



13 FUTURE DEVELOPMENT AND STRUCTURE PLANS

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FUTURE DEVELOPMENT AND STRUCTURE PLANS

13.1

INTRODUCTION

This chapter deals with managing the transition of land from largely rural activities to urban activities. As outlined in *Chapter 1 – Introduction*, Rodney District is a rapidly growing district and with this a number of environmental issues are raised.

This chapter identifies these issues and develops an approach to dealing with them.

The rules section of this chapter is in two parts. The first deals with Future Development and the second deals with Structure Plans.

13.2

RESOURCE MANAGEMENT ISSUES

The resource management issues relating to the future development of land for urban activities are as follows:

Issue
13.2.1

Rodney District is faced with pressure for urban growth which can have adverse effects on the environment.

Rodney District lies on the northern fringe of New Zealand's largest metropolitan area. The population of the Auckland region is expected to grow to approximately 2 million in the year 2050, from a 2001 population of 1.16 million. The District provides a range of opportunities and attractions that tend to encourage population growth and new development. These take the form of large tracts of non urbanised land in close proximity to major transport routes. It also offers highly attractive coastal and rural living environments relatively close to the major employment centres, and the major facilities of Auckland.

Rodney's population continues to grow at a rate second only to Queenstown — Lakes District at 14.6% between 1996 and 2001. This rate of growth resulted in the population increasing from 66,500 permanent residents to 76,182 in the period 1996 to 2001. The estimated population as at 30 June 2003 was 84,100. The District's population in 1996 made up 6.2% of the region's total. Significantly though, this proportion grew to almost 6.6% by 2001. The District is increasing its share of the Regional population. At current rates of growth Rodney is projected to have 117,000 people permanently resident by 2021. All indications are that the physical characteristics of the District



will continue to attract population growth.

The Auckland Regional Growth Strategy Northern and Western Sectors Agreement, October 2001, suggests that Rodney District could have a population capacity of 177,000 by the year 2050. In percentage terms, such a population growth represents the biggest increase of all the territorial local authorities in the region, when considering growth prospects up to the year 2050.

Of the projected growth, the Regional Growth Strategy suggests that significant amounts will come from “Greenfield” urban development and intensification, along with the take up of presently unutilised capacity in already zoned areas. The urban centres such as Kumeu, Huapai, Riverhead, Helensville, Warkworth and Wellsford will also have significant increases, although in numerical terms the most significant population increases are forecast to occur in Orewa and Whangaparaoa.

This growth generates significant effects on the District and these are set out in Issue 13.2.3.

Issue
13.2.2

Population growth needs to be balanced with a growth in employment and business opportunities.

The growth pressures faced by Rodney District can also place pressure on adjoining territorial authorities in terms of demands for employment. Almost 33% of those who went to work worked outside the District, particularly in North Shore City, Auckland City and Waitakere City. This adds to the traffic congestion which occurs in these areas. It is therefore an important issue that Rodney District endeavours to provide as much employment opportunity and business land as possible to go towards meeting the needs of the growing population. This will clearly benefit the residents of Rodney in terms of being able to meet their job needs and also consumer needs by having more commercial and retail opportunities in the District. This will mean reduced trips out of the District and will thus also have benefits for adjoining territorial authorities.

Issue
13.2.3

The development of land to accommodate urban growth and enable urban activities can have adverse effects on the natural and physical environment and on the amenity values of the District.

Urban development has the potential to adversely affect the natural environment. This includes impacts on natural water quality from sediment generated during earthworks, and inadequate sewerage systems. Areas of vegetation, particularly native vegetation, can be adversely affected by, for example, a loss in plant and animal diversity. Urban environments can



consequently be created which lack such biodiversity. Urban development also has the potential to adversely affect the values of the coastal environment, such as landscape values, natural character, water quality and ecology. The District's tidal estuaries can be susceptible to the effects of urban development, particularly from sediment discharges due to their often poor tidal flushing, e.g. the Mahurangi Harbour.

Heritage values, including archaeological and historic sites, and landscape values can also be lost or adversely affected. Development can also be adversely affected by, and in fact exacerbate, natural hazards.

Urban development can adversely affect the amenity values of adjoining areas and can cause adverse effects within the areas, by creating environments with low levels of amenity value resulting from, for example, a lack of access to open space; a lack of connectivity within the communities and with adjoining communities; and a lack of other facilities, such as schools and shops. Future business areas in particular, have the potential for significant adverse effects because of the scale and intensity of development which can occur, with large numbers of people, traffic and large buildings.

Urban development can put pressure on physical resources such as existing utilities and this can result in adverse effects on the environment and on amenity values of communities. In particular the failure to provide an adequate sewerage or stormwater system can adversely affect water quality through sewage overflows or poorly treated stormwater. Similarly the provision of a transport network is essential to ensure that the residents of new urban areas have access to the existing transport network and communities.

Other services such as power, telephone and gas are also viewed as essential parts of modern urban living and these need to be provided in a coordinated manner.

Utility services are provided by both public agencies and the private sector, and adverse effects from their provision, or lack of it, during urban development can be avoided if both sectors have prior knowledge and understanding of the likely form and nature of the urban development which is to take place. This enables them to provide services which are appropriately timed and located, and which meet the required level, without damaging the environment. Issues relating to the provision of such utility services are discussed in more detail in *Chapter 19 – Utilities and in Chapter 22 – Financial Contributions and Works*.

A range of existing activities have developed over time outside



established urban areas which have the potential to create adverse effects on more sensitive uses which may encroach on them as a result of urban expansion. These existing uses may include:

- (i) factories established outside existing industrial areas for the purpose of proximity to production materials;
- (ii) horticulture production sites and farm produce processing facilities such as canneries and wineries;
- (ii) utility service sites, airports and waste disposal sites.

These activities may have adverse effects on activities locating near them, particularly those relating to the young, sick and elderly. Existing activities need to be recognised and protected from the encroachment of sensitive activities that may suffer adverse effects from them. Care must be taken to ensure the arrival of other land uses does not constrain existing lawful land use activities.

Issue
13.2.4

The sustainable development of land for urban purposes can be adversely affected by other activities occurring before the urban development.

Land which has a high likelihood of being developed for urban purposes has the potential to be developed or subdivided in ways which make the sustainable conversion to urban activities very difficult. This may be the case particularly where utility services, stormwater, roading and open spaces have not been laid out, or considered.

Frequently the ability to avoid or mitigate adverse environmental effects will depend on whether works and services can be constructed and whether reserve land for public open space can be set aside at a broad scale. The ability to achieve this can be prevented by fragmentation through premature subdivision and development. For example, early development could result in the construction of a road which prevents a future roading network from connecting with adjoining sites or urban areas. This can cause poor connections within and between neighbourhoods.

In the urban context a particular issue arises in terms of the potential for business areas to be prevented from expanding into surrounding residential areas because of the intensity of residential activity which has occurred.

Issues from other chapters

Readers should note that issues from the following chapters are also relevant.

Chapter 5 – Natural Hazards



Chapter 8 - Residential

Chapter 9 - Business

Chapter 10 - Open Space

Chapter 18 - Urban Land Modification and Vegetation Protection

Chapter 19 - Utilities

Chapter 20 - Hazardous Substances and Contaminated sites

Chapter 21 - Transportation and Access

Chapter 22 - Financial Contributions and Works

Chapter 23 - Subdivision and Servicing



13.3	OBJECTIVES
<i>Objective</i> 13.3.1	To ensure that sufficient land is available for future urban growth including future residential activity and future urban business activity. <i>(This objective relates to Issues 13.2.1. and 13.2.2.)</i>
<i>Objective</i> 13.3.2	To ensure that urban growth occurs within metropolitan urban limits and in coastal and rural settlements on land that has been identified for urban growth. <i>(This objective relates to Issues 13.2.1, 13.2.2 and 13.2.3)</i>
<i>Objective</i> 13.3.3	To avoid, remedy or mitigate the adverse effects of urbanisation on natural and physical resources. <i>(This objective relates to Issue 13.2.3)</i>
<i>Objective</i> 13.3.4	To ensure that urban development in new "greenfield" areas has a high level of amenity value and includes opportunities for a range of housing choices. <i>(This objective relates to Issue 13.2.3)</i>
<i>Objective</i> 13.3.5	To ensure that opportunities exist for key facilities that may be required by the population of developing urban areas, such as business and employment areas, community and infrastructure facilities. <i>(This objective relates to Issue 13.2.3)</i>
<i>Objective</i> 13.3.6	To ensure that the development of future urban areas is not adversely affected by activities occurring prior to such development. <i>(This objective relates to Issue 13.2.4)</i>
<i>Objective</i> 13.3.7	To ensure that existing lawfully established activities in future urban areas, which have the potential to create adverse effects on more sensitive uses that encroach upon them as a result of urban expansion, are not adversely affected.



Objectives from other chapters

(This objective relates to Issue 13.2.3)

Readers should note that Objectives from the following chapters are also relevant.

Chapter 5 – Natural Hazards

Chapter 8 – Residential

Chapter 9 – Business

Chapter 10 – Open Space

Chapter 18 – Urban Land Modification and Vegetation Protection

Chapter 19 – Utilities

Chapter 20 – Hazardous Substances and Contaminated sites

Chapter 21 – Transportation and Access

Chapter 22 – Financial Contributions and Works

Chapter 23 – Subdivision and Servicing

13.4

Policy

13.4.1

POLICIES

Accommodating Growth

Sufficient land for projected future urban growth, for future residential activities and business activities, with an emphasis on high quality business park type environments, including business land, should be identified ahead of demand in specified locations where the effects of development have been identified and can be avoided, remedied or mitigated.

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.1 and 13.3.2.

To be able to accommodate projected growth and deal with the effects on the environment the Council needs to identify sufficient land ahead of development. In identifying such land the Council needs to be satisfied that the effects of development can be avoided, remedied or mitigated. In particular infrastructure such as sewerage, water supply and stormwater treatment needs to be provided. The Council also needs to be assured that the urban environment (including the business environment) is well designed and has high amenity values.

To minimise the effects from a growing population commuting or travelling out of the District for work and shopping requirements, sufficient land for business activity also needs to be available.



Policy
13.4.2

Future urban growth should be located in either:

- identified residential intensification areas (including those areas set out in Schedule 1A in Appendix 13B)
- identified “greenfield” growth areas (including those areas set out in Schedule 1B in Appendix 13B)
- or on the Hibiscus Coast and in Rodney’s smaller urban settlements.

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.2 and 13.3.3.

Some of the growth that the District will experience should be located in identified residential intensification areas. These are the High Intensity Residential zones which are addressed in Chapter 8 — Residential. More intensive development is also encouraged in the intensification areas, particularly High Density Centres, identified in Schedule 1A in Appendix 13B. In providing for more intensive forms of development, regard shall be had to densities that will support public transport set out in Appendix H of the Regional Policy Statement, accepting that the densities are non-mandatory guidelines and may not always be achievable due to constraints identified during detailed planning for an area.

The Regional Policy Statement has identified a metropolitan urban limit for the Hibiscus Coast and this basically lies to the east of the motorway between Orewa and Silverdale. This includes the growth areas of Silverdale North, Silverdale South and Orewa West for which structure plans have been prepared. It is in these areas that the bulk of the greenfield development will occur on the Hibiscus Coast. In relation to the rural and coastal settlements growth is accommodated by identifying additional growth areas through a structure plan process. These areas are set out in the schedules in Appendix 13B. The schedule sets out the possible timing of notification of variations to the Proposed District Plan to rezone the areas concerned. The areas identified in this schedule are those that were identified in the Northern and Western sectors Agreement. The timing indicated is also dependent on the Long Term Council Community Plan process.

The Regional Policy Statement also includes clear direction on intensification. Schedule 1A of the Regional Policy Statement identifies High Density Centres and Intensive Corridors. Pending the development of a classification framework for, and identification of further, High Density Centres and Intensive Corridors, urban intensification may occur in town centres, and in other locations if it can be demonstrated that it will not compromise the achievement of the policies of the Regional



Policy
13.4.3
Effects on the environment

Policy Statement.

Future urban growth and development should be located, designed and implemented in ways which avoid, remedy or mitigate the adverse effects on the environment. In particular, effects on:

- (a) water and air quality and water quantity;**
- (b) areas of significant vegetation;**
- (c) significant landscapes;**
- (d) significant heritage values;**
- (e) the amenity values of adjoining areas and the amenity values within the urban areas;**
- (f) the transport network, including roads, pedestrians, cyclists and public transport;**
- (g) access to future open space and recreation needs;**
- (h) utility services;**
- (i) health and well being of the community; and**
- (j) natural character, water quality and ecology of the coastal environment, particularly in areas identified as having high natural values and/or as being susceptible to degradation.**

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.3, 13.3.4 and 13.3.5.

The location, design and implementation of urban development can significantly influence the effect it has on the environment.

For example, development can be located to avoid areas of ecological significance, to protect such values. Some of the native vegetation may only be of significance to the local area in that they provide green areas, habitat and contribute to the amenity values of the future urban environment. Similarly, steep areas or areas prone to hazards can be avoided, with the resultant benefits of not putting people and property at risk and avoiding sedimentation from earthworks.



The design of subdivisions and developments can address adverse effects on the environment in a number of respects. For example, the design of the stormwater collection and treatment system can have a significant effect on the quality of water discharged to the environment, and can reduce sediment discharges.

The design of the transport network, particularly the roading network, can affect the way in which the neighbourhood created accesses the rest of the transport network and the adjoining communities. It can also influence the appearance, safety and acoustic environment of neighbourhoods. The design of the open space network can affect the amenity values of a community and the ability of people to walk and cycle within the community. It can also contribute to the protection of natural habitats.

Inappropriately managed growth has the potential to adversely affect the operation, maintenance, upgrading and extension of the existing national electricity grid infrastructure, including its operation outside the District. Future development of the transmission corridor must be managed to ensure it does not adversely affect the lines. This includes managing issues such as encroaching urban growth which can result in constraints on the function of the grid, adverse effects such as dust from earthworks and operations, maintenance of separation distances from existing lines, retaining the ability for future upgrades or extensions of infrastructure within the corridor.

