Te Kaunihera o MANUKAU City Council

Manukau's growth – District Plan change

Proposed plan change No 12

Proposed change to Chapter 1: Introduction

This is a new proposed section at the end of the chapter.

CHAPTER 1A: GROWTH MANAGEMENT FRAMEWORK

This chapter describes the vision and principles of the Auckland Regional Growth Strategy (ARGS), the Growth Concept, and the legislative framework to manage growth in the Auckland Region.

1 AUCKLAND REGIONAL GROWTH STRATEGY: 2050

The population of the Auckland Region is expected to grow from around one million to two million people over the next 50 years. The Auckland Regional Growth Strategy was developed "to ensure that growth is accommodated in a way that meets the best interest of people in the Auckland Region". The ARGS is a requirement of section 37SE of the Local Government Act 1974. It provides a direction for how growth can be managed to accommodate an additional one million people.

The vision for what the Auckland Region could look like in 2050 with a population of 2 million is as follows:

> ***The diversity and well-being of people and communities living in the Auckland region will continue to prosper in a sustainable manner which:***
>
> - ***promotes strong supportive communities***
> - ***ensures a high quality environment***
> - ***creates a region that is easy to get around and***
> - ***protects our coast and surrounding natural environment.***

1.1 The Growth Concept

The Growth Concept illustrates what the Auckland region could look like in 2050 if growth is managed in accordance with the vision, outcomes and principles of the ARGS. Its approach to growth management is to:

- promote quality, compact urban environments;
- direct most growth towards the existing urban areas;
- encourage the redevelopment of town centres along major passenger transport routes to promote higher residential densities and a mix of activities that is well integrated with transport facilities;

- contain new greenfield development in identified growth areas in the north, south and west of region where environmental, accessibility and community principles can be met; and
- put much less emphasis on general infill throughout suburban areas.

Overall, the Growth Concept provides for around 70% of future growth to be accommodated within existing centres, and around 30% to occur in greenfield areas. This means that by 2050, more than a quarter of the population could be living in higher density accommodation (terraced houses, apartments or other multi-unit dwellings), while 70% of people could still be living in lower density residential suburbs and in rural areas.

1.2 Integrated infrastructure development

In order to achieve the desired outcomes of the ARGS, it is essential that infrastructure of an adequate standard is provided to sustain growth. The ARGS requires that the Region's councils align their policies and funding to support these outcomes. Key areas of alignment are:

- integrating rapid transit investment with transit-supportive, higher density mixed land uses along the southern, western and northern transit corridors;
- upgrading the stormwater, water and waste water infrastructure within the existing urban area to provide intensification opportunities;
- providing or upgrading the social infrastructure to service new development areas.
- *ensuring that regionally significant infrastructure are appropriately designed, recognised, protected and managed to ensure their current or future efficient and effective operation, including by managing the design of the infrastructure and new subdivision, development and land use activities proposed in close proximity to such infrastructure.[185/7 and 287/15]*

2 AUCKLAND REGIONAL LAND TRANSPORT STRATEGY 2003

The Auckland Regional Land Transport Strategy (ARLTS) (prepared under Section 175 of the Land Transport Act 1998) outlines the requirements for an integrated transport system able to cope with the demands of many more people living and working in the Region for the next 20 years and supporting the land use patterns promoted by the ARGS.

In order to achieve these objectives, the ARLTS proposes region-wide and area-wide policies. One essential policy is the requirement that the District Plan's objectives, policies and methods ensure that use and development of land occurs so that land use and transport systems are mutually supportive.

Funding for transport infrastructure is directed to projects that are consistent with the ARLTS.

3 LOCAL GOVERNMENT (AUCKLAND) AMENDMENT ACT (2004)

The Local Government (Auckland) Amendment Act (2004) requires that all councils in the Auckland Region give effect, within the provisions of their planning documents, to the growth concept in the ARGS.

~~*Schedule 5 of the Act lists key elements that require consideration in an integrated manner:*~~

In addition, the Act requires plan changes to contribute, in an integrated manner, to the matters specified in Schedule 5. These matters are: [109/42, 110/42 and 111/42]

a) providing increased certainty in the assessment of resource consents, designations, and plan changes related to transport and urban form, and ensuring that transport and land use patterns are aligned to achieve sustainability, efficiency, and liveability in the Auckland region; and

b) managing transport and transport infrastructure, facilitating a multimodal transport network, and facilitating integrated transport management; and

c) reducing adverse effects of transport on the environment (including improving air and water quality, reducing noise and stormwater, improving heritage protection and reducing community

disruption and transport land use) and reducing the adverse effects and increasing the positive interactions of transport and land use; and

d) ***supporting compact sustainable urban form and sustainable urban land use intensification (including location, timing and sequencing issues, and associated quality, character and values of urban form and design); and***

e) ***integrating transport and landuse policies to reinforce metropolitan urban and rural objectives of the Auckland Regional Policy statement, the development of a competitive and efficient economy and a high quality of life, underpinned by a quality environment and amenity.***

Te Kaunihera o MANUKAU City Council

Manukau's growth – District Plan change

Proposed plan change No 12

Proposed change to Chapter 2: The City's Resources

Only those sections of Chapter 2 where changes are proposed have been reproduced in full. For the complete text, please refer to the District Plan.

Proposed additions to the text are underlined, deletions are ~~struck through~~.

2.2 LAND/WHENUA

2.2.1 State of Resource

*Section 2.2.1.1, third paragraph: Change "*Te Puke Otara*" to "*Te Puke o Tara*".*

2.2.2 Trends

On average about 100 ha of the "urban area" (as defined above) has been urbanised each year in recent years. Average residential lot size has reduced over the last decade as the intensity of development has increased in accord with market preferences. This intensification has occurred mostly through infill housing and medium density housing developments in greenfield areas (such as Botany Downs in East Tamaki). Nevertheless, the intensity of development within the urban area is, on average, low when compared with that within Auckland City.

The Growth Concept in the Auckland Regional Growth Strategy and the Regional Land Transport Strategy contain a policy direction towards more intensive, quality urban development. These Strategies indicate where future growth should occur: growth within the existing urban areas will be directed as a priority within and around town centres that are well served by public transport, while new greenfield residential development will take place principally in Flat Bush.

In the business sector market dynamics has led to a breaking down of the traditional distinction between retailing and industry but an increased degree of centralisation in business activity. There are also increasing demands to provide and protect public open space and heritage resources in the urban areas to provide a more livable and diverse environment.

In the rural area there has been a general trend towards more intensive forms of rural activity. There is an increasing demand for dwellings erected for rural-residential or "countryside living" purposes particularly at or near the urban edge and in coastal locations. Horticulture and forestry have resulted in significant landscape modification in the form of shelterbelts and exotic pine plantations. This has resulted in a perceived reduction in the diversity of landscape types.

The rural area is increasingly seen as a recreational resource by urban dwellers and this in turn can lead to tension between urban and rural residents as increasing demands for public access to rural and coastal amenities conflict with the business of farming. Increasingly, recreational facilities such as hotels and golf courses are seeking to establish in the rural area.

2.2.3 Resource Management Issues: LAND

(no change)

2.3 WATER/WAI

2.3.1 State of the Resource

(no change)

2.3.2 Trends

(no change)

2.3.3 Resource Management Issues: WATER

2.3.3.1 Management Responsibilities

While the Auckland Regional Council is responsible for any resource consents with respect to water, Council has responsibility to consider land uses which impact on water quality. The issues relevant to council's role with respect to water quality and quantity are identified in points 2.3.3.2(a) to (j) and 2.3.3.3(k) to (m) below.

2.3.3.2 Quality - Introduction

In Resource Management terms there is an interaction between water quantity and water quality issues. Water conservation and efficient use will become increasingly important in the future with greater demands on water resources.

Stormwater contamination is a significant issue which must be addressed if water quality in the City is to be maintained, and where possible enhanced, in the future. Safeguarding the life-supporting capacity of water is a fundamental element of the purpose of the Resource Management Act. Contaminants derive from land development processes, industrial activities, transportation and residential activities, and in rural areas from overland run-off.

(a) Land Development Processes Contribute Significantly to a Lowering of Water Quality through Stormwater Contamination

The effect on water quality from land development processes includes increases in the amount of contaminants and sediments carried by stormwater as a result of vegetation clearance, earthworks, the provision of or upgrading of utility services, streamworks, and the modification and construction of roads.

Manukau City has specific engineering functions in the area of land development control and undertakes comprehensive catchment planning for greenfields areas, resulting in the granting of comprehensive discharge consents. As a result of increasing awareness of stormwater contamination issues, various source control measures and treatment devices are now being developed to minimise contaminants entering stormwater from land development. In addition, ~~This work parallels the development of a~~ the Regional Plan on ~~Erosion and~~ Sediment Control ~~which proposes~~places controls on earthworks areas greater than 1 ha, or greater than 0.5 ha, but within 50 m of a permanent watercourse.

~~From the planning perspective, stormwater contamination from land development raises the issue of whether receiving water quality and susceptibility to degradation should play a part in influencing where urbanisation should occur in the future. In other words, are there areas in Manukau City where urban development or intensification should be discouraged, or other areas where urban intensification would be more appropriate, in terms of water quality? Alternatively, would any location be appropriate given adequate stormwater quality control measures?~~

In order to avoid development of the most highly valued and sensitive catchments and coastal environments, the Growth Concept of the Auckland Growth Strategy promotes development in already urbanised catchments. However, intensification will bring pressure on existing stormwater infrastructure, particularly where stormwater issues have not been adequately addressed in the past. The Council has a rolling 10-year programme to revise Comprehensive Catchment Management Plans across the city, with priority given to growth centres, and promotes designs which minimise stormwater run-off, provide on-site treatment and/or allow the re-use of rain-water. In the Flat Bush area, a comprehensive approach to stormwater management has been adopted to ensure that future development does not compromise water quality downstream, in the Otara Lake and in the coastal area. Approximately 48% of the area has

been identified for non-urban use, existing natural streams are protected from development and enhanced as ecological corridors, and significant areas of existing native bush are retained.

(b) Business Practices Contribute Significantly to a Lowering of Water Quality

The main causes of stormwater contamination from business activities are poor yard practices, accidental spills and lack of awareness of pollution consequences, eg of illegal stormwater connections or inappropriate storage of products. Substances spilled include petroleum products, heavy metals and synthetic organic contaminants. Targeted advice and education is one solution which addresses site management practices. The Auckland Regional Council is investigating options to address this matter.

Manukau City Council will also have a role in promoting production and site management methods which minimise or prevent accidental discharges, and in controlling the location of and landscaping and fencing requirements for industrial and trade activities in relation to adjacent water bodies.

(c) Transportation Sources Contribute Significantly to a Lowering of Water Quality

Heavy metals such as lead, zinc, copper, chromium and hydrocarbons (sump oil) are the most common contaminants in urban stormwater. The main source of these is transport-related activities, including exhaust emissions deposited or stripped by rainfall and run-off contributing contaminants from brake linings, radiators, tyres, etc. Predictably, the most significant effects occur in poorly flushed coastal waters adjacent to the most densely urbanised part of the region, eg for Manukau City in the Tamaki Estuary and Manukau Harbour.

There is a need to control and treat the run-off from major roads, especially new roads and motorways. Retrofitting of stormwater treatment devices may also be possible for priority transport routes, where available land makes this practical. Environmental impact reporting on roading proposals needs to specifically address the issue of stormwater contaminants.

(d) Residential Activities Contribute to a Lowering of Water Quality

Increases in hard surfaces as residential areas are developed or intensified result in greater stormwater runoff to watercourses and more contaminants entering watercourses. A proportion of these are likely to be car-related contaminants, which have been discussed above. However, the main sources of stormwater contamination from existing residential areas are household and garden chemicals disposed of to stormwater drains or to ground and illegal connections of stormwater to sewage systems, leading to emergency overflows. Pets and birds generally also contribute faecal matter and decaying plant material contributes nutrients. Similar comments apply as for (c).~~; as residential areas occupy the greatest proportion of urban land, retrofitting of priority catchments should be possible, subject to cost and availability of land~~ Planning policies for the development of new residential areas and the intensification of growth centres promote a compact urban form and a comprehensive approach to stormwater management in order to minimise the impact of new residential development. In the case of the intensification of selected growth centres, catchment management will be reviewed to assess whether retrofitting of stormwater quality measures is necessary to achieve water quality improvements.

(e) Sewage Pump Station Overflows and Sewage Discharges Contribute to a Lowering of Water Quality

Most raw sewage discharges are derived from sewage pump station overflows, resulting from excessive inputs to the reticulation system during wet weather, and power failures. Water quality impacts are localised but can be significant depending on location of the pump station. There has been an ongoing programme to upgrade sewage pump stations in Manukau City's area within the last few years to provide greater peak flow capacity and storage, and screening to trap solids if overflows do occur.

The largest treated sewage discharge in the region is the outfall from the Manukau Wastewater Treatment Plant into the Manukau Harbour. Recent upgrading of the plant has led to improvements in water quality and reduced impacts on receiving waters. However, in 2001 the plant's "deemed coastal permit" under the Resource Management Act will expire and further consents will need to be in place.

