on Point View Drive in future. In landscape design terms, low density residential development of this land will help to ensure the visual qualities of the Point View Drive ridgeline are protected.

Vehicle access from residential development within the Main Residential Zone on the northern side of Point View Drive to the east of Lansell Drive should be provided from Kinmont Rise with no vehicle access to Point View Drive for traffic safety reasons. Similarly, vehicle access from residential development within the Main Residential Zone to the east of Moyrus Crescent should be provided from that road rather than Point View Drive.

[AM32]

Two areas in close proximity to the Botany Centre have been zoned for integrated intensive housing with the aim of achieving higher residential densities close to the facilities and transportation focus provided by the centre.

The issue of residential development under, and adjacent to the transmission pylons and lines, will need to be addressed in detail at the time of subdivision and development. This will need to be achieved at the time of subdivisional design. The Land Modification Development and Subdivision Chapter addresses this issue in some detail.

There is a potential for adverse effects arising from residential development to detrimentally affect the amenities of the adjacent developed Rural 3 area. To control these potential adverse effects a buffer area has been defined which provides an overlay of specific additional development standards within the Main Residential zone.

#### (b) Business

The retail core of the Botany Centre has been located at the intersection of Ti Rakau Drive and East Tamaki Road, on an area of approximately 20 hectares. That area has been zoned Business 2 accordingly. In addition, Business 4 zonings have been

introduced to the north, and west of the Business 2 zone. It is anticipated that a retail core of at least 20,000m<sup>2</sup> retail floor space will be developed on the Business 2 land.

The retail core will largely be defined by the primary road network. Outside this core approximately 15 hectares of land (including approximately 4 hectares of land in the Mangemangeroa Structure Plan to the north of Ti Rakau Drive) has been zoned for peripheral business activities.

(c) **Public Open Space**

Figure 16.5 indicates the general location and size of public open space the Council wishes to be set aside when land within the area is subdivided. All of these reserves will be acquired by the Council from reserve contributions made under the provisions of this plan.

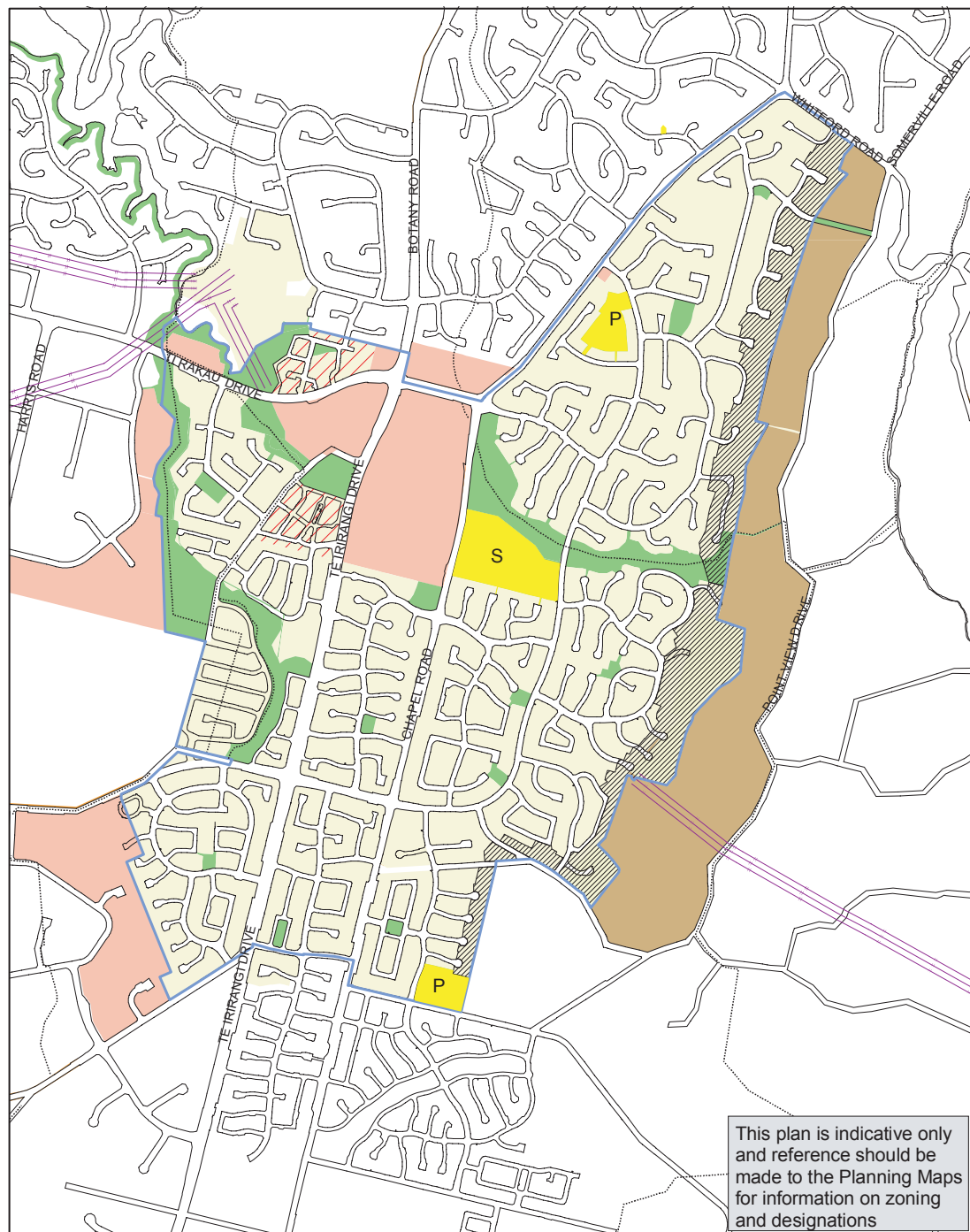
In selecting the location and scale of proposed public open spaces particular regard was had to the following factor