Policy
13.4.4

Future urban growth and development should be located, designed and implemented in ways which enable an integrated multi modal transport network.

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.1, 13.3.2, 13.3.3.

The development of new urban areas provides an opportunity to establish an efficient and effective transport network which can, incorporate a multi modal transport network, in particular, public transport, walkways and cycleways. As the District continues to grow and traffic volumes increase, it is important to focus on reducing the need for vehicle trips and particularly the predominance of vehicles with only one occupant.

It is therefore necessary to ensure that the transport network enables ease of access within, for example, residential and business areas. It is also important that efficient and effective routes are provided between key trip generating areas. This requires a roading network with a high level of interconnections, which enables direct access between places, (eg.



avoids long cul-de-sacs). It must also be designed to carry the anticipated traffic volumes, and to limit and manage access to arterial routes. To assist in this an integrated transport assessment should be prepared before any land is rezoned from Future Urban to residential or business. The purpose of the assessment is to ensure that the area has an effective street layout and can be efficiently and effectively served by public transport, and other modes of transport. Appendix J in the RPS should be consulted for a guide to the contents of an assessment. The transport network for servicing anticipated development must also be able to accommodate the type of traffic, for example activities which rely on freight facilities should be located close to freight corridors and major freight routes to provide ease of access and avoid heavy traffic having to pass through other activity areas, particularly residential areas.

The Regional Policy Statement identifies High Density Centres and Intensive Corridors in the Region. Intensification of activity around High Density Centres and Intensive Corridors, helps facilitate public transport by improving accessibility to a larger number of patrons served by the public transport network. As residential and employment densities increase so the number of potential passengers increases. The closer people are to the network, the more they will be inclined to use it. Generally, a distance of 400m is the maximum desired walking distance to public transport.

Some activities have a significant influence on the number and pattern of vehicle trips within the District. The co-location of some high traffic generators and the creation of mixed use areas can lower the incidence of single purpose shopping trips, and reduce the necessity to travel from one retail outlet to another by motor vehicle to accomplish a relatively small number of tasks.

In accordance with the Regional Policy Statement, the Plan encourages commercial activities that are best suited to locate and develop in town centres, particularly High Density Centres, to do so. As there are currently no Intensive Corridors identified in Rodney, the Plan will need to be amended to enable those activities to occur in those locations in the future. The Plan enables commercial activities outside of town centre areas where they would not compromise the achievement of a compact sustainable urban form and sustainable urban land use intensification. It acknowledges that there is a range of business activities, including a limited range of retail (particularly large format retail) activities which, due to form, scale or customer base, are ill-suited to locating in town centres. These include activities that require extensive land, have noxious emissions, contribute to reverse sensitivity problems and create adverse effects on the environment. Such activities should be encouraged to locate in business areas that are zoned specifically for such activities so that adverse effects can be adequately avoided, remedied or mitigated.



Policy
13.4.5

Future urban growth and development should be designed and implemented in ways which enable a range of living choices.

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.2.

To sustainably manage urban growth, reduce urban sprawl and increase the vibrancy of our town centres it is important that a range of living choices are possible. The community is also increasingly seeking wider housing choices.

Policy
13.4.6

Additional land for urban development should only be rezoned to Future Urban, or from Future Urban to, for example residential or business, when the adverse effects of development can be avoided, remedied, or mitigated, including addressing:

- **catchment management issues,**
- **water supply,**
- **sewerage treatment and disposal**
- **transportation issues.**

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.3.

Before land identified for future urban development can be rezoned for business or residential activity it is necessary to ensure that the means of mitigating adverse effects have been addressed. This includes the preparation of a catchment management plan to ensure that the effects of stormwater on the receiving environment, during both the development phase and once the area is developed, are addressed. It is also essential that a sustainable wastewater disposal system is also able to be provided along with a safe and sustainable water supply. In relation to transport issues an integrated transport assessment should be prepared before any land is rezoned from Future Urban to residential or business. The purpose of the assessment is to ensure that the area has an effective street layout and can be efficiently and effectively served by public transport, and other modes of transport. Appendix J in the RPS should be consulted for a guide to the contents of an assessment. Because of the need to manage population growth effectively and to fund infrastructure this may mean that the release of land has to be staged to match the Council's ability to fund such infrastructure and maintain levels of service for



Policy
13.4.7

existing residents. To protect the land for future urban development and to manage the provision of infrastructure, development should not occur ahead of rezoning for urban activities. For this reason most urban residential and business activities are Non-complying Activities in the Future Urban Zone.

Urban development should not occur in Future Urban Zones prior to rezoning.

Explanation and Reasons

*This policy seeks to achieve Objective 13.3.6.
See the explanation and reasons for Policy 13.4.3.*

Policy
13.4.8
Future urban development

The sustainable development of land for urban purposes should not be adversely affected by the location of activities, and by subdivision of the land prior to urban development occurring.

Explanation and Reasons

This policy seeks to achieve Objective 13.3.6.

In areas where future development is likely to occur, the location of activities beforehand can adversely affect that future development. For example, the location of a building could prevent the construction of an important road connection, or the provision of a key link in the open space network. The creation of additional sites can also cause difficulties in establishing an integrated urban subdivision and a road network which provides connections within the area and to adjoining areas.

It is therefore appropriate to assess the use of such land, so that the adverse effects on future development can be avoided, remedied or mitigated.

Policy
13.4.9

Urban development should take account of the need to create a better business/resident balance and utilise public transport supportive urban design and land use planning, whilst maintaining a coherent urban form.

Explanation and Reasons

This policy seeks to achieve Objective 13.3.1 and 13.3.5.

Urban development and the structure planning process needs to take into account the need to create a better employment/resident balance and to utilise public transport supportive urban design and land use planning to



reduce the increasing demands for additional road infrastructure with its environmental, social and economic implications. It also needs to take into account the need for comprehensive transportation planning and the policies of the Auckland Regional Policy Statement and the Auckland Regional Land Transport Strategy.

Policy
13.4.10
Effects of Existing Activities

Urban development in close proximity to existing activities in future urban areas that have been lawfully established over time, should be located and designed to ensure that the amenity values of occupants of the new urban development are not adversely affected by the existing activities.

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.7.

On sites where development occurs adjacent to existing activities such as industries, farm produce processing facilities, transport corridors, utility sites or airfields, it is important to ensure that the existing activities are able to continue to operate in compliance with existing resource consents or use rights, without adverse effects and complaints. At the time of rezoning to residential activity for example, a flexible approach can be taken to consider a range of appropriate mitigation measures that could be put in place to protect new residents from the effects of the existing activities.

Policy
13.4.11

Policies from the following chapters are also relevant.

- Chapter 5 – Natural Hazards*
- Chapter 8 – Residential*
- Chapter 9 – Business*
- Chapter 10 – Open Space*
- Chapter 18 – Urban Land Modification and Vegetation Protection*
- Chapter 19 – Utilities*
- Chapter 20 – Hazardous Substances and Contaminated sites*
- Chapter 21 – Transportation and Access*
- Chapter 22 – Financial Contributions and Works*
- Chapter 23 – Subdivision and Servicing*



13.5

STRATEGY

The Future Urban Strategy sets out the overall approach to the sustainable management of natural and physical resources, while enabling existing activities to continue to operate, in compliance with existing resource consents or use rights, and enabling people to settle in new areas through the process of intensifying development.

The strategy also deals locally with the policies set out in the Regional Policy Statement relating to metropolitan urban and rural/coastal settlement growth issues. The Northern and Western Sectors Agreement also sets out in some detail how the District is to manage the growth anticipated in its District. The Sectors Agreement is an important mechanism for dealing with the management of growth between the other territorial partners who are signatories to the sector agreement.

The key regional approach is one of containing urban growth within the metropolitan urban limit and existing rural/coastal settlements. This is discussed in more detail in *Chapter 4 - Overview*.

The strategy adopted by this Plan is one recognising existing activities operating in compliance with existing resource consents or use rights, while enabling future urban development within the metropolitan urban limits and within the existing rural and coastal settlements, by ensuring that sufficient land is available on which sustainable growth can occur. The total area of land zoned Future Urban is 1,379 hectares. Of this approximately 55 hectares is likely to be zoned for business activity. This is combined with the Residential Zoned area of 3,385 hectares and the Business Zoned area of 367 hectares, throughout the District.

Within this regional framework, areas are identified at the local level where the effects of urban development on the environment have been broadly assessed. A general framework of development is then identified, which seeks to address the adverse effects on the environment that need to be avoided, remedied or mitigated, including those on adjoining existing communities. The strategy also ensures that, as individual areas or parcels of land are developed, they are integrated with the wider urban form.

The significant attributes of and constraints on future urban areas and existing adjoining settlements which are assessed, and the methods for managing the growth effects identified, typically include the following:

- (a) natural hazards;



- (b) significant natural resources, including water quality, natural habitats and cultural heritage values;
- (c) landscape character and landform;
- (d) open space areas and linkages;
- (e) roading and other transport networks, including railway and bus networks airfields and ferries;
- (f) utility services, including sewerage, stormwater, water supply; and
- (g) community facilities.
- (h) identified values of the coastal environment.

Integrated with these in developing the general framework, are elements such as community aspirations, public safety and security, accessibility, and living amenity values (for example, relating to noise, traffic and residential densities). This whole process involves considerable consultation with the stakeholders, particularly the land owners, and other agencies and members of the community.

In order to manage growth the District Plan identifies Future Urban Zones in which new development will ultimately occur. This includes land for residential, business, open space and other activities such as schools. The method is discussed in more detail in Section 13.6 Implementation. The future urban zones identified in the Proposed Plan are derived from the Council's structure plans and subsequent reviews in consultation with the community. The population growth capacities identified in the Regional Growth Strategy and the Northern and Western Sectors Agreement also came from the structure plans being based on the land identified as suitable for future growth. There is therefore a match between land identified for growth and growth projections. The Council believes it is in a position to meet the expected growth and has identified the land necessary to do so.

A further key element of the strategy is the staged approach to making land available for urban development. This approach recognises that it is not possible for all the infrastructure necessary to deal with the adverse effects of urban development, to be provided at one time for large future urban areas. In theory, with an approach of developers having to address the adverse effects of their development, and a financial contribution regime in place to meet the costs of the infrastructure necessary to deal with adverse effects, it should not be necessary to stage or manage the release of land for urban purposes. However, the practicality of the situation is that the cost and timing involved in providing major infrastructure, such as trunk sewers, is so great that it is unrealistic to expect all areas to be adequately serviced immediately.



With rapid population growth and development, there is the risk that the effects on the environment of development in one area cannot be dealt with, because scarce public resources for infrastructure have been committed to the “wrong place at the wrong time”. There is the chance that services provided in one area may lie idle for many years, while real and urgent demands for services to deal with effects on the environment in another area, cannot be met.

The community and the utility providers need to be assured with some certainty that the services to be provided will be used in an optimal way. The issue of certainty needs to be tempered with flexibility, so that the community can provide for its needs through the market.

A clear statement of staging is therefore desirable for infrastructure providers and the community. However, it needs to be recognised that it may be possible for developers to pursue out-of-sequence projects, provided that they are prepared to meet the costs of infrastructure in advance of any provision intended by the Council, and provided that other adverse effects on the environment can be avoided, remedied or mitigated.

Additional land for urban development should only be rezoned from Future Urban to, for example, residential or business, when the adverse effects of development can be avoided, remedied or mitigated, including addressing catchment management issues, water supply, sewerage treatment and disposal and transportation issues. The release of land has to be staged to match the Council’s ability to fund such infrastructure and maintain levels of service for existing residents. To protect the land for future urban development and to manage the provision of infrastructure, development should not occur ahead of rezoning for urban activities. For this reason most residential and business activities are non-complying activities in the Future Urban Zone.

Once these matters are satisfactorily addressed the transition from a Future Urban or Future Business Zone to a Residential or Business Zone can occur either through a Council initiated change to the Plan or in some instances, by way of private plan change.

The future expansion of the Orewa business area is also dealt with in this chapter for two reasons, firstly to protect the existing residents and secondly to ensure that activities occurring do not adversely affect the ability of the area to be used for business activity in the future.



13.6

13.6.1

13.6.1.1

IMPLEMENTATION

District Plan Regulatory Methods

Zones

The Future Development Zones identify the areas in the District in which different sets of rules apply, to address the issues identified and to achieve the objectives set out in section 13.3, and the policies set out in section 13.4 of this chapter.

Two zones apply. These are the:

- (a) Future Urban Zone;
- (b) Orewa Future Business Zone.

These are described in more detail in section 13.8.

The zones are considered the most appropriate way of implementing the policies, and managing the development and urbanisation of land in a sustainable manner.

The Future Urban Zone:

- (a) identifies areas where future urban development is able to occur, and provide some certainty of future use to the landowners and adjoining landowners;
- (b) provides an indication of the timing of release of the land for actual development, to assist in managing the effects of development, and to provide assistance to land owners and service providers; and
- (c) provides interim control of activities which can occur on the land prior to development, to ensure that they do not adversely affect future urban activities.
- (d) provides for existing activities and their continued use to operate in compliance with existing resource consents or use rights.

The Orewa Future Business Zone is, firstly to protect the existing residents and secondly to ensure that activities occurring do not adversely affect the ability of the area to be used for business activity in the future.



Additional land for urban development should only be rezoned from Future Urban when the adverse effects of development can be avoided, remedied, or mitigated, including addressing catchment management issues, water supply, sewerage treatment and disposal facilities and roading.

In relation to transport issues an integrated transport assessment should be prepared before any land is rezoned from Future Urban to residential or business. The purpose of the assessment is to ensure that the area has an effective street layout and can be efficiently and effectively served by public transport, and other modes of transport. Appendix J in the RPS should be consulted for a guide to the contents of an assessment.

The transition from a Future Urban or Future Business Zone to a Residential or Business Zone, will occur either through a Council initiated change to the Plan, or in some instances, by way of a privately initiated plan change.