There is ongoing technical evaluation of discharges and public involvement in future disposal options. During the plan period the new Beachlands/Maraetai sewage plant will be discharging treated sewage to land irrigation and an associated wetland and thence to the Te Puru Stream. Monitoring of water quality impacts will be necessary.

(f) Rural Run-off Contributes to a Lowering of Water Quality

Overland run-off from rural areas can contain high-strength organic wastes such as faeces and urine from grazing stock as well as herbicides, pesticides and fertilisers. Pollution can also result from vegetation clearance (especially riparian), earthworks and stock access to riparian margins and waterways. As noted above, poor stream water quality can and does occur in rural areas. In catchments with a mix of rural and urban uses, rural inputs, even where treated by oxidation ponds or spray irrigation systems, may constitute a significant proportion of overall wastes discharged to water.

(g) The Operation of Landfills and Quarries Contributes to a Lowering of Water Quality

There are several old landfill refuse disposal sites in Manukau City which are now closed. Sites such as these were constructed prior to the introduction of modern methods to provide adequate leachate and stormwater collection and disposal, and some have not been monitored for potential adverse effects.

The Greenmount landfill in the Tamaki catchment is being filled currently and is the only landfill in the Auckland region where hazardous wastes are accepted. Greenmount landfill has a low permeability liner and a leachate collection system, but despite this there is some evidence that leachate is reaching groundwater below the site. There are proposals to upgrade the collection system.

Some monitoring is undertaken on the Whitford landfill leachate, which indicates that the only major impact is on nitrate levels in the stream below the landfill. While the existing landfill is not lined, new areas will be lined. An extensive programme of leachate treatment and disposal is now in place. There are several private trade waste disposal facilities in Manukau including at least one with unlined pits.

Extraction of minerals can result in discharges of contaminants such as sediments to surface and groundwater. Discharge consents are required through the Auckland Regional Council, and details of methods to prevent contamination of water are required by Manukau City in quarry management plans. However, there is little systematic monitoring of the water quality effects of the twenty quarries in the city.

(h) Foreshore Works and Boat-Related Activities Contribute to a Lowering of Water Quality

Reclamations and foreshore works carried out within Manukau City are much more limited than in the past. Discharges of sewage and oily bilge water from boats and spills of petrol/diesel from refueling are still a concern, as are run-off from boat building and maintenance activity and antifoulants from boat hulls which enter waterways over a period of time. Studies are currently being undertaken in the Tamaki estuary. To date, levels of bacteria in both surface and subsurface samples near high concentrations of boats have not shown results above bathing water standards.

(i) There is a Need to Take More Account of Tangata Whenua Perspectives

The tangata whenua of Manukau City, the Tainui people, have a particular perspective on water as a taonga. As a principle, they wish to see all wastes derived from land returned to the land. This includes sewage discharges and other urban and rural discharges and run-off. For purification purposes, discharges need to be discharged to land to find their own way to the natural water ways.

(j) Riparian Vegetation Removal and Natural Stream Modification Disrupts the Natural Water Cycle

Vegetation on natural stream banks filters out sediments and contaminants from diffuse surface runoff before it enters streams where it can damage the immediate aquatic environment and downstream ecosystems. The canopy effect of overhanging vegetation also preserves the intrinsic ecological balance of those ecosystems. Natural stream modification (e.g. recontouring, piping) also adversely affects the access of biota by disturbing or destroying the natural stream environment.

2.3.3.3 Quantity - Introduction

In resource management terms water quantity issues are less significant for the City than water quality issues, although water conservation will become increasingly important in the future as resources become fully allocated.

(k) Demand Exceeds the Availability of Water Resources in Some Areas

There are some parts of the city where surface or groundwater supplies are fully allocated or are approaching this situation. These include the surface water in the Taitaia catchment, in the Clevedon Ward the Whitford Thermal Resource and groundwater in the Wiri area. While availability issues do not yet appear to be a significant constraint on land use, they could become so in the future.

(l) Water is Used Inefficiently

Conservation, both of bulk water and other water supplies, is becoming a significant issue for the Auckland region and for Manukau. More efficient water use can reduce potential conflicts between competing users and the potential for adverse environmental effects, for example through the construction of new storage dams.

(m) Land Use Changes and Practices can Adversely Affect Water Flow

Land use changes and practices can reduce the quantity of water contributing to streams, lakes and aquifers. Urbanisation, afforestation and major drainage works are examples of land use which may have serious effects on water quantity and the water cycle. Urbanisation can result in higher peak flow and lower low flow. Similar effects result from major drainage works. Afforestation could give stream flow regimes with lower peak flows and lower average and low flows. These changes can adversely affect the ecological balance of the stream and the receiving environment as a result of increased erosion potential and the destruction of low flow habitats.

2.4 AIR

2.4.1 State of the Resource

(no change)

2.4.2 Trends

(no change)

2.4.3 Resource Management Issues: AIR

2.4.3.1 Air Quality Management

Under the Resource Management Act 1991, the Auckland Regional Council has responsibility for the management of air quality. In 1992, however, the ARC transferred certain powers concerning discharges to air to Manukau City Council. These include processing air discharge permits for industrial and trade activities that have a medium to small scale impact on air quality and associated compliance and impact monitoring. Manukau City Council also enforces the provisions of the Auckland Regional Plan relating to the discharge of contaminants to air in Manukau City, and responds to all complaints concerning discharges to air. Complaints relating to industrial and trade activities that have a large scale impact on air quality are referred to the Auckland Regional Council.

(a) Vehicle Emissions are the most Significant Source of Air Pollution in Manukau City

The most significant issue for air quality in Manukau City is undoubtedly vehicle emissions, especially given the high level of private car usage in the City resulting from its low density form. ~~Possibly over half of the total volume of emissions to air in the region are from vehicles, although there is no recent emissions inventory to prove this~~ It is estimated that 80% of all air contaminants come from motor vehicles (Regional Land Transport Strategy 2003). Vehicles produce all of the pollutants monitored in the Auckland region. The Regional Land Transport Strategy recognises that vehicle emissions have a serious effect on public health and the environment, are a precursor to photochemical smog and are implicated in global climate change.

As yet there are no controls on vehicle emissions in the Auckland region or elsewhere in New Zealand, although voluntary emission testing is in place in Canterbury. It may be appropriate for Manukau City to lobby central government to introduce vehicle emission standards. The Auckland Regional Plan: Land, Air and Water proposes measurable targets for Air Quality which identify maximum acceptable concentrations for specified contaminants in order to protect the health of the general population. Monitoring by the Auckland Regional Council shows that in order for residential areas in the Auckland Region to show acceptable results in the future, emissions from domestic fires and motor vehicles need to decrease. The Plan also recognises the need for a comprehensive vehicle pollution control strategy which addresses both the reduction of vehicle emissions (through cleaner fuels and cleaner vehicle technology) and the management of traffic demand: "A modern car with clean fuel and emission control systems can still produce more pollution under congested conditions than a 10-year old car driving in uncongested conditions" (Proposed Regional Plan: Land, Air and Water, 2001).

The management of traffic demand goes hand in hand with the effective integration of transport and land use policies, which the Regional Land Transport Strategy, the Regional Policy Statement and the District Plan seek to achieve. Residential, business and infrastructure development should be integrated in a way that supports a choice of transport modes (e.g. making it easier, safer and more enjoyable for people to use public transport, walk or cycle to work, shops, schools, recreation areas, etc) and involves shorter vehicle trips and multi-purpose trips (e.g. by enabling the provision of a wider range of services and activities in the town centres).

2.7 ENERGY

2.7.1 State of the Resource

(no change)

2.7.2 Trends

(no change)

2.7.3 Resource Management Issues: ENERGY

(a) Energy is not being used Efficiently in the Business and Residential Sectors

It is very difficult to assess how efficiently energy is used across sectors within the City, for example within industry. As noted above, there are indications that New Zealanders are using energy less efficiently over time. One exception to this trend could be in the area of domestic use of energy. Insulation has been compulsory for residential buildings since 1978/79, and insulation requirements under the Building Act have recently been increased. On the other hand it appears that Auckland households use much more energy than households in the South Island, relative to climatic conditions.

While the greatest users of energy are land transport and major industry, the best immediate prospects for energy efficiency improvements may actually be in other industrial and commercial sectors and in the domestic sector.

Given that Manukau City's population constitutes approximately 40% of the total population within Mercury Energy's area of supply, for the year ended March 1993, Manukau's electricity consumption would have been of the order of 1,553,625,000 kWh. Of this total, about 30% would have been sold to domestic consumers.

On a pro rata basis from regional figures (which probably understates the significance of manufacturing in Manukau), 39% of sales would have been to commercial users i.e. wholesale and retail, transport, storage and communications, business and financial services, and community, social and personal services; 17% to manufacturing and 0.7% to agriculture, hunting, forestry and fishing, and mining and quarrying. Electricity usage is increasing nationally and also within the City.

A recent study[5] indicates that the most attractive options in commerce and industry could save around 10% of business energy use on average. For commercial buildings, measures could include greater efficiency in lighting, and more careful maintenance and tuning of heating, ventilation and air conditioning systems. Energy audits at factory level can identify energy efficiency potential for industry. Measures could include high efficiency, appropriately sized motors, boiler efficiency and heat recovery, cogeneration, and process changes. Resource recycling, for example of energy-intensive products such as aluminium and steel, has potential for saving energy.

Opportunities exist for relatively simple measures related to water heating, lighting, space heating and refrigerators and could save about 15% of domestic energy use. Passive solar design of new houses offers potential. Such buildings maximise the use of solar gain through features such as more glass facing the sun, and the use of thermal storage materials such as concrete, brick and water. Replanning buildings in this way can save up to 70% of space heating costs in Auckland[6]. The Council has a role to play in providing guidance and incentives to people willing to integrate energy saving design features in new developments or existing areas. The Council may also promote and demonstrate the use of such technologies by integrating them in the design of new public facilities.

Much greater energy efficiency is also possible in construction of houses and production of building materials, for example by maximising the use of timber floors, cladding and window frames, and concrete tile roofing; rather than iron roofs and aluminium window frames. Clay products such as bricks, while thermally efficient, require more energy to produce[7].

b) The Rate of Use of Fossil Fuels in Manukau City is Increasing

Regional petrol sales have increased each year since the collection of figures began in the 1985/86 year, and In (1992/93, they were over 778 million litres of petrol, and in 2003/04 1,065 million litres. Diesel sales are more stable and in the same year2003/2004 were over 201493 million litres for the region. As

Manukau City had ~~23.9~~26.5% of the Auckland's region's population in ~~1991-~~ 2001 and ~~21.4~~21.1% of the region's motor vehicles, it is reasonable to assume that over 20% of petrol sold within the region would be bought within Manukau City i.e the City's usage could be more than ~~165~~213 million litres of petrol per year.

Apart from direct measures of fossil fuel there are a number of indirect measures, such as those related to transport usage. For the Auckland region as a whole, population has increased 23%~~23.2~~% ~~in the two decades from 1973-92~~ between 1991 and 2001 whereas vehicle numbers increased 94%~~62.0~~% in the same period.~~, and numbers of vehicle trips went up 64.1%.~~ Greater private vehicle availability and, more recently, cheaper cars and petrol have obviously led to increased vehicle usage. A land use pattern characterised by low-density residential subdivision and the separation of activities increased the reliance on the private car, often to the near exclusion of other transport modes. Numbers of trips per person are increasing, as are total distances travelled, and therefore it is not surprising that the results are increased fuel use and increased traffic volumes.

The deregulation of the freight transport industry has resulted in a major shift of freight transport mode from rail to road.

While the City has slightly fewer motor vehicles per capita than the region as a whole, car ownership rates are still high. At the ~~1991~~ 2001 census, only ~~11.8~~ 8.8% of Manukau's households had no car, whereas ~~41.4~~33.7% had one car, ~~31.9~~36.3% had two cars and ~~12.2~~15.3% of households had three or more cars. There were however variations by ward, from highs of ~~23.3~~14.4% with no car in Otara, and ~~18.0~~ 12.4% in Mangere, to lows of ~~3.7~~2.6% in Clevedon, ~~5.3~~5.1% in Pakuranga and ~~5.9~~3.7% in Howick. In these latter three wards over ~~58~~63.4% of households own two or more cars.

Use of public transport shows a pattern which is the inverse of these car ownership rates. In other words, public transport usage is lowest in the more affluent suburbs,and highest in the less affluent suburbs with lower car ownership. ~~This would suggest that people tend only to use public transport when they have no choice.~~

~~Overall, public transport usage in Manukau declined in the period 1986-1991 with only 13.7% of fulltime work journeys made by public transport in 1986 and only 6.6% in 1991~~.

The Strategic Plan for Passenger Transport ('Taking People Places', 2004-2014) shows that the use of public transport to go to work has fallen from 6% in 1991 to 4% in 2001. This decline is attributed to several factors such as the ease of access to and convenience of private vehicles, low density residential areas, inadequate routes and the lack of frequent bus services in some parts of the city.