- (i) The creation of a highly visible east/west orientated “green belt” of public open space. This will provide visual interest and assist in creating a focal point for the development of the area and to define northern and southern neighbourhoods.

To this end a corridor of public open space is shown running eastwards from East Tamaki Road up a stream valley to the Point View Drive ridge. This corridor will need to be heavily planted with large trees in order to achieve the desired result. It is proposed that the reserve will encompass all of the existing trees, be of sufficient width to enable the provision of a major stormwater pond at its lower end, and provide for a continuous belt of dense planting between its upper and lower ends.

The aim of establishing a fully planted stream valley will be implemented by funding all landscaping from reserve contributions. This public open space will also provide a pedestrian/cycle link through to Point View Drive.

- (ii) The provision of a major community facilities reserve near the retail core of the Botany Centre to accommodate a range of educational, recreational, cultural, social and community activities. A number of these facilities may also locate within the retail area.
- (iii) The provision of a major “active” public open space for outdoor sports and recreation by utilising a large area of level, well-drained land adjoining the proposed Greenmount Park. This land is bordered in the north and east by a heavily wooded stream which imparts a sense of “enclosure” to the reserve. As far as possible this stream should be left in its natural state. A major stormwater pond is also proposed in this location.
- (iv) The conservation of significant natural features. Where possible significant stands of exotic and native trees have been included in public open space areas. Large-scale planting will be required to supplement these stands. The public open space system has been designed to emphasise and enhance significant landforms such as stream valleys and Greenmount.
- (v) A small area of public open space is indicated on Figure 16.5 in an area between Smales Road and East Tamaki Road. This area of public open space will aid in the development of a buffer area in the future Business — Residential interface at this location. This open space area builds on the topographical break that exists between the two activity areas. This feature should not be substantially modified by earthworks.



## KEY

Overhead Transmission Lines	Integrated Intensive Housing	Special Policy Area
Walkway	Main Residential	Structure Plan Boundary
Business	Public Open Space	P Primary Schools
	Rural 3	S Secondary Schools

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FIGURE 16.5 TE U KAIPO STRUCTURE PLAN

[AM32]

**(d) Pedestrian and Cycle Facilities**

As shown on Figure 16.5 a major walking/cycling route is proposed as part of the “Cross-City Walkway” concept mentioned elsewhere in the District Plan. Within the structure plan area the walkway/cycleway will link the commercial/ community focal point with the major active public open space in the south and the Pakuranga Creek shore reserves in the north. The walking/cycling route could utilise the old “paper road” alignment of Guys Road for part of its length which could be planted to form a “greenway”.

However, this route is indicative and the Council, in conjunction with the land developer, may decide that a different route utilising part of the street network is preferable and may enter into a land exchange to facilitate that alternative. Elsewhere drainage/esplanade reserves and widened road berms are likely to be utilised. A pedestrian overbridge crossing of Ti Rakau Drive extension will probably be required.

The “green belt” east-west open space area discussed above will also provide for pedestrian and cycle links between the various neighbourhoods adjacent to the open space between East Tamaki Road and Point View Drive. Access from these areas to possible schools in the area will also be facilitated by such facilities.

**(e) Rooding**

Three important primary road links are proposed within the defined structure plan area. Firstly, it is proposed to upgrade East Tamaki Road to District Arterial road standard. Secondly, the Planning Maps and Figure 16.5 show a proposed north-south Regional arterial running between Ti Rakau Drive and East Tamaki Road as part of a major new road link between Pakuranga/Howick in the north and Manukau City Centre in the south. Finally, Smales Road is intended to be upgraded to District arterial standard as part of an east-west link between East Tamaki Road and the Regional Arterial and the Waiouru Peninsula development.