13.6.1.2

Effects Based Activity Types

Permitted Activities within the zones are those which, provided they comply with specified development controls and performance standards, are considered unlikely to generate adverse effects on the environment.

Restricted Discretionary Activities are those which may be appropriate in the zones, but comprise elements which may generate adverse effects, or compromise the future development of the land. It is to these elements that the Council will restrict the exercise of its discretion, and may impose conditions concerning them. This will enable their effects to be assessed and appropriate controls to be put in place.

Discretionary Activities are those which may be appropriate in a zone but have the potential to have adverse effects on the environment.

Any activity which is not a Permitted, Restricted Discretionary or Discretionary Activity is a Non-complying Activity. These are activities which are specifically considered inappropriate in a zone because of their adverse effects. However, a resource consent can be sought for such activities and they will be assessed against the objectives and policies in the Plan and the relevant matters set out in the Act.

13.6.1.3

Development Controls and Performance Standards

These are the rules which apply to the development of buildings and structures and the activities within the zones. They are intended to ensure that activities achieve the environmental standards desired in each



zone and between activity zones, particularly Residential Zones.

Development controls include height, height in relation to boundary limits and yard requirements, to ensure that the scale and location of buildings does not generate adverse effects on the amenity values of adjoining sites and to ensure that activities are not adversely affected by existing activities on adjoining sites.

Performance standards, for example noise rules, aim to ensure that the activities which occur do not create adverse effects on the environment. These are set out in *Chapter 16 – General Rules*.

13.6.1.4

Structure Plans

Structure Plans are used as regulatory methods to manage the development of "greenfield" areas and areas with residential or business zoning which are as yet undeveloped. Such plans can establish a broad spatial development pattern of land use and a transport and services network, which will ensure that the adverse effects of development are addressed in advance of development occurring.

Structure Plans are included in the District Plan to give them statutory effect.

Other Structure Plans may also be included in the District Plan when they are completed by way of variation or plan change.

The Structure Plan Areas included in this Plan are generally parts of the non-statutory Structure Plans prepared by the Council. These are prepared for all land identified for future urban development, and for most of the District's urban settlements, with an emphasis on those with a likelihood of strong urban growth in the future. This will occur with extensive consultation with landowners, the public, service delivery agencies and companies, and other statutory bodies. The Structure Plans include a detailed examination of the opportunities and constraints relating to land and address the matters outlined in section 13.5 – Strategy.

The Structure Plans will remain in the District Plan until the bulk of the Structure Plan Area has been urbanised. The detailed land use proposals in the Structure Plans will be given effect in the specific provisions applied to the land when the zoning is changed, for example, a residential, business or open space zoning.

13.6.1.5

Indicative Roads

Another method to protect the alignment of future roads which may



13.6.1.6

have been identified in a Structure Plan, is to show indicative roads on the Planning Maps and include rules relating to the location of the roads and the location of buildings on or near them, to ensure that the future road alignment is not adversely affected. The rules relating to subdivision and indicative roads are in *Chapter 23 - Subdivision and Servicing* and those relating to indicative roads and buildings are in *Chapter 16 - General Rules*.

Designations

Designation of land is also a method of protecting the future use of the land for a public work, especially new roads. It is also a method of providing prospective land purchasers advance notice of the future use of particular land by network utility operators. Significant new roads are designated to ensure that the land use activities do not prevent the construction of a road at a future date. The designation process enables the effects of the proposed road on the environment to be assessed and any adverse effects to be dealt with. Designation is used, rather than showing an indicative road, where certainty is required to secure a particular outcome.

13.6.1.7

Financial Contributions

Financial contributions, dealt with in detail in *Chapter 22 - Financial Contributions and Works*, are an important method for ensuring that some of the environmental effects of urban development are able to be dealt with, by obtaining money and works from developers as development occurs.

13.6.1.8

Other Regulatory Methods

The Council will continue to use bylaws to control the management of a range of adverse effects of activities in the Future Development Zones.

13.6.2

Other Methods

13.6.2.1

Structure Planning

Structure Plans are also used as a non-regulatory method to guide the development of established urban settlements and address situations where roading, open space or other infrastructure may be deficient.

These Structure Plans involve a wide consultation process. As a consequence they can identify the significant environmental and community concerns, and give early notice of works and services that may be



needed (often ‘retro-fitted’), allowing both private and public investment decisions to be made, for example, the acquisition of property for roads.

13.6.2.2

Education

This includes the publication of "state of the environment" reports, information pamphlets and design guidelines, and holding public meetings and urban design workshops. Essentially, it involves persuading developers and other resource users to act in a manner which is environmentally responsible and which achieves the resource management objectives and policies set out in the Plan. An example is the "Centre Plans" approach which Rodney District Council has adopted for many of its business areas.

13.6.2.3

Provision of Works and Services and Land Acquisition

The Council may carry out works and services or acquire land to achieve its resource management objectives. For example, the Council may implement capital works programs for infrastructure such as sewerage and water supply systems, and land acquisition for reserves. These need to be signalled in the Council's Annual Plan, with significant long term expenditure being dealt with in Asset Management Plans. These processes are extremely important in terms of staging the provision of such services. The annual and strategic planning processes are open to public debate and are subject to a political process, rather than the legal process involved in the preparation of a District Plan.

13.6.2.4

Sectors Agreement

As outlined in Section 4.3 the Council has signed the Northern and Western Sectors Agreement which is designed to align the actions of the partners to the outcomes sought in the Regional Growth Strategy. It commits the partners to the development of sector-based agreements to assess how local growth issues are to be addressed and how development in each of the sectors is aligned with the Regional Growth Strategy. 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 Regional Growth Strategy are met. Sector Agreements also ensure policy co-ordination across the region. Rodney District is part of the Northern and Western Sectors Agreement which includes North Shore City, Waitakere City and the Auckland Regional Council.



13.7

ANTICIPATED ENVIRONMENTAL RESULTS

The anticipated environmental results from the implementation of the above objectives, policies and methods are:

- (a) Minimising adverse effects on the natural environment of urban growth.
- (b) A stock of land for future urban development which is not adversely affected by other activities prior to development for that purpose.
- (c) Urban areas with amenity values appropriate to their function. In particular, urban areas which are visually pleasant, provide easy movement, including pedestrian movement, cycling and passenger transport movement, and areas of open space.
- (d) Urban areas that are safe and accessible.
- (e) The continued operation of existing activities in compliance with existing resource consents or use rights.



13.8

DESCRIPTION OF ZONES

This section contains objectives and policies for specific zones which are additional to those in section 13.3 and 13.4. It also provides a zone description.

13.8.1

Future Urban Zone

13.8.1.1

Future Urban Zone Objectives

Objective

13.8.1.1.1

To ensure that the future development of land in the Future Urban Zone is not adversely affected by activities occurring prior to such development.

Objective

13.8.1.1.2

To enable the continued operation of existing activities in compliance with existing resource consents or use rights.

Objective

13.8.1.1.3

See also the Objectives in section 13.3.

13.8.1.2

Future Urban Zone Policies

Policy

13.8.1.2.1

Buildings, activities and subdivision in the Future Urban Zone should not adversely affect:

- (a) the future urban development of the land;
- (b) the transport network, existing or indicative roads and their connections, or future connections; including links with higher level roads in the hierarchy, the alignment of roads on neighbouring sites and the alignment of intersections;
- (c) indicative open space networks, including their continuity and connections with other parts of the open space network;
- (d) existing or future utility services.
- (e) the continued operation of existing activities in compliance with existing resource consents or use rights.
- (f) the downstream catchment and receiving environment by foreclosing future opportunities to manage stormwater in the most sustainable manner.

Explanation and Reasons



Buildings, activities and the subdivision of land have the potential to generate adverse effects on the environment if they are not carried out in an integrated way, particularly with regard to activities on adjoining land, and can adversely affect the further development of the land for urban purposes.

For example, subdivision could result in a transport network which may not provide the necessary connections with other parts of the transport network, and other neighbourhoods and community focal points, such as business areas. Similarly, with the open space network it is necessary to ensure that connections between areas of open space are provided and maintained.

By controlling building development and subdivision such adverse effects can be avoided.

It is likely that much of the land with this zoning will be used for rural purposes for some time. It is therefore appropriate that a range of rural activities be allowed. However, the future urban function of such land is recognised with the provision for a limited number of 'urban' activities that will not adversely affect the transition of the land to full urban development at a later time.

Policy

13.8.1.2.2

See also the Policies in section 13.4.

13.8.1.3

Future Urban Zone Description

Land with a future urban zoning has been identified from the metropolitan and urban growth policies formulated at a regional level and through the process of preparing Structure Plans (discussed in more detail in section 13.6.1.4). The land has been identified as generally suitable and likely to be used for urban development, including residential, and in some instances business activity. However, the adverse effects on the environment of developing the land may not as yet be fully determined, or be able to be dealt with because it is not appropriately served by roads, sewerage, stormwater or other utility services. In some instances servicing is unlikely to occur for 10 or even 20 years. This is because most services have relatively long construction lead times, and also because it is generally more effective and efficient to service land immediately adjacent to areas already serviced.

[Amendment 137]

This Zone applies to land at various locations throughout the District which is primarily to be used for residential purposes. The main areas include Silverdale South, western and southern Warkworth, Algies Bay,



Parakai, Helensville South, Riverhead, and northern Wellsford. The total area of land zoned Future Urban is 1379 hectares. Of this approximately 55 hectares is likely to be zoned for business activity. The rules relating to the Zone aim to ensure that future coordinated development is not jeopardised by the introduction of incompatible uses, or by undue fragmentation of existing land holdings. The range of activities and subdivision is accordingly restricted.

[Amendment 127]

The erection of buildings for any activity is restricted in areas within a Future Urban Zone, within a Structure Plan Area, and where a subdivision has not been approved. This is to ensure that buildings do not adversely affect the future development of the land, particularly the future roading network. Where a subdivision has been approved, the rules in *Chapter 23 – Subdivision and Servicing*, require that such matters be assessed.

Limited subdivision in advance of full urban zoning is able to occur, with a minimum site size of 4 hectares. An application is assessed in terms of the effects that the subdivision may have on future urban development.

Full urban zoning, eg. Residential or Business Zones, can be expected to be applied to land with a Future Urban Zoning:

- (a) once a Structure Plan has been completed and the appropriate methods for avoiding the potential adverse environmental effects are identified; and
- (b) utility services can be provided to the land.

A change of zoning would be incorporated into the District Plan by way of variation or plan change.

Rule 13.8.1.4

Rule 13.8.1.4.1
Activities

Rule 13.8.1.4.1.1

Activity Rules

Activities in the Future Urban Zone

Activities in the Future Urban Zone shall comply with the following:

- (a) All Permitted Activities in the Activity Table in Rule 13.8.1.4.1.2 shall comply with Rule 13.8.1.5 Development Controls and Performance Standards, and any other relevant Rule in the District Plan.



- (b) All Restricted Discretionary Activities in the Activity Table in Rule 13.8.1.4.1.2 shall comply with Rule 13.8.1.5 Development Controls and Performance Standards, **except** where the activity is Restricted Discretionary because of non-compliance with the Development Controls and Performance Standards in Rule 13.8.1.5, and any other relevant Rule in the District Plan.
- (c) All Restricted Discretionary Activities in the Activity Table in Rule 13.8.1.4.1.2 shall be assessed against those matters over which discretion is retained, set out in Rule 13.8.1.7.
- (d) All Discretionary Activities will be assessed against the criteria set out in 13.8.1.8 Discretionary Activities: Assessment Criteria, and any other relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act.

Rule 13.8.1.4.1.2
Activity Table

Activity Table

In the following table:

- P = Permitted Activity**
- RD = Restricted Discretionary Activity**
- D = Discretionary Activity**
- NC = Non-complying Activity**

Note: Words in Capitals are defined in *Chapter 3 – Definitions*.



ACTIVITY	Future Urban Zone
Any Permitted or Restricted Discretionary Activity in this Table that does not comply with the Development Controls in Rules 13.8.1.5.1, 13.8.1.5.2 and 13.8.1.5.3	RD
Any activity not listed in this Activity Table	NC
The ERECTION, addition to or alteration of BUILDINGS AND ACCESSORY BUILDINGS for any Permitted Activity in this Table, except within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A	P
The ERECTION, addition to or alteration of BUILDINGS AND ACCESSORY BUILDINGS for any Permitted Activity in this Table within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A, on land where a SUBDIVISION resource consent has been granted under Rule 13.8.1.9.1	P
The ERECTION, addition to or alteration of BUILDINGS AND ACCESSORY BUILDINGS for any Permitted, Controlled or Restricted Discretionary Activity in this Table within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A, on land where a SUBDIVISION resource consent has not been granted under Rule 13.8.1.9.1	RD
The DEMOLITION and removal of BUILDINGS except those protected by any Rule in this Plan	P
CHILD CARE FACILITIES for not more than 10 children at any one time	P
FARMING	P
FARMSTAY OR HOMESTAY ACCOMMODATION for not more than 10 guests accommodated within an existing HOUSEHOLD UNIT	P
Grazing of Animals	P
HOME OCCUPATIONS	P
HOMES FOR THE AGED and DAYCARE FACILITIES FOR THE ELDERLY accommodating not more than 15 persons inclusive of owner, family and staff	P
HOUSEHOLD UNITS, one per SITE	P



ACTIVITY	Future Urban Zone
OUTDOOR RECREATION utilising resources in their natural state	P
Sale of produce grown on the SITE provided that there is no vehicle entry or exit to the SALES AREA from any STATE HIGHWAY, East Coast Road or the Coatesville- Riverhead Highway	P
Sale of produce grown on the SITE not provided as a Permitted Activity	D
District Wide Activities	Refer to <i>Chapter 16 - General Rules</i>
EARTHWORKS and Vegetation and WETLAND MODIFICATION Activities	Refer to <i>Chapter 18- Urban Land Modification and Vegetation Protection</i>
Transport Activities	Refer to <i>Chapter 21 - Transportation and Access</i>
Use and storage of HAZARDOUS SUBSTANCES	Refer to <i>Chapter 20 - Hazardous Substances and Contaminated Sites</i>
UTILITIES	Refer to <i>Chapter 19 - Utilities</i>

Rule 13.8.1.5

Rule 13.8.1.5.1
Height

Rule 13.8.1.5.2
Height in Relation to Boundary

Development Controls and Performance Standards

Height

The maximum height of any building shall be 9.0 metres.