~~In general, public transport is more fuel efficient than use of private cars even at low occupancies, but as noted above patronage has been declining in Manukau. Reasons for low patronage include greater travel time and walking distance to destinations, under-provision of services arising from poor patronage, and a frequent mismatch between services provided and the needs of travellers.The Council's strategy document "Passenger Transport for Manukau in the 1990's" addresses some of these problems with for example:~~

- ~~increased levels of bus service~~
- ~~reorientation of services to connect the City's residential communities with major employmentcentres in Wiri and East Tamaki~~
- ~~services which are easier to use because of regular frequencies and good infrastructure~~

The Strategic Plan advocates better quality and more efficient public transport services and the integrated planning of passenger transport and land use. Priorities include:

- Investigating more bus priority areas along major routes;
- Advocating for more frequent bus services during peak times, and services that connect people to key destinations in Manukau e.g. major employment areas, education and health facilities;
- Effective bus services in newly developed areas;
- Providing on-road information at bus stops;
- Developing integrated public transport hubs in the Manurewa town centre and Manukau City Centre;
- Redeveloping passenger transport networks in Papatoetoe's town centre; and

- Completing a new ferry terminal at Half Moon Bay.

The Cycling and Walking Strategy (2004-2014) aims to develop a network for cycling and walking throughout the city, promote walking and cycling as alternative and healthy transport modes, and increase safety for pedestrians and cyclists. The Strategy shows than between 1986 and 2001, the number of people cycling and walking to work in Manukau City has more than halved, to about 3,500 people or around 3% of the population. This rate is the lowest in the Auckland Region, where Waitakere and North Shore City Council also show rates below 4%, whereas Auckland City reaches over 6%. It is much lower than the national average (almost 8%) or other large cities's figures (the highest rate being Wellington at almost 16%). The reasons for the decline of walking and cycling include:

- land use planning which promotes reliance on the private car;
- increasingly sedentary lifestyles associated with easier and cheaper access to motor vehicles, which has had a significant health impact on the population;
- perception of safety, particularly at night, which deters people from walking;
- poor amenity of the public environment and poor design of pedestrian facilities, particularly for disabled people, elderly people and children and women with young children; and
- Lack of maintenance of pedestrian and cycling facilities.

~~The promotion of "low energy" modes of transport such as w~~The Auckland Growth Strategy, the Auckland Regional Land Transport Strategy, the Regional Policy Statement, the District Plan and other strategic documents produced by the Council since 2000 seek to lay the basis for the effective integration of transport and landuse planning in future initiatives. Walking and cycling which have historically been given low priority, ~~must also~~ must now be ~~considered~~ promoted both in the planning of greenfields areas and ~~in relation to~~for the re-development and intensification of existing built-up areas. Priority growth areas directed by the Auckland Growth Concept are located on, or will be serviced by, improved rail and bus transport systems. Manukau City Centre will be linked to the North Island Main Trunk Railway line. Council is also looking at the possibility of creating an Eastern Transport Corridor for light rail to service East Tamaki. Growth Centres will be located around re-developed train stations well connected to the bus network and walking and cycling amenities. A diverse mix of activities within Growth Centres will be encouraged to contribute to the pedestrian amenity of these centres.

One of the difficulties in attempting to reduce the use of private cars is that of the interrelationship between transport and urban form. Population densities across Manukau City are low, although variable. The Growth Strategy predicts that low density residential suburbs will still be the dominant form of housing in fifty years, accommodating around 70% of the regional population. Research on the relationship between per capita transport fuel use and land use patterns across a number of cities in the world suggests that it is much more difficult and costly to make public transport viable at population densities of less than 30 persons/ha. This is because insufficient people live near the transit routes to justify a satisfactory service. The Growth Concept promoted by the Strategy targets specific urban centres (well served by rail, road and bus services) for increasing residential intensity in order to achieve population densities supportive of an improved public transport system, which will in turn benefit surrounding suburban areas. ~~Densities in Manukau reach this level only in restricted areas and for the most part are much lower.~~

~~Issues of how, and to what extent, densities can be increased along major transport routes, and whether and to what extent mixed use development should be promoted (for example at key transport nodes) offer major challenges for Manukau's future urban form. These issues are not purely transport or energy-driven; they are also interrelated with region-wide strategic issues such as the lifestyles we adopt in terms of residential densities and what should be the ultimate extent of the metropolitan area.~~

(c) There are few Renewable Energy Sources currently identified in Manukau City

~~As already noted, t~~There is little ~~obvious~~ information on the potential for the generation of energy within the City from renewable sources. ~~Nevertheless, i~~It is important for the City to encourage investigation and use of appropriate technologies where they do exist or could be more economic, in order to move towards a greater degree of sustainability in energy use.

Solar space heating either directly or through photovoltaics (storage cells) is probably the cheapest renewable energy technology with application in Manukau, although the extent of power able to be produced is uncertain, and probably small. Digesting waste to produce biogas, or using landfill gas to generate electricity would again produce a limited amount of power. Biofuels from forest residues or

fuelwood plantations could be more expensive and would require further investigation, but offer greater future energy potential. Again, the Council may lead by demonstrating the use of such technologies in its own development of public facilities, and provide guidance to the general public on alternative design.

(d) The Use and Distribution of Energy has some Adverse Environmental Effects

Environmental effects of the use of energy have already been mentioned above in relation to air and water quality. In addition, the transport sector produces nearly half of New Zealand's energy-related CO_2 emissions, and the industrial sector also makes significant contributions through combustion processes. These emissions contribute to global warming and potential climatic changes. ~~The Government is now a party to the Framework Convention on Climate Change, which aims to stabilize CO_2 emissions at 1990 levels by the year 2000~~.

Apart from these effects, construction of energy-related infrastructure *including* ~~*and*~~ transmission systems (such as pipelines, *cables* and high tension power lines and pylons, in Manukau's case), can have adverse environmental effects including land use disruption and visual impacts. *[185/9]*

2.9 STRUCTURES

2.9.1 State of the Resource

The structures of the city include all buildings, roads, utilities and facilities constructed by people and fixed to the land. These structures have all been built to serve some human need. The form of these structures determines the way in which people and communities interact with the natural environment.

The most common structure in the City is the dwelling which provides for the basic human need of shelter. In January 1995 there were 72,243 dwellings in the City. Business premises including factories, warehouses, shops and offices amount to 3.2 million m² of floorspace in the City. Within the city the most significant structures are the major shopping centres. There is considerable investment in these centres and in the infrastructure that serves them.

A variety of public and private utilities and facilities service these structures and allow activities to be undertaken in a safe and convenient manner. In 1994 major items of infrastructure in the City consisted of:

- 1060 kilometres of roads;
- 140 bridges;
- 13km of rail tracks (North Island Main Trunk Railway) and 9 railway stations (Otahuhu, Mangere, Middlemore, Papatoetoe, Puhinui, Wiri, Homai, Manurewa, Te Mahia)
- *the Wiri Oil Services Terminal (including Wiri-Airport Pipeline) [287/18]*
- 1270 kilometres of sewer pipes;
- 2 major sanitary landfills;
- 70 sewage pumping stations;
- 1600 kilometres of water pipes;
- the Auckland International Airport;
- the Mangere Wastewater Treatment Plant;
- the Otahuhu Power Station; and
- extensive telecommunications and energy transmission networks.

Some of these facilities are of international, national and regional importance (e.g. Auckland International Airport) and others are of regional importance (e.g. Mangere Wastewater Treatment Plant). Nearly all of the major items of infrastructure within the City have been built since the end of World War II. Consequently, *while* they have been built to a high standard ~~*and many*~~ *only some* of the utility *and facility* services *now* have ~~*been established*~~ with sufficient spare capacity to cater for future urban development *of a scale that has occurred, and is expected to continue, within the Auckland Region.[185/11 and 287/19]* However, problems such as sewer pump station overflows and stormwater quality need addressing in terms of the sustainable management of the water resource. Rail transport has been underfunded and neglected for decades and significant investment will be required to develop a rail network with a significant role in Auckland's future passenger transport network.

There is a need to manage the effects of existing and future infrastructure (including regionally significant infrastructure) on growth and similarly the effects of urban growth on the ability to provide, operate, maintain and upgrade that infrastructure. [185/93, 287/17 and 185/10]

In 1994 there were a large number of structures within the City with known cultural heritage significance. This figure includes not only European structures (primarily dwellings) but also the huge range of settlements, gardens and fortifications of tangata whenua. Many structures with cultural heritage significance have been destroyed in the past, significantly depleting the resource.

The presence of rail and road infrastructure has played a major role in the way Manukau developed in the past. The history and identity of many areas of the city has been strongly influenced by transport infrastructure. For example, the construction of the Great South Road in 1863 and the railway line in

1875 prompted the development of Papatoetoe, Hunters Corner and Manurewa in the late 19th century. Similarly, the rapid development of roading infrastructure, fueled by an ever-increasing demand from private vehicles, promoted low density suburban development in the city from the 1950's, and large retail centres provided ample space for parking.

2.9.2 Trends

a) The city's housing stock is growing rapidly. In the period 1996-2001~~1991-1994~~ an average of ~~1200~~ 1700 dwellings were constructed each year, compared with an average of 1200 dwellings constructed each year in the first half of the 1990's. ~~It is anticipated that during the period 1994-2000 between 1200-1500 dwellings will be constructed each year, depending on the level of economic growth.~~

b) The establishment of new business structures over the last 5 years has primarily been directed to the Manukau Central and East Tamaki industrial areas and to those shopping centres that are close to developing residential areas.

c) The expansive growth within Manukau City means significant infrastructural thresholds which will trigger the need for major new facilities (e.g. in relation to ~~the Mangere Wastewater Treatment Plant and~~ a proposed second runway at Auckland International Airport). Urban growth and intensification and g~~G~~reater public awareness of environmental issues is ~~also~~ increasing the demand for higher quality infrastructure (e.g. enhance treatment of stormwater before discharge to receiving waters).

d) Increasingly, the public are becoming aware of the heritage value of some structures. This is especially apparent in areas which are subject to rapid urbanisation as a result of the trend identified in (a) above.

e) Roading and public transport infrastructure on a regional scale are being upgraded in order to support the urban form promoted by the Growth Concept and according to the directions set in the Growth Strategy and the Regional Land Transport Strategy.

f) Today the dominant retail environments comprise traditional strip centres and enclosed shopping malls, and the vehicle oriented large format stores and centres. [109/43, 111/43, 110/43]

2.9.3 Resource Management Issues: STRUCTURES

(a) Many Structures with Cultural Heritage Significance have been Destroyed in the Past

A number of structures (including pre-European structures) within the City have cultural heritage significance. This part of the resource has additional cultural, historical and architectural values which make it a rare commodity in a young and rapidly developing city. Some of these structures are very well maintained in close to their original condition, but a large number have been destroyed or modified in the past.

(b) There is Potential for Major Items of Infrastructure to be Inefficiently Used

The information presented above suggests that there is considerable investment in the existing infrastructure of the City by both public and private sectors. The sustainable management of the use, development and protection of this resource involves having particular regard to its efficient use and development in the context of this plan.

Sustainable management must recognise, however, the efficiency is a relative concept and that the longevity of some infrastructural items sets in place activities and patterns of behaviour that can have inter-generational consequences where the built environment lags behind economic and cultural change.

However, the intensity of use of the land resource may have a direct effect on the efficient use of infrastructure.

(c) The siting and design of structures can cause adverse effects on amenity values and influences the liveability of the City

The quality of pedestrian space, streets, parking spaces and public open spaces is affected by the nature and design of the built environment. This affects the visual appearance of the streetscape, rural and

urban landscapes together with the use and enjoyment of public open space. It also affects personal, pedestrian and vehicular safety. Amenity values such as the enjoyment of sunlight and daylight are also affected by the location and design of buildings. The siting and design of social and physical infrastructure also affects how liveable neighbourhoods are e.g. people's accessibility to each other and to other places such as workplaces.

(d) The City's infrastructure is a physical resource which can be adversely affected by adjoining activities.

The City's infrastructure is a physical resource. Its provision must be co-ordinated with adjoining land use activities, in order to minimise potential adverse effects on it from these other activities. For example, the access arrangements and traffic generation of adjacent land use activities can adversely affect the safety and capacity of the primary road network.

(e) Infrastructure is sometimes provided in a way that fails to promote the sustainable management of natural and physical resources and may result in an inability to meet the future needs and expectations of the community.

A failure to provide infrastructure to the appropriate level, standard or design can result in adverse effects on the environment and the health, safety and well-being of the community. The provision of infrastructure, such as the transportation and utility services networks, also greatly affects the ability to develop land to its planned potential in an energy-efficient and sustainable manner. Inefficiencies and the waste of resources may also result where infrastructure is provided at a scale greater than is necessary.

(f) There will be a need for major new facilities or the upgrading of existing facilities as existing infrastructure reaches capacity.

