



4 OVERVIEW

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4

OVERVIEW

4.1

INTRODUCTION

This chapter provides a profile of the Rodney District as it currently is (November 2000), and an overview of the direction sought to be achieved in this District Plan.

The direction sought stems from a variety of policy documents including the Auckland Regional Policy Statement, the Council's own District Development Strategy, the subsequent infrastructural strategies developed by the Council (the Roding Strategy for example) along with the Council's Long Term Financial Strategy. The direction has also been influenced by the Council's Adopted Structure Plans, although not all of the elements in the adopted structure plans are included in this District Plan because some preconditions for rezoning, or intensification will not be met within the life of this Plan, and/or rational sequencing of growth areas mean intensive zonings are inappropriate at present.

The relationship between the various documents referred to is set out graphically in Appendix 1A in *Chapter 1 - Introduction*.

4.2

PROFILE OF THE RODNEY DISTRICT

4.2.1

Location

Rodney District is a large territorial unit, its 2,474 square kilometres comprise 45% of the Auckland Region. It lies immediately to the north of Waitakere and North Shore Cities. To the west is the Tasman Sea and Kaipara Harbour, the Hauraki Gulf is to the east, and to the North is Kaipara District.

The largest urban concentration within the District - the Hibiscus Coast - is located on the eastern coast about 35 kilometres from the Auckland Central Business District, and 13 kilometres from the Albany Centre.

The District's size and geographic location contribute to a wide variety of topographical forms and landscapes and have influenced the type of land use activities undertaken in the District.

Rodney has essentially been an area devoted to primary production in its inland areas, and seaside resort development along its coastal margins. Its current functions are considerably more varied, including activities based on tourism, but in terms of areal extent, primary production is still the major land use.

The Hibiscus Coast comprises the urban areas of Waiwera, Orewa, Whangaparaoa and Silverdale with Stillwater close by but separated from the other areas by the Weiti River.

The most distinctive features of the Hibiscus Coast are its extensive coastline with several long beaches, and its steep to rolling topography. It has a coastline of approximately 40 kilometres in length, a large part of which is made up by the Whangaparaoa Peninsula, extending 12 kilometres into the Hauraki Gulf. Other parts of the extensive coastline include the broad sandy



beaches of Waiwera, Hatfields Beach and Orewa. The Hibiscus Coast is physically separated by countryside from the North Shore urban area and the balance of the Auckland metropolitan area, and has developed a character and physical form which has some differences from the urban areas of greater Auckland.

Other major urban concentrations are located throughout the District, with Muriwai, Kumeu-Huapai and Helensville, Parakai being the largest in the western half of Rodney. In the eastern half, Warkworth, Snells Beach- Algies Bay, Wellsford, Omaha and Leigh are the major urban areas. Many of these towns and settlements are service towns for the surrounding rural area, although others such as Omaha and Snells Beach-Algies Bay are primarily residential areas.

4.2.2

The People

Rodney's population continues to grow at a rate second only to Queenstown - Lakes District at 21.3% between 1991 and 1996. This rate of growth resulted in the population increasing from 54,800 permanent residents to 66,500 in the period 1991 to 1996. The estimated population as at 30 June 1999 is 73,800. The District's population in 1991 made up 6% of the Region's total. Significantly though, this proportion grew by half a percent to 6.5% between 1991 and 1996. The District is increasing its share of the Regional population. At current rates of growth Rodney is projected to have in excess of 100,000 people permanently resident by 2016.

All settlements were established prior to the operation of any District Plan and a number have in fact declined in size and function over time. These centres vary in size from Warkworth with a 1996 population of about 2,500 - to smaller centres such as Kaukapakapa and Matakana, with 1996 populations of around 500 each. In general these centres provide services such as a school, post office, shop, hotel and petrol station.

The larger centres have developed from serving the surrounding rural areas to a situation where manufacturing and commercial activities no longer based on the hinterland have become established. Warkworth, Wellsford, Kumeu/Huapai and the Hibiscus Coast fall into this category. All the other inland centres maintain their function as service centres for the surrounding rural areas.