Height in Relation to Boundary

No part of any building shall exceed a height equal to 3 metres plus the shortest horizontal distance between that part of the building and any site boundary.

Explanation and Reasons



This explanation and reasons relate to Rules 13.8.1.5.1 and 13.8.5.1.2.

The height of buildings can adversely affect the amenity values of adjoining sites. The maximum height has been set at the same level as that for the Residential Zones in the Plan, accepting that ultimately much of this land will have a residential zoning. The height in relation to boundary rule complements the maximum height rule and helps to maintain the admission of sunlight to adjoining sites.

Rule 13.8.1.5.3

Yards

Rule 13.8.1.5.3.1

Standards

Rule 13.8.1.5.3.2

Use of Yards

Yards

Standards

The following minimum yards shall apply:

- (a) Front yard 3m
- (b) Side and rear yards 10m
- (c) Shoreline yard 26m
- (d) Special 5 Yard — Any land adjoining the Special 5 (Particle Board) Zone shall have a yard of 30 metres on the boundary adjoining that zone.

Use of Yards

Yards shall be unoccupied and unobstructed by any buildings, parts of buildings, decks, terraces, and steps, **except** that:

- (a) Eaves may overhang any yard by not more than 0.3 metres;
- (b) Boats may be sited within the shoreline yard;
- (c) Decks, unroofed terraces, landings, steps, or ramps, with a maximum height of 0.3 metres may be sited within any yard, **except** the shoreline yard, **provided that** they do not prevent vehicular access to a required parking space;
- (d) Fascia, gutters, downpipes, and eaves; masonry chimney backs, flues, pipes, domestic fuel tanks, cooling or heating appliances or other services; light fittings, electricity or gas meters, aerials or antennae, pergolas or sunblinds, provided that they do not encroach into the yard by more than 0.3 metres, may be sited



within any yard.

Explanation and Reasons

This explanation and reasons relate to Rules 13.8.1.5.3.1 and 13.8.1.5.3.2.

Yards help to maintain amenity values of adjoining sites by allowing for open space between buildings for site access, building maintenance, privacy, noise reduction and the like.

Shoreline yards have the function of protecting the amenity values and natural character of the coastline or shoreline/riverbank, and acting as a precaution against the effects of erosion and inundation by the sea/river. They also ensure that future reserve areas are not adversely affected by the siting of buildings on them.

Rule 13.8.1.5.4
Rules in Other Chapters of the Plan

Rules in Other Chapters of the Plan

Relevant rules in other chapters of the Plan shall also be complied with.

Chapter 16 - General Rules, - Rule 16.9.2.1 and Rule 16.16.2.2 shall apply as if the Future Urban Zone is a Rural Zone.

- Chapter 17 - Cultural Heritage*
- Chapter 18 - Urban Land Modification and Vegetation Protection*
- Chapter 19 - Utilities*
- Chapter 20 - Hazardous Substances and Contaminated sites*
- Chapter 21 - Transportation and Access*
- Chapter 22 - Financial Contributions and Works*
- Chapter 23 - Subdivision and Servicing*

Rule 13.8.1.6

Controlled Activities: Matters For Control And Assessment Criteria

There are no Controlled Activities in this chapter.

Rule 13.8.1.7

Restricted Discretionary Activities: Matters For Discretion And Assessment Criteria

In accordance with sections 76(3B) and 105(3A) the Council will restrict its discretion to the matters listed against each specified activity when considering resource consent applications for Restricted Discretionary Activities.



Rule 13.8.1.7.1
Activities Not Complying With Specified Development Controls

Any Permitted, Controlled or Restricted Discretionary Activity that Does Not Comply with the Development Controls in Rules 13.8.1.5.1 Height; 13.8.1.5.2 Height in Relation to Boundary; 13.8.1.5.3 Yards

Rule 13.8.1.7.1.1
Matters for Discretion

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Scale and siting of buildings.

Rule 13.8.1.7.1.2
Assessment Criteria

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

Visual character

- (a) Whether the proposed height and location of buildings will adversely affect the visual character of adjoining sites.

Amenity values

- (b) Whether the proposed height and scale of the building will adversely affect amenity values of neighbouring sites by reducing privacy, reducing direct sunlight admission and causing overbearing by buildings on adjacent sites.

Future urban development

- (c) Whether, in the case of reduced yard requirements, the proposal will adversely affect future urban development.

Screening and protection

- (d) Whether in the case of reduced yard requirements, the proposal will be sufficiently screened and protected to avoid adverse effects on the proposal from adjacent existing lawfully established activities by features such as screening, fencing or earthworks.

Reserves

- (e) Whether, in the case of a shoreline yard, the future ability to acquire an esplanade reserve or strip is adversely affected by the location of buildings.

Coastal environment

- (f) Whether in the case of a shoreline yard, the ecological values of the coastal environment, or river or lake will be adversely affected, including coastal landforms, water quality, natural coastal processes and habitats, and natural character.

Explanation and Reasons

Increasing the height of buildings beyond the allowed level could have an



adverse effect on the admission of direct sunlight and daylight to adjoining sites. It could also adversely affect the amenity values of the area and visual character of adjacent sites. Conditions on the design of the building could avoid, remedy or mitigate such adverse effects.

Reducing the width of a yard from that required could have an adverse effect on the amenity values of adjoining sites through buildings having a dominating effect and reducing the admission of direct sunlight and daylight to adjoining sites. Reducing the width of a yard from that required could also have an adverse effect on the operation of existing activities on adjoining sites.

The coastal environment is a particularly sensitive environment and the effects of allowing activities to occur closer to coastal waters needs to be carefully assessed.

**Rule 13.8.1.7.2
Buildings within a Structure
Plan Area**

The Erection, Addition to or Alteration of Buildings and Accessory Buildings for any Permitted, Controlled or Restricted Discretionary Activity in Activity Table 13.8.1.4.1.2 within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A, and on Land where a Subdivision Resource Consent Has Not Been Granted Under Rule 13.8.1.9.1

**Rule 13.8.1.7.2.1
Matters for Discretion**

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location of buildings.

**Rule 13.8.1.7.2.2
Assessment Criteria**

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

- (a) See the Assessment Criteria in 13.9.5.1.

Effects on future development

Explanation and Reasons

Assessing buildings will ensure that they do not adversely affect the further development of the land for urban purposes. For example, it will ensure that they are not located on a future road alignment, which could result in a transport network which may not provide the necessary connections with other parts of the transport network, other neighbourhoods and community focal points, such as business areas.



The assessment is limited to buildings occurring where a subdivision has not been approved because in circumstances where a subdivision has been approved, the matters referred to above will have already been assessed.

13.8.1.8

Discretionary Activities: Assessment Criteria

13.8.1.8.1

General Assessment Criteria

General Assessment Criteria

Without limiting the exercise of its discretion, for all Discretionary Activity resource consent applications in the Future Urban Zone, the Council will have regard to the following Assessment Criteria, any relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act:

Future urban subdivision and development

(a) Whether the activity will adversely affect the further development of the land for urban purposes, including the ability to provide comprehensive utility services, including sewerage, water and stormwater systems, transport, pedestrian and open space networks.

Natural character of the coast and water margins

(b) Whether the activity will have an adverse effect on the natural character of the coastal environment and on public access to the coast and on the natural character of the margins of lakes, rivers and streams.

Amenity values

(c) Whether the activity will have an adverse effect on the amenity values (including visual and aural privacy) of neighbouring properties.

Water quality

(d) Whether the activity will have an adverse effect on water quality.

Trees or bush

(e) Whether the activity will adversely affect the natural quality of any area of native trees or bush.

Natural features

(f) Whether the activity will have an adverse effect on significant natural features and landscapes and on significant habitats of indigenous fauna.

Cultural heritage

(g) Whether the activity will have an adverse effect on any cultural heritage resources on the site or on neighbouring sites.

Transport

(h) Whether the activity will have an adverse effect on the safe and efficient operation of transport network.

Infrastructure/Utilities

(i) Whether the proposal includes the provision of all utility services



Maori

and
infrastructure necessary to manage the environmental effects.

(j) Whether the activity will adversely affect the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga.

Odour

(k) Whether the activity will generate objectionable odours which cannot be contained within the site.

Rule 13.8.1.9

Subdivision

Rule 13.8.1.9.1

Activities

Activities

(a) The subdivision of land complying with the development controls in Rule 13.8.1.9.2 is a Restricted Discretionary Activity.

(b) Restricted Discretionary Activity subdivisions will be assessed against those matters over which discretion is retained, set out in Rule 13.8.1.9.4 and those relevant matters set out in *Chapter 23 – Subdivision and Servicing*.

(c) Any subdivision not complying with the Development Controls in Rule 13.8.1.9.2 shall be a Non-Complying Activity with respect to those Rules.

Rule 13.8.1.9.2

Development Controls

Development Controls

Rule 13.8.1.9.2.1

Site Area

Site Area

Minimum site area 4 ha.

Explanation and Reasons

The subdivision of land prior to urban development has the potential to adversely affect the further development of the land for urban purposes. This can occur by creating a fragmented ownership pattern which can make comprehensive urban development more difficult than if the land is retained in larger titles. A minimum site area of 4 hectares is considered large enough to enable future urban development not to be adversely affected.

Rule 13.8.1.9.2.2

Fetcher Building Products Ltd

Fletcher Building Products Ltd Covenant



Covenant

Where:

- (i) subdivision consent is sought for land shown in Appendix 13C; and
- (ii) the land is not to be used for industrial purposes;

the subdivider/owner shall enter into a no complaint covenant that shall:

- (a) acknowledge the existence of the Fletcher Building Products Ltd plant on Lot 1 DP 79682;
- (b) forego any right to complain of the plant's lawfully conducted activities; and
- (c) be registered against the title and run with the land.

Rule 13.8.1.9.3

Rules in Other Chapters of the Plan

Rules in Other Chapters of the Plan

Rules in *Chapter 23 - Subdivision and Servicing*, shall also be complied with.

Rule 13.8.1.9.4

Restricted Discretionary Activities

Restricted Discretionary Activities: Matters for Discretion and Assessment Criteria

In accordance with sections 76 (3B) and 105 (3A) of the Act, the Council will restrict its discretion to the matters listed, in addition to the matters set out in *Chapter 23 - Subdivision and Servicing*, when considering resource consent applications for the subdivision of land.

Rule 13.8.1.9.4.1

Matters for Discretion

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Site arrangement and layout.
- (b) Site access and road layout.

13.8.1.9.4.2

Assessment Criteria

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

- (a) Whether the subdivision will adversely affect the further development of any part of the land, or any other land within the locality, for future urban development.

Adversely affect future development



Structure plan area

- (b) Where the subdivision is located within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A, see the Assessment Criteria in 13.9.5.2.2.

Explanation and Reasons

Subdivision is limited in the Future Urban Zone so as not to adversely affect the further development of any part of the land or any other land within the locality, for a future urban activity.

For example, subdivision could result in a transport network which may not provide the necessary connections with other parts of the transport network, other neighbourhoods and community focal points, such as business areas. Similarly with the open space network, it is necessary to ensure that connections between areas of open space are provided and maintained.



13.8.2

Orewa Future Business Zone

13.8.2.1

Orewa Future Business Zone Objectives

Objective

13.8.2.1.1

To protect the land for future development for business activity.

Objective

13.8.2.1.2

To enable the continued use of the land for residential activities until such time as it is required for business activity.

Objective

13.8.2.1.3

To enable opportunities for the development of the land for business activity prior to its rezoning, in a way which does not have an adverse effect on the existing residents.

13.8.2.2

Orewa Future Business Zone Policies

Policy

13.8.2.2.1

Buildings should be designed and sited in a way which does not adversely affect the ability of the land to be used for business activity in the future.

Policy

13.8.2.2.2

Business activity should be able to locate in the Zone provided that it is sited and operated in a way which does not have an adverse effect on the existing residents.

[Amendment 141]

Policy

13.8.2.2.3

New intensive residential development should be able to occur as if the zone was a High Intensity Residential Zone provided that it does not adversely affect the land or buildings from being used for business activity in the future.

Policy

13.8.2.2.4

See also Policy 9.8.1.2.2 in *Chapter 9 – Business*.

Explanation and Reasons

These policies seek to achieve Objectives 13.8.2.1.1 to 13.8.2.1.3.

These policies are to enable the continued use of the area for residential activity. The land is currently used largely for residential purposes with a number of good quality, in many cases brick and tile, houses and town houses which have considerable life remaining.

Because of the uncertainty over the timing of any future demand for business activity, it is appropriate that residential redevelopment is able to occur, although this would seem unlikely for some time due to the good condition of most of the existing housing stock. In this regard such development is to be treated as if the Zone were a High Intensity



Residential Zone.

However, the area adjoins the Orewa Town Centre and there is the prospect that it could be required for business activity. There may be instances where proposals for commercial activities arise for land or buildings within the Zone before it is rezoned, so it is appropriate that these opportunities can be considered, provided that the adverse effects on the existing residents are addressed.

As the area is also within the Orewa Town Centre Policy Area, (see Chapter 9 – Business) it is appropriate that new residential development is able to occur to take advantage of the increased building height and bulk which is allowed in the policy area. However, in the case of this Zone such development is a Discretionary Activity to enable greater scrutiny in terms of the effects on the existing residents.

13.8.2.3

Orewa Future Business Zone Description

The Orewa Future Business Zone applies to land adjoining Centreway Road from Moenui Avenue north to between Moana Avenue and Florence Avenue. It is bounded to the east and north by the Orewa Retail Service Zone, and may be required for business purposes in the future.

New residential development is a Restricted Discretionary Activity to enable the future business potential of the land to be considered.

