

6 Managing the Growth and Development of the City

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6. Managing the Growth and Development of the City

6.1 Introduction

This section sets out the policy framework for managing the effects of future growth and development of North Shore City in terms of the principles of sustainable management. It defines the general location, extent, and intensity of future urban development in terms of resource management objectives. These objectives provide for the integrated management of the large-scale effects of urban growth and development on the natural and physical resources of the city, in a way which will enable the people and communities of the North Shore to provide for their social and economic well-being.

The way in which the city grows, i.e. its urban form, can have a significant impact on its environment, the quality of life for its residents and the economic wellbeing of business. Continued urban growth has brought with it concerns about the impact that intensification of development has upon physical resources such as housing, and the impact that development at the periphery will have on natural resources such as coastal estuaries, and on the outward spread of the city. There is also a concern that urban growth, whether through intensification or peripheral expansion, will result in substantial increases in commuting by residents of the city, placing even greater pressures on the cross-harbour transportation corridor during peak periods, unless there is a commensurate increase in employment opportunities within the city.

The effects of urban growth should be managed so that the future form of the city has addressed these concerns and retains the environmental features and qualities of life which make the North Shore a desirable urban environment. The rate and form of growth is also an issue of concern within the community. Although many factors are outside of the Councils control, Council through this Plan can influence the rate and form of growth through a number of mechanisms including the sequencing of infrastructure provision through integrated planning.

A global conservation approach has been confirmed by the 2002 World Summit on Sustainable Development held in Johannesburg that secured a renewed global commitment to the broader aim of sustainable development.

Particular sections of the Resource Management Act 1991 (RMA) which are fundamental to the management approach adopted in this section are as follows:

⇒ *Section 5*

- The sustainable management purpose of the RMA

⇒ *Section 7*

- The efficient use and development of resources
- The maintenance and enhancement of amenity values
- The maintenance and enhancement of the quality of the environment
- The intrinsic values of ecosystems.

The *Auckland Regional Policy Statement* contains objectives and policies on urban development which also need to be taken into account in this section of the Plan. The regional objectives reflect the requirements of Sections 5, 6, 7 and 8 of the RMA and the regional policies include the following matters

- Containing urban development within the metropolitan urban limits (which includes Albany, Greenhithe, and Long Bay but excludes Paremoremo and Okura)
- Promoting urban intensification at selected areas able to contribute to increasing the efficiency of urban transport and upgrading utility services.

The Auckland Regional Growth Strategy contains the following vision for the Auckland region for the year 2050:

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 living environment*
- *Creates a region that is easy to get around*
- *Protects our coast and surrounding natural environment.*

The *Auckland Regional Growth Strategy* states desired regional outcomes and principles for evaluating growth alternatives, and these cover a range of environmental, social and economic matters. Council has given its approval in principle to the *Auckland Regional Growth Strategy* but recognises that further work is needed on determining infrastructure provision, funding, achieving appropriate environmental standards and conducting consultation. Council will advocate for any consequential changes that may be needed through the documents' five yearly review process.

The Council adopted its second Strategic Plan in June 2001. The Strategic Plan identifies a vision and the outcomes sought by the community for the city's future. The vision set out in the Strategic Plan is as follows:

We are proud of and enjoy our city and its prosperity. We have a cosmopolitan and dynamic city, offering a range of quality lifestyles with an abundance of education, employment, leisure, entertainment and cultural opportunities. People are able to move around the city with ease, they feel safe and have work and play at their doorstep.

In October 2001, Council adopted the City Blueprint which deals with the growth and city form aspects of the above Strategic Plan vision. The City Blueprint looks twenty years into the future to provide a framework for the Council's long term planning and an indicative map of the desired future city form. Although longer than the 10 year life of this Plan, a 20 year horizon is appropriate for assessing future growth options, given the long lead times associated with any changes to the pattern of urban development. It is important that the city develops towards an urban form which is sustainable in the longer term.

The resource management goals that have particular application to urban form are natural environment protection, achieving high quality built design, facilitating an ease of movement, providing for community well-being, achieving employment and economic growth and managing all of the growth and change effectively. In bringing together these goals, this section provides the framework for the sustainable management of a range of urban activities dealt with in later sections of the Plan.