On the Hibiscus Coast changes in economics and urban growth trends over time have altered the function of the area so that from 1981 to 1996 its permanent population grew from 16,000 to 26,800. It is projected to grow to 45,000 people by the year 2016.

4.2.3

Function of Places

The Hibiscus Coast has functioned as a holiday resort for the population of greater Auckland for many years prior to the introduction of District Scheme planning. It developed in a haphazard way, with many dwellings remaining unoccupied for most of the year and with very few areas reticulated with water or sewerage. The area now functions as a dormitory suburb for Auckland (approximately 42% of its work force in 1996 worked in metropolitan



Auckland), a retirement settlement, a holiday resort for the greater Auckland area, and as a commercial and industrial centre in its own right. It has largely completed the transition from a beach resort to a permanent urban area, but it is also distinct from the remainder of Rodney with its future based largely on urban development, not primary production.

In northern Rodney, primary production has not changed significantly from the original pattern and extensive sheep and cattle farming is currently the main form of primary production. There are also extensive areas devoted to dairy farming and to a much smaller extent, horticulture, mainly fruit growing. Exotic forestry has become established over time, predominantly pine plantations owned by private companies. More recently, areas like Matakana have been found to be suitable for grape growing and several vineyards have been established, with more of an emphasis on quality rather than quantity and oriented towards the tourist “boutique” winery market.

In southern Rodney, there has been considerable change over the last 20 years, enabled by generally flat topography, areas of good soils, and proximity to the Auckland urban area, amongst other factors. Dairying, which was once the major land use in this area, has declined and been replaced by horticulture, including glasshouses, and other small holdings as the dominant land use.

Fruit growing, including grapes for wineries, has developed particularly around Riverhead and Kumeu/Huapai. Although the soils in these areas have some limitations for horticulture this constraint is offset by the advantage of proximity to the Auckland market and labour force, the port and the international airport. Other significant changes in primary production have been the introduction of deer and goat farming. Both are currently a well established element of the pastoral farming industry with Kaipara South Head having the largest concentrations of deer farming in Rodney.

Forestry, particularly that originally developed by the State, is also a significant land use along the South Kaipara Peninsula, the west coast and steeper inland areas. The most significant forests, Woodhill and Riverhead, occupy approximately 19,500 hectares. Production from both has increased significantly since the late 1990's as more trees have reached millable size.

The rural areas of southern Rodney have been subject to a great deal of pressure for subdivision into small holdings over the last few years. This was recognised by the Council in promulgating a scheme change which, amongst other things, introduced a rural-residential zone, and resulted in a Farmlet Zone. The pressure for closer subdivision in the south continues and nearly 75% of new rural lots created by subdivision between 1985 and 1996 have occurred in the Kumeu, Kaukapapa and Wainui ridings.

Within the areas devoted to primary production there are a number of towns and settlements which function as service centres for the surrounding countryside. On the eastern coast, a significant amount of land is devoted to urban development of varying scale. Settlements along the coast have functioned as seaside resort areas for many years and the first Rodney County District Scheme recognised this function.

The main feature of these settlements is that the permanent population can be relatively small but during the summer holidays the population increases



considerably. Settlements in this category include Mathesons Bay, Ti Point, Point Wells, Sandspit, Snells Beach/Algies Bay, Omaha and Leigh. Numbers of unoccupied dwellings indicate that in recent years a greater proportion of permanent residents are living in these settlements as services and employment opportunities are developed.

4.3

RODNEY DISTRICT IN THE REGIONAL CONTEXT

4.3.1

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 1996 population of 1.2 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. The current rate of growth is 3.3% per annum. This is a relatively high rate of growth for Rodney District. Rodney is projected to have 117,000 people permanently resident by 2021, a gain of around 30,000 people on the 2006 population.