Business activities which are Permitted Activities in the Retail Service Zone (See *Chapter 9 – Business*) are allowed as Discretionary Activities to enable the effects on the existing residents to be assessed.

The Zone is within the "Orewa Town Centre Policy Area" which is shown on the Planning Maps and dealt with in detail in *Chapter 9 – Business*. This policy area essentially enables the development of buildings to a maximum height of 30 metres subject to rules to address the adverse effects of the building. Intensive residential, or residential and business, development is therefore able to occur in the Zone as a Discretionary Activity, subject to those rules.

The area will be changed to a Retail Service Zone by way of a variation or plan change when it is clear that there is a demand for the Retail Service Zone to be expanded to accommodate growth in retail and commercial services.

Rule 13.8.2.4

Activity Rules

Rule 13.8.2.4.1



Activities in the Orewa future Business Zone

Rule 13.8.2.4.1.1

Activities in the Orewa Future Business Zone

Activities in the Orewa Future Business Zone shall comply with the following:

- (a) All Permitted Activities in the Activity Table in Rule 13.8.2.4.2 shall comply with Rule 13.8.2.5 Development Controls and Performance Standards, and any other relevant Rule in the District Plan.
- (b) All Restricted Discretionary Activities in the Activity Table in Rule 13.8.2.4.2 shall comply with Rule 13.8.2.5 Development Controls and Performance Standards, **except** where the activity is Restricted Discretionary because of non-compliance with the Development Controls and Performance Standards in Rule 13.8.2.5, and any other relevant Rule in the District Plan.
- (c) All Restricted Discretionary Activities in the Activity Table in Rule 13.8.2.4.2 shall be assessed against those matters over which discretion is retained, set out in Rule 13.8.2.7.
- (d) All Discretionary Activities in the Activity Table in Rule 13.8.2.4.2 will be assessed against the criteria set out in 13.8.2.8 Discretionary Activities: Assessment Criteria, and any other relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act.

Rule 13.8.2.4.2
Activity Table

Activity Table

In the following table:

- P = Permitted Activity**
- RD = Restricted Discretionary Activity**
- D = Discretionary Activity**
- NC = Non-complying Activity**

Note: Words in Capitals are defined in *Chapter 3 - Definitions*.

ACTIVITY	Orewa Future Business Zone
Any activity not listed in this Activity Table	NC



Any Permitted or Restricted Discretionary Activity in this Table that does not comply with the Development Controls in Rule 13.8.2.5.2	RD
The addition to or alteration of HOUSEHOLD UNITS existing at 28 November 2000	P
The ERECTION, addition to or alteration of BUILDINGS AND ACCESSORY BUILDINGS for any Permitted Activity in this Table [Amendment 141]	RD
The ERECTION, addition to or alteration of BUILDINGS AND ACCESSORY BUILDINGS for Discretionary Activities in this Table ² [Amendment 141]	D
The ERECTION, addition to or alteration of BUILDINGS exceeding a height of 10.5 metres in the Orewa Town Centre Policy Area shown on the Planning Maps	D
The demolition and removal of BUILDINGS except those protected by any Rule in this Plan	P



ACTIVITY	Orewa Future Business Zone
Activities that are Permitted, Restricted Discretionary or Discretionary in the Retail Service Zone in <i>Chapter 9 - Business</i> except as otherwise allowed in this Activity Table ¹	D
[Amendment 141]	
CHILD CARE FACILITIES for not more than 10 children at any one time	P
HOME OCCUPATIONS	P
SINGLE HOUSEHOLD UNIT	P
MULTIPLE HOUSEHOLD UNITS not exceeding 3 units per site at a standard of at least 275m ² per household unit on sites that have a frontage (which for this purpose excludes frontage available by way of entrance strip, right of way or jointly owned access lot) of not less than 15 metres. ³	RD
MULTIPLE HOUSEHOLD UNITS exceeding 3 units per site. ³	D
[Amendment 141]	
District Wide Activities	Refer to <i>Chapter 16 - General Rules</i>
Earthworks and vegetation and Wetland Modification Activities	Refer to <i>Chapter 18- Urban Land Modification and Vegetation Protection</i>
Transport Activities	Refer to <i>Chapter 21 - Transportation and Access</i>
Use and storage of HAZARDOUS SUBSTANCES	Refer to <i>Chapter 20 - Hazardous Substances and Contaminated Sites</i>
UTILITIES	Refer to <i>Chapter 19 - Utilities</i>

Activities with black shading are subject to Rule 22.18.3 in *Chapter 22 - Financial Contribution and Works*.



Rule 13.8.2.5

Rule 13.8.2.5.1

Building Height

Rule 13.8.2.5.2

All Other Development Controls

Rule 13.8.2.5.3

Additional Development Controls

Rule 13.8.2.5.3.1

Buildings Exceeding 10.5 metres

[Amendment 141]

Rule 13.8.2.5.3.2

Household Units Associated With Buildings Exceeding 10.5 metres

[Amendment 141]

Development Controls And Performance Standards

Building Height

The maximum height of any building shall be 10.5 metres.

All Other Development Controls

All other Development Controls in Rule 8.10, Development Controls and Performance Standards, *Chapter 8 - Residential*, relating to the High Intensity Residential Zone, shall apply to this Zone, **except** where the development proposal is for a Building Exceeding 10.5 metres in the Orewa Town Centre Policy Area, in which case Rule 13.8.2.5.3.1 shall apply.

Additional Development Controls

Buildings Exceeding 10.5 metres in the Orewa Town Centre Policy Area

See Rule 9.10.6.4, *Chapter 9 - Business*.

Household Units Associated With Buildings Exceeding 10.5 metres in the Orewa Town Centre Policy Area – Private Open Space

See Rule 9.10.7.2.3, *Chapter 9 - Business*.

Explanation and Reasons

This explanation and reasons relate to Rules 13.8.2.5.3.1 to 13.8.2.5.3.2.

As the area is currently used for residential purposes it is necessary to offer the existing residents some protection from more intensive residential development. At the same time the area is adjacent to the existing Orewa Town Centre and has been identified as a possible future business area and is within the Orewa Town Centre Policy Area which contemplates more intensive development in terms of building height and intensity.

Accordingly referral to the residential rules aim to protect the residents. A maximum building height of 10.5 metres is applied as this reflects the



maximum height of base buildings in the Retail Service Zone. Reference to the rules relating to the Orewa Town Centre Policy Area is to ensure that intensive development takes account of the rules developed for that area which seek to mitigate the adverse effects of intensive development including tall buildings.

Rule 13.8.2.5.4

Rules in Other Chapters of the Plan

Rules in Other Chapters of the Plan

Relevant rules in other chapters of the Plan shall also be complied with.

Chapter 5 - Natural Hazards

Chapter 16 - General Rules - Rule 16.9.2.1 shall apply as if the Orewa Future Business Zone was a Residential Zone.

Chapter 17 - Cultural Heritage

Chapter 18 - Urban Land Modification and Vegetation Protection

Chapter 19 - Utilities

Chapter 20 - Hazardous Substances and Contaminated Sites

Chapter 21 - Transportation and Access

Chapter 22 - Financial Contributions and Works

Chapter 23 - Subdivision and Servicing

Rule 13.8.2.6

Controlled Activities: Matters For Control And Assessment Criteria

There are no Controlled Activities in this chapter.

Rule 13.8.2.7

Restricted Discretionary Activities: Matters For Discretion And Assessment Criteria

In accordance with sections 76 (3B) and 105 (3A) of the Act, the Council will restrict its discretion to the matters listed against each specified activity when considering resource consent applications for Restricted Discretionary Activities.

Rule 13.8.2.7.1

Activities Not Complying with Specified Development Controls

Any Permitted or Restricted Discretionary Activity in this Table that Does not Comply with the Development Controls in Rule 13.8.2.5.

Rule 13.8.2.7.1.1

Matters for Discretion and Assessment Criteria

Matters for Discretion and Assessment Criteria

Refer to the Circumstances, Matters for Discretion and Assessment



Criteria in Rule 8.12.1 *Chapter 8 – Residential.*

Rule 13.8.2.7.2
Buildings for Permitted Activities

The Erection, Addition to or Alteration of Building and Accessory Buildings for Permitted Activities

Rule 13.8.2.7.2.1
Matters for Discretion

Matters for Discretion

- (a) Siting, scale and design of buildings.

13.8.2.7.2.2
Assessment Criteria

Assessment Criteria

When assessing an application the Council will have regard to the following criteria:

- (a) Whether the siting of the building will adversely affect the ability of the site to be used for business activity in the future.
- (b) Whether the design of the building would allow its conversion, particularly the ground floor, to business activity.

Rule 13.8.2.7.3
Multiple Household Units
[See amendment 141]

Multiple Household Units Not Exceeding 3 Units Per Site

Rule 13.8.2.7.3.1
Matters for Discretion

Matters for Discretion

See the Matters for Discretion in Rule 13.8.2.7.2.1.

13.8.2.7.3.2
Assessment Criteria

Assessment Criteria

See the Assessment Criteria in 13.8.2.7.2.2.

Explanation and Reasons

This explanation and reasons relate to Rule 13.8.2.7.2 and 13.8.2.7.3.

The inappropriate siting and design of buildings could adversely affect the ability of the site, or buildings, to be used for business activity. As the Zone is intended to protect the area for future business use, it is appropriate to assess development proposals in this regard.

13.8.2.8

Discretionary Activities: Assessment Criteria



**13.8.2.8.1
Buildings and Activities**

[Amendment 141]

**13.8.2.8.1.1
Assessment Criteria**

Residential assessment criteria

Existing sites

**13.8.2.8.2
Buildings Exceeding a Height of 10.5 metres in the Orewa Town Centre Policy Area**

[Amendment 141]

**13.8.2.8.2.1
Assessment Criteria**

Business assessment criteria

**13.8.2.8.3
Activities Allowed in the Retail Service Zone**

[Amendment 141]

**13.8.2.8.3.1
Assessment Criteria**

Without limiting the exercise of its discretion, for all Discretionary Activity resource consent applications in the Zone, the Council will have regard to the following Assessment Criteria and any relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act:

The Erection, Addition to or Alteration of Buildings and Accessory Buildings for Discretionary Activities⁶

Assessment Criteria

When assessing an application the Council will have regard to the following criteria:

- (a) See the relevant Assessment Criteria in 8.13, Discretionary Activity: Assessment Criteria, Chapter 8 – Residential.
- (b) Whether the siting and design of the building will have an adverse effect on the existing residential sites.

The Erection, Addition to or Alteration of Buildings Exceeding a Height of 10.5 metres in the Orewa Town Centre Policy Area shown on the Planning Maps

Assessment Criteria

When assessing an application the Council will have regard to the following criteria:

- (a) See the Assessment Criteria in Rule 9.12.11, *Chapter 9 – Business*.

Activities that are Permitted, Restricted Discretionary or Discretionary in the Retail Service Zone in Chapter 9 – Business

Assessment Criteria

When assessing an application the Council will have regard to the following assessment criteria:



Residential assessment criteria

(a See the relevant Assessment Criteria in 8.13, Discretionary) Activity: Assessment Criteria, *Chapter 8 – Residential*.

Entry and exit

(b Whether entry and exit points to the site and parking areas will) have an adverse effect on the amenity values of adjoining residential

Amenity values

(c Whether the site is screened or the buildings are designed and) located in such a way that the amenity values of existing residential sites are not diminished by effects such as the glare from vehicle lights or noise from vehicles stopping and starting

Noise

(d Whether amplified music is to be provided and whether measures) such as building design incorporate noise attenuation methods, to ensure that adverse noise effects do not detract from the amenity values of adjoining residential sites

Hours of operation

(e Whether the proposed hours of operation have the potential to) create a nuisance for existing residential sites from noise and the movement of people entering and leaving the site.

13.8.2.8.4

[Amendment 141]

13.8.2.8.4.1

Assessment Criteria

Multiple Household Units Exceeding 3 Units Per Site

Assessment Criteria

When assessing an application the Council will have regard to the following criteria:

Residential assessment criteria

(a) See the relevant Assessment Criteria in 8.12.2.1.2, Multiple Household Units, *Chapter 8 – Residential*.

Existing sites

(b) Whether the siting and design of the building will have an adverse effect on the existing residential sites.

Future business activity

(c) Whether the siting of the building will adversely affect the ability of the site to be used for business activity in the future.

Conversion for business activity

(d) Whether the design of the building would allow its conversion, particularly the ground floor, to business activity.

Orewa town centre policy area

(e) In the case of Multiple Household Units in buildings exceeding a height of 10.5 metres, see the Assessment Criteria in Rule 9.12.11, *Chapter 9 – Business*.

Rule 13.8.2.9

Subdivision

Subdivision

Rule 13.8.2.9.1



Activities

[Amendment 141]

Rule 13.8.2.9.2

Development Controls

[Amendment 141]

Rule 13.8.2.9.3

Rules in Other Chapters

Rule 13.8.2.9.4

Matters for Discretion and Assessment Criteria

Rule 13.8.2.9.4.1

General

[Amendment 141]

Activities

- (a) The subdivision of land is a Restricted Discretionary Activity.
- (b) The subdivision of land shall comply with the Development Controls in Rule 13.8.2.9.2 and the relevant Rules in *Chapter 23 – Subdivision and Servicing*.
- (c) Restricted Discretionary Activity subdivision shall be assessed against the matters over which discretion is retained, set out in Rule 13.8.2.9.4, and those relevant matters set out in *Chapter 23 – Subdivision and Servicing*.

Development Controls

- (a) See Rule 9.14 Subdivision, in *Chapter 9 – Business*, and subdivision in this Zone shall be treated as if it is a Retail Service Zone **except** where the subdivision is of Multiple Household Units in which case Rule 8.14 and Rule 8.15 *Chapter 8 – Residential* shall apply as if this Zone was a High Intensity Residential Zone.

Rules in Other Chapters of the Plan

Rules in *Chapter 23 – Subdivision and Servicing* shall also apply.

Explanation and Reasons

This explanation and reasons relate to Rules 13.8.2.9.1 to 13.8.2.9.2.