6.2 Urban Growth and Development Issues

The rate of urban growth, and the nature and location of development to accommodate this growth, are key issues facing the North Shore over the next 20 years. Many positive effects can result from urban growth such as greater vitality within our commercial areas, an increased range and improved quality of commercial shopping and social facilities, a greater range of employment opportunities, improved efficiency of public transport, increased recreational and entertainment facilities and choices and a greater range of housing choices. However, without careful management, urban growth could cause adverse effects including the following:

- Harm to the amenity values of residential neighbourhoods
- Significant economic and social effects to the viability and vitality of business areas
- Damage to valued natural environments and habitats
- Increased traffic congestion, vehicle emissions, and use of non-renewable fuel resources

- A loss of features of heritage value
- Harm to significant landscapes and associated features.

As a concept, sustainable urban growth seeks to avoid, remedy and mitigate these adverse effects.

Of particular concern is the un-contained urban sprawl of the City into the open countryside. Although infill housing and business development in existing urban areas may counter the effects of sprawl, it may also adversely affect the character and heritage of existing neighbourhoods unless it is appropriately located at selected locations referred to in Table 6.1.

The failure to contain the outward sprawl of urban development and to provide adequate opportunities for the intensification of selected town centres, passenger transport nodes and corridors, increases dependence on the private car and reinforces the direction of scarce resources toward the construction of roads and motorways, further limiting options for using other modes of transport.

Unless land use and transportation planning initiatives are closely integrated, there is the risk that the emerging urban form will place increasing pressure on transport systems and limit the use of alternative transport modes. The resulting transport system may itself serve the urban area poorly, limiting ease of movement of the community and affecting business efficiency and competition. It may also result in a range of other adverse effects including noise, increased private vehicle trips, local congestion and poor air quality.

It is also important that land use development needs to be managed in a way that does not compromise the transport function or functions of the Strategic and Regional Arterial Network identified in the Regional Policy Statement. These transport functions are multidimensional and include: access and the movement of people and goods, with a focus on provision for public transport, pedestrians and cyclists on the Regional Arterial Network.

The vision and strategy for managing growth and change contained within the Strategic Plan and City Blueprint have been further clarified within the Northern and Western Sectors Agreement. This sector agreement is derived from the Memorandum of Understanding signed by Council as a member of the Regional Growth Forum. The sector planning approach provides for flexibility to address local issues, while at the same time ensuring that the vision, outcomes and principles of the Auckland Regional Growth Strategy are met.

The issues which relate to the management of growth and change are described below. These issues have been identified as a result of region and city wide consultation as part of the preparation of the Auckland Regional Growth Strategy, Council's Strategic Plan and the City Blueprint.

1. The effect of continued growth and change on the city's unique and valued natural environment

Growth raises the following issues which affect the state of our natural environment:

- A need for more parks, reserves and green space to cater for an increasing population
- Impacts of wastewater and stormwater discharges on beach water quality
- The effects of urban spread on the open countryside along the northern boundary of the city
- Damage to natural habitat and ecological values from development
- The loss of vegetation including mature trees
- Air pollution from vehicle use
- The adequacy of infrastructure in catering for growth
- The desire to retain the natural character of the coastline and enhance public access

- The degraded condition of many urban streams
- The importance of the mauri of natural and physical resources.
- Encroachment on or into streams including their riparian margins.

2. The effect of continued growth and change on the quality of the built environment

Growth raises the following issues which affect the quality of our built environment:

- Ageing population changing demands for services, community facilities and different types of housing
- Changing household structure affecting the demand for different types of housing
- Market demand for a choice of living environments, housing types, locations and affordability
- Infill housing and its effects on the character of existing urban neighbourhoods and heritage areas
- Ad-hoc development compromising the ability to achieve more comprehensive development in the future
- The standard of urban design, including pedestrian amenity, of public space and community facilities
- The ease of access through our living environments for all modes of movement
- The location, standard of design and construction of more intensive forms of housing
- The ability of existing infrastructure to cope with more intensive forms of housing
- The car dependent form of much greenfield housing development and the consequential need to develop roading networks of adequate capacity and efficiency
- The environmental impacts and design standards of greenfield development.

3. The effect of continued growth and change on the ease of movement?

Growth raises the following issues which affect our ease of movement:

- The influence of land use patterns on travel demand
- Increasing levels of car use and its effects
- Peak hour congestion
- Recognising the transportation needs of businesses and the city's economy
- Limited choice in modes of public transport available (predominantly bus and ferry services)
- The role of the proposed Bus Rapid Transit system in enhancing public transport accessibility
- The potential to expand the ferry network
- The ease of access through our living environments for all modes of movement
- The need to invest in transport infrastructure to accommodate public and private transportation demand.

4. The effect of continued growth and change on the community's wellbeing

Growth raises the following issues which affect our community well being:

- Residential intensification effects on amenity values of existing areas
- Access to community facilities
- Range/access/usability of reserve network
- Designing safe public environments and reducing the potential for crime
- Consideration for traditional Maori relationships with parks and reserves
- The need to have high levels of streetscape amenity to provide for the more intensive use of streets in the future.

5. The effect of continued growth and change on economic and employment growth within the city

Growth raises the following issues which affect our ability to optimise employment and economic growth:

- The finite supply of business zoned land
- The pressure to rezone land from business to residential
- Reverse sensitivity compromising the integrity of business zones for business activities
- The intensity of use of existing business zoned land
- The level and suitability of home based employment
- The effectiveness of marketing the city to attract business and tourism
- The adequacy and effectiveness of infrastructure to support business
- The availability of a well educated and highly skilled workforce
- Long term policy to enable employment growth which reduces the need to travel across the Harbour Bridge for employment
- Albany centre development into a sub-regional centre.

6. Change management is an essential component to managing the city's growth and change

Growth raises the following issues which affect our ability to effectively manage change:

- The need for integrated planning to manage growth
- The creation of community partnerships and community involvement in decision making
- Regional co-operation on growth management
- Taking into account the principles of the Treaty of Waitangi
- The sequencing of major projects and policy changes so that growth is co-ordinated with environmental and community values and the capacity of infrastructure
- The degree to which the rate of growth can be influenced by Council.
- The need to manage the adverse effects of existing and future infrastructure (including regionally or nationally significant infrastructure) on growth and similarly the effects of urban growth on the ability to provide, operate, maintain and upgrade such infrastructure, where it contributes to the growth concept in the Auckland Regional Growth Strategy and land use transportation integration.

6.3 Goals for North Shore

On the basis of the issues discussed above, the Council has adopted the following goals to guide the formulation of the objectives and policies in the Plan:

- *Natural Environment:* A city which protects its natural habitat and ecological values and retains its significant landscape features. A city which retains the natural character of its coastline and provides easy access to safe and clean swimming. A city in which public open space is available and well used by the community. An overall result of this being a city which allows and encourages development which is responsive to these values.
- *Built Environment:* A city which provides a wide variety of housing forms which reflect the demands of its ageing population and increases the accessibility to employment and community facilities, while offering a range of affordable options. A city which encourages and celebrates quality design that enhances and reflects local character and the cultural and social needs of the community. A city which adequately services its built form in a way that ensures the protection of its highly valued natural environment. A city with a commercial built environment around identified High Density Centres and Intensive Corridors that has quality design, vibrant work places and exceptional amenity. A compact contained City with a quality built environment, focused around identified High Density Centres and Intensive Corridors and other locations (having regard to Policy 2.6.5.11 and Policy 2.6.5.15 of the Auckland Regional Policy Statement), where appropriate, that supports goals for the natural environment, for ease of movement, community wellbeing and economic growth.
- *Ease of Movement:* A city which effectively integrates its land use pattern with transport, and encourages the development of an urban form which is less reliant on the private motor vehicle. A city which utilises the full range of modes of movement, while reducing the overall effects of transport on the environment.
- *Community Wellbeing:* A city which provides a wide range of easily accessible facilities and activities to serve the community which satisfies the diverse social, cultural and economic needs of the community. A high level of pedestrian amenity, personal safety and the potential for crime is recognised in the design of these public places, with the overall result being an increase in the usage of public spaces, community facilities and the parks network.
- *Employment and Economic Growth:* A city which is recognised as an ideal business location with access to a well educated and highly skilled workforce and supported by an infrastructure which allows employment and economic growth to be maximised. A city which focuses its businesses around identified High Density Centres and Intensive Corridors while supporting its Wairau Valley and the North Harbour Industrial Estate employment areas, allowing for mixed use areas and working from home where the activities are compatible with the surrounding uses.
- *Managing Change:* A city which effectively consults with and includes its community in decision making while co-operating with other authorities on regionally strategic policy. A city which manages development so that it matches the needs of the community, the capacity of the environment and infrastructure. A city which manages infrastructure provision in a way that both ensures the provision, operation, maintenance and upgrading of infrastructure that contributes to the growth concept in the Auckland Regional Growth Strategy and land use transportation integration (including regionally or nationally significant infrastructure) and avoids the adverse effects of that infrastructure on communities.