Much of the District's recent growth has been from immigration as people choose to relocate from elsewhere to Rodney District. This substantial immigration has been occurring in a District which is relatively undeveloped in terms of housing supply, business land and employment activities and associated infrastructure and services.

4.3.2

All indications are that the physical characteristics of the District will continue to attract population growth.

As part of the Regional Growth Strategy a Memorandum of Understanding was signed by the Regional Growth Forum members and it 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. The agreement will ensure that issues are dealt with in a comprehensive and integrated manner, and that cross boundary effects are taken into account in the development of growth management approaches for each sector.



The Northern and Western Sectors Agreement sets out how the allocated growth capacities in the Regional Growth Strategy for these two sectors can be accommodated in appropriate locations, form, and sequencing over the next 20 years. It also identifies the key issues associated with managing this growth, and sets in place agreed principles and methods/actions to address these issues in a cooperative fashion between the sector partners.

It is anticipated that the Northern and Western Sectors Agreement will be reviewed and updated every five years. An earlier review and update will be undertaken if on-going monitoring of growth and development indicates the need for doing so.

Rodney District Council is of the view that 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. The District Council views the sector agreement as a broad strategy and framework within which local issues can be addressed by local solutions.

Of the projected growth, the Regional Growth Strategy suggests that significant amounts will come from greenfield urban development and infill/intensification, along with the take-up of presently unutilised capacity in already zoned areas, including the rural areas. The rural areas are forecast to have an increase of 20,000 people in the 50 year period. The urban centres such as Kumeu, Huapai, 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.

(The Council's own District Development Strategy contains population projections for the District based on specific planning area units. These projections should be referred to for an indication of population growth in specific areas of the District.)

The Auckland Regional Council Regional Policy Statement sets out the approach to managing this growth. The key regional approach is one of containing urban growth within the metropolitan urban limits and existing rural/coastal settlements.

The approach adopted by this Plan is one of 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.

4.3.3

The Local Government (Auckland) Amendment Act 2004 (LGAAA) requires that all councils in the Auckland Region integrate their land transport and land use provisions in order that they can give effect to the growth concept in the Auckland Regional Growth Strategy. Section 40 of the LGAAA also requires the changes to contribute, in an integrated manner, to the matters specified in Schedule 5.

Among the obligations placed on local authorities by the LGAAA is the requirement in Schedule 5 of the Act to integrate transport and land use policies to reinforce metropolitan urban and rural objectives of the Auckland Regional Policy Statement (ARPS). Local authorities when doing changes anticipated by the LGAAA, must also ensure their plans are in keeping with the



Auckland Regional Policy Statement (ARPS) objectives of:

- (a) providing increased certainty in the assessment of resource consents, designations, and plan changes related to transport and urban form, and ensuring that transport and land use patterns are aligned to achieve sustainability, efficiency, and liveability in the Auckland Region; and
- (b) managing transport and transport infrastructure, facilitating a multimodal transport network, and facilitating integrated transport management; and
- (c) reducing adverse effects of transport on the environment (including improving air and water quality, reducing noise and stormwater, improving heritage protection and reducing community disruption and transport land use), and reducing the adverse effects and increasing the positive interactions of transport and land use; and
- (d) supporting compact sustainable urban form and sustainable urban land use intensification (including location, timing and sequencing issues, and associated quality, character, and values of urban form and design); and
- (e) integrating transport and land use policies to reinforce metropolitan urban and rural objectives of the Auckland Regional Policy Statement, the development of a competitive and efficient economy and a high quality of life, underpinned by a quality environment and amenity. [Variation 22]

4.3.4

The Auckland Regional Growth Strategy (November 1999 - a statutory document under the Local Government Act 1974) sets out a vision for the future of the Auckland region to 2050. The purpose of the Regional Growth Strategy is "to ensure growth is accommodated in a way that meets the best interests of the inhabitants of the Auckland Region". The strategy provides a vision for what Auckland could look like in 50 years time with a population of 2 million people.