There are various infrastructural facilities and network utility services in Manukau City which are likely to require upgrading, extensions or replacement during the planning period covered by this District Plan. Examples are the ~~Mangere Wastewater Treatment Plant where major new facilities are required and~~ Auckland International Airport where the proposed second runway may be required, *the National Grid where significant additional capacity is required, the possible expansion and upgrading of electricity generating facilities such as Otahuhu A and Otahuhu B* and the need to upgrade stormwater quality measures and stormwater reticulation to cope with increased flows potentially resulting from urban intensification. Similarly, sanitary sewerage and water supply networks may require upgrading in the urban growth centers. Rail transport infrastructure will be upgraded and expanded as Manukau City Centre will be connected to the North Island Main Trunk Line and two future Rapid Transit Corridor (East Tamaki and Auckland Airport corridors) may be developed. Unless such expanded or new infrastructural facilities can be provided for, there could be adverse effects on the environment and on the health, safety, social and economic well-being of the community. *[185/86, 193/13 and 185/12]*

Te Kaunihera o MANUKAU City Council

Manukau's growth – District Plan change

Proposed plan change No 12

Proposed change to Chapter 3: The City's People

Proposed additions to the text are underlined, deletions are ~~struckthrough~~.

CHAPTER 3 - ~~THE CITY'S PEOPLE~~ SUSTAINABLE MANAGEMENT OF THE CITY'S GROWTH

CONTENT AND STRUCTURE

This Chapter is presented as follows:

3.1 Introduction

This part introduces the human dimension of sustainable management under the Resource Management Act and includes a discussion on:

- Statutory Provisions
- Enabling Social, Cultural and Economic Well Being
- Managing Effects of Activities on Amenity Values
- Managing Effects of Activities on Social, Economic, Aesthetic and Cultural Conditions

3.2 The Settlement and Population Characteristics of Manukau

This part includes a discussion on the following:

- Settlement Patterns - Historical Influences
- Population Growth
- Population Diversity
- Social and Physical Infrastructure

3.3 City-Wide Resource Management Issues

This part introduces the resource management issues associated with managing growth in the City, and issues that result from people's dependency on the City's natural and physical resources to achieve social, economic and cultural well being.

3.4 Managing Growth in Manukau City

This part discusses Manukau City's growth management approach to give effect to the growth concept in the Auckland Regional Policy Statement. This includes a discussion on:

- **greenfield development**
- **growth centres and sequencing of development**
- **Manukau Growth Management Strategy**

3.1 INTRODUCTION

Hutia te rito o harakeke	Pluck the centre shoots of the flax
Kei hea ra te komako	And where will the bellbird be
Ka ki mai koe	You will say
E aha te mea nui?	What is the thing of most importance?
Ka ki atu au	And I will reply
He tangata	It is people
He tangata	It is people
He tangata	It is people

3.1.1 Statutory Context

The Resource Management Act requires the Council in carrying out its functions under the Act to manage resources in a way or at a rate that "enables people and communities to provide for their social, economic and cultural well being and for their health and safety" [Section 5(2)] while sustaining the potential of resources to meet the needs of future generations, safeguarding the life-supporting capacity of air, water, soils and ecosystems and avoiding, remedying or mitigating adverse effects on the environment. The environment includes:

" (a) ecosystems and their constituent parts, including people and communities; and

(b) all natural and physical resources; and

(c) amenity values; and

(d) the social, economic, aesthetic, and cultural conditions which affect the matters

stated in (a) to (c) of this definition or which are affected by those matters. " (Section 2)

In other words, enabling people to provide for their own well being (or get on with their own lives) is limited by the adverse effects that this might have on ecosystems, the natural environment, amenity values and the social, economic, aesthetic and cultural conditions which are affected by, or affect matters such as the natural environment. Particular attention must also be given to Maori interests including the relationship of Maori to their taonga, kaitiakitanga and the principles of Te Tiriti o Waitangi.

The identification of social, economic, aesthetic and cultural goals and values that are important to Manukau's residents is necessary to help appreciate what sustainable management means in the context of Manukau City. Community participation in Council's Strategic, Annual and District planning processes has helped to identify such goals and values.

District Plan rules (e.g. development and performance standards) and other provisions of the District Planreflect not only scientific information but also residents' values. Essentially both scientific information and community values influence the nature and degree of change that might be acceptable (e.g. the way and rate resources are used and developed) during the operative period of the District Plan in order to promote sustainable management.

3.1.2 Enabling Social, Cultural, Economic Well Being - Importance of Ecological Values

Consultation has assisted in highlighting elements that the City's residents consider contribute to their social, economic and cultural well being. These are summarised in Figure 3.1.

While there are many elements that contribute to social, cultural and economic well being the consideration of these elements should in no way compromise the biophysical or ecological imperatives contained in Section 5 of the Act.

FIGURE 3.1 - ELEMENTS CONTRIBUTING TO HUMAN WELL-BEING

3.1.3 Managing Effects of Activities on Amenity Values

Section 5 (2) of the Resource Management Act requires the Council in undertaking its functions under the Act to manage the City's natural and physical resources in a way that enables people to get on with their own lives while avoiding, remedying or mitigating adverse effects of activities on the environment. This includes avoiding, remedying or mitigating adverse effects on amenity values. There is also a special requirement in S7 (c) of the Act for Council to have particular regard to the maintenance and enhancement of amenity values. Amenity values are defined in the Act to mean "those natural and physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes" (Section 2). Factors contributing to the maintenance and enhancement of amenity values are summarised in Figure 3.2 below.

At a City-wide level the natural and physical qualities and characteristics that contribute to people's appreciation of Manukau as a place to live and work include:

- a diverse and extensive coastline;
- large areas of open space that can be used for recreation, that protect heritage or contribute to visual amenity;
- presence of built and natural heritage;
- proximity to a substantial rural land resource;
- presence of a number of marae;
- access to a range of business activity;
- a variety of landforms, including volcanic landforms;
- accessibility to community facilities, beaches, to other cities and districts in the region
- accessibility to Auckland International Airport

The nature and mix of these qualities and characteristics contribute to the identity of Manukau City and help to distinguish it from other cities. They influence whether people are attracted to live, work or invest in the City. Within the City, the urban, rural and coastal areas in particular have distinctive qualities and characteristics that are valued by the City's residents. The rural areas for example are particularly appreciated by both urban and rural residents for their open space, coastal views, native bush, calm, quietness and natural landscape beauty.

In the urban areas where the built environment predominates, issues include the character of the streetscape (the relationship of buildings to each other and to public open space, the extent of planting around buildings and in public places) and the level of privacy and access to sunlight and daylight in residential areas. Also important are access to community facilities, public open space, services and local shops and personal safety. These all become more important in determining those qualities and characteristics that contribute to maintaining and enhancing urban amenity values.

~~Recent~~ Ceonsultation with residents indicates that there are some aspects of the urban environment that need improving - such as greater regard to pedestrian movement and safety in residential and business areas; improved accessibility for all groups; greater sense of place/neighbourhood, enhanced design and aesthetics in residential, business and public open spaces; more diverse housing; and better access to recreational facilities. Qualities valued in coastal areas of the City include public access to the foreshore, natural character and open space.

While these qualities, as a whole, are valued by one community of people - the City's residents, how people experience and value the environment can vary depending on socio-economic and cultural backgrounds and values.

For tangata whenua, amenity values are affected by ancestral associations with the natural environment. The link between people and the natural environment enables tangata whenua to identify meaningful landmarks, establishing tribal identity and turangawaewae (standing place).

At the neighbourhood level there can be many "communities of interest". For example existing and new residents can value their living environments in different ways. Hence patterns of settlement for new residents can differ from the traditional settlement patterns assumed by existing residents.

Another example is how passive public open space is used differently by different cultural groups. For example, European people tend to use passive public open space in small family groups or as individuals while Pacific Island people tend to enjoy community gatherings on public open space.

While much of the rural area is valued for its open space and landscape qualities, it is also valued by others as an economic resource to sustain farming, forestry and productive rural activities. How the rural resource is used can affect the character of the rural landscape.

The challenge for Council is to manage resources in a way that addresses ecological values while at the same time respecting the diversity of people's values and needs in the City. Maintaining and enhancing amenity values can help to achieve ecological goals, for example, by the protection of vegetation. Maintaining and enhancing amenity values can also contribute to enabling people to provide for their own social, economic and cultural well being. It is increasingly recognised, for example, that a city's amenity assets contribute to its development (investment decisions) and therefore directly affect levels of social, economic and cultural well being.

FIGURE 3.2 - FACTORS CONTRIBUTING TO THE MAINTENANCE AND ENHANCEMENT OF AMENITY VALUES

3.1.4 Managing Effects of Activities on People and Communities including their Social, Economic, Aesthetic and Cultural Conditions

In undertaking its functions under the Act, Council must avoid, remedy or mitigate the adverse effects of activities on people and communities, including their social, economic, aesthetic and cultural conditions.

Resource management policies can impact on people's social, economic and cultural conditions in different ways. Policies relating to urban consolidation and residential intensification for example may affect housing affordability, and choice in the housing market. Policies relating to the management of the City's social and physical infrastructure such as the City's public open space and roading network, can affect how accessible recreational and community facilities are to different people. In a similar manner, the way development in the City is managed can enhance or detract from neighbourhood and amenity values such as the opportunity for social interaction. These matters are addressed in the Implementation Chapters of the District Plan. The Business Areas Chapter 14, for example, includes policies which avoid adverse effects on valued qualities such as business centres acting as community focal points. The Public Open Space Chapter ensures public open space areas are secured for a range of passive and active recreation.

Figure 3.3 attempts to summarise the inter-relationship of different elements of the environment and how these affect human well being.

FIGURE 3.3 - RELATIONSHIPS IN THE ENVIRONMENT

3.2 THE SETTLEMENT AND POPULATION CHARACTERISTICS OF MANUKAU

3.2.1 Settlement Patterns - Historical Influences

"Tribally (Manukau) is the ancestral territory of the descendants of the crew of the Tainui canoe"[1] "Members of the crew settled throughout the region and from them came the tribal and sub-tribal groups that still occupy these areas today"[2] . Tribal and sub-tribal groups within Manukau include Wai-o-hua, Wai-o-hua te Ahi Waru, Wai-o hua te Akitai, Ngati te Ata all of Waikato, and Ngati Paoa, Ngai Tai and Ngati Tai of both Hauraki and Waikato.

Over time these tribal and sub-tribal groups have established their own tribal rohe and have ancestral associations with particular areas within Manukau. Whilst there is still occupation of some of these traditional settlement areas, for example, at Ihumatao, Pukaki, Mangere and Umupuia, traditional tribal settlement was overwhelmingly disrupted from the 1860s by military occupation, land confiscations and native land legislation.

During the early 1800s both Maori and European settlement occurred around coastal landing points and key transportation routes such as the Tamaki River. Early settlement patterns were also influenced by farming activity, around which small villages established. Settlements in the latter half of 1800s were influenced by the Government's deliberate dispossession of Tainui tribal land, the establishment of European defence posts. Settlers, for example, came to Manukau as part of the Fencible (Pensioner) immigration scheme which provided for retired army and marine personnel to receive land in return for giving service, and developments such as the railway network which enhanced the area's accessibility.

Urban development of Manukau particularly accelerated in the years following the second world war. This growth and the resulting City's form was influenced by the following factors:

- the increasing post-war industrialisation of Auckland and its expansion southwards along the Penrose-Otahuhu road and rail corridors to Manukau Central and Greenmount in the 1960s. This expansion provided many jobs;
- the construction of the Southern Motorway in the 1950s combined with high car ownership, increasing the accessibility of the south;
- the emphasis on transportation requirements for City development;
- the establishment of major infrastructure works (such as Mangere Sewage Treatment Plant, Auckland International Airport, the Otara electricity generation facility, and the Hunua water supply), laying a foundation for large-scale urban development;
- large-scale state housing programmes on low-lying, easily serviced land in Otara, Mangere and Manurewa in the 1950s and 1960s;
- local government zoning policies; subdivisional and design standards; public open space acquisition and policies for street planting and landscaping;
- immigration of large numbers of new settlers from the Pacific Islands, Asia and elsewhere.

3.2.2 The City's Population Growth

The City's rapid growth and urbanisation has resulted in Manukau becoming the third largest city in New Zealand (following Auckland and Christchurch). It accommodates a substantial portion of the population growth at both the national and regional level. At the ~~1991~~ 2001 Census the City had a total population of ~~226,146~~283,197. ~~and has a current (estimated) population of 238,000.~~ Whilst no longer growing at the rapid rate of the 1960s and 1970s the City population is still growing at around ~~4,000~~ 9,000 per year (3.3% annual growth rate in 2002-2003). The population of Manukau City is projected to increase to 359,000~~265,000 by the year 2001, rising to 304,000~~ by the year 2011 (see Figure 3.4).

3.2.3 Population Diversity in the City

Manukau City is characterised by social, cultural and ethnic diversity.