6.4 Urban Growth Strategy

Objectives

1. To effectively manage growth and change by ensuring that a compact sustainable urban form is contained within the defined metropolitan urban limits, with more intensive business and residential activity encouraged in High Density Centres and enabled in Intensive Corridors identified in Table 6.1 and in other locations (having regard to Policy 2.6.5.11 and Policy 2.6.5.15 of the Auckland Regional Policy Statement), where appropriate, that will not compromise the achievement of 2.6.5 Strategic Policies Urban Structure of the Auckland Regional Policy Statement, and is well integrated with a multi-modal transport system and infrastructure network, which :
 - ensures the protection and enhancement of a high quality natural environment;
 - secures a high quality built environment;
 - enables an ease of movement and seeks to reduce trip lengths and numbers and the need for private vehicle travel (particularly for commuting) and encourages a significant increase in the amount of travel made by public transport, walking and cycling;
 - fosters community well-being;
 - achieves a buoyant local economy and employment growth;
 - achieves integrated planning;
 - avoids or mitigates conflicts or incompatibility (including reverse sensitivity effects) between new land uses and both existing and 'planned future regionally significant infrastructure'. For the purposes of Objective 6.4.1 'planned future regionally significant infrastructure' is regionally significant infrastructure which is the subject of a Notice of Requirement, designation or resource consent, or which otherwise has statutory planning approval.
2. To secure a prosperous city by the year 2020 that protects and enhances its natural environment while providing easy access to a range and abundance of opportunities to live, work, play and visit.

Policies

1. Development opportunities and requirements for more intensive forms of residential and business development will be encouraged in High Density Centres and enabled in the Intensive Corridors identified in Table 6.1 and in other locations (having regard to Policy 2.6.5.11 and Policy 2.6.5.15 of the Auckland Regional Policy Statement), where appropriate, that will not compromise the achievement of 2.6.5 Strategic Policies Urban Structure of the Auckland Regional Policy Statement, to give effect to the Auckland Regional Growth Strategy in accordance with Schedule 1 of Chapter 2 of the Auckland Regional Policy Statement (ARPS) and Schedule 5 of the Local Government Auckland Amendment Act 2004 (LGAAA). This is to support the growth of employment and economic activity within these centres provided it demonstrates a high standard of design and compatibility with surrounding activities. This range of activities will facilitate an ease of access between housing, employment, shopping and community facilities. This will also support public transport. In providing for more intensive forms of development, regard shall be had to densities set out in Appendix H of the ARPS, accepting that the densities are non-mandatory guidelines and may not always be achievable due to constraints identified during centre planning.
2. Urban expansion will be contained within the metropolitan urban limits in the Albany, Greenhithe, and Long Bay areas and will proceed in a way and at a rate that matches transport and infrastructure planning and provision. Some locations within these areas may be selected for more intensive forms of residential and business development as High Density Centres and Intensive Corridors, but the cumulative

- adverse effects of urbanisation on the local natural environment including native bush, streams, waterways and ecosystems will be minimised.
3. To enable a wide choice of lifestyles, a range of types and affordability of housing and choice of employment opportunities should be investigated and provided where possible.
 4. Areas characterised by historic housing and commercial buildings, ecological values, natural landscapes, coastal landforms, rural character or cultural heritage values should be protected from incompatible development.
 5. To foster and promote the city's sense of place and identity.
 6. To provide for enhanced accessibility to recreation, community facilities, employment and the coastline by facilitating an effective and efficient transport system, ease of access to public transport, improving the walkability of our neighbourhoods and the provision of a Bus Rapid Transit system.
 7. To integrate transport and land use planning to enhance accessibility. Through the development and implementation of integrated transport and land use provisions, consistent with Schedule 5 of the Local Government (Auckland) Amendment Act (2004):
 - Promote the concentration of retail, employment, and community activities within High Density Centres and Intensive Corridors identified in Table 6.1 with appropriate transport infrastructure;
 - Incorporate measures that achieve and enable higher density residential, employment and mixed use development within High Density Centres and Intensive Corridors identified in Table 6.1;
 - Promote high standards for urban amenity and design which are applied appropriately to the circumstances to facilitate a range of quality retail, employment, mixed use and living environments within High Density Centres and Intensive Corridors identified in Table 6.1;
 - Ensure that the development of High Density Centres and Intensive Corridors identified in Table 6.1 proceeds in a way and at a rate that matches transport and infrastructure planning and provision;
 - Enable commercial activities in other locations (having regard to Policy 2.6.5.11 of the Auckland Regional Policy Statement) where appropriate, that will not compromise the achievement of 2.6.5 Strategic Policies Urban Structure of the Auckland Regional Policy Statement.
 - Enable urban intensification of Passenger Transport Nodes (having regard to Policy 2.6.5.15 and 2.6.11.1(o) of the Auckland Regional Policy Statement) where appropriate, that will not compromise the achievement of 2.6.5 Strategic Policies Urban Structure of the Auckland Regional Policy Statement.
 8. A high level of education and skills possessed by the city's population will be fostered and promoted to encourage employment growth.
 9. Healthy and active lifestyles will be encouraged by ensuring that the reserve network meets the needs of the community, ensuring a pleasurable environment for cycling and walking and ensuring that the cultural and social needs of the community are met.
 10. Integrated planning of growth to match the needs of the community and the capacity of infrastructure needs to be used in a way that protects environmental values, and avoids the adverse effects of growth that will arise if land use, community and infrastructure planning (including planning for regionally and nationally significant infrastructure) that contributes to the growth concept in the Auckland Regional Growth Strategy and land use transportation integration, is not co-ordinated and sequenced correctly. Infrastructure planning and new growth need to be carried out and sequenced in a timely and efficient manner if the desired urban form is to be achieved and if infrastructure is to be efficiently provided, operated, maintained and upgraded.
 11. Preparing structure plans and centre plans as an effective technique for managing major areas of growth and redevelopment.
 12. Through the approach of integrated planning Council will seek to influence the rate and form of development growth in order to avoid the adverse effects associated

with ad-hoc development.

13. Community and regional partnerships and the involvement of the community in decision making will be encouraged.
14. To promote as the primary focus of the district's growth and change, patterns of land use that reinforce a close proximity and good accessibility between living, business and other employment areas, the network of High Density Centres and Intensive Corridors identified in Table 6.1; whilst recognising that the outward expansion of those Scheduled areas identified in Table 6.1, or new areas added through updating Table 6.1 are provided where these locations do not compromise the achievement of 2.6.5 Strategic Policies Urban Structure of the Auckland Regional Policy Statement.

Table 6.1 Schedule of High Density Centres and Intensive Corridors required in accordance with Auckland Regional Policy Statement

Schedule 1 High Density Centres	Date of initial Plan Change to be notified	Comments
Takapuna (sub-regional centre)	2005-2010	Intensification is already possible within centre. Plan Change required for further intensification, for fringe zonings and for preservation of business opportunities - each subject to studies underway. Plan Changes will be subject to successful funding of key infrastructure.
Albany Centre (sub-regional Centre)	2005-2010	Plan changes have commenced.
Highbury	2005-2010	Higher densities already possible in Business 2 and Residential 6. Centre Plan under preparation to be completed prior to Plan Changes. Changes will be subject to transport constraints.
Northcote	2005-2010	Area Plan has been prepared. Residential and business plan changes subject to completion of Centre Plan.
Browns Bay	2005-2010	Centre Plan completed. Potential for mixed use and more intensive development identified. Plan Changes will be subject to outcomes of studies underway on mixed-use.
Albany Village	2005-2010	Centre Plan completed. Plan Changes will be subject to outcomes of mixed-use studies
Glenfield	2005-2010	Centre Plan proposed and required as prerequisite to Plan Change. Current limited scope of Residential 6A in vicinity of centre likely to require reconsideration
Milford	2005-2010	Centre Plan proposed and required as prerequisite to Plan Change. Further changes for mixed-use activity on Shakespeare Road require consideration.
Sunnynook	2005-2010	Centre Plan proposed and required as prerequisite to Plan Change. Key location at proposed BRT Station.
Mairangi Bay	2005-2010	Centre Plan proposed and required as prerequisite to Plan Change. Changes will be subject to transport constraints.

Table 6.1 Schedule of High Density Centres and Intensive Corridors required in accordance with Auckland Regional Policy Statement		
Schedule 1 High Density Centres	Date of initial Plan Change to be notified	Comments
Torbay	2010-2015	Plan Change subject to substantial further detailed investigation and consultation. Centres Review Project will inform the way in which this centre could develop and the timing of Plan Changes.
Beachhaven	2010-2015	Plan Change subject to substantial further detailed investigation and consultation. Centres Review Project will inform the way in which this centre could develop and the timing of Plan Changes.
Greenhithe	2010-2015	Plan Change subject to substantial further detailed investigation and consultation. Centres Review Project will inform the way in which this centre could develop and the timing of Plan Changes.
Albany (Review)	Timing to be determined	Possible Plan Changes may be required as new greenfield expansion areas develop.
Long Bay (Review)	Timing to be determined	Possible Plan Changes may be required as new greenfield expansion areas develop.
Schedule 1 Intensive Corridors	Date of initial Plan Change to be notified	Comments
<p>NOTE: Intensive mixed use residential and business development in High Density Centres and Intensive Corridors will be confined to locations listed in this table.</p> <p>In addition, pending the development of a classification framework for the identification of further Growth Centres and Intensive Corridors through changes to the district plan, urban intensification (including retail activities) may be enabled in other locations where those locations do not compromise the achievement of Policies 2.6.5.3 - 2.6.5.10 of the Auckland Regional Policy Statement.</p>		

Methods

- The council will give effect to Policies 1, 2, 3, 4, 5, 6, 7, 10 and 12 by initiating Plan Changes in both urban expansion areas and in the High Density Centres and Intensive Corridors identified in Table 6.1, in a timed and staged programme to accommodate growth over a twenty year time frame.
- Policies 1, 2, 9, 6, 11 and 14 will be implemented by Council initiatives, works and rules
- Policies 3 and 4 will be implemented by a combination of rules and education programmes like the Buyers Guide - Terraced Housing and Apartments and the Good Solutions Guide for Heritage Buildings
- Policies 5, 6, 7, 8, 10, 12, 13 and 14 will be implemented by Council initiatives.
- Policies 1, 2, 3, 7, 10, 11 and 12 will be implemented using structure planning and centre plan techniques.

- Policies 1, 2, 3, 7, 10, 11, 12 and 13 will be implemented as part of the review of the Northern and Western Sector Agreements
- Policy 7 will be implemented by requiring an integrated transport assessment to be prepared in accordance with Appendix J of the ARPS for any proposal to extend the metropolitan urban limits, and any proposed structure planning process or any major trip generating proposals.
- Policy 14 will be implemented by updating Table 6.1 through appropriate statutory processes.

Explanations and Reasons

The unique natural environment in North Shore City is one of the main reasons why people want to live here and why their children and grandchildren want to stay. Other reasons include the abundance of natural resources, being gifted with a warm climate, beaches, high quality schools and a maritime setting. North Shore City residents have highlighted that North Shore City is a wonderful place to live work and play.

However, North Shore City is also a city that is experiencing rapid growth. There is concern that population growth is placing undesirable pressure on the city and the region's environment and resources, which is eroding the natural values which attract people to it. Each local authority in the Auckland region is facing similar urban growth, transport, water quality, social, economic, environmental and water supply issues.

As a response, all seven cities and districts (North Shore, Auckland, Waitakere, Manukau, Rodney, Franklin and Papakura) have taken on board the vision of the Auckland Regional Growth Strategy to evaluate growth alternatives for the region.

Following on from this document, North Shore City Council has prepared a Northern and Western Sectors Agreement with North Shore City's neighbouring councils - Waitakere and Rodney District. By being a part of this agreement North Shore City has agreed to work with the parties to maximise the benefit for the City and for the Auckland region.

The approach of integrated planning will be used at a project, area and/or city-wide level for the staging, timing and alignment of infrastructure with the needs of the community. It also promotes community consultation being undertaken early within the process of development being planned. Integrated planning is used as an approach to manage the effects of growth and change in both the short and long term. It achieves this by seeking to match the needs of the community with infrastructure and the capacity of the environment.

To further manage future growth and change, North Shore City Council has revised the City's Strategic Plan, which was adopted in June 2001. North Shore City Council has also prepared the City Blueprint to provide a foundation for North Shore City's long-term planning for the next 20 years. These documents should be referred to for guidance on the detail of the Council's strategies.

As a result, Commercial activities are encouraged in High Density Centres and enabled along Intensive Corridors in business zones, where appropriate. Outside of the localities of High Density Centres and Intensive Corridors, such activities may be enabled except where they would compromise the achievement of a compact sustainable urban form and sustainable urban land use.

There is in addition, a range of business activities including a limited range of retail (particularly larger format retail) activities which due to form, scale or customer base are ill-suited to location in High Density Centres and Intensive Corridors.

An improved public transport system will provide opportunities in High Density Centres, Passenger Transport Nodes and Intensive Corridors for intensified growth within selected areas, and conversely, the realisation of future intensive development opportunities will support the public transport system.

The social and economic goals of the city can be achieved through a variety of means with the district plan provisions forming only one of these means. The Council's Strategic Plan, City Blueprint and long term financial and community planning are some of the remaining ways through which the achievement of these goals will be sought.

Expected Environmental Results

The retention and enhancement of the city's natural landscape and ecological values.

High Density Centres and Intensive Corridors and other locations, where appropriate, effectively accommodating additional development of employment, residential and community facilities in a way that facilitates an ease of access to these activities.

A diversity of housing type and affordability for city residents combined with a wide choice of lifestyles and employment opportunities.

The protection of areas that are characterised by historic, ecological, landscape or cultural values. An attractive environment and high standard of design for walking within public spaces, town centres and within the reserve network.

An ease of access for the city's residents to employment, recreation and community facilities throughout the city by a range of modes of movement and as a result of successfully integrating land use and transportation planning.

The achievement of a high standard of social and economic well-being within the city partly as a result of an improvement in the levels of education and skills, employment opportunities and the pursuit by the city's population of healthy and active lifestyles.

Sustainable growth through the use of integrated planning and structure planning approaches which has effectively matched land-use planning and infrastructure provision. These approaches will result in development being located in High Density Centres and Intensive Corridors and within those other parts of the city (for example passenger transport nodes) where constraints on development can be managed effectively.

A city which has enabled its residents and communities to provide for their social, economic and cultural well-being as a result of community and regional partnerships and the involvement of the community in decision making.

Council will use a range of techniques for measuring the extent to which the above environmental results are achieved:

- A combination of resource consents assessment and natural environment surveys will be used to measure the extent to which natural environment values are being retained and enhanced
- Land-use surveys and travel data to measure the level of accessibility to centres and between activities
- Built environment survey to measure amenity values related to housing and urban form
- Iwi consultation to monitor the effects of growth and change on cultural values
- Monitoring building and resource consents will be used to measure the range and choice of housing types
- Land-use and economic activity surveys will be used to monitor employment growth, business activity and the viability and vitality of town and village centres
- A combined infrastructure and land use survey will be used to monitor the effectiveness of integrated planning and structure planning
- Surveys will be used to measure the level of, and satisfaction with, the involvement of the community in consultation and decision making and monitor the range and extent of activities and the standard of amenity in centres
- Surveys of business and economic activity will be used to determine if a buoyant city economy is being achieved.