The subdivision of land is limited to ensure that the future use of the land for business activities is not adversely affected by the creation of too small sites or sites with inadequate frontage or shape.

Restricted Discretionary Activities: Matters for Discretion and Assessment Criteria

In accordance with sections 76 (3B) and 105 (3A) of the Act, the Council will restrict its discretion to the matters listed, in addition to the matters set out in *Chapter 23 – Subdivision and Servicing*, when considering resource consent applications for the subdivision of land.

General



Rule 13.8.2.9.4.1.1
Matters for Discretion

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Site size.

13.8.2.9.4.1.2
Assessment Criteria

Assessment Criteria

- (b) Whether the sites will be of a size or shape which will not adversely affect the future use of the site for business activity.

Rule 13.8.2.9.4.2
Subdivision of Multiple Household Units

[Amendment 141]

Subdivision of Multiple Household Units

Rule 13.8.2.9.4.2.1
Matters for Discretion

Matters for Discretion

See the Matters for Discretion in Rule 8.16, *Chapter 8 – Residential*.

13.8.2.9.4.2.2
Assessment Criteria

Assessment Criteria

See the Assessment Criteria in Rule 8.16, *Chapter 8 – Residential*.



13.9

STRUCTURE PLANS

This section contains objectives and policies relating to Structure Plan Areas which are additional to those in section 13.3 and 13.4.

13.9.1

Structure Plan Objectives

Objective

To ensure that the future development of land in Structure Plan Areas is not adversely affected by activities occurring prior to such development.

13.9.1.1

Objective

To ensure the continued operation of existing activities and to include provisions to manage the potential adverse effects of existing activities on activities in the Future Urban Zone.

13.9.1.2

13.9.2

Structure Plan Policies

Policy

Buildings, activities and subdivision in a Structure Plan Area should not adversely affect:

13.9.2.1

- (a) the future urban development of the land;
- (b) the transport network, existing or indicative roads and their connections, or future connections; including, links with higher level roads in the hierarchy, the alignment of roads on neighbouring sites and the alignment of intersections;
- (c) indicative open space networks, including their continuity and connections with other parts of the open space network; or
- (d) existing or future utility services.

Explanation and Reasons

By ensuring that building development and subdivision are consistent with the broad spatial development pattern of a Structure Plan, they will be able to occur in a way that is integrated, particularly with adjoining land, and without adversely affecting future urban development.

For example, subdivision could result in a transport network which may not provide the necessary connections with other parts of the transport network and other neighbourhoods and community focal points such as business areas.

Similarly with the open space network, it is necessary to ensure that



there are connections within the Structure Plan Area and with open space areas beyond the Structure Plan Area. It is also necessary to ensure that important ecological areas are protected, and incorporated into the overall design of the development or subdivision. The open space network can also have a functional role in stormwater management.



Figure 1 – Rodney District Structure Plan Areas

[Amendment 127]

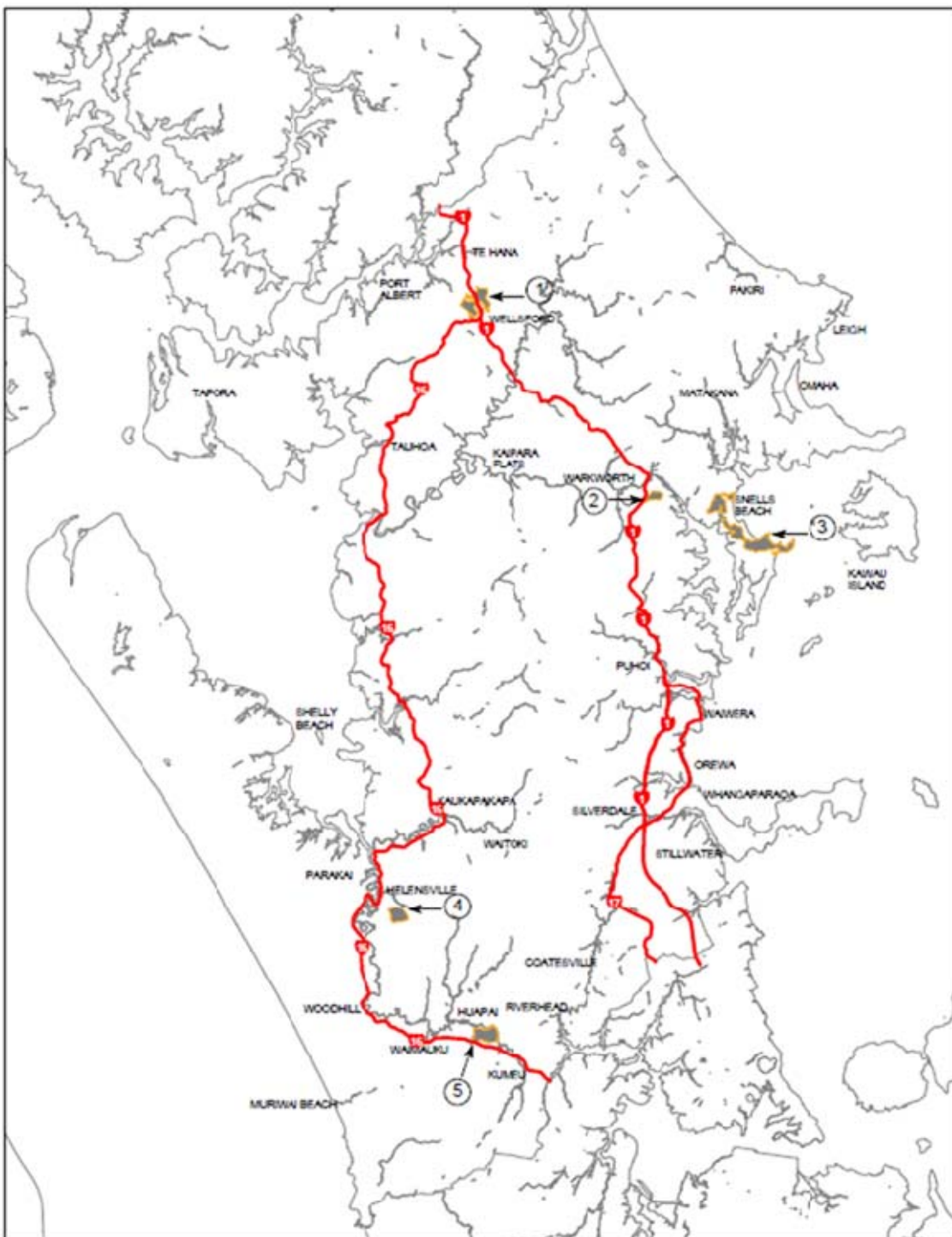


FIGURE 1 - RODNEY DISTRICT STRUCTURE PLAN AREAS

KEY

- | | |
|------------------------------|----------------------|
| 1. Wellsford | 4. Helensville South |
| 2. McKinney Road (Warkworth) | 5. Huapai North |
| 3. Snells Beach - Algies Bay | |

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13.9.3

Structure Plan Descriptions

Structure Plans have been prepared for areas of land which have not yet been developed for urban purposes. They are shown in the locality plan in Figure 1. The Structure Plan Areas are shown on the Planning Maps and the detailed Structure Plan Maps are set out in Appendix 6 to the Planning Maps. A description of the Structure Plan Areas is set out in Appendix 13A to explain the reasons for the various elements to assist in assessing the effects of activities and subdivisions within these areas.

The transport and open space networks are indicative and show key connections and intersections. This is particularly important, where the land is held in multiple ownership and may be developed site by site, to ensure a continuity of transport and open space connections. It is recognised that investigations associated with subdivision applications, which are more detailed than those undertaken for the Structure Plan, may reveal alternative alignments. The assessment criteria take this into account and enable some flexibility, provided that the broad objectives and layout of the Structure Plans are still achieved.

Structure Plans for McKinney Road (Warkworth), Helensville South, Silverdale South, Snells Beach – Algies Bay and Wellsford are included in the Plan. Others will be added by plan change or variation as they are completed.

Structure Plans for McKinney Road (Warkworth), Helensville South, Snells Beach – Algies Bay and Wellsford are included in the Plan. Others will be added by plan change or variation as they are completed.

[Amendment 127]

Rule 13.9.4

Activity Rules

These Rules relating to Structure Plan Areas apply as well as those for the Zone covering the land.

Note: The following terms used in Rule 13.9.4 are defined in Chapter 3 — Definitions: accessory building, building, erection

Rule 13.9.4.1

The erection, addition to or alteration of buildings and accessory buildings for any Permitted, Controlled or Restricted Discretionary Activity in any Zone within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A, on land where a subdivision resource consent **has been granted** under Rule 13.9.4.4, is a Permitted Activity.

Rule 13.9.4.2

The erection, addition to or alteration of buildings and accessory



- buildings for any Permitted, Controlled or Restricted Discretionary Activity in any Zone within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A, on land where a subdivision resource consent **has not been granted** under Rule 13.9.4.4, is a Restricted Discretionary Activity.
- Rule 13.9.4.3 The Restricted Discretionary Activity in Rule 13.9.4.2 shall be assessed against the matters over which discretion is retained, set out in Rule 13.9.5.
- Rule 13.9.4.4 Subdivision of land within Structure Plan Areas shown on the Planning Maps and set out in Appendix 13A, is a Restricted Discretionary Activity.
- Rule 13.9.4.5 Subdivision resource consent applications within Structure Plan Areas shown on the Planning Maps and set out in Appendix 13A, shall be assessed against the matters over which discretion is retained, set out in Rule 13.9.5.
- Rule 13.9.4.6 All Discretionary Activities in any Zone within a Structure Plan area shown on the Planning Maps and set out in Appendix 13A will be assessed against the criteria set out in 13.9.6 Discretionary Activities: Assessment Criteria, and any other relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act.

Explanation and Reasons

This explanation and reasons relate to Rules 13.9.4.1 to 13.9.4.6.

*The location of buildings within a Structure Plan Area could adversely affect the future development of the area, particularly the location of a transport network. The Rule relating to buildings applies only where a resource consent for a subdivision **has not been granted** under this Plan. If a subdivision resource consent has been granted, then the matters of concern relating to a Structure Plan Area will have already been taken into account and the transport and open space network should reflect the Structure Plan.*

The subdivision of land within a Structure Plan Area could also adversely affect the future development of the area and the ability to deal with the adverse effects of development. In particular, the layout of the transport network and the open space network, which may cross existing site boundaries, could be disrupted or broken. The subdivision of individual sites, without taking account of the layout set out in a Structure Plan, could limit opportunities for integrated development of the site and adjoining sites. The Rules require that the relevant Structure Plan be considered in assessing a subdivision application within a Structure Plan



Area, regardless of the zoning of the land.

Rule 13.9.5

Restricted Discretionary Activities: Matters For Discretion And Assessment Criteria

In accordance with sections 76 (3B) and 104 (3A) of the Act, the Council will restrict its discretion to the matters listed against each specified activity when considering resource consent applications for Restricted Discretionary Activities.

**Rule 13.9.5.1
Buildings Within a Structure Plan Area**

The Erection, Addition to or Alteration of Buildings and Accessory Buildings for Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone Within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A, on Land where a Subdivision Resource Consent Has Not Been Granted under Rule 13.9.4.4

**Rule 13.9.5.1.1
Matters for Discretion**

Matters for Discretion

The Council will restrict its discretion to the following matters.

- (a) Location of buildings.

**13.9.5.1.2
Assessment Criteria**

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

Adversely affect future development

- (a) Whether the proposed building will have an adverse effect on the future urban development of the area, as set out in the relevant Structure Plan in Appendix 13A.

Transport network

- (b) Whether the proposed building, will adversely affect the indicative transport network as shown in the Structure Plan. In particular whether:
 - (i) the indicative transport network shown in the Structure Plan is taken into account in the siting of the building;
 - (ii) connections, or future connections, to the indicative or existing transport network as shown in the Structure Plan, are maintained, including links with higher level roads in the hierarchy, the alignment of roads on neighbouring sites and the alignment of intersections.



Open space network

(c) Whether the proposed building will adversely affect the indicative open space network shown in the Structure Plan, including its continuity and connections with other parts of the open space network.

Utility services

(d) Whether the proposed building will adversely affect utility services and transport networks shown in the Structure Plan.

Further information

(e) Whether more detailed investigation has been carried out as part of the proposal, which demonstrates that a modification to the detail of the Structure Plan on the site is warranted, without compromising the intent of the Structure Plan.

Explanation and Reasons

Buildings have the potential to adversely affect the further development of the land for urban purposes. For example, the location of a building on a future road alignment could result in a transport network which may not result in the necessary connections with other parts of the transport network and other neighbourhoods and community focal points, such as business areas.

Similarly with the open space network, it is necessary to ensure connectivity and also to ensure that important ecological areas are protected and not adversely affected by the location of buildings.

It is acknowledged that investigations associated with a resource consent application, which are more detailed than those undertaken in the preparation of a Structure Plan, may enable specific aspects of the Structure Plan to be modified. This should be taken into account when a resource consent application is assessed.

**Rule 13.9.5.2
Subdivision Within Structure Plan
Areas**

Subdivision of Land Within a Structure Plan Area shown on the Planning Maps and set out in Appendix 13A

In accordance with sections 76 (3B) and 105 (3A) of the Act, the Council will restrict its discretion to the matters listed, in addition to the matters set out in *Chapter 23 – Subdivision and Servicing*, when considering resource consent applications for the subdivision of land.

**Rule 13.9.5.2.1
Matters for Discretion**

Matters for Discretion

The Council will restrict its discretion to the following matters:



- (a) Design and layout of the subdivision.
- (b) Location and design of the site access and transport network.
- (c) Location and design of the open space network.
- (d) Location and design of utility services.

13.9.5.2.2

Assessment Criteria

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

Structure plan

- (a) Whether the proposed subdivision will have an adverse effect on the future urban development of the area, as set out in the relevant Structure Plan in Appendix 13A.

Transport network

- (b) Whether proposed site access, including accessways and roads, will adversely affect the existing or indicative transport network as shown in the Structure Plan. In particular whether:
 - (i) proposed site access or roads will adversely affect the safe and efficient operation of strategic, arterial or collector roads in the vicinity. This includes the cumulative effect of traffic generated by other existing activities, and potential future activities, such as the subdivision of land, accessing the same roads;
 - (ii) the indicative transport network shown in the Structure Plan is taken into account in the design of the subdivision;
 - (iii) connections, or future connections, are provided to the indicative or existing transport network as shown in the Structure Plan. This includes, links with higher level roads in the hierarchy, the alignment of roads on neighbouring sites and the alignment of intersections.

Open space network

- (c) Whether the proposed subdivision will adversely affect the indicative open space network shown in the Structure Plan, or an indicative reserve shown on the Planning Maps, including its continuity and connections with other parts of the open space network.

Utility services

- (d) Whether the proposed subdivision will adversely affect utility services and transport networks shown in the Structure Plan.



Further information

(e) Whether more detailed investigation has been carried out as part of the proposal which demonstrates that a modification to the detail of the Structure Plan on the site is warranted, without compromising the intent of the Structure Plan.

Explanation and Reasons

By ensuring that the building development and subdivision are consistent with the broad spatial development pattern of a Structure Plan, development will be able to occur in an integrated way, particularly with adjoining land, and without compromising future urban development. It can also avoid adverse effects on the environment.

For example, the subdivision could result in a transport network which may not provide the necessary connections with other parts of the transport network and other neighbourhoods and community focal points, such as business areas.

Similarly with the open space network, it is necessary to ensure that there are connections within the Structure Plan Area and with open space areas beyond the Structure Plan Area. It is also necessary to ensure that important ecological areas are protected and incorporated into the overall design of the development or subdivision. The open space network can have a functional role in stormwater management.

It is acknowledged that investigations associated with a resource consent application, which are more detailed than those undertaken in the preparation of a Structure Plan, may enable specific aspects of the Structure Plan to be modified. This should be taken into account when a resource consent application is assessed.

13.9.6

Discretionary Activities: Assessment Criteria

Without limiting the exercise of its discretion, for Discretionary Activity resource consent applications the Council will have regard to the following Assessment Criteria, any relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act:

See the Assessment Criteria in 13.8.1.8.1, 13.9.5.1.2 and 13.9.5.2.2.





APPENDIX 13A

DESCRIPTION OF STRUCTURE PLAN AREAS

[13A.1 Deleted by Amendment 52]

13A.2

McKinney Road Structure Plan Area (Warkworth)

13A.3

Helensville South Structure Plan Area

13A.4

Snells Beach-Algies Bay Structure Plan Area

13A.5

[See proposed amendment 123]

Silverdale South Structure Plan Area

13A.6

Wellsford Structure Plan Area



13A.2
**McKinney Road
(Warkworth)**

McKinney Road Structure Plan Area (Warkworth)

13A.2.1
Description

Description

The locality of the Warkworth (McKinney Road) Structure Plan Area is shown in Figure 1 in section 13.3 and is shown in detail in Appendix 6, Figure 2 in the Planning Maps.

The McKinney Road Structure Plan Area is located in the south east of Warkworth and is bounded by McKinney Road in the south, Pulham Road in the east and in the north by the existing residentially zoned land around Blue Gum Drive.

13A.2.2
Residential

Residential

The spatial development strategy adopted for Warkworth is to concentrate and contain residential expansion to the south-east, as much as possible, and limit residential growth to the west of State Highway 1 over the foreseeable future.

Such growth in the south-eastern sector:

- (a) will be defined with a strong and definite urban edge along McKinney and Wilson Roads, and the minor ridge extending from Pulham Road to the sewage treatment plant.
- (b) can accommodate projected residential demand for the next ± 20 years (having a capacity for some 800 conventional sites).
- (c) will limit urban sprawl and in the creation of a definite urban edge, protect the visual character of the rural area to the south.
- (d) will be provided with an adequate network of internal collector roads.

The area is proposed to be Medium Intensity Residential Development with approximately 535 household units.

Development of the Bluegum Drive–McKinney Road valley will generally be from the bottom of the valley (ie. the west), progressively towards Pulham Road, in order to respond to the phased development of sewers planned to serve this valley.



13A.2.3

Open Space Network

Open Space Network

The area will contain an integrated multipurpose open space network, focussed on a reserve along the stream in the valley between McKinney and Pulham Roads. It will contain pedestrian walkways, a series of stormwater detention and flood control ponds and two neighbourhood parks in the central part of the Structure Plan area.

The precise delineation of this open space network will be undertaken only when scheme plans for surrounding residential land units are submitted, and detailed stormwater planning occurs. This reserve is envisaged to be up to 30 metres wide in places, and could be narrower (or even have a walkway linking to Pulham Road) at the head of the valley, in the eastern extremity. Extensive vegetation planting will be necessary (which will require a detailed landscape plan to be formulated).

The network will link large urban parks, smaller local/neighbourhood parks and schools, and also provide pedestrian access between residential neighbourhoods.

13A.2.4

Community Facilities

Community Facilities

The area could also be the location of a second primary school, located on the north-facing slope below McKinney Road.

13A.2.5

Roading

Roading

All the roading proposals in the Structure Plan are indicative roads.

The roading network includes the southward extension of Hauti Drive across the proposed south-eastern residential expansion area, to link with McKinney Drive, Blue Gum Drive, and a proposed new collector road between Pulham Road and the Hauti-McKinney link road, thereby creating the collector road system necessary to serve the new residential areas. The precise phasing of these roads, and their completion, will be dependent on the rate and location of new residential developments in the south-east.

The alterations to the intersection of State Highway 1 and the western end of McKinney Road would be considered in conjunction with the New Zealand Transport Agency (NZTA) with the purposes of achieving



efficient traffic management provisions, which will enable and enhance vehicular traffic, cycling and pedestrian access to the east via McKinney Road and to the west via the Western Collector — future Morrison Drive.

Some change to the existing carriageway alignment of McKinney Road and to its intersection with State Highway 1 must include satisfactory means in its design and implementation to achieve a definite visual southern entrance to Warkworth.

The final design of any modifications, where these may adversely affect the efficient operation and maintenance of State Highway 1, will be made in conjunction with the New Zealand Transport Agency (NZTA) following more detailed investigations.

13A.2.6
Engineering Services

Engineering Services

The area is easily serviced as a single land unit. Water can be supplied by the planned 200 millimetre watermain to the Thompson Road reservoir. It can also be served by a new gravity sewer to the bottom of the valley, with the sewage then pumped to the treatment works, independent of the existing sewerage system.

The open space network would include a series of stormwater detention ponds.

Rule 13A.3
Helensville South

Helensville South Structure Plan Area

13A.3.1
Description

Description

The locality of the Helensville South Structure Plan Area is shown in Figure 1 in section 13.9.3 and is shown in detail in Appendix 6, Figure 3 in the Planning Maps.

The Helensville South Structure Plan Area is located to the south of Helensville. It is bounded in the north by Rautawhiri Road, to the east by Inland Road and to the west and south by steeper land.

13A.3.2
Residential

Residential

The spatial development strategy for Helensville proposes to concentrate conventional residential expansion in two new residential areas, one of



which is the Helensville South Structure Plan Area. This area:

- (a) is geotechnically stable and suitable in terms of flooding;
- (b) can easily accommodate the projected residential demand for the next 20 years. Most of the area is proposed to be Medium Intensity Residential activity but there may be some areas of Higher Intensity Residential activity established in suitable locations, subject to more detailed comprehensive concept plans being prepared for the area. There is some countryside living in steeper areas in the west but it may be possible, subject to all necessary investigations, to establish Low Intensity Residential activity in the steeper areas. The area could accommodate approximately 1,000 household units;
- (c) will have set a definite long term urban edge on the north and east, but will allow for eastward and/or southward expansion in the long term;
- (d) will be provided with an adequate network of internal roads;
- (e) will be developed within a natural landscape envelope, affording opportunities for neighbourhood identity, with a central reserve (principally along the drainage valley which leads into the Awaroa Stream) reinforcing this identity.

The general phasing of development for Helensville South should ideally commence from Rautawhiri Road, then continue up the valley (ie. Unit M1, Unit M2, etc) in order to optimise the development of services and roading.

The boundaries of urban zones should be finalised on the basis of the practical utilisation of the land adjoining the steeper areas and open space areas.

13A.3.3
Open Space

Open Space

The central reserve connecting to the Awaroa Stream is part of an integrated open space network extending broadly along the Kaipara River and Awaroa Stream, and linking to Parakai. The central reserve will be connected to local parks and will also serve to link the schools, the town centre, large urban parks, esplanade reserves, and urban walkways. The open space will include landscaping.

It will also include stormwater management structures, (eg. a series of



13A.3.4
Roading

small water quality ponds), and will retain as many watercourses as possible, including riparian margins.

It is noted that the precise delineation of linear reserves can be undertaken only when detailed stormwater planning occurs. These reserves could be up to 50 metres wide in some places, yet in others comprise only narrow walkways. Detailed landscape plans need to be formulated before they are compromised by surrounding subdivision.

Roading

Residential collector roads serving the proposed residential area will include:

- (a) Rautawhiri, Inland and Wishart Roads.
- (b) a new residential collector road network within the Helensville South area.

It will be necessary to upgrade at least the northern sections of Wishart and Inland Roads, and the eastern section of Rautawhiri Road.

13A.3.5
Engineering Services

Engineering Services

Bulk engineering services and networks are in place to accommodate the foreseeable growth. The area is relatively easily serviced with water and sewerage.

Given the known hydrological limitations and problems of the Awaroa Stream catchment, and also the fact that significant additional urban extension is proposed, revision of the Stormwater Management Plan may mean that it could be necessary to modify local elements of the planned Helensville South development.

Various options for stormwater management will need to be investigated, with a preference, where possible, for natural solutions over conventional piping methods in greenfields development areas.

Rule 13A.4
Snells Beach - Algies Bay

Snells Beach - Algies Bay Structure Plan Area

13A.4.1
Description

Description



The locality of the Snells Beach–Algies Bay Structure Plan Area is shown in Figure 1 in section 13.9.3 and is shown in detail in Appendix 6, Figure 5 in the Planning Maps.

The Snells Beach–Algies Bay Structure Plan Area basically encompasses the following land:

- (a) a small area to the north of Snells Beach;
- (b) an area west of Snells Beach and Algies Bay;
- (c) an area to the south of Algies Bay;
- (d) an area west of Goldsworthy Bay;
- (e) a small area west of Martins Bay.

13A.4.2
**Spatial Development
Strategy**

Spatial Development Strategy

The overall spatial development strategy for the study area recognises the limits to physical growth imposed by the need to retain the high landscape amenity and ecological values of the area. The following key landscape elements (which together form the area's visual identity) are thus excluded from potential urban development:

- (a) the east facing valley between Snells Beach and the Brick Bay area;
- (b) the slopes overlooking the Mahurangi Estuary at the end of Hamilton, Dawson and Goodall Roads;
- (c) the elevated and well vegetated south and east facing slopes of the Lawrie Road ridge;
- (d) the cliffs and adjacent elevated plateaux of the three points between Algies Bay and Martins Bay;
- (e) the elevated slopes above Martins Bay;
- (f) the elevated slopes of the Martins Bay Road–Scandrett Road ridge and southward of this ridge.

With the exception of the latter area (which has potential for a limited number of lifestyle blocks), all of the above areas are proposed to be



retained as rural, or as park or conservation areas. They would fall within a special landscape protection policy area.

In keeping with the above is the containment of urban growth to areas which are less prominent with respect to the greater Mahurangi and Kawau visual envelopes, and the definition of a strong and permanent edge to the urban area.

The form of urban development (eg. density, layout) within areas available and suited to development will minimise adverse effects specifically with respect to:

- (a) integrated stormwater catchment management;
- (b) varying densities of development on the basis of geotechnical conditions, landscape aesthetics, and the ability to mitigate stormwater impacts;
- (c) areas able to be provided with engineering services.
- (d) Reverse sensitivity issues with respect to existing infrastructure.

13A.4.3

Residential

Residential

New residential areas which could accommodate approximately 1,000 additional residential units are planned, as outlined below.

The residential unit boundaries are the maximum extent to which development can expand and at the urban edge this includes the vertical dimension (ie. building heights should not extend beyond the tops of ridges). This aspect is not absolute for the high density areas, where comprehensive schemes could include tree planting on ridges and thereby nominally extend buildable areas.

(a) High Intensity

Three high density residential areas (suitable for example, for residential development, resort development or retirement villages, etc), are identified and located:

- (i) on the flat foreshore platform of the valley at the northern end of Snells Beach;
- (ii) on the lower seaward facing slope along Goldsworthy Bay;
- (iii) on the base of the slopes around Martins Bay.



All of the high intensity areas should be comprehensively designed. Even if the land unit has more than one individual landowner, certain aspects need to be co-ordinated across cadastral boundaries. Despite considerable liaison in preparing the structure plan, comprehensive plans for each of these areas need to be finalised. This could lead to modifications to the boundaries of the development areas and to the number of sites.

Special attention should be given to a comprehensive foreshore design for Units H1, H3, H4 and H5, in so far as stormwater management and access to the beach is concerned.

Unit H1 is to be accessed by the new Parklands-Paradise loop road and Aurora Avenue.

High intensity units H2 and H3 are part of a multi-faceted residential, resort and recreation area extending broadly from Goldsworthy Bay through to Martins Bay, to include:

- (i) a high density residential and/or resort at Goldsworthy Bay (possibly associated with a marina);
- (ii) a new regional park on Mullet Point;
- (iii) the retention of the public camping ground and local bach township at Martins Bay (albeit with localised modifications).

It would be desirable to set back some of the baches in Unit H3 and also some of the structures along the foreshore of the Holiday Park in unit H3 in order to establish an esplanade along the beach. Unit H3 includes areas for possible relocation of such baches over time.

(b) Medium and Low Intensity Residential

A total of about 410 mixed residential sites (of which some 52% will be conventional 600m² sites, 14% 8,000m² sites, and the remainder, 34%, 2,000m² sites) in the following residential extensions:

- (i) between Arabella land and Governor Grey Road
- (ii) between the town centre and Muncaster road. Unit M2 should gain access to Mahurangi East Road via Muncaster Road and the new town centre road, and direct access onto Mahurangi East Road from Unit M2 should be avoided where practicable.
- (iii) on the southern side of Dawson Road (M5)
- (iv) a large, and discontinuous Physical Limitations Residential



extension on the lower slope between Algies Bay and Goldsworthy Bay;

- (v) two other Low Intensity Residential extensions north of and south of Dawson Road

(c) Countryside Living

About 82 additional lifestyle blocks are shown in three broad locations, on either side of Grange Street, in the valley between Goodall Road and Mahurangi East Road and along the elevated areas of the Martins Bay– Scandrett Road ridge.

With the full development of Units C1 and C2, Lawrie Road, Grange Street and Muncaster Road will require upgrading. With the full development of Unit C3 Indicative Roads will be required to minimise the number of separate rights of way.

With the exception of a small area of Unit C4 accessed via local streets serving Units M6, M7 and M8, most lifestyle blocks in units C4 and C5 can be accessed by rights of way directly off Martins Bay Road or Scandrett Road.

Existing Infrastructure

There is an existing sub-station located at 23 Dawson Road. This sub-station generates a higher level of noise than would normally be expected in a residential environment. This higher noise environment applies to an area extending 50m from the site boundary of 23 Dawson Road, and accordingly special attention needs to be given to the acoustic treatment of houses within that higher noise environment. Household units in close proximity to the site boundary of 23 Dawson Road (within 30m) must be designed and constructed to avoid reverse sensitivity effects from the noise generated by the sub-station.

13A.4.4
Future Urban

Future Urban

Some 64 hectares of land, located in a single block, in the valley to the south– east of Goodall Road, has been allocated for future urban development. It is intended that the vast majority of this land will be used for residential purposes.

Although the local roading network, central linear reserve and neighbourhood reserves, and indicative “no-build” covenant areas are shown in the Structure Plan, the form of this residential area in terms of residential density is not determined.



Because of the high potential for development in this area to impact on the Mahurangi estuary, further stormwater modelling and a more detailed catchment management plan are required before overall residential densities can be defined.

Preliminary design has indicated that the number of residential sites which could be accommodated in the entire Goodall Road Future Urban area is in the order of 700, ranging in size from 600m² to 2,000m² each.

13A.4.5
Education

Education

The primary school site on Dawson Road is owned by the Ministry of Education and will be developed as and when required. Should additional sports fields be required, the flat land on Dawson Road, adjacent to and immediately west of the school, is well suited. This option should be investigated when future planning of the school is undertaken.

13A.4.6
Community Facilities

Community Facilities

It is possible to accommodate additional social/community/civic facilities (the need for which might arise within the planning horizon) within the town centre on either side of Hamatana Road. These would have to be individually evaluated as and when required, and the development of a particular facility could then proceed as a site-specific designated use.

13A.4.7
Open Space

Open Space

The key component of the greater open space network of the area is the Mullet Point property, which has been purchased by the Auckland Regional Council for a new regional park.

The Structure Plan includes an integrated and continuous open space network comprising:

- (a) the existing network of reserves, esplanades and walkways;
- (b) a series of multi-purpose linear reserves to include stormwater management facilities such as stormwater treatment ponds, walkways, local parks, large areas of tree screens and generally to provide a pedestrian network within the new residential areas;



- (c) a continuous esplanade reserve along the estuarine and marine foreshores;
- (d) local and regional parks, and (landscape and heritage) conservation areas;
- (e) conservation (no-build covenants) typically along natural drainage paths. These conservation-worthy areas afford (or potentially offer) the protection of key elements of landscape amenity value and also protect natural hazard areas, natural drainage paths and blocks of native vegetation. Such areas are identified in the Structure Plan (as conservation areas) and should be placed under protective “no-build” privately-owned, covenants. Other than drainage paths, specific areas to be covenanted include:
 - (i) the easternmost part of the Goldsworthy Bay property, including the point (ideally purchased as an addition to the regional park, or otherwise retained as a private open space area);
 - (ii) the point between Algies and Goldsworthy Bays, which should ideally be developed as a public park. Should this not eventuate, the point would be subject to a “no-build” covenant and retained as private open space;
 - (iii) the secondary ridge behind Goldsworthy Bay, which links through to Algies Point;
 - (iv) the upper slopes of Martins Bay (again, with a “no-build” covenant), retained as private open space.

The proposed linear reserves in new residential areas can only be defined accurately once detailed Stormwater Management Plans for these areas are prepared. This might result in amendments to these reserves as contained in the Structure Plan. Detailed reserve plans will also be needed before the residential zone boundaries are finalised.

The location and shape of proposed neighbourhood parks could also be altered with the preparation of detailed scheme plans for these residential areas.

13A.4.8 Roading

Roading

Roading need not constrain residential development in the area in the short- medium term. Sandspit Road will continue to be the single route accessing the area, and Mahurangi East Road the central urban arterial route. However, both these roads will need to be upgraded.



The other key issue is to provide collector roads through the new urban extensions and also for the Grange Street area and the town centre.

The new road serving the town centre area would limit multiple intersections and individual site accesses on to Mahurangi East Road. At its intersection with Hamatana Road, additional road modifications (eg. turning lane) might be required. Slip and/or turning lanes might also be required at the intersection with Mahurangi East Road. It is likely that the existing roundabout will be replaced by traffic lights in the distant future, in order to cope with increased traffic volumes.

The collector road systems for both the Goodall Road area and the Algies- Goldsworthy residential areas, are designed to have limited crossings of local streams. This allows for maximising effective stormwater management in the natural drainage paths and stormwater quality ponds immediately upstream of these crossings.

With the full development of Units C1 and C2, Lawrie Road, Grange Street and Muncaster Road will require upgrading.

With the exception of a small area of Unit C3 accessed via local streets serving Units M6, M7 and M8, most lifestyle blocks in units C3 and C4 can be accessed by rights of way directly off Martins Bay Road or Scandrett Road.

13A.4.9

Engineering Services

Engineering Services

The growth of the area depends upon finding an additional water source and the possible construction of a new water treatment plant. A new sewage treatment plant will also be required, to accommodate the projected population growth. Both these systems would need to be integrated with the existing networks.

All of the new residential areas, including the future development in the Goodall Road area, are dependent on the availability of a water supply and the assessment of stormwater impacts on the Mahurangi Estuary. Investigations are therefore needed into:

- (a) an additional water supply, and sewage disposal options for the entire Structure Plan Area (based on the number of sites in the Structure Plan).
- (b) stormwater impact modelling and the development of stormwater management plans for new residential extensions (particularly



those draining into the Mahurangi).

It is in these management plans and further detailed plans that issues such as local catchment management and stormwater design principles will be dealt with, recognising that in some instances considerable further investigations are required before projects can be included in the relevant Management Strategies.

13A.5

Wellsford Structure Plan Area

13A.5 1 Description

Description

The locality of the Wellsford Structure Plan Area is shown in Figure 1 and is shown in detail in Appendix 6, Figure 7 in the Planning Maps.

The Wellsford Structure Plan Area comprises land to the east, north and west of the established town.

13A.5.2 Spatial Development Strategy

Spatial Development Strategy

The spatial development strategy for the Wellsford Structure Plan Area is based on the following:

- (a) in the long term, introduce a combined State Highway 1/State Highway 16 bypass to the west of the town;
- (b) concentrate residential development only to the west of Rodney Street, with the new north-eastern residential areas not being released for development until the bypass is in place;
- (c) limit the further westward expansion of non-rural zonings, so that the alignment possibilities of a western bypass are not unnecessarily compromised;
- (d) establish Countryside Living (ie. lifestyle blocks) in areas with physical land suitability limitations, and where appropriate, in the urban-rural interface;
- (e) establish zones of Countryside Living in the valley between Worker and School Roads, and in the northern sector of the study area (on the southern side of Boshier Road);
- (f) the northward expansion of the Izard's site, to an extent which does not impact on surrounding land uses.



13A.5.3

Residential

Residential

The residential development proposed for the structure plan area is a mixture of approximately 350 medium and medium-low intensity residential sites (ie. ranging between 600m² and 2,000m² in size, depending on localised land capability), largely on, or adjacent to, the Worker Road and School Road ridges, respectively.

The minor drainage path through Units ML2 and M3 should have a “no- building” covenant. This form of covenant should also apply to the indicated drainage paths and/or bush blocks through Units CL1, CL3, CL4, CL5 and CL6.

An area of 53 hectares has been identified for future urban development to the north of the town, between the railway line and State Highway 1. This land will largely be developed for residential uses and should only be released for development once the bypass is constructed.

13A.5.4

Industry

Industry

The industrial development in Unit LI1 is identified for the expansion of the IZARD IRWIN enterprise. A comprehensive concept plan should be prepared for Unit LI1. Issues which should be addressed in such a plan are:

- (a) the visual and audible screening of the site activities in relation to surrounding (existing and proposed) land uses;
- (b) flexibility of building design insofar as this allows for the longer term possibility of the conversion of this site to other than industrial land uses;
- (c) in terms of the above it is important to allow for a future possible road link between El Hama Road and Hood Street.

13A.5.5

Open Space

Open Space

The Structure Plan shows areas of open space. The following qualifications relate to the Open Space proposals:

- (a) a key aspect is the protection (by covenant) of drainage paths and bush blocks as shown in the Structure Plan. Stormwater



management planning should precede the precise definition of such covenanted areas (as a refinement of boundaries is necessary at a detailed level);

- (b) detailed planning and negotiation with land owners is necessary to refine the boundaries of the two neighbourhood parks proposed between Worker and School Roads. Detailed planning of these passive reserves should also include walkways (see (d (iv))) necessary to link to Worker Road, Totara View and Totara View Road extension;
- (c) the abovementioned reserves will also need to contain the necessary elements (eg. stormwater quality ponds) derived from Catchment Management Plans;
- (d) additional walkways should be developed, to include:
 - (i) between the eastern cul de sac of Unit M2 and McGillivray Road;
 - (ii) between the south-western corner of Unit M7 and Worker Road;
 - (iii) between the south-eastern corner of Unit M7 and Worker Road;
 - (iv) at the present end of Totara View;
 - (v) along the northern boundary of Unit CL5, linking to the extended part of Totara View.

13A.5.6
Roading

Roading

Some of the land use proposals in the Structure Plan area are dependent on a western bypass.

Opening up of the intersection of McGillivray Road and State Highway 1, and the proposed roundabout and town entranceway at this intersection, can proceed only once the proposed bypass is constructed. Equally, the proposed collector road for the future urban area to the east of State Highway 1 cannot intersect with the abovementioned roundabout until the bypass is constructed.

Unit M2 is to be served by culs de sac off School Road, because the full development of McGillivray Road is not required until the McGillivray Road- State Highway 1 intersection is in place.

Detailed scheme planning of Units M1 and ML1 should include the new alignment of the western end of McGillivray Road (through the present



depot site). With the construction of this new section of road, the existing School Road–McGillivray Road intersection should be closed.

Local culs de sac providing access to Units M2, ML2, M3, M6, M8 and M11, can be amended slightly from those indicated, to suit local scheme planning.

13A.5.7

Engineering Services

Engineering Services

The proposed developments will have limited impact on bulk water and sewerage treatment facilities, and can be reasonably easily achieved utilising existing water and sewerage services lines/pipes. However, new local pipeline sewer installations and the upgrading of pump stations might be necessary, and this must occur be time d appropriately in response to the submission of detailed local scheme plans.

Notwithstanding that, services and catchment management strategies are available as already–compiled Council documents, under separate covers. These documents will have to be reviewed and modified to respond to the growth, and variations to the Comprehensive Discharge Consent will be required before any intensification or development occurs within the two related catchments.

Given the generally poor overall geotechnical conditions, it is especially important that developments follow Low Impact Urban Design Guidelines.



APPENDIX 13B

SCHEDULE OF GROWTH AREAS

The areas identified in this schedule are those that were identified in the Northern and Western Sectors Agreement. The timing indicated is also dependent on the Long Term Council Community Plan and District Spatial Strategy processes.

Note — Areas marked with "HDC" are High Density Centres

SCHEDULE 1A Intensification Areas	SCHEDULE 1B (Greenfield Areas)	TIMING AND SEQUENCING (Note: Timing is date of notification of District Plan Changes)
Orewa Town Centre (HDC)		Already zoned for intensification. Work ongoing to review opportunities for further intensification
Red Beach		Already zoned for intensification
Whangaparaoa Town Centre		Already zoned for intensification
Manly		Already zoned for intensification
	Orewa West	Late 2005-2010
Silverdale (Falkirk land)		Already zoned
	Silverdale North	Zoned Residential
	Hibiscus Coast Gateway, Silverdale	2005 - 2010
	Silverdale Industrial	2005 - 2010
Warkworth Town Centre Area		2005-2010
	McKinney Road, Warkworth	2005-2010
	Woodcocks Road, Warkworth	Zoned commercial and residential
	Hudson Road, Warkworth	Subject to Waste Water Strategy
Huapai Town Centre		2005-2010
		Zoned Future Urban. 2005-2010 Subject to Wastewater Strategy
	Huapai North	Zoned Future Urban. Subject to District Spatial Strategy
	Huapai South	Zoned Future Urban. Subject to Structure Planning
	Riverhead South	Zoned Future Urban. Subject to Structure Planning



	Helensville South	Zoned Future Urban. Subject to District Spatial Strategy
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	Snells Beach North	Zoned Residential
	Algies Bay South	Zoned Future Urban. Subject to District Spatial Strategy
	Goldsworthy	Zoned Future Urban. Subject to District Spatial Strategy
	Wellsford (includes various small areas on the fringe of the	Zoned Future Urban. Subject to District Spatial Strategy



APPENDIX 13C

LAND AFFECTED BY FLETCHER BUILDING PRODUCTS LIMITED COVENANT UNDER 13.8.1.9.2.2