This vision is to sustain:

- strong supportive communities;
- a high quality living environment
- a region that is easy to get around; and
- protection of the coast and surrounding natural environment

The Growth Strategy sets out a "Growth Concept" which is a snapshot of how the region could look at 2050 if growth is managed according to the vision, outcomes and principles.

Key features of the "Growth Concept" are:

- that population growth will be managed by promoting quality, compact urban environments (intensification);
- most population growth within the existing metropolitan area



with development outside current urban limits only where environmental, accessibility and community principles can be met;

- most urban growth focused around certain centres and corridors;
- much less emphasis on general infill throughout suburban areas.

The LGAAA required that all councils in the Auckland Region introduce changes to the Regional Policy Statement and District Plans to give effect to the Growth Concept in the Auckland Regional Growth Strategy. As a result of Change 6 to the Regional Policy Statement, most urban growth is focussed around High Density Centres and Intensive Corridors.

The High Density Centres and Intensive Corridors for the region are shown in Schedule 1 of the Regional Policy Statement and for Rodney District in Schedule 1A of Appendix 13C in Chapter 13 – Future Development and Structure Plans.

Outside the suburbs, specific new areas are earmarked for growth (refer to Schedule 1 of the Regional Policy Statement for the regional growth areas and for Rodney District see Schedule 1B of Appendix 13C in Chapter 13 – Future Development and Structure Plans). The regional growth areas in Rodney District include:

- future urban (greenfield) areas of Orewa and Silverdale.
- rural and coastal towns to roughly double in size through natural growth. Helensville and Kumeu are to get a greater share of development because of their location on rail lines.

Development is avoided in the most highly valued and sensitive natural areas and catchments. These areas range from the Waitakeres and Hunuas to localities such as Puhoi, Waiwera, Mahurangi (greater area), Weiti, Okura, eastern Waiheke Island and Whitford surrounds.

Some expansion in new greenfield areas is necessary to provide sufficient land and locational choice for dwellings and businesses. If all proposed greenfield development proceeds the Auckland region's metropolitan area will increase by about 10% or 5000 hectares, over the 50-year timeframe.

By 2050, more than a quarter of the population (more than 500,000 people) could be living in higher density, multi-unit accommodation compared with less than an eighth or 125,000 people in 1996. However, even after 50 years, 70% of people could still live at lower densities in the suburbs and rural areas.

The Growth Strategy 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.

The Growth Concept provides for more mixed use development (different activities, residential, business, retail etc, sharing premises and within the same area.) Mixed use is already common in places like Ponsonby, Newmarket, Newton, Takapuna and New Lynn but additional mixed use is desirable. In Rodney, Orewa and Silverdale are two examples of areas where the mixed use



is being persuaded.

The Growth Concept also seeks to ensure there is sufficient business land available in specific employment zones including Silverdale. Maintaining and improving access to jobs and between businesses will be vital. At 2005 Rodney District has a shortage of industrial zoned land within the MUL and there is a need to develop an industrial strategy for the District.

An efficient transport system is vital to the prosperity of the Auckland Region and to the well-being of Aucklanders. Transport and land use are closely interrelated. Transport systems can both service growth and development and can also facilitate future development patterns.

The "Growth Concept" anticipates a shift in land use patterns towards a more compact urban form which focuses growth in more intensive mixed-use centres along the Region's northern, western and southern passenger transit corridors, as well as near main arterial roads. More intensive development can support a greater range of local services and facilities, increase the opportunity for safe walking and cycling and help support passenger transport, by bringing people closer to the main routes. Careful design will be needed to ensure good urban amenity.

Lifestyle issues will be important in determining people's desire to live in intensive areas. The "Growth Concept" envisages that many people will consider being close to activities, shops, cafes and possible work, as well as not having the responsibility for a large garden, or daily commutes, as a desirable trade-off for living in a busier environment. Agreement has been reached through the Passenger Transport Action Plan on priority passenger transport improvements for the next ten years that will service the more intensive areas and help support increased urban intensification.

Accessibility between different parts of the region will be improved with traffic demand measures (such as tele-working, ride-sharing, road pricing, parking constraints) and completing and upgrading transport networks, including public transport infrastructure. Completing and upgrading the region's arterial roading network, will provide alternative routes. The Regional Land Transport Strategy is a key mechanism in the implementation of the Growth Strategy.

4.4

THE DISTRICT DEVELOPMENT STRATEGY

4.4.1

In 1991 the pressures of growth and development and the uncertainty about the direction to take concerning several significant servicing issues led to the need to undertake a strategic analysis of the District. The first of three "development" strategies was commenced (The Hibiscus Coast) followed by two more for the balance of the District - the "South West" and the "North". The three were eventually combined into the District Development Strategy which was adopted in 1994.

4.4.2

The Strategy identified three challenges for Rodney District;

- (a) To accommodate growth while protecting and enhancing the quality of the environment.
- (b) To embrace change and diversity while maintaining the options for the



future.

- (c) To meet the needs of residents and local businesses for local government services in an area of uneven development, low density settlement, and often demanding physical conditions.

A series of strategic objectives were derived from the process and formed the cornerstone of the strategy. These objectives have been reviewed as the strategy has been periodically reviewed over time.

The most recent review of the strategy (May 1999) contains a set of a revised strategic objectives, with these objectives being given consideration in the preparation of this Plan.

4.5

THE DIRECTION FOR THIS PLAN

4.5.1

Introduction

This Plan is intended to ensure sustainable management of the District's natural and physical resources. Following is a summary and overview of the direction that has been developed from the process of identifying issues, objectives, policies and methods for the main activity areas set out in the Proposed Plan, namely rural, residential, business, future development and open space. The section is not setting the direction that the rest of the Plan is to follow in advance of the identification of the issues, objectives, policies and methods but rather is a summary and overview of the contents of the rest of the Plan.

4.5.2

Rural

4.5.2.1

Managing the significant influence metropolitan Auckland has on the rural parts of the District - in particular demand for rural residential living and for recreation in a rural environment is a key direction for the Plan. This is primarily achieved through the creation of specific zones - Countryside Living Zones - where rural residential living demands can be directed. The largest area of such zoning is applied in the south eastern part of the District from Riverhead to Stillwater. Other areas zoned for countryside living are located on the periphery of particular towns, where this activity can occur without adverse effect. Other opportunities are provided for rural residential living where some environmental benefit is provided/achieved, but these opportunities are provided in such a way that "blanket" and extensive areas of countryside living do not occur.

Another key direction is to maintain a physical separation between the urban Hibiscus Coast and urban Auckland. This is achieved through the application of zones which retain rural character and amenity values between the Okura River and Stillwater. The zones allow rural residential living (Countryside Living Zone) and nodal type residential development at a very low density, in a "forest park" type environment (Special 8 Zone). These zones create a "greenbelt", which maintains separation between urban areas and gives effect to the Metropolitan Urban Limits in the Auckland Regional Policy Statement.

Responding to demand for recreational opportunities from Auckland's population is another (although less significant) element.

Outdoor recreation is provided for although this excludes motorsports and the use of certain buildings. In recognition of the potential for festivals, carnivals etc, on rural land, smaller scale events of short duration are provided for in



4.5.2.2

most rural areas other than countryside living areas. In addition to this, a scheduled activity is applied to most former State Forest areas allowing these to be used for activities such as motorsports and dog racing. This recognises their historical use and suitability for such activities.

The recognition of rural character, and where appropriate, the maintenance and enhancement of rural amenity values is a key direction. This is achieved through trying to identify what the characteristics in Rodney are that makes the area a "rural" area and then developing a suite of objectives, policies, rules and assessment criteria which seek to retain those things, while also recognising that change in the make up and balance of those characteristics may also occur. This is reflected in the range of activities provided for, the nature and intensity of subdivision and the controls such as site coverage and yards.

The approach is similar for amenity values. There are basic rules imposed on each site to ensure amenity values such as access to sunlight, protection from noise etc. are available to rural dwellers. At the same time, the rules recognise that the rural area is also a productive area used for business activity in the form of primary production and related activities, such as the extraction of mineral resources to produce aggregates for construction and development. Reverse sensitivity issues of sensitive activities putting undue pressure on production from natural resources of the rural area are also addressed.

4.5.2.3

To protect Highly Valued Natural Resources such as significant native bush, significant land forms and significant landscapes. Incentives in the form of subdivision rights are provided to encourage landowners to protect significant native bush. The same incentive is also provided for enhancement planting where this would link significant areas of existing bush or add significantly to an existing area. Controls on the removal of native vegetation and wetlands are also applied.

Significant landscapes are protected through the application of zones which include a suite of controls designed to limit earthworks and bush removal, and which require resource consent for the establishment of buildings. This latter requirement ensures appropriate consideration of building siting.

To protect and enhance native plant and animal biodiversity is a key direction. This is achieved through providing opportunities for subdivision in return for protection of native bush/wetlands and for linking and enhancing these features. Rules also require protection and enhancement planting of riparian margins when rural-residential subdivision occurs.

4.5.2.4

The protection of the particular special character in particular parts of the District is a key direction. There are some areas, particularly coastal areas which provide Rodney with a unique character. Retention of these particular characteristics is achieved through the application of the zones with a suite of controls including limiting activities to non-urban, less intensive activities and imposing subdivision rules.

4.5.2.5

Another key direction is to enable opportunities for rural production activities to occur, where they do not result in adverse effects on rural amenity values and on significant natural and physical resources. Farming and forestry are generally provided for as a permitted activity in most zones subject to various environmental controls. More intensive activities, such as pig farming or



poultry farming, require resource consents to ensure adverse effects on amenity values etc. do not occur.

4.5.3

Residential

4.5.3.1

The key direction in terms of residential development is to maintain and enhance amenity values of neighbourhoods and residential areas and within individual sites.

This is achieved through a multi-zone approach. This approach is intended to provide some certainty for residents about the level and nature of effects they may experience in a particular area. The approach establishes a clear distinction between high, medium and low intensity zones. In medium and low intensity zones traditional intensity of development is likely to continue and the particular amenity values of these areas will be protected from the adverse effects of high intensity neighbourhoods. The high intensity zones will enable concentrations of development and provide an opportunity for those wishing to live in that environment.

The nature of the zones is highly dependent upon the level of subdivision permitted, and the density of dwellings. For this reason adherence to minimum standards is important in maintaining the distinctions between the zones.

Generally higher intensity areas are provided for in parts of Orewa and Whangaparaoa, particularly around town centres which support multi-modal transport, including cycling and walking. The other major areas such as Helensville, Warkworth and Wellsford, have a mixture of medium and low intensity zones. In areas where ground conditions or other physical circumstances dictate, the physical limitations zone is applied, in order to recognise the physical constraints of the land. In all of the zones a suite of controls is imposed to ensure that appropriate amenity values such as privacy, access to sunlight, and protection from noise etc. are achieved.

Increasing traditional residential densities in identified areas not only provides the residents of the District with greater housing choice but also provides opportunity for efficient alternative transport systems. Increasing the density of populations in High Density Centres and Intensive Corridors can provide essential support to public transport as a viable alternative to private vehicle use. Providing higher intensities of residential development around identified nodes supports a variety of transport modes including public transport, cycling and walking, which not only reduces potential adverse effects caused from increasing private vehicle trips but can also promote the economic and social atmosphere of these centres.

There are currently no Intensive Corridors identified in Appendix 13C of the Plan. See section 4.5.4 for further discussion on this.

4.5.3.2

Another key direction is to recognise the different situations in which residential growth will occur.

Growth will generally occur as either:

- (a) greenfield development;



- (b) integrated residential development;
- (c) infill development.

Greenfield development will occur where the area has been identified in a structure planning process, (or is otherwise within the metropolitan urban limits) and the preconditions for "live" zoning the area have been met. A variety of zones can be applied in accordance with a structure plan. In the 10 year life of this Plan there is likely to be greenfield development on the Whangaparaoa Peninsula, and at Orewa, Warkworth, Wellsford, Helensville, Kumeu Huapai, Snells Beach and Omaha South.

Integrated residential development is controlled so that it will only occur on sites of a size and shape able to accommodate more intensive development without adverse effect.

Infill development will occur throughout the District in instances where the ability to subdivide additional sites, or establish additional household units in existing residential areas exists.

4.5.3.3

To protect the character, ecological, landscape and open spaces qualities of the environment, especially the natural character of the coast and landscapes of high value from being adversely affected by inappropriate subdivision and development is another key direction.

This is achieved through the application of appropriate zones to land. Residential zones are not applied where the intensity of development detracts from existing natural character, or areas of high landscape quality, or where the natural character of coastal areas would be adversely affected by such development. Generally no new residential zones are applied, where adverse effects on the abovementioned elements would occur.

4.5.3.4

To allow higher intensity development only where both the local and more wide ranging adverse effects of such development do not result in the other key direction in relation to the residential development.

4.5.4

Business

The approach taken in the Business Chapter to business activity in the District, is to concentrate business activities in specified locations. This approach requires consideration of the effects likely to be generated from business activities in the district. Intervention is generally targeted at a level where there are unacceptable effects on the environment, for example on the road network, or on adjoining more sensitive land uses, such as residential areas.

This location based approach, groups business activities with like effects where this is necessary to manage their effects. The consequences of this are:

- (a) Town centres retain their community focal point role and their amenity values are maintained and in some cases enhanced.
- (b) The adverse effects of business activities on other land use activities, both within and adjoining business areas, are minimised.
- (c) The adverse effects of traffic generated by business activities are managed



and a multi-modal transport system is supported.

- (d) The adverse effects of business activity on the natural environment are minimised.

Three business zones are applied and these are:

- (a) Retail Service Zone - this is a Zone where shops offices and associated commercial services are primary activities. Specific pedestrian town centre areas are identified in several centres where specific rules are included relating to building frontages with a view to retaining and creating high amenity value pedestrian oriented town centre areas. In the case of Orewa, an Orewa Town Centre Policy Area, has also been identified to recognise its role as a High Density Centre. This enables intensive development, including mid-rise development which will allow people to live in the town centre and thus add to its vitality.
- (b) Mixed Business Zone- this Zone allows a wide range of commercial and light industrial activity and does not require as high a level of amenity values as the Retail Services Zone.
- (c) Industrial Zone - this Zone is for a range of heavier industrial activity. Controls relate to managing environmental effects and controlling people intensive activities which could be adversely affected by the industrial activity.

The rules in all of the zones basically aim to deal with those activities which have the potential to generate adverse effects on sites close to residential and rural areas, eg. control on activities which involve gatherings of people or generate significant traffic. Rules such as those relating to height in relation to boundary, yards and landscaping generally only apply to sites adjoining residential, rural, open space areas or roads. Within the business zones, such rules generally do not apply.

There is also control on activities locating in industrial areas which involve gatherings of people. This is to address the "reverse sensitivity" issues of sensitive activities putting undue pressure on core industrial activities.

In terms of retailing, the approach is to enable any retailing in the Retail Service Zone and to only control retailing from larger premises in the other Business zones. This is to ensure that large scale retail activity does not establish in other Business Zones if it would undermine the ability of the town centre areas in the Retail Service Zone to continue to act a community focal points. It also enables the adverse effects of intensive retailing on the Mixed Business Zone, such as traffic effects from larger numbers of customers, to be assessed. It is expected that the proportion of larger stores will increase in Rodney as the District grows.

The approach taken in the Business Chapter gives effect to the Regional Policy Statement. The Regional Policy Statement states that commercial activities that are best suited to locate and develop in High Density Centres should be encouraged to do so within those areas and where appropriate, enabled in Intensive Corridors. The Regional Policy Statement enables commercial activities outside of High Density Centres and Intensive Corridors, in particular along other corridors and in neighbourhood centres, where such activities would not compromise the achievement of a compact sustainable urban form and sustainable urban land use intensification.



In the Rodney context, Schedule 1A of Appendix 13C identifies the High Density Centres and Intensive Corridors in Rodney. There are currently no Intensive Corridors identified in Appendix 13C.

The Plan identifies a number of centres which in the Regional context would be considered to be town centres or neighbourhood centres. However in the context of the Rodney district these centres play an important role to accommodate commercial activity in appropriate locations. The Plan encourages commercial activity in town centres but does not seek to elevate all of them to High Density Centres within the Regional context. This managed flexibility gives effect to the Regional Policy Statement in the specific context of Rodney district.

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 and Intensive Corridors. Locating commercial activities outside of these commercial areas should be enabled in business areas that are zoned specifically for such activities, having regard to a number of matters, including whether they would compromise the achievement of a compact sustainable urban form and sustainable urban land use intensification. 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. In the Rodney context it will be appropriate in some circumstances that they are able to be considered in the Mixed Business Zone and the Industrial Zone.

In the Industrial Zone most retailing is limited for "reverse sensitivity" reasons and to manage the effects on town centres.

Future Development

The key theme of the chapter is to manage the effects of future urban expansion.

As discussed in section 4.3, the management of growth is achieved in a regional framework. 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 is identified which seeks to address the adverse effects on the environment that need to be avoided, remedied or mitigated and this is presented in structure plans.

Two main methods are used in this Plan to manage the effects of future growth. These are Future Development Zones and Structure Plans. The Planning Maps show the Future Development Zones and show the areas covered by the Structure Plans. The Structure Plan Areas, shown on the Planning Maps, generally relate to the undeveloped "greenfield" parts of the urban areas.

There are two future urban zones, one to cover the new growth "greenfield" areas, the Future Urban Zone, and a second, the Orewa Future Business Zone, which applies to what was a deferred residential zone in central Orewa to enable expansion of the Orewa Business area.

4.5.5



4.5.6

The rules in both the future urban section and the structure plan section, aim to control subdivision and buildings so that an assessment can be made of the impact on the elements of a structure plan, such as indicative road alignments and open space networks. The rules build in flexibility to enable more detailed investigations to be taken into account in considering road alignments etc. while achieving the broad objects of the structure plans.

Open Space

To ensure that adequate land and facilities are available to meet the recreational needs of the existing and future population of the District and the Region is a key direction in the Plan. This is achieved through rules requiring the provision of the financial contributions to enable land for reserves to be acquired by the Council, or through the provision of land itself. A series of zones are applied to reserve land to ensure the varying functions of reserves are able to occur.

The maintenance and enhancement of public access along the Coast, Wetlands, Lakes and Rivers is an important element in the Plan.

The Act requires the provision of esplanade reserves in particular circumstances when land is subdivided and the Plan extends those circumstances in a number of particular instances.

The plan also seeks to ensure that the use and development of Open Space and recreation facilities takes place without significant adverse effects upon the surrounding environment. This is achieved through the status of activities and a suite of controls on the activities that can occur to ensure amenity values such as privacy and protection from noise and glare are retained on sites neighbouring Open Space areas.

Ensuring that that natural character and conservation values of open space along the coast, rivers and lakes, and within reserves with significant vegetation or wildlife values are not significantly altered or remain in a relatively natural unmodified state is another key direction. This is achieved through the application of the Open Space 1 Zone, which allows for very few structures or development, and with stringent controls on those structures or development that does occur.