A number of developments are planned for the local rooding network. A collector road from north to south through the residential area east of East Tamaki Road is proposed. Local residential streets in this area will gain their access from this road rather than East Tamaki Road. In addition, throughout the structure plan area cul de sacs should, wherever possible, feed on to local or collector streets rather than directly onto the primary road network. In particular the location and number of intersections permitted onto Ti Rakau Drive and the future north-south regional arterial will be strictly controlled.

Traffic management considerations in the vicinity of the District Centre have resulted in a through-road connection being proposed either immediately south of the commercial area or within the southern end of the commercial area. Major signalised intersections will be provided at the intersection of Ti Rakau Drive with Botany Road and East Tamaki Road in association with the first stage of the Business Centre Development.

Vehicle access from residential development within the Main Residential Zone on the northern side of Point View Drive to the east of Lansell Drive shall be provided from Kinmont Rise with no vehicle access to Point View Drive for traffic safety reasons. Similarly, vehicle access from residential development within the Main Residential Zone to the east of Moyrus Crescent shall be provided from that road rather than Point View Drive.

[AM32]



(f) **Schools**

The Ministry of Education has indicated to Council the location of two primary schools it wishes to provide within the structure plan area. These are shown on Figure 16.5. Also shown located to the east of East Tamaki Road is a Secondary School site in the location indicated by the Ministry. The primary school site indicated east of East Tamaki Road has recently been purchased by the Ministry and is designated on the Planning Maps.

(g) **Conservation of Natural Features, Landform, Vegetation and Other Heritage Features**

Natural landforms, features and vegetation which enhance the amenity of the landscape have, wherever possible, been incorporated within reserves. In addition, exotic and native trees which appear in Schedules 6B and 6C are protected by the provisions of Chapter 6 — Heritage of the District Plan.

In order to protect the visual integrity of the Point View Drive ridgeline any development within the main Residential Zone must ensure that building platforms provided are located no higher than RL 65.0 metres.

[AM32]

The Manukau City Cultural 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]

(h) **Infrastructure and Services Works**(i) **Roading**

- Roading, including new roads and upgrading of existing roads, will be required to be provided in accordance with Chapter 9 — Land Modification, Development and Subdivision.
- Where any new road crosses a creek the structure(s) should be designed to be in keeping with the discharge permit and the natural environment and provision should be made for pedestrian access where such a need is indicated on Figure 16.5. The full costs of these works will be the developer's responsibility.

(ii) **Stormwater Disposal**

The area lies within the East Tamaki Point View catchment area which is covered by a comprehensive water right. Natural channels are to be maintained open where practicable.

(iii) **Sewer**

The Tamaki East Interceptor (Sewer) is currently being extended eastwards from east of Greenmount Drive and is programmed to extent to the south of the structure plan area in the near future. (Greenmount Branch Sewer).

(iv) **Drainage Reserves**

Figure 16.5 shows areas required for floodways. Additional areas will be required to comply with the conditions set out in the comprehensive water right for the area. The affected areas will form part of the drainage network and, in accordance with the comprehensive water right, should remain in their natural state as far as practicable.

(v) **Water Supply**

Any development within the main Residential Zone must ensure that building platforms provided are located no higher than RL 65.0 metres with a second storey floor level not exceeding RL 68.0 metres in order to maintain continuity of water supply.

[AM32]

(i) **Greenmount Landfill**

The Greenmount Landfill currently operates adjacent to the structure plan area in the vicinity of Smales Road. As described above, the active public open space shown on Figure 16.5 will buffer most future residential activities from the landfill. A small area of future residential land is, however, only separated from the landfill by Smales Road. The landfill is programmed to close in the year 2003. In the meantime, developers will need to be aware that residential amenity in this location may be perceived to be reduced. The area between the landfill and the proposed realignment of Smales Road including the portion of the existing Smales Road will likely be incorporated into the Greenmount Public Open Space.

(j) **Landfill Site — 60 Point View Drive**

This property is known to have previously been used for the disposal of fill. This will give rise to the need for specific engineering investigation and advice prior to development regarding stability issues on that part of the site used for fill.

In addition to the above matter, however, the issue of environmental hazard also arises. Details as to what type of material was disposed on the site is largely unknown. Prior to any development of the site, an investigation into these matters will need to be undertaken and a design solution established to manage any environmental hazards that may arise in the future because of previous landfill activities. The total property will be retained as one site until the issues arising from the previous fill activity are satisfactorily resolved.