(i) **Tangata Whenua**

The Maori population of Manukau includes those of Tainui descent, tangata whenua of Manukau.

(ii) **Ethnic, Cultural and Social Diversity**

Manukau City has a greater ethnic diversity than any other City in the Auckland region. In ~~1991~~2001, ~~36.0~~ 34.7% of the Maori population and ~~43.1~~ 46.8% of the Pacific Island population of the Auckland region lived in Manukau. This ethnic diversity is increasing. Between 1986 and ~~1991~~ 2001 the proportion of European residents fell from 64.2% to ~~56.6~~49.0%. Over the same period, the proportion of Pacific Island residents increased from 15.2% to ~~20.0~~25.6%. In 2001, 14.4% of the city's population were Asian residents. ~~and the proportion of 'other' ethnic groups increased from 2.2% to 5.7% (see Figure 3.5).~~

THE CITY'S POPULATION – FACTS
FIGURE 3.4 - POPULATION GROWTH OF MANUKAU CITY 1971 – 2011
Change the population figure for 2001: 283,203 and 2011: 359,000

FIGURE 3.5 - ETHNIC COMPOSITION OF MANUKAU CITY 1986 – ~~1991~~2001
Add the following figures to the graph for 2001:
European: 49.0%
NZ Maori: 46.8%
Pacific Island: 25.6%

Replace the figures on Chinese and Other population with the following:

1986	1991	2001
Asian: 3%	Asian: 6%	Asian: 14.4%

Immigration is a significant factor contributing to Manukau's growing ethnic and cultural diversity. Figure 3.6 identifies those residents of Manukau who migrated from other countries between 1986 and ~~1991~~2001.

Immigrants from Asian and Pacific Island countries have made the most significant contribution to migration flows into Manukau.

Ethnic diversity is also influenced by the population growth of different ethnic groups. For example, between 1986 and ~~1991~~ 2001 the Pacific Island population grew by ~~43.7~~131%, increasing from 31,314 to ~~44,991~~72,381. In terms of the City's age structure the City has a young population. In other words, it has fewer old people and more young people. In ~~1991~~ 2001 ~~just more than one-third~~35% of the population was under 20 years of age. The 60+ age group comprised ~~10.9~~13% of the total resident population in ~~1991~~2001.

There is little statistical information on special needs groups such as the disabled. National statistics however indicate that 14.3% of the adult population have a functional (mobility) limitation. The aged are one group with a high prevalence of any type of disability or long-term illness.

The very young and old are often considered the most vulnerable age groups in society. "Unicef has argued that because children have one chance for normal development, they and their needs should be given first call on society's resources, for example, in making choices on the maintenance and development of roads, priority should be given to those choices which will most benefit children and young people e.g. bicycle paths, making roads safe around schools".[3]

The old are likely to be less mobile than others so access to healthcare and community services becomes an important issue.

The City's youthful population also has implications for the provision of and access to public open space for active sports and recreation; opportunity for the establishment of kindergartens, kohanga reo, plunket rooms, scout dens and other community services that are part of community life.

(iii) **Household Size and Family Types**

Changes in family type and family formation have led to a significant increase in the proportion of one-person and two-person households, and a decline in the proportion of households which have four or more people (Figure 3.7). The most common household type in Manukau City is a household with 2 people in it.

The trend towards smaller household sizes is a general one which is evident throughout the Auckland region and New Zealand as a whole. Some of the most important factors in this change have been identified as:

- more divorces, separations and less people getting married, leading to an increase in single parent families and one-person households;
- a shift away from early marriage and childbearing;
- growth in the number of elderly people, who are more likely to live alone; and
- an increasing number of people aged between 25 and 35, an age at which people are likely to be forming their own households.

(Demographic Trends in the Auckland Region, Auckland Regional Council, 1993).

There are, however, other factors which will tend to counter-balance the decrease in household sizes in Manukau City. These trends are:

- financial hardship, making it difficult to maintain small households and forcing people on low incomes to share their accommodation with others;

- high youth unemployment, along with a trend for young people to study for longer, which means that young adults are more likely to stay living with their parents; and

- increasing ethnic diversity, particularly the increase in Pacific islands people who tend to live in larger households.

Families are defined as households comprising a couple, with or without children, or one parent with one or more children (Statistics New Zealand). Family types in the City are changing. Children are now more likely to come from single parent families than they were in the past. If they live in two-parent families, they are more likely to live in households where both parents are working. In ~~1991~~2001, ~~21.1~~23% of families were solo parent families. ~~, while 48.5% of two-parent families had both parents working.~~ Couples living alone and one-person households have also increased. Trends in family types in Manukau City are similar to those in the Auckland Region and in New Zealand as a whole.

3.2.4 Infrastructure of the City

Marae Complex

There are 17 marae complex in Manukau, eight of which are in Mangere, and there are one or two in each of the other wards. The marae complex are at a variety of stages in their development. There are also Tainui marae associated with traditional ancestral land. Activities associated with the marae include kohanga reo, kokiri centres (for skills training), housing projects and community services.

THE CITY'S POPULATION – FACTS

FIGURE 3.7 - NUMBER OF USUAL HOUSEHOLD MEMBERS 1986 – ~~1991~~2001
Add the following figures to the graph:

Number of household members	one	two	three	four	five	Six or more
% of households	15	26	18	19	11	12

FIGURE3.6 - NUMBER OF MIGRANTS TO MANUKAU CITY FROM OVERSEAS BY COUNTRY OF THE WORLD 1986 – ~~1991~~-2001[1]
Insert the following data in the graph:

	1992-1996	1997-2001
Australia	4,573	3,875
Northern America	1,001	753
England	3,266	2,724
Other UK	180	146
Samoa	1,946	2,087
Fiji	870	1,774
Cook Islands	650	832
Tonga	528	720
Other Pacific	443	348
China, People's Republic of	547	1,619
India	418	1,090
Other Asia	7,821	4,460
Netherlands	92	64

Council Services

A wide range of social infrastructure and services are provided in the City both by central government and the Council in the areas of recreation, health, education, community development and housing.

The Council has responsibility for the operation and maintenance of a number of facilities and services including (at 1995);

- 1055 public open space areas

- 6 recreation centres, 6 swimming pools and 15 community halls

- 5 Citizen Advice Bureaux, 518 housing for the elderly units and 8 community houses

[1] Indicates the country of last permanent residence of people arriving.

- 10 libraries

The Council also undertakes a Shared Responsibility scheme which has enabled Council to develop a large number of recreation and cultural facilities in partnership with community groups.

The Council's role in community development has included the evaluation and promotion of community education, health, recreation, sport, the arts, employment and social services. This has included the provision of specific services together with the establishment of programmes such as employment promotion, local economic development, youth affairs, housing and health issues.

Business and Tourist Facilities

The City has a number of shopping malls as well as mainstreet shopping areas. These business areas are supported by ancillary community facilities such as Citizen Advice Bureaux and libraries.

The City Centre contains the most extensive area of land set aside for unrestricted retailing in the City. Also located at the City Centre are a large theatre complex and Rainbow's End entertainment park which serves domestic and international visitors.

There are also business areas in the City where there is opportunity for a broad range of industry to establish. Business activity in these areas enhance opportunities for local employment.

Tourist-related facilities in the City range from the regional and botanical gardens at Manurewa to travellers accommodation associated with the Auckland International Airport and camping grounds.

Such facilities enhance opportunities for visitors to contribute to the economic and cultural life of the City.

Educational Institutions

Primary schools in Manukau City are located in all major residential areas. In total there are 79 primary Schools, 15 intermediate and 15 secondary Schools in Manukau City. The Manukau Polytechnic, located in Otara, is a major trade, business and general educational facility for school leavers and adult students.

At the end of 1993 there were 42 Kohanga Reo in Manukau, the majority being concentrated in the wards of Mangere, Otara and Manurewa. There is also a Kura Kaupapa Maori in each of these 3 wards.

There are 44 Pacific Island Language Groups currently registered with the Early Childhood Development Unit in Manukau (and including Otahuhu, Takanini and Papakura)

Medical and Health Facilities and Services

Medical and health facilities are being provided throughout the City by a variety of authorities and institutions ranging from Manukau Counties Health (a Crown Health Enterprise responsible for primary health care) through to community and voluntary welfare agencies and individual health practitioners.

The general trend is for the decentralisation of health care services. This significantly affects the planning of local facilities such as halfway houses. Manukau - "The Healthy City" was established in 1989. This programme takes an integrated approach to health and seeks co-operation between all the agencies which deliver health-related services in the City. This has included safety audits of parts of the City.

3.3 CITY-WIDE RESOURCE MANAGEMENT ISSUES

~~Seven~~ Nine resource management issues related to people achieving well being have been identified. These are described below with a summary of each issue prefixing each issue statement. These issues are addressed in the Implementation Chapters. The linkages between these issues and the Chapters is described in Chapter 4 'The City's Environment'.

URBAN FORM AND SUSTAINABLE CITY GROWTH

Issue

3.3.1 The location and intensity of city growth impacts on urban form, the movement of people and goods and the efficiency of the transport system

The City's rapid growth has created a low-density development pattern with large areas of almost exclusively residential use where residents are heavily reliant on the private motor car for commuting to places of work,

shopping, or accessing community services or places of entertainment. As the city grows and vehicle usage intensifies, congestion is becoming an increasing problem with economic, social, environmental and health impacts. There is a now a consensus across the region on the need for a different type of urban growth for the next 50 years, based on a compact and contained urban form. The growth model advocates most urban living within the Metropolitan Urban Limits as defined in the Regional Policy Statement, within more intensive, mixed use developments in prioritised growth centres, that have good connections to public transport and development densities supportive of public transport. The growth model also provides for the expansion of existing rural settlements.

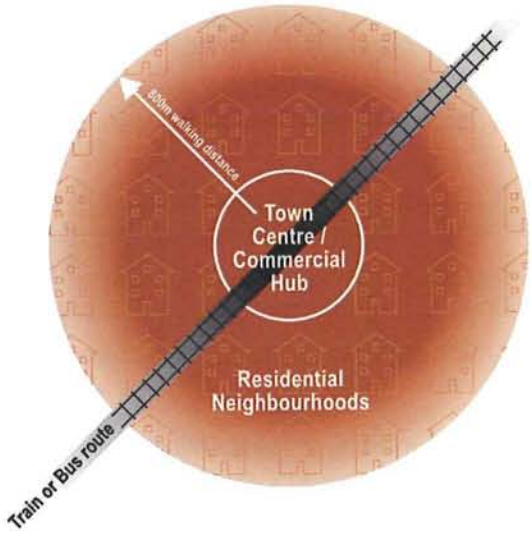

Figure 3.8: Growth Centre diagram

CITY CHARACTER & IDENTITY

Issue

3.3.2 City growth and development continually has the potential to adversely affect those natural and physical qualities that are valued by residents and which contribute to Manukau City's character, image and identity.

The natural and physical qualities and characteristics of Manukau City, such as the extensive coastline, volcanic landforms, the vast rural land resource, and the City's large areas of open space contribute to creating a distinct identity for the City. These qualities attracted tangata whenua to settle here in the first instance and have subsequently attracted more recent settlers from a large variety of cultures.

The contribution that such natural and physical qualities have on social and economic conditions (e.g. investment decisions) is becoming increasingly recognised. "For instance it is being increasingly understood that a (City's) `attractiveness' be it to industry or to other investments such as tourism or residential interests, is just as likely to be based on a (City's) culture (its character, its image, its sense of place) as it is likely to be based on purely economic factors. Or rather, all such considerations are interconnected." [4]

FUNCTION AND QUALITY OF TOWN CENTRES

Issue

3.3.3 The attractiveness of town centres as the hub for social, cultural, economic and recreational activities and their "sense of place" have decreased

Town centres are traditionally a focal point for civic, economic, cultural and social activities for the surrounding community. They are also the window of the town for the outside world, the place where roads converge, visitors stop, socialise and stay, and business transactions take place. The older town centres in Manukau (such as Manurewa, Old Papatoetoe, Mangere Bridge or Howick) were created during early European settlement days,

typically around a few stores, a church and a school located on strategic transport routes such as the Great South Road or the railway line.

After the World War II, Auckland experienced a rapid urbanisation and the southern towns developed following a suburban pattern strongly influenced by the increasing use of the private car. Large retail stores and malls appeared and blossomed in those centres that were easily accessible by the main highways and the Southern Motorway in the 1960's (such as Southmall in Manurewa in 1967). Manukau City Centre has developed from the mid 1970's to the present day with city-wide public facilities such as the Manukau Civic Centre and the District Court, and also a strong retail focus around the mall. Large new shopping centres have been created from the 1970's until recently in newly urbanised areas which provide little more than retail activities and some social services (such as Otara, Mangere, Pakuranga, Highland Park, or Botany Downs). Older, smaller town centres now face strong competition with other forms of retailing, such as 'big box' retailing or large purpose-built malls and shopping centres, and many have seen their retail activities decline in the last twenty years.

Manukau now possesses a network of centres with varying functions and catchment populations. Some centres serve the local neighbourhood, and could not sustain large-scale intensification or the development of public facilities which would draw people from across the city and create significant pressure on the existing infrastructure (such as roading, parking, etc). Other centres offer potential, given their location, character and land use, to develop more intensively and become more vibrant and attractive growth centres.

The economic buoyancy of town centres is affected by the make up of their activities. Studies show that town centres which feature only retail, to the exclusion of other activities, are poor at delivering business service jobs and jobs other than retail jobs. On the other hand, town or city centres which provide a range of complementary activities (residential, retail, recreation, services, etc) and a quality urban environment which creates a sense of place are more likely to be successful in the long term.

As town centres have developed, more and more space has been taken for roads and car-parking areas. In addition, the large malls rely essentially on internal circulation within a secured private environment, and offer few interfaces with surrounding streets and public spaces. As a result, the quality of the public domain within many centres has deteriorated. The urban landscape is dominated by large building set backs filled with cars, long blank walls, and the lack of adequate amenities for pedestrians and cyclists. The public perception of the centres often highlights negative aspects: uncared for, run down and unsafe.

The role of town centres as community and civic focal points has diminished, as the centres lack amenities and places for people to meet, dine, play, walk and cycle. Some key social services are still located within the town centres, but are often poorly integrated with other activities. The dislocation of functions reduces opportunities for diverse social interactions. It promotes the use of the motor car to the detriment of healthier transport modes, such as walking and cycling.

Negative perceptions are exacerbated by the fact that few people visit town centres at night due to a lack of residential, entertainment, dining, and other evening/night time activities. There is also a lack of activities and facilities for teenagers. Many people perceive that the town centres are not safe at night, which deters them from patronising the few available facilities, thereby reinforcing the feeling of insecurity.

The compact urban growth model promoted by the Auckland Regional Growth Strategy encourages the establishment of a wide range of day and night time activities within town centres at the heart of growth centres in proximity of public transport. These include higher density residential activities, which have until now effectively been segregated from business areas, either due to market trends or planning regulations. Revitalisation initiatives in town centres will require ~~*considering ways to reclaim the quality of the public domain and create spaces which promote community and democratic ideals.*~~ *improvement to the design and quality of buildings fronting public spaces, particularly on routes with high pedestrian traffic. [110/47, 111/47, 109/47]* They should contribute to building an urban environment which offers a network of quality public open spaces (streets, parks, squares and plazas) well connected with surrounding suburban neighbourhoods.

Past and current trends of infill housing and re-development are also putting pressures on the historic character (buildings and urban fabric) of traditional town centres and surrounding neighbourhoods. Many people perceive that intensification impacts negatively on the identity and character of town centres. They express concern that their place is becoming 'just another place to travel through' and gives a poor impression to visitors. Respecting and strengthening the character and identity of those centres, while attracting business investment and encouraging more people to live, work and spend time there, should become the driving principle of revitalisation initiatives.

The particular areas suitable for residential intensification in existing town centres will need to be carefully identified in order to avoid, remedy and mitigate actual and potential adverse effects on the environment. In particular, regard will need to be had to existing and anticipated (through zoning) landuses nearby, and whether

or not reverse sensitivity effects may result. This may be the case for example where residential uses are proposed to be located in proximity to existing (or zoned) commercial or industrial land uses, *or adjacent to or near strategic land transport corridors (existing and designated). [259/19]* For Manukau City and Papatoetoe regard will also have to be had to the aircraft noise contours for Auckland International Airport.

ECOLOGICAL VALUES

Issue

3.3.4 The way in which population growth and urban development is accommodated impacts on ecological values, environmental health and safety. This affects the ability of current generations to provide for their well being, and the potential of resources to meet the needs of future generations.

The overwhelming majority of residents (approximately 95%) live in the urban area of the City which comprises around one-third of the City's total land area of approximately 460 square kilometres. The urban area is characterised by low-density residential development. ~~While there are no immediate constraints in the expansion of the urban area (the city could absorb growth within the metropolitan limits at current rates with similar settlement patterns for the next 20 years), it is widely accepted that low density residential urban expansion needs to be limited owing to environmental and servicing costs.~~

Australian studies such as the Greenhouse Neighbourhood Project 1993 have demonstrated that conventional low-density suburban neighbourhoods contribute significantly to energy requirements and greenhouse gas emissions, as well as to infrastructural costs.

The nature and form of urbanisation also affects other ecological values. For example, areas with the greatest extent of urbanisation show the greatest compromise of water quality. Water quality tends to decline over time as catchments develop. This in turn affects human health (e.g. the ability to collect uncontaminated seafood/ kaimoana) and safety (e.g. the ability to swim in healthy water).

TANGATA WHENUA

Issue

3.3.5 ~~3.3.3~~ As tangata whenua, Tainui has, in terms of customary authority and Te Tiriti o Waitangi, partnership interests in the management of the City's resources.

Section 8 of the Resource Management Act, which provides that all persons exercising functions under the Act shall take into account the principles of the Treaty of Waitangi, means local authorities are the Crown's delegate in relation to Treaty obligations. This means that the Council has partnership responsibilities with respect to tangata whenua. The principle of partnership carries with it an obligation to act in the utmost good faith and to act reasonably.

These matters are discussed more fully in Chapter 3A, Tangata Whenua.

VALUES

Issue

3.3.6 ~~3.3.4~~ People value and experience the environment in different ways and this can mean there are different needs and expectations about the way resources are managed

Manukau City is characterised by an increasingly diverse population. This can mean demands for different lifestyle options and pressures for change to existing settlement patterns and use of resources. How well change and new demands are managed, for example how well adverse effects on existing amenity values are managed can affect the degree to which different lifestyle options are accepted.

There are also groups within Manukau with special needs (e.g. disabled, children and women). The design of buildings and structures has not always been sensitive to the needs of these groups, for example kerbs and paths have not always been convenient for use by disabled persons or for people using prams and pushchairs.

The quality of the urban environment is an important factor in the way people value and identify with the place where they live. Quality urban design recognises those aspects of the natural and built environment, as well as public spaces and spaces which the community values. These may include, for example, notable trees, waterways, landforms, heritage buildings, marae, community and civic buildings, informal meeting places, parks,

street art, or children and teenagers hang out areas. Quality urban design integrates new development to create spaces that people use and appreciate.

BEHAVIOUR

Issue

3.3.7 ~~3.3.5~~ **People and communities may potentially resist change to existing patterns of development and to changing behaviour, even though this is necessary for the sustainable management of the City's resources.**

Traditional suburban development which has been the prevailing settlement pattern for the majority of residents in Manukau reflects cultural values. This form of development is becoming difficult to support as land becomes an increasingly scarce resource and the impacts of urban form on energy and infrastructure costs are being realised.

The Australian State Government's 'Greenhouse Neighbourhood Project 1993' demonstrated that neighbourhoods with higher residential densities and a greater proportion of non-residential land uses, distributed in clusters, to provide local activity/employment within walking distances of households are more energy efficient.

A supporting culture or behaviour, through the promotion of good urban design is however required to ensure the achievement of new neighbourhood types. Resistance to new forms of development from industry and the community can stem from perceived increases in development costs and past experiences where higher density residential development has resulted in low levels of amenity. The challenge for Council is to develop supporting attitudes and urban design guidelines, for example, by ensuring attractive urbanised streetscapes, and encouraging walking, cycling and patronage of public transportation by giving some priority to these forms of transport in the allocation of resources.

DIVERSITY

Issue

3.3.8 ~~3.3.6~~ A lack of diversity in the built environment including household types and residential subdivision patterns, limits choice for both current and future generations to choose different lifestyle options. This affects people's ability to provide for their own well being at different stages of their lifecycle.

Manukau City's population and household structure is becoming increasingly diverse. As household structures have changed, the City's housing needs have partly been met by the subdivision of larger household lots in residential neighbourhoods. This process enables a degree of choice in residential neighbourhoods, but essentially settlement patterns typify earlier patterns of development (i.e. single house or single lot).

Housing in the suburbs consists mostly of free standing homes typically designed for nuclear families. Recent housing studies show that this type of housing may not suit some household structures. As a result, there is a lack of housing options for people with low incomes, and especially elderly people, students, solo parents and young people.

~~Different forms of residential development (e.g. terrace housing, comprehensive developments or residential developments in business areas) has not been occurring.~~ The presence of uniform housing types and patterns limits the choice of accommodation available to residents to meet their needs at different stages of their life cycle.

Different forms of residential development (e.g. *apartments,* terrace housing, comprehensive developments or mixed use development)*[257/81]* has been occurring in recent years, for example in the development of Botany Downs in East Tamaki. Some re-development is also occurring in parts of the city.

INFRASTRUCTURE

Issue

3.3.9 ~~3.3.7~~ The provision of social and physical infrastructure and the protection of it from any adverse effects of activities influence how liveable neighbourhoods are

The City's physical and social infrastructure are important factors which influence the liveability of the City in general, and neighbourhoods in particular. The liveability of a neighbourhood is also affected by its level of "attractiveness". This "attractiveness" is often determined by the provision of infrastructure, such as public open space, the planting of trees in public places, the design and layout of roads, and the relationship of major buildings to open space and to each other, and the protection of heritage.

The nature of the City's transportation infrastructure influences how accessible the community is to goods and services, to each other, and to the various residential, business and recreational areas within the City and Region. It influences opportunities for economic activity by providing for accessibility between activities, markets and people. Other forms of infrastructure (such as waste disposal) also provide for the health, wellbeing and liveability of all neighbourhoods.

Development in the last forty years has resulted in a lack of intensity and diversity of activities around transport nodes exacerbated by a lack of investment in public transport infrastructure. As a result, there is generally poor access to, and low amenity around train stations and bus stops. The urban environment offers poor amenities for pedestrians in the town centres (for example large blocks which lengthen pedestrian trips, poor quality urban furniture or damaged pavement).

In recent years however, significant efforts and investments have been directed towards streetscape improvements and the upgrading of public transport facilities (bus stops and railway stations) in some town centres.

The inappropriate provision of infrastructure can detract from a neighbourhood's identity (e.g. major roads can cause community severance), and can influence perceptions of personal and other forms of safety (e.g. design of buildings, open spaces, and streetscapes can affect the amount of informal surveillance of public places and pedestrian safety).

3.4 MANAGING GROWTH IN MANUKAU CITY

Introduction

Manukau City is expected to grow from approximately 283,000 people (Census 2001 results) to ~~*527,000 people in 2046 (ARC population projection based on Census data).*~~ *328, 968 people (Census 2006 results.)[294/38]* In Manukau, the Auckland Regional Growth Strategy proposes that urban growth be accommodated in the following manner over the next 50 years:

- 49% would occur within existing residential areas through the development of vacant residential-zoned sites and infill (a significant proportion of this growth has already occurred through the development of the East Tamaki area),
- 26% would be in the Flat Bush area,
- 20% would be within existing town centres, and
- 4% would occur in existing rural areas.

3.4.1 City Vision

The Community's vision for the city is described in 'Tomorrow's Manukau – a vision for Manukau into the Future 2001-2010"

> ***Progressive proud and prosperous***
>
> ***A progressive city of vibrant town centres, thriving rural areas, and abundant recreational spaces, connected by efficient transportation and communication systems. A well planned city with growth managed to provide for the needs of future generations.***
>
> ***People proud of their success and their good education – confident they can achieve their aspirations and enjoy a variety of lifestyles in harmony, good health and safety.***
>
> ***Prosperous people enriched by the diversity of cultures, the beauty of the environment, the strong economy and the wealth of opportunities.***

3.4.2 *Urban* Southern Sector Agreement

The *Urban* Southern Sector Agreement, (signed in 2001 by Manukau City Council, Papakura District Council, Franklin District Council and the Auckland Regional Council as provided for in Chapter 4 of the ARGS), outlines a staged programme of greenfield and nodal development for the next 20 years, and identifies matters to be resolved in terms of transport links, drainage infrastructure and employment strategy. *[80/11]*

The Agreement identifies the following capacities for growth in the next 20 years in Manukau City:

- Land in the Flat Bush greenfield area will be released for the purpose of residential, mixed use, employment, community and public open space uses and will accommodate at least 40,000 people.
- Re-development will be initiated in growth centres identified in the Growth Strategy with the objective of accommodating an additional 20,000 people through intensification.
- 28,000 people will be accommodated within existing urban and rural area through the development of vacant residential land and infill.

3.4.3 Greenfield Development – Flat Bush

In 2001, Council prepared and publicly notified a change to the Operative District Plan (Variation No 13) to accommodate urban growth in Flat Bush. The objectives are to create an urban environment offering a diversity of housing choices, opportunities for a range of economic developments, adequate social and infrastructure facilities and a range of transport choices well integrated within the transport system, while retaining a strong environmental quality. In order to achieve these objectives, the district plan places a strong emphasis on urban design and sustainable management practices for any new development taking place in Flat Bush.

3.4.4 Growth Centres

~~*Thirteen*~~ *Twelve* growth centres have been identified in the Southern Sector Agreement. In April 2004, Council reviewed the phasing of planning for Manukau City's growth centres and re-prioritised the programme as follows (start dates shown are indicative only of the general sequencing of planning for the growth centres)*[Variation 1]*:

(i) Phase 1 – 2005 - 2010

(a) Manurewa Town Centre

(b) Manukau City Centre

(c) Hunters Corner

(d) Old Papatoetoe

(e) Mangere Town Centre

(f) Pakuranga

(g) Otara

(ii) Phase 2 – post 2017

(h) Highland Park

(i) Botany

(j) Middlemore/Favona

(k) Homai

~~(l) Howick~~ *[Variation 1]*

(m) Te Mahia

3.4.5 Phase 1

Council initiated community consultation in Manurewa and Manukau City Centre in 2000, and in Papatoetoe and Hunters Corner in 2002. The consultations highlighted the values that the community places in each of these centres and what people's aspirations are for the future. Based on these consultations and technical studies

(economic, traffic and infrastructure reports), concept plans were developed and adopted by Council to direct Council's strategic interventions in those areas. These concept plans generally seek to re-define the role and physical structures of those town centres and enhance their potential for being vibrant social, cultural and economic hubs. Their main features are:

- encouraging a diversity of activities (residential, retail, offices, small businesses, community and recreation facilities), stimulating re-development and attracting business investment to help bring more life and vibrancy to the centres.
- ensuring that residential densities that are supportive of public transport can occur around transport nodes to provide a choice of transport modes for people living in and around the centres.
- creating quality urban environments and ensuring good amenities in the public domain by promoting good urban design practice which respects the character of each area.

Analysis of these concept plans, and a review of development initiatives in Manukau highlighted current issues and sections of the district plan where provisions needed to be changed to achieve these outcomes or other types of intervention were required. New development in each centre should generally be in accordance with the concept plan for the area.

The role of the Council ~~*is essential*~~ *is essentially an enabling one. It will act*, as co-ordinator and deliverer of infrastructure, manager of the public domain, controller of the effects of development in the public or private domain, and provider or facilitator of a wide range of social services. However, the ability of Council to co-ordinate its own interventions and enter into partnerships with a range of stakeholders will be critical in determining the future evolution of the growth centres. These stakeholders will include: public transport providers, local retailers, shopping centre operators, employers, housing providers (including Housing New Zealand, community support groups, iwi and hapu groups, local residents and developers), community groups (including youth, cultural, ethnic and other groups), and local artists. *[109/52, 111/52, 110/52]*

3.4.5.1 Manurewa Town Centre

The vision for Manurewa was developed through consultation with the community during the preparation of the Concept Plan[2]:

> ***A vibrant, safe and accessible town centre, reflecting Manurewa's strong sense of community pride and identity.***

The following principles will guide the future development of the town centre:

- ***Access to and within the town centre***: providing transport choices, with direct, pleasant routes that encourage walking and cycling and access to public transport, shops, social services and parks within 10 minutes walk.
- ***Pedestrian friendly***: providing a pleasant environment and good safety for pedestrians by an efficient use of land, streetscape quality, building frontage design and the location and design of parking spaces.
- ***Compact centre***: enabling good quality local services, energy efficiency, efficient public transport services, social interaction and diversity of activities and people, by making it possible for more people to live and work in the centre.
- ***Mixed use, flexibility and variety***: combining a mix of residential, retail, office, recreation and/or community functions in one location, building or street block.
- ***Integrated passenger transport hub***: redeveloping the existing rail station by integrating it with existing and future activities and linking it with other transport modes (bus, car, cycling and walking).
- ***Employment opportunities***: providing local employment opportunities by creating an attractive environment for business investment (e.g. encouraging the development of small business and live/work units), and improving access to jobs outside of the town centre by improving access to public transport.
- ***Identity, community pride and public safety***: creating a clearly defined built environment that reflects Manurewa's strong community spirit and sense of civic pride.

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[2] refer to 'Manurewa Town Centre, Concept Plan, A Concept for the Future of Your Town Centre', December 2003, for more details

- ***Parks and civic spaces***: creating high quality public spaces with good amenity and safety for recreation (Gallagher Park) or community activities (youth precinct around the library and civic squares).

3.4.5.2 Manukau City Centre

The vision for Manukau City Centre is:

The place to work, shop and play and live, reflecting the communities of Manukau

The guiding principle of the Concept Plan[3] is to create a city centre that:

- is lively and safe, with round-the-clock activity, with a new 'Main Street' running along Sharkey St, Osterley Way, a new link across Manukau square and to the Council building, around which pedestrian-based retail and recreation activities will concentrate,
- is attractive and convenient to walk in, with active frontages promoted and new landscaping features realised along pedestrian routes,
- recognises the important current and future role of public transport through rail and bus networks locally and regionally, with the development of a new rail station linking with other transport modes in the centre,
- has a mixture of activities and higher density development to create a critical mass for lively cafes and parks, with residential development taking place in multi-storey developments close to Hayman Park and transport facilities, or within live-work units,
- has a strong sense of place,
- preserves ecologically sensitive natural areas such as Hayman Park or Puhinui Stream,
- provides for the economic well-being of existing and new business.

The planning process for the construction of the motorway link between SH20 and SH1 south of Manukau City Centre, the extension of Wiri Station Road south of Hayman Park and the extension of the North Island main trunk line to the city centre is well underway. The concept plan integrates these new developments with other proposed features that will guide public and private investment in the centre.

3.4.5.3 Old Papatoetoe and Hunters Corner Town Centres

Inputs from the community and specialised reports were combined into a set of key principles that guided the development of the Concept Plan[4], which will ***'help Papatoetoe achieve its future potential as a great place to live, work and shop'***.

- Preserve the "Golden Circle" concept (spacious, well-established sections with solid brick and tile homes developed in the 1960's which characterise the area between Old Papatoetoe and Hunters Corner).
- Reinforce the family atmosphere by upgrading existing public facilities, such as sports grounds, parks and community buildings, encouraging the establishment of family-friendly activities and the development of diverse, affordable housing close to those facilities.
- Build on and incorporate heritage features, for example by respecting the scale and character of existing buildings, such as those on St George St in Old Papatoetoe.
- Develop a new community and transport hub in Old Papatoetoe around the renovated train station.
- Develop a new sporting/entertainment hub in Hunters Corner close to and within the Plaza, which will help improve the amenity of public spaces around the plaza and revitalise retail activities.
- Provide for more people to live around public transport and within the town centres by encouraging the development of quality medium density housing and housing above retail and commercial activities.
- Encourage more people to patronise the centres day and night and improve safety and amenity in the area, by improving the quality of public spaces and making it more attractive for a diverse range of activities to establish.

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[3] Refer to 'Manukau City Centre, A Redevelopment Framework for the Future, Concept Plan', February 2004 for details.

[4] Refer to 'Papatoetoe and Hunters Corner Revitalisation Project', December 2002 for details

3.4.6 Manukau Town Centres Strategy

Council completed the Manukau Town Centres Strategy in April 2004. This strategy covers all the growth centres identified in the growth strategy, as well as other town centres and rural settlements. The key objective of the strategy is transform town centres into vibrant, clean, safe and smart places that reflect the distinctive character of their local communities.

The Town Centres Strategy complements the growth centres planning and forms an essential part of growth management in Manukau City.

3.4.7 Rural and Urban Development - Manukau Growth Management Strategy

Council is working on the development of a Growth Management Strategy for Manukau City. This will comprise two parts, covering rural and urban development.

There is increasing pressure for rural land to be made available for residential, countryside living and business development, particularly in areas close to the urban edge, around rural villages and along the coastline. The Rural Strategy aims at setting out how Council will manage growth within its rural area over the next 10 years and beyond.

The scope of the Rural Strategy is to identify the current and future rural growth issues, community vision and the principles that underpin the Strategy, and to devise a preferred growth management option for the rural area of Manukau. The preferred growth management option is to be supported with a set of prioritised action plans for implementation.

The Urban Strategy will provide an overall framework for urban development. It will examine the various components and rates of change in the urban area, how to plan for growth and urban living to occur in a managed way to protect and enhance the values and character that contribute to the Manukau identity and how to achieve good urban design and environmental outcomes.

Te Kaunihera o MANUKAU City Council

Manukau's growth – District Plan change

Proposed plan change No 12

Proposed change to Chapter 4: The City's Environment

Proposed additions to the text are underlined, deletions are ~~struckthrough~~.

4.1 INTRODUCTION

This chapter demonstrates how the city-wide resource management and growth management issues identified in Chapter 2 'The City's Resources' and Chapter 3, ~~'The City's People'~~ 'Sustainable Management of the City's Growth' are addressed in subsequent chapters of the District Plan. The linkages are shown ~~diagrammatically~~in tabular form.

The various strategies contained in the chapters of this District Plan provide for integrated management which:

- is based on explicit environmental outcomes developed in accordance with the statutory framework of the Resource Management Act;
- aligns land use and transport development to give effect to the growth concept in the ARGS as required by the Local Government (Auckland) Amendment Act 2004 *and contribute, in an integrated manner, to the matters specified in Schedule 5 of that Act; [110/54, 111/54, 109/54]*
- accommodates growth and change while protecting the City's resource base and maintaining and enhancing amenity values;
- is based on an analysis of the resource issues and community aspirations;
- recognises that decisions made now will be key determinants of the future direction of the City;
- is flexible and contains controls only where specific objectives are formulated to deal with resource management issues;
- is consistent with the Proposed Auckland Regional Policy Statement;
- takes cross-boundary issues, into account.

This chapter also outlines the City's urban growth management objectives and policies.

4.2 CITY-WIDE URBAN GROWTH MANAGEMENT OBJECTIVES AND POLICIES

The following key objectives and policies give effect to the Growth Concept of the Auckland Regional Growth Strategy, the Regional Policy Statement and Concept Plans for individual growth centres as described in Chapter 3 'Sustainable Management of the City's Growth'.

4.2.1 Objectives

1. To contain urban activities and urban development *generally* within the metropolitan urban limits and the limits of rural and coastal settlements *and appropriately manage urban activities located outside of the metropolitan urban limits so that potential adverse effects arising from that location are avoided, remedied or mitigated. [289/12]*

   This objective relates to Issues 2.2.3, 2.3.3, 2.5.3 and 3.3.1.

2. To integrate land use, transport and infrastructure provisions to support a compact and contained urban form *including mixed use. [258/91]*

   This objective relates to Issues 2.2.3, 2.3.3, 2.4.3, 2.5.3, 2.7.3, 2.8.3, 2.9.3, 3.3.1, 3.3.8 and 3.3.9

3. To create attractive urban environments which enhance the identity and character of identified growth centres, including with quality well-designed buildings, *mixed uses,* lively streetscapes, safe and attractive public spaces, convenient pedestrian linkages and good access to transport facilities. *[258/91]*

   This objective relates to Issues 3.3.2, 3.3.3, 3.3.4, 3.3.6, 3.3.7 and 3.3.8.

4. To ~~*achieve*~~ *enable the achievement of* vibrant*, mixed use* social and economic urban environments within town centres at the heart of growth centres. *[258/91, 109/55, 111/55, 110/55]*

   This objective relates to Issues 3.3.3, 3.3.6, 3.3.7, 3.3.8 and 3.3.9

5. To protect and enhance the values of the natural environment and built heritage.

   This objective relates to Issues 2.2.3, 2.3.3, 2.4.3, 2.5.3, 2.6.3, 2.8.3, 2.9.3, 3.3.2, 3.3.4, 3.3.6 and 3.3.7.

6. *To avoid conflicts or incompatibilities between residential intensification within growth centres and regionally significant infrastructure.*

   This objective relates to Issue 3.3.3 [289/14]

4.2.2 Policies

1. Greenfield development for residential and mixed use purposes should be limited to the Flat Bush area in East Tamaki as identified in the Planning Maps of the District Plan, and to any remaining undeveloped land with existing residential and/or business zoning. This policy does not apply to rural and coastal settlements which are outside of metropolitan urban limits.

   This policy relates to Objective 4.2.1 (1)

2. From time to time, changes to the metropolitan urban limits will be required. Requests for changes to the metropolitan urban limits will be made only where:

   (i) The policy direction of urban containment and intensification is not compromised;

   (ii) Regionally or locally significant or sensitive areas with significant environmental, cultural, landscape, ecological, heritage, and amenity values are avoided or protected;

   (iii) It can be demonstrated that there is existing capacity to meet the additional demand for infrastructure and services, including utility services, roading and public transportation facilities and services, and community and health services, such as schools, libraries, public open spaces; or where additional services and facilities can be provided;

   (iv) Areas prone to the impact of natural hazards such as flooding or land instability and areas which if urbanised are likely to induce flooding or instability elsewhere, are avoided;

(v) Any change to the metropolitan urban limits boundary provides a clear differentiation between urban and rural areas including through the use of water catchment boundaries and or visual catchment boundaries in order to reduce pressure for future urban expansion;

(vi) Conflicts or incompatibilities between adjoining land uses are avoided;

(vii) Areas of prime agricultural land are avoided *unless the most efficient use of the land, and providing for social and economic wellbeing, determines otherwise;* and

(viii) It can be demonstrated that there is insufficient capacity ~~*including both*~~ *in terms of* vacant *and appropriately zoned* land ~~*and redevelopment opportunities*~~ available within the metropolitan urban limits to cater for anticipated growth *in the relevant market segment; where the extension is to meet locational or operational requirements of business activities to cater for anticipated growth;* or where there are special reasons why the area is to be included in the metropolitan urban limits. *[289/13]*

This policy relates to Objective 4.2.1 (1)

3. Urban intensification within existing urban areas should be directed to identified growth centres and be consistent with the following sequencing:

(i) **Phase 1 - 2005 - 2010**

(a) Manurewa

(b) Manukau City Centre

(c) Hunters Corner

(d) Old Papatoetoe

(e) Mangere Town Centre

(f) Pakuranga

(g) Otara

(ii) **Phase 2 - post 2017**

(h) Highland Park

(i) Botany

(j) Middlemore/Favona

(k) Homai

~~*(l) Howick*~~ *[Variation 1]*

(m) Te Mahia

This policy relates to Objectives 4.2.1 (1) and 4.2.1 (2)

Explanation: The phasing of urban development is linked to programmed upgrades of railway stations and public transport services and other Council capital expenditure in relation to the identified town centres.

4. New residential development within identified growth centres should provide for population densities that are supportive of public transport *having regard to Appendix H of the RPS [250/59]*

This policy relates to Objective 4.2.1 (2)

Explanation: In order to improve accessibility for all sectors of the community across the city, it is necessary to achieve critical population mass close to transport nodes which can support investments

in public transport, and will benefit from improved services. This critical mass is achieved at densities of at least 20 to 25 dwellings per hectare. Residential densities within the City's suburbs, including within the growth centres, typically range between 10 and 16 dwellings per hectare. Higher density housing needs to be provided within Growth Centres to cater for the City's growth and support public transport upgrading initiatives.

5. New development within town centres at the heart of growth centres should provide for a diverse range of businesses, residential activities, recreation, community activities and public open space in appropriate locations.

   This policy relates to Objective 4.2.1 (3) and 4.2.1 (4)

   Explanation: In order to create vibrant town centres capable of attracting businesses and providing adequate facilities and services to the surrounding growing population, it is necessary to facilitate the development of a mixed use urban environment.

6. New development within identified growth centres should feature high quality, sustainable architecture, urban design and landscape design.

   This policy relates to Objective 4.2.1 (3) and 4.2.1 (5)

   Explanation: Quality and sustainable urban design is essential to ensure the quality and amenity of streetscapes, public spaces, heritage features, residential sites, retail environments and other elements of the urban environment are preserved and enhanced. This also includes considering ways to achieve energy efficiency, the re-use and recycling of materials, low impact stormwater management methods, etc to minimise adverse impacts of intensification on the surrounding environment.

7. New development within identified growth centres should be coordinated with *the upgrading programmes for regionally significant* water, waste water and stormwater infrastructure ~~*upgrading programmes*~~ and with the planning of new education and health facilities where required. *[185/15 and 287/23]*

   This policy relates to Objective 4.2.1 (2) and 4.2.1 (5)

   Explanation: In order to avoid exceeding the capacity of existing network utility services and public facilities within growth centres, Council needs to ensure that adequate upgrading programmes are in place if required before encouraging intensification.

8. *New development within identified growth centres must take into consideration planned opportunities for future transport improvements or investment.*

   Explanation: Integration of land use and transport is key to achieving the growth concept and decisions on land use and urban form should avoid compromising the transport network [258/88]

9. *An integrated transport assessment may be required for major traffic generating activities in accordance with Appendix J of the RPS.*

   Explanation: MUL changes, structure planning processes and plan changes need to consider the transport impacts of the proposals and as such the preparation of an integrated transport assessment is an integral part of these proposals. [258/93]

4.2.3 Methods

1. Re-zoning for Greenfield urban development and urban intensification will be staged in line with Policy 4.2.2 (1) and 4.2.2 (3).
2. The District Plan rules, zoning, development controls and assessment criteria for resource consent applications will provide for urban intensification and require quality urban design outcomes.
3. Urban design guidelines will guide the general public and developers on ways to achieve quality urban design outcomes.

4. An urban design panel will assist Council in the assessment of resource consent applications for large developments.
5. Catchment management plans and water and wastewater infrastructure upgrading programmes will be updated.
6. New public facilities and streetscape improvement programmes will continue to be implemented within growth centres.
7. Council will seek partnerships with business associations, housing providers, public transport providers, neighbourhood associations, youth groups, cultural groups and local artists.
8. *Concept Plans developed for each Growth Centre should include the relevant considerations of the Structure Planning process as identified in Appendix A of the RPS. The Concept Plan process used by Council for existing urban areas achieves the outputs as identified in Appendix A. [250/60]*

Te Kaunihera o MANUKAU City Council

Manukau's growth – District Plan change

Proposed plan change No 12

Proposed change to Chapter 8: Transportation

Only those sections of Chapter 8 where changes are proposed have been reproduced in full. For the complete text, please refer to the District Plan.

Proposed additions to the text are italicised, deletions are ~~struckthrough~~.

8.3 OBJECTIVES

8.3.1 To minimise or mitigate any adverse effects on the environment arising from the development, maintenance and use of the transportation system.

(This objective relates to Issues 8.2.2, 8.2.3 and 8.2.5)

8.3.2 To maximise energy efficiency and accessibility within the transportation network and encourage the use of energy efficient modes of transport.

(This objective relates to Issues 8.2.1, 8.2.3, 8.2.5, 8.2.7 and 8.2.8)

8.3.3 To co-ordinate land use and transportation planning and decision making so as to achieve a transport system that provides for the safe, efficient and convenient movement of people and goods.

(This objective relates to Issues 8.2.1, 8.2.4, 8.2.5, 8.2.6 and 8.2.7)

8.3.4 To provide for appropriate roading improvements in growth areas to support all transport modes.
(This objective relates to Issues 8.2.1, 8.2.2, 8.2.5, 8.2.6, 8.2.7) [258/107]

8.4 POLICIES AND METHODS

8.4.1 The transportation network should be managed in such a way that:

(a) transport generated carbon dioxide and noxious gas emissions and the consumption of non-renewable fuels is reduced;

(b) ensures a pattern of development and supporting infrastructure which permits the City to be efficiently and effectively served by passenger transport services;

(c) caters for the movement of people and goods

(d) traffic-generating activities in sensitive environments are discouraged where these would have significant adverse effects;

(e) the adverse environmental effects of any new and existing transportation network facilitates are avoided, remedied or mitigated.

(f) the design and siting of developments close to high density corridors should be compatible with the use of that corridor.

(This policy relates to objectives 8.3.1 and 8.3.2)

Explanation/Reasons

The Resource Management Act requires the promotion of sustainable management of natural and physical resources. The above policies aim to improve energy efficiency and reduce overall energy use (particularly of non-renewable fuels) and to minimise the overall effects of transportation on the environment and in particular ecosystems.

These policies are designed to direct Manukau City towards a more sustainable urban form, and enhance the wellbeing, opportunities and convenient movement of all people, including the transport disadvantaged. The policies also reflect the goals of the Auckland Regional Policy Statement and the Auckland Regional Land Transport Strategy.

Methods

• Increased development densities on selected land near defined passenger transport routes or centres.

• Indicate future through routes within structure plans and the planning maps that provide continuous connection through the areas they serve and ensure they are designed, to allow convenient use by passenger transport vehicles.

• Require a high standard of pedestrian access to collector and primary roads.

• Require activities within commercial centres to provide for passenger transport facilities at the time of development.

• Provide passenger transport facilities and promote passenger transport services.

• *Provide walking and cycling routes [250/61]*

• *Encourage development densities as specified in Appendix H of the RPS [250/61]*

8.4.2 The continued development of the transportation network should:

(a) achieve acceptable levels of accessibility, mobility, safety and convenience for all sections of the community;

(b) provide convenient and safe road and cycle/footpath linkages to activity centres and local facilities;

(c) have clear physical distinctions between the primary and secondary road network, based on function, traffic volumes, vehicle speeds, public space and environmental amenity;

(d) minimise the adverse effects of adjacent activities on the operation of the roading network and ensure that all access and egress to and from roads is suitable for and compatible with the function and amenity of the road;

(e) avoid, remedy, or mitigate the adverse effects of the roading network and transportation activities on the environment;

(f) make provision for the likely future transport and development needs of the City, *in particular ensuring high density centres are not compromised by inappropriate transport infrastructure [250/63];*

(g) ensure transport effects, traffic generating characteristics and demand for various modes of transport are taken into account when providing for land use activities.

(h) not be compromised by inappropriate land use or subdivision and supports and takes into account the anticipated land uses;

(i) ensure land use and transport integration;

(j) direct high trip generating activities to corridors with good public transport when such activities are unable to locate within high density centres and corridors; [250/62]

(k) ensure that in growth centres all transport modes are considered when roading improvements occur [258/107]

*(*This policy relates to objective 8.3.1, 8.3.3 *and 8.3.4)*

Explanation/Reasons
The above policies provide direction in terms of the location of proposed new transportation developments.

The Plan also seeks to address the overall needs of the transport system as a whole at the time of subdivision and development. *In particular in growth centres concept plans need to consider roading improvements that support all transport nodes. [258/107]*

Methods

- Classifying and zoning of roads in the road network according to function;
- Control of land use and activities within the road network and the design of access where this is necessary to ensure safe and efficient road operation and adequate access to properties;
- Designation of land for future road works or passenger transport corridors;
- Indicating the proposed alignment of roads and dedicated passenger transport corridors which are independent of any roads, which the Council will require to be built as part of the land subdivision and development process; and
- Addressing transport, including passenger transport, issues at the time of subdivision and development.

8.4.3 The development of new or existing urban areas should give regard to:

(a) the ability to effectively service new and existing urban areas with passenger transport

(b) the provision of safe and convenient pedestrian and cyclist access to community facilities, places of work and shopping areas;

(c) facilitating improved cyclist and pedestrian linkages within neighbourhoods; and

(d) the provision of cycleways in the construction or reconstruction of primary network roads.

Te Kaunihera o MANUKAU City Council

Manukau's growth – District Plan change

Proposed plan change No 12

Proposed change to Chapter 12: Rural Areas

Only those sections of Chapter 12 where changes are proposed have been reproduced in full. For the complete text, please refer to the District Plan.

Proposed additions to the text are italicised.

12.2 RESOURCE MANAGEMENT ISSUES

12.2.7 Transport implications of rural land use

Development in rural areas, particularly rural residential, can cause significant adverse effects on the environment associated with additional transport requirements, including adverse effects on the roading network. [250/65]

12.3 OBJECTIVES

Objective
12.3.8.1 To manage land use:

To minimise the transport related effects on the environment of rural land use in order to further address the transport implications of rural land use. [250/66]

12.4 POLICIES

Policy
12.4.13 Rural

(These policies seek to achieve objective 12.3.6).

Explanation and Reasons

Transport related effects on the environment should be limited by:

- *Avoiding business development that does not require a rural location;*
- *Directing rural residential development to existing countryside living zones, which have been located in order to minimise travel demand);*
- *Avoiding residential development in rural areas; except where direct environmental benefits are provided in full accordance with the relevant provisions of Sections 12.6 to 12.15 inclusive. [250/67]*

Te Kaunihera o MANUKAU City Council

Manukau's growth – District Plan change

Proposed plan change No 12

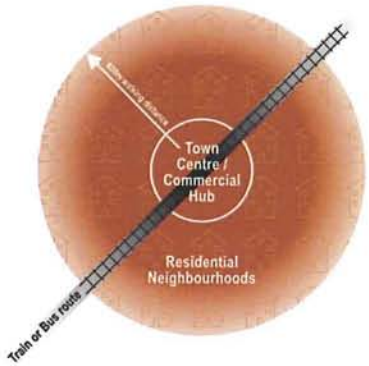
Proposed change to Chapter 18: Definitions

Add the following definitions and diagram:

Town Centre:

~~means an urban area characterised by mixed use and intensive activities including civic, social service, retail, residential and business premises. The town centre is usually the geographical 'heart' of an urban community and gives an area much of its identity~~.

Means an urban area characterised by a mixture of functions including intensive retail, residential, community and business activities. Town centres give the local area and community much of its identity. Town centres differ from pure retail centres and business parks which tend to be dominated by single use activities. A town centre is generally defined as the area within a 400 - 800m radius, or a 5 to 10 minute walk, of its centre. [107/37, 108/43, 250/75]



Growth Centre diagram

Growth centre:

means a specific locality, usually containing a town centre, selected for higher density urban living and mixed use development due to physical characteristics and proximity to quality public transport services. The growth centre area generally includes the town centre and the residential area within 800m (or a 10 minutes walk) around it.