

# *objectives, policies and methods significant resource management issues*

This part of the Policy Section sets out the programme of objectives, policies and methods the District Plan has adopted to manage the effects of activities on natural and physical resources. Each objective is concerned with the protection and enhancement of particular resources or aspects of the environment, and addresses the significant resource management issues that face the City. An explanation, and statement of the principal reason for the adoption of objectives, policies and methods, are also provided.

Further explanation of a number of overarching general strategic or policy responses to key matters, such as population growth and City form, are set out in Part 6 of the Policy Section. Individual policies and methods are placed in this context and it is shown how they combine together as an integrated whole, as a response to the issues facing the City. A full explanation of some policies and methods is not possible without setting out this general strategic direction taken by the City.

In order to achieve the most effective management of effects of activities, the City has been divided into a number of management areas. This allows the application of policies and methods, not only on a City-wide basis but also in terms of the particular natural and physical features that are found in different parts of the City. As a preliminary to understanding how they are applied, these management areas are set out as follows:



## Natural Areas & Human Environments

Two layers of management areas form the basis for applying policies and methods. The first layer lies across the whole City and is concerned with the management of effects of activities on natural and physical resources (other than structures). These management areas (called Natural Areas) are defined around certain key resources, around their relative significance or importance, and the level of protection required to ensure their continued health and survival.

The second management layer also lies over the whole city and is collectively known as the Human Environments. These Human Environments are defined around the City's landscapes and local areas which are identified in Part 3.6 and Part 3.7. They form the basis for managing the effects of activities on landscape, amenity values, neighbourhood character and heritage. They also form the basis for managing the effects of activities on human health and safety. Outside the urban area, the Human Environments are defined primarily by the natural landscapes and the mix of buildings within them. The Human Environments within the urban area 59 reflect the variations in both the types of buildings, and the character derived from the dominant activities that take place in different areas. These Natural Areas and Human Environments are set out below in summary. Further explanation is found in Part 6.

### Natural Areas

#### *Riparian Margins/Coastal Edges:*

Includes the margins of streams, lakes, wetlands and the City's coastline. Riparian Margins (streams, lakes and wetlands) and Coastal Edges are particularly sensitive to the adverse effects of use and development. These areas, particularly when vegetated, have a significant role to play in the maintenance and enhancement of water quality. They can also contribute to the protection of ecological values, preservation of natural character and the avoidance and mitigation of natural hazards.

#### *Protected:*

Includes the areas which have been identified as containing outstanding native vegetation and/or outstanding natural features. Some parts of the City's coastal environment also fall into this Natural Area. These areas were mostly identified using the

Protected Natural Area Survey methodology and have been defined on the basis of providing a high level of protection to resources that lie within them.

The areas of outstanding native vegetation and outstanding natural features are identified in Part 3.5.

#### *Coastal:*

Includes those areas of largely unmodified natural coastal character that lie outside the more modified coastline of the urban area and outside any Protected Natural Area. A high level of protection is provided in this coastal environment. The identified coastal area is shown on Map 3.5(c) in Part 3 of the Policy Section.

#### *Managed:*

Includes all areas of significant and outstanding native fauna habitat, and those areas of vegetation that have been identified as significant using the criteria developed by the Council. The management approach recognises the need to provide a level of protection that is compatible with the capacity of the area to absorb impacts. However it also recognises that some settlement may occur. The areas of significant and outstanding fauna habitat and significant vegetation are identified in Part 3.5.

#### *Restoration Natural Area*

Includes those areas of native vegetation with between 20% and 50% native vegetation cover that are over 300m<sup>2</sup> in area. The management approach is the need to provide protection for the natural regeneration process. It is recognised however that settlement may occur. The Restoration Areas are identified in Part 3.5.

These five Natural Areas are collectively known as the Green Network, the overall term that conveys the shape and form of the City's primarily natural resources and ecosystems. Some policies apply to the Green Network as a whole while others apply to components within it.

#### *General:*

Includes all those areas of the City that lie outside the Green Network. There is considerable geographic diversity, including the foothills, the urban area and those small areas on the West Coast and the Manukau Coast that are occupied by villages, or where no native vegetation is found. There are three overlays on the Green Network and General Natural Area as listed below. Whilst the General

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Natural Area Rules apply to these overlays, they also provide important descriptive information which is incorporated into the long-term management of the Green Network. These are:

***Ecological Linkage Opportunities:***

Includes those areas that have been identified as opportunities for linkages between fragments of native vegetation which, if replanted, would improve the sustainability of those fragments of vegetation, or which would act as wildlife corridors. These areas are identified in Part 3.5.

***Natural Landscape Elements:***

Includes those features that are essential landscape elements in the City's outstanding landscapes. These are identified in Part 3.6

## Human Environments

***Waitakere Ranges:***

Includes the bush-covered areas of the Waitakere Ranges, and the west coast and Manukau coast, where natural elements and wilderness character dominate. It incorporates the outstanding coastal and Waitakere Ranges landscapes identified in Part 3.6.

***Bush Living:***

Includes those intensively settled areas within the Waitakere Ranges, where natural features dominate, but settlement has substantially fragmented the bush. A partly residential but, nonetheless, "non-urban" character predominates as a result. It incorporates the bush living local area identified in Part 3.7.

***Coastal Villages:***

Includes the small settlements that lie along the Manukau coast and the west coast. These are Parau, Cornwallis, Huia and Little Huia, Karekare, Piha and Bethells/Te Henga, and are identified in Part 3.7.

***Foothills:***

Includes the mixed landscape of the eastern foothills catchments of Oratia, Opanuku, Swanson and upper Kumeu streams, excluding the relatively continuous bush cover of the upper catchments and ridges. The Foothills Environment incorporates the foothills landscape identified in Part 3.6 and 3.7.

***Countryside:***

Includes those areas to the north of the urban area which form the rural/pastoral landscape identified in Part 3.6.

***Rural Villages:***

Includes the small settlements found within the Countryside Environment: Whenuapai, Hobsonville, Whenuapai Airbase, Waitakere Township and the Herald Island Villages. These are identified in Part 3.7.

***Open Space:***

These are the areas of publicly owned open space ranging from the large park areas in the Waitakere Ranges to the small local parks in the urban area.

***Living:***

Includes all areas within the intensively settled urban area that are primarily residential in character. These are identified in Parts 3.6 and 3.7.

***Working:***

Includes areas which are primarily industrial in character within the urban area. (See Part 3.6)

***Community:***

Includes the town centres and other smaller areas which are the focus of shopping, service, recreational and communal activities. (See Part 3.6)

***Special Areas***

Includes areas that contain a unique grouping of activities differing markedly from the surrounding area. These are:

- Harbour View North
- Monterey Park
- Bible College
- Hospital
- the three existing marae areas within the City
- Boating (Te Atatu)
- Quarry
- Balefill



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- Marina (West Harbour)
  - Lincoln Park
  - Corban Winery Estate
  - Monier (CSR)

***Scheduled Sites***

Includes those sites containing a single activity which differs markedly from the surrounding area. These sites are listed in the Rules Section of the District Plan.

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## 5.0 ISSUE - MANAGING CITY GROWTH

Management of growth is a key issue for both Waitakere City and the region as a whole. The city's growth is largely driven by increases in residential population. Other elements of growth include employment, community services, business and retail activities and infrastructure.

In 2004 the following key growth issues were identified for Waitakere City:

- population was expanding faster than estimated rates;
- limited land area to provide for growth;
- a potential shortage of employment land was predicted by 2009;
- Waitakere City had only achieved sporadic success in concentrating urban intensification within and around town centres; and
- there was increasing pressure to accommodate a higher intensity of development in the rural part of the city, including the internationally significant Waitakere Ranges and Foothills.

Waitakere City has been growing steadily both economically and in population since the District Plan was first notified in 1995, and in 2004 was the fifth largest city in New Zealand. From a population of 155,565 in 1996, the number of residents grew at an average annual rate of 1.7% over the following five years to 168,750 (2001 census). The population as at 30 June 2004 was estimated to be 185,600. Whilst there appears to be limited capacity for residential growth, Waitakere City is growing at a faster rate than previously anticipated. Consequently Waitakere City is predicted to reach a population of 303,000 (ARGS) several years earlier than 2050 (a 147,000 or 94% increase). It is projected that the city would need to accommodate at least half this population (74,500) by the year 2021. This quantity of growth and limited capacity has significant implications for future growth management and will have implications for the City's natural and physical resources if growth is not more directly managed through the District Plan.

Historically, residential housing has been dominated by single unit detached housing. In 2001 approximately 80% of the 56,172 dwellings in the City (Census 2001 figures) were in this form. Typically this style of development results in

densities of approximately 10 houses per hectare. Due to the trend of average house size declining, this growth means that proportionally more dwellings and services will be required in the future. In order to accommodate this growth, 1200-1500 new household units would need to be created annually. If this form of development was to continue, then the City would require over 100 hectares of land to be converted for residential purposes every year. Much of this would be in greenfields areas, of a form commonly referred to as low density urban sprawl. Such an approach would have a significant impact on the valuable features that are currently protected by the Metropolitan Urban Limit (MUL) and would not create necessary transport efficiencies for the Auckland region.

The bulk of the City is covered by landscape and parklands that have high value. The Waitakere Ranges and Foothills Protection Project (2003-2005) has identified that the Waitakere Ranges area is under unique pressure for subdivision, use and development due to its close proximity to Auckland, New Zealand's largest metropolitan area. Subdivision and resultant development is increasing the numbers of built structures in the landscape and altering the character of the area, with associated earthworks and vegetation clearance leading to irreversible loss of environmental and landscape values. The pressure for subdivision and development is likely to increase relative to the City and Region's rapidly growing population. The foothills and coastal villages are currently absorbing most of this pressure, with adverse effects becoming increasingly apparent.

Accordingly, approximately 26,000ha was proposed to be included in the Waitakere Ranges and Foothills Special Heritage Area. Furthermore, approximately 27,760ha of the City is located outside the 1999 MUL and is therefore considered rural. Urban zoned land (within the 1999 MUL) comprises some 8,208ha. On this basis a large portion of the City is not available for urban intensification.

The issues which can arise from such development are outlined in the following Objectives



of this Chapter and include adverse effects of development on:-

- Water - Quality and Quantity
- Native Vegetation and Fauna Habitat
- Land (including soils)
- Air Quality/Atmospheric Quality
- Ecosystem Stability
- Outstanding Natural Features
- The Natural Character of the Coast and Margins of Lakes, Rivers and Wetlands
- Mauri
- Outstanding Landscapes
- Amenity Values - Health and Safety
- Amenity Values - Landscapes, Local Areas and Neighbourhood Character
- Heritage

These issues are also documented and influenced by the Auckland Regional Policy Statement (ARPS) - the Auckland Regional Growth Strategy (ARGS 1999), the Northern and Western Sectors Agreement (NAWSA 2001) and the Local Government Auckland Amendment Act 2004 (LG(A)AA).

All of these documents highlight the need to manage growth in an integrated manner with the aim of consolidating development to a sustainable compact urban form, with well-integrated land uses and transport network. This not only necessitates managing urban growth but also integrating peripheral urban growth and rural growth. In particular growth is not anticipated within areas of high environmental and landscape values (such as the Waitakere Ranges) and only limited provision for growth is anticipated in other rural areas.

In particular, the LG(A)AA requires the integration of land use and transport to contribute in an integrated manner to the following matters:

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

- 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
- 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.

This City has a legal obligation under the RMA to give effect to the ARPS and particularly under the LG(A)AA to align the Auckland region's planning documents (including the District Plan) with the ARGS. However it is also a basis of this District Plan that an urban consolidation strategy be pursued. It is also necessary that the effects of urban growth are managed in that way so that the issues outlined elsewhere in this Chapter are adequately addressed. This is particularly important in an environment of significant population and housing growth.

It is estimated in the ARGS that Waitakere City will need to find capacity to accommodate an additional 147,000 people by the year 2050. This new residential growth will need to be located near existing services, facilities, and around town centres within the urban areas as first preference to achieve a compact sustainable urban form. Historically there has been significant intensification within key town centres however significant compact urban development has also been occurring outside these areas.

There must be confidence that the traditional form of providing for residential housing growth is re-orientated so that housing form is dominated by well planned and developed higher intensity development, priority for such development being within existing urban boundaries (i.e. those boundaries defined by the metropolitan urban limits as at 2004) and more specifically those areas identified for nodal development in Policy Map X and Schedule Y.

Council has a strategic policy of directing growth into its three primary town centres as identified in the ARGS - New Lynn, Henderson and Westgate/Massey North ("town centres" has the



same meaning as “sub-regional centres” in the ARGS). In these town centres residential development will be in the form of medium to high density with a high level of local amenity and easy access to local facilities.

This type of land use in the form of compact urban development will provide enough local catchment to support public transport, walking and cycling which in turn reduces dependence on the private car for travel. Having a large range of services nearby will also increase people’s mobility.

Additional compact urban development will also be necessary in neighbourhood centres, in the new development areas in the north of the City, and along key transport corridors as identified on Policy Map X and Schedule Y to ensure that urban intensification is occurring in locations that support public transport.

It follows that development outside the metropolitan urban limits needs to be very carefully managed, not only to ensure the achievement of urban consolidation strategies, but also to protect the qualities of rural areas, such as natural features (including vegetation, streams and soils), landscapes, rural character and the efficient provision of infrastructure. While some growth will occur in rural areas, this will be more to provide for rurally-based activities and, to a limited extent, appropriate living choices, rather than to accommodate the bulk of the City’s growth.

These strategies are not new. They have existed in this District Plan since it was notified in 1995. However, the following issues have become evident:

1. The means by which urban consolidation is intended to be achieved needs to be very clearly explained, so that there is no doubt about the outcomes expected;
2. Development within rural areas needs to be managed in an integrated manner with urban growth;
3. The expected outcomes need to be supported by district plan provisions which provide, in an appropriate and realistic way, for residential intensification;
4. These opportunities need to be focused in locations which will support linkages to transport networks, community services and employment - town centres, intensive corridors and arterial roads inside the MUL;

5. New areas for employment need to be introduced within the City to keep pace with population growth and stem the flow of existing residents leaving the City to work each day;
6. The issue of design at building, site, neighbourhood and community levels needs to be recognised so that attractive, workable and liveable places are created (particularly in relation to residential, mixed use, business and industrial development);
7. In providing for the scope, location and form of housing development, recognition needs to be given to social, economic and cultural well being. The issue of how urban growth is to be managed has therefore been identified, in 2005, as one which requires specifically targeted district plan attention.

A further issue for the City is that of employment growth. While the rate of population growth has been and will remain high, this is not being matched by the rate of employment growth. An increase in the number of people living in the City means more people to attract more business and generate more local employment, together with additional demands for social and community infrastructure. This has implications for how the City manages the impacts of growth and continues to work towards sustainability.

Waitakere City is home to 15% of the region’s population and only 8% of regional jobs. In 1996 56% of Waitakere City’s workforce commuted out of the City for employment. This figure rose slightly in 2003. Council’s strategic policy is to reduce the migration of employees to 40% and achieve a target of 60% of the workforce working locally (in Waitakere) and not having to commute out of the City for employment. In order for this to occur, additional employment land is required and certain types of employment need to be targeted to meet the local workforce demand.

Waitakere is a city of small to medium businesses with 93% employing fewer than 10 people. The manufacturing sector makes up 20% of local employment. Construction and retail are the next largest employment sectors. Waitakere is creating proportionally more jobs than peripheral Auckland, particularly in the manufacturing, construction, and business service areas. To capitalize on this opportunity Waitakere



needs to provide business settings to support the clustering of compatible activities, particularly business services, clean production products, marine industry, engineering and light industry, and transport. These business areas are also compatible with export cluster demand identified in the Auckland Regional Economic Development Strategy (AREDS).

In 2004 Waitakere City had approximately 490ha of land identified as Working Environment. As of June 2004, Waitakere City had 29.7ha of vacant land (greenfields) and 76.9ha of potentially vacant land (brownfields) in the Working Environment, giving a total area of around 106.6ha. Prior to 2001 the annual uptake of this industrial land was 17.6ha. Council research indicates that the uptake between 2001-2004 has been around 12.3ha per year. These figures generally correlate with a recent Auckland Regional Council study that estimates annual demand for industrial land in Waitakere City between 1998-2004 at 11.9ha. At this rate there is a capacity of around 9 years. However large areas will not be available for some time and there is also a shortage of accessible large footprint business sites. In reality this means there is more likely to be 5-7 years industrial land capacity. Again it is critical that Waitakere City takes a more directive approach to managing employment growth.

Population growth needs to be supported by the provision of community services, such as parks, libraries, community centres, and social and health services. These services need to be easily accessed by residents.

Business services are also important. With particular regard to retail activities, the district plan management approach is under Objective 11 in this Chapter, and in Chapter 6.

An associated issue in managing city growth is that of providing for a transport network which will provide linkages from, to, and between all land use activities in the City, as well as routes that run through the City.

There is a critical link between land use activities and transport networks. Potentially, the most efficient transport modes are those which can accommodate large numbers of people on a dedicated transport route. Public transport provides

that means, and has the potential to avoid, minimise or at least delay the need for new roads and roads/motorway upgrading.

Public transport needs to be well planned, well located, efficient, attractive and affordable. This District Plan supports all of those aims.

In addition, it is important that as many people as possible live and work within accessible distance of a public transport node. This involves the need to not only locate new development around town centres and along intensive corridors but to also improve existing and new transport connections (including cycling and walking) within areas of existing development. This is a form of integration which is provided for and supported by this District Plan.

The District Plan also supports the Auckland Regional Land Transport Strategies in the promotion of increasing residential and employment densities in town centres and along intensive corridors. The provision of growth nodes at Massey North, Hobsonville Village and Hobsonville Peninsula is critical to transport and land use integration.

The City's infrastructure resources need to be recognised when considering any urban growth proposal. It makes sense to efficiently utilise existing infrastructure, where capacity is available. Priority needs to be given to providing for growth where the benefits of that growth location most outweigh the economic and environmental costs of infrastructure provision or upgrading. Particular attention needs to be given to the impact of new infrastructure on coastal margins, waterways and harbours.

In all of the above urban growth of all forms needs to be encouraged to develop in such a way as will achieve sustainable, energy-efficient and water-minimal and waste-minimal outcomes.

In summary, the following are the issues which need to be addressed when managing City growth;

### General:

Accommodating significant population growth, which will continue throughout the planning period;

- Increasing the percentage of resident workforce employed locally;



- Ensuring the provision of a balanced range of urban activities, easily accessed by new populations;
- The integration of land use activity and transport networks, and in particular providing linkages between higher intensity residential areas and employment areas, and public transport nodes;
- Managing development so that it achieves the efficient use of resources;
- Managing development so that it is efficient and sustainable.

### Specific:

- Accommodating at least 70% of the City's population growth within metropolitan urban limit boundaries as existed in 2004;
- Provision for adequate employment land within the City to allow a significant proportion of the City's residents to work locally;
- Opportunities for intensive residential and mixed use development focused in town centres (particularly, New Lynn, Henderson and Massey North), around intensive corridors and arterial roads within the MUL as identified in Policy Map X and Schedule Y of the District Plan;
- Certainty that the opportunities provided for intensive residential and mixed use activities will be established when land is developed/redeveloped;
- Providing adequately for housing which is affordable, and suitable for a range of social and cultural needs;
- Managing peripheral expansion of the urban area in a way that the Auckland Regional Growth Strategy and this District Plan's emphasis on urban consolidation is respected, and any newly developed areas maintain a compact urban form;
- Ensuring that newly developed or redeveloped areas are adequately supported by community services, business activities (including retail), infrastructure and transport networks;
- Ensuring that the Waitakere Ranges, including the foothills, remain permanently rural (excluding land that falls within the

Metropolitan Urban Limits and any land that is identified as Foothills Environment that falls outside the Waitakere Ranges Heritage Area identified on Policy Map X);

- Managing other rural areas so that they remain rural, without compromising future potential for alternative use, including future urban use;
- Identifying land for urban growth in the NorSGA Corridor of the City, which can be well-serviced and connected to transport networks, and to provide for appropriate opportunities for employment, community services, business and retail;
- Ensuring adequate provision for transport networks, including public transport routes, public transport interchanges and nodes, a primary arterial road network and well-connected secondary road networks.

### Objective 0

**To manage growth in such a way that will ensure the City develops and redevelops to achieve a sustainable compact urban form in a manner that appropriately manages adverse cumulative and reverse sensitivity effects. Growth should be focused in and around town centres and intensive corridors, and where appropriate enabled in neighbourhood centres and corridors. Growth should be integrated, particularly with the transport system, result in high amenity values, contribute to the management of population growth, provide employment opportunities, as well as provide appropriate community and business services. This objective can be achieved by managing the location, density, scale, form, character, timing and sequencing of urban and rural growth. In order to achieve sustainable urban consolidation, all urban activities including urban growth and development should be directed to areas inside the Metropolitan Urban Limit and managed in a manner that protects significant environmental values.**

#### Explanation

It is a major theme of this District Plan, within



the wider regional framework, to ensure the consolidation of urban development. In order to ensure urban consolidation can be achieved an integrated approach needs to be taken to growth within the urban area and its periphery as well as rural growth. Particular consideration also needs to be given to the mix of residential and employment growth within existing and future urban areas. The aim by 2021 is to ensure that 78% of the City's growth is to occur inside the 2001 MUL, 17% is to be accommodated in peripheral urban growth areas (the Northern Strategic Growth Area, Penihana and Babich land), and 5% of the City's growth will be provided within the rural part of the City. A significant increase in the number of people that work locally is also necessary to achieve sustainable urban consolidation, although it is acknowledged that the relationship between where people live and work is not merely a sub-regional issue.

Significant urban intensification has been occurring in town centres and neighbourhood centres and along intensive corridors. Additional intensification has however been occurring outside these areas which in certain cases has not been supportive of promoting sustainable urban development or integrating transport and land use planning. The aim of this objective is to re-direct urban growth to areas that support sustainable compact urban form. This objective recognises the benefits that compact urban form approach can deliver, including reduced vehicle trips (both in terms of distances and trip numbers) and the creation of compact mixed use centres which have a high level of urban amenity.

This objective also recognises that urban activities, as defined in the Auckland Regional Policy Statement (**ARPS**), should occur within the Metropolitan Urban Limit (**MUL**). Urban activities outside the MUL have the potential to undermine a compact urban form, to divert growth into areas with unsuitable infrastructure or unsustainable environmental capacity, as well as to negatively affect the qualities of rural areas. It also recognises that urban growth may be appropriate in and around neighbourhood centres identified in Schedule Y of the District Plan, as well as along corridors (including the area adjacent to the corridor), other than those identified in Schedule 1 of the ARPS, and Policy Map X and Schedule Y of the District Plan. Such growth may be enabled having regard to the environmental effects of any proposed development and whether the proposed development compromises the relevant policies of the ARPS.

Areas have been identified in Schedule 1 of the ARPS and Policy Map X and Schedule Y of the District Plan within which these residential and commercial urban growth aims can be achieved. Methods are also adopted to provide as much certainty as possible that this will occur, and in a way which results in development being comprehensively planned so that it is workable, integrated, with high amenity value and with valued resources protected and enhanced. Accordingly, identification of urban intensification has been avoided in areas of significant natural and landscape value.

A key driver for land use changes at Massey North/Westgate, Hobsonville Village and Hobsonville Airbase is to provide employment land within Waitakere City to stem the flow of residents out of the City to work which ultimately adds to the Auckland region's traffic congestion problems. The objective is to create compact urban development focused on town centres/ transport nodes which has strong provision of locally accessible employment land and provision for high density residential/ mixed use development. This approach of centres with walkable local catchments to support passenger transport is aligned with the key aim of the LG(A)AA 2004 of land use and transport integration.

An application to bring the Babich land inside the MUL was lodged with the Auckland Regional Council in 2004. A similar application to urbanise land at Penihana is likely when the ARPS is reviewed in 2009. Should these applications be successful, additional land on the western flank of the Metropolitan Urban Limit will not need to be considered for urbanisation until at least 2021.

The bulk of rural intensification is provided for through the Structure Plan process in the Foothills and Countryside Environments and the development of vacant sites. The Birdwood, Swanson, Oratia, and Dilworth Structure Plans in conjunction with vacant lots in the rural part of the City are sufficient to accommodate rural growth until at least 2021. Structure Planning in the Countryside Environment has been deferred until the future of the Whenuapai Airport is confirmed so that potential future urbanisation is not compromised and reverse sensitivity and water quality issues can be quantified and addressed.

Subdivision provisions in the remaining rural parts of the City provide for limited intensification. Subdivision below District Plan standards is generally prohibited in the rural Waitakere Ranges and the Bush Living Environments and applications

to go below District Plan standards in the Coastal Village, Rural Village, Countryside and Foothills Environment and Special Areas are likely to be notified. Nevertheless the ongoing protection of the values of the Waitakere Ranges is contingent on the majority of future growth being located within the urban area and in the peripheral urban areas in the north of the City.

## Policy 0.1

The further development or re-development of urban areas should be planned to provide the following:

- In the town centre areas identified as Community Environment, Community Periphery Environment or identified mixed use area within a Special Area provision for mixed use development, including residential activity, above ground floor level;
- In any Living Environment which is within a 10 minute walking distance of the New Lynn Community Environment or the Henderson Community Environment or the Massey North/Westgate Special Area, any new development should achieve a household unit density of at least 40 household units/hectare (gross);
- In any other area identified as Living Environment as at 2004, which is within a 10 minute walking distance of any train station or is on a regional arterial route, development should achieve an average household unit density of 30 households/hectare (gross);
- In any new area introduced by a plan change, which is intended primarily for residential purposes, residential densities should achieve an average household unit density of 40 households/hectare (gross). Where such areas are in close proximity to sensitive rural and/or heritage areas (such as the Waitakere Ranges Heritage Area) consideration should be given to the ways in which adverse effects on the amenity values of these areas can be avoided or mitigated;
- Single unit detached housing should be located in areas other than those described above;
- Further growth and development which has an urban character should be avoided in areas with the following characteristics:
  - Outstanding Coastal Natural Character
  - Outstanding Natural Landscapes
  - Areas prone to natural hazards including flooding or instability
  - Significant or outstanding vegetation or fauna habitat including riparian margins;
  - Achieve compact urban form.

### Explanation

This policy is important to achieve a compact urban form. Emphasis is given to achieving higher densities in critical locations such as around town centres and intensive corridors as stipulated in Policy Map X and Schedule Y of the District Plan, while having regard to the effects of development in close proximity to sensitive rural and/or heritage areas. In such areas it is expected that the existing environment will alter over time to a new form. New growth areas are also expected to be developed at higher densities, so as to enable the efficient use of newly developing areas. Lower density development is still provided for in other areas, and particularly existing suburbs which have been historically developed to lower densities and have a clearly defined valued character. In some cases it is necessary to restrain higher density development where this can have adverse effects on existing residential character. It is noted that density targets identified in the Policy will need to be reviewed and determined at the time of detailed concept planning that is required prior to urban areas being significantly developed or redeveloped.

In respect of household densities, “gross” areas include all roads, reserves, stream margins, etc. generally taken over a sizeable area (2ha plus). “Net” areas do not include perimeter or collector roads, but will include roads/access internal to a development and all private spaces such as parking and private open space.

At the densities sought, it will be necessary to provide substantial 2-3 storey or higher medium density or apartment developments in and around town centres, train stations and on regional routes. Similar development will be expected in new urban growth areas. However, there should still be the opportunity to provide for a mix of housing types to ensure a variation of urban form and a range of housing choice.

Further urban growth which has an urban character in areas with significant natural and landscape values and areas prone to hazards should be avoided. Titirangi/Laingholm is one such area that whilst having



these physical characteristics is located inside the Metropolitan Urban Limit, a situation that is unique in the region.

## Methods

### *District Plan Rules:*

- New Human Environments
- Provision for intensive housing and mixed use developments
- Rules requiring minimum densities
- Subdivision Rules

### *Other Methods:*

- comprehensive area plans
- provision of design guidelines
- provision of design advice
- development agreements
- Waitakere City Growth Management Strategy
- Northern and Western Sectors Agreement
- Monitoring
- Integrated Transport Assessments

## Policy 0.2

The priority areas for urban intensification should be within and around the Henderson and New Lynn Community Environments and the Massey North/Westgate Special Areas. Urban intensification is required to ensure efficient use of that land resource. This includes provision for business (including retail), high density residential and mixed use development, and other employment activity which is appropriate to town centre character and has the ability to be serviced by transport networks and other infrastructure, and which avoids or mitigates any potential reverse sensitivity effects.

### *Explanation*

The city has three major town centres, at New Lynn, Henderson and Westgate/Massey North. Each of these centres is well located and integrated with public transport to accommodate intensification of urban activity. Some opportunities available at New Lynn have already been recognised. That centre will further develop with a range of land uses. It is important in this area, and in and around the other major centres, that the land resource close to services and transport nodes is efficiently developed. That is necessary if the City's consolidation/intensification strategies are to be achieved. High density residential development is therefore not only encouraged, but will be required

in critical locations, subject to ensuring good design and high quality amenity.

These town centres are also very important employment areas, and there is a significant opportunity to establish close work to home linkages.

The Westgate/Massey North area in particular provides a suitable large land resource for business. This will be well located next to a Town Centre, the new State Highways 16 and 18. It will also be integrated with the Quality Transit network.

These are also the main centres in which retail activity will occur. Adequate and flexible provision will be made for such activity, with an emphasis on comprehensive planning to produce integrated shopping precincts with distinctive, high amenity and sustainable design. Sustainable design includes considerations of environmental, social, economic and cultural sustainability.

Comprehensive planning through provision of site analysis, concept plans and comprehensive development plans will be required to ensure that development occurs in an integrated manner, including provision for community services and infrastructure.

## Methods

### *District Plan Rules:*

- New Human Environments
- Provision for intensive housing and mixed use developments
- Rules requiring minimum densities
- Medium Density Housing, Apartment Housing and Mixed Use Rules
- Rules requiring Concept Plans, Comprehensive Development Plans, and Site Analysis

### *Other Methods:*

- monitoring
- provision of design guidelines
- provision of design advice
- independent design reviews
- comprehensive area plans

## Policy 0.3

**Opportunities for intensive residential and mixed use development in town centres other than New Lynn, Henderson and Massey North/Westgate, should be encouraged. In addition, intensification is desirable around town centres and on intensive corridors identified in Schedule 1 of the Auckland Regional Policy Statement**



and Policy Map X and Schedule Y of the District Plan. Where appropriate, development can be enabled in neighbourhood centres identified in Schedule Y of the District Plan and corridors, having regard to the matters set out in the Auckland Regional Policy Statement, in particular the Policies in Section 2.6.5.

#### *Explanation*

To achieve urban consolidation, it will be important that development and redevelopment occurs in other locations close to services, shops and transport nodes/routes. Development includes residential, mixed use, and commercial development, as well as retail. These other locations where development is being encouraged include neighbourhood centres identified in Schedule Y of the District Plan, as well as along intensive corridors identified in Schedule 1 of the ARPS, Policy Map X and Schedule Y of the District Plan.

It may be appropriate for commercial activities, including retail activities, to be located in other corridors, where the effects of such activities are appropriately managed and achieves Objective 0. Regard should therefore be had to managing the effects that development in other corridors may have on the function and role of identified town centres, neighbourhood centres and intensive corridors, along with the efficient use and management of the transport system.

The terms “intensive corridors”, “neighbourhood centres” and “corridors” are defined in the Auckland Regional Policy Statement Appendix 2-D. The District Plan relies on and adopts the definition of these terms as contained in the Auckland Regional Policy Statement.

The District Plan makes provision for medium density and apartment development in and around the City’s neighbourhood centres, and on the arterial roads within the MUL (refer Policy Map X and Schedule Y). In most cases this will be an opportunity to be encouraged rather than a requirement, but it is expected that significant development will occur in these areas.

## Methods

#### *District Plan Rules:*

- Provision for intensive housing and mixed use developments
- Medium Density Housing and Mixed Use Rules

#### *Other Methods:*

- monitoring

- Waitakere City Growth Management Strategy
- provision of design guidelines
- provision of design advice
- independent design reviews
- comprehensive area plans

## Policy 0.4

When designing new urban development at the site, neighbourhood or community levels, attention should be given to the following:

- The need for a variety of development forms, in such a way as will provide for affordability and choice, to ensure that new development is integrated with existing development, and to avoid visual monotony;
- Provision is made for mixed use activity and community services as integral components of land use and urban form;
- Provision is made for appropriate visual and activity connections to streets, according to location and the form of existing and expected future development, including the provision of streetscape design which encourages integration of the street with adjoining development;
- As far as it is possible, development forms part of a comprehensive area plan which incorporates access to open space, community services, transport networks, work places and shops;
- That existing community identities are recognised and, if necessary such as in redeveloping intensive areas, managed to a definable new identity;
- Emphasis is given to creating interconnected vehicle, walking and cycling routes, providing logical, attractive and safe linkages to activities within and beyond the site or areas;
- Existing features such as significant streams, vegetation, heritage buildings/sites, landscapes and views are adequately recognised and where possible protected and enhanced. In circumstances where protection and enhancement are not possible, some form of mitigation will be required to improve the sustainable values of the natural and built environment;
- That public access is provided alongside and to stream and coastal margins;
- Potential conflicts between incompatible land



uses are recognised and provided for, including through managing design, traffic and noise;

- Comprehensive planning is undertaken before achieving a high urban amenity standard through building design and articulation, street and access and parking area design, lighting themes and landscape treatment;
- Private development is designed to address public places;
- The design and location of new development should consider its potential to adversely affect the operation, maintenance, and upgrading of regionally significant infrastructure;
- Developments are managed so that they continue to be maintained to a high standard.

#### *Explanation*

The importance of good design is critical to the success of urban consolidation strategies. Communities must be created which residents and other users are attracted to, and proud of. This is not an easy task. The potential for adverse effects on amenity, land use conflicts, and possible social concerns, increases with the increase in density if not appropriately managed. It therefore becomes more important to ensure good design management. This District Plan, and the mechanisms conducted in its implementation, will require good design.

## Methods

#### *District Plan Rules:*

- Rules requiring attention to elements of design
- Streetscape Rules
- Medium Density Housing, Apartment Housing and Mixed Use Rules
- Concept Plans
- Rules requiring Comprehensive Development Plans

#### *Other Methods:*

- design guidelines
- independent design reviews
- monitoring
- Integrated Transport Assessments

## Policy 0.5

**Public transport interchanges and other nodes should be provided for and/or upgraded**

**in locations which will support existing or new land use activities such as intensive housing developments and employment/business areas.**

#### *Explanation*

There is an important linkage between the intensification of urban development and public transport infrastructure. The use of public transport will be better encouraged if people can get to it easily, and where the interchanges or nodes are visually attractive, sheltered and safe. Such interchanges and nodes will include those associated with trains, buses and ferries.

## Methods

#### *District Plan Rules:*

- As required, new rules, Human Environments or designations

#### *Other Methods:*

- Monitoring
- Integrated Transport Assessments

## Policy 0.6

**Improvements to transport networks, including public transport routes and roads will be encouraged, with a particular emphasis on improvements required to achieve the form of development outlined in the above policies.**

#### *Explanation*

Those people who use a bus or train, or who walk or cycle, are best served by a transport route which will get them to their destination quickly, safely and efficiently. Those who need to use vehicles for business activities have the same aims. Those that use car transport also need to be provided for, although commuters in particular have a lesser priority as cars are a less efficient mode of transport.

Priority will therefore be given to ensuring that public transport, and walking and cycle routes are provided and/or upgraded in such a way as will best link developing intensive urban areas with workplaces and community facilities. The next priority will be road routes which link major centres of activity.



## Methods

### *District Plan Rules:*

- As required, new rules, Human Environments or designations

### *Other Methods:*

- monitoring

## Policy 0.7

- Prior to, or concurrent with, any new development, transport infrastructure should be provided by the developer which results in the integration of the development with the transport network to appropriately manage effects on the environment arising from the development. Adequate provision should be made for carparking to serve the development. Where appropriate, to manage the effects of the development, the development should be located so as to enable the community that the development serves to have ready access to other modes of transport, including public transport.**
- Where appropriate, to manage the effects of any new development, the developer should:**
  - Minimise water use and need for fresh water; and
  - Minimise the generation of and/or the off-site disposal of storm water and wastewater.
- Ensure that any public open space that is provided by any land owner is:**
  - readily visible and accessible, such as with a generous street frontage or bordering the front yards of sites or front faces of buildings;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;
  - sized according to community and neighbourhood needs;
  - developed so that it is practicable, relevant to local needs and usable; and
  - easily maintained.

### *Explanation*

- Transport infrastructure to and around new developments and areas of development needs to be carefully planned so that it is efficient, integrated, safe and has high amenity value. Use of the region's valuable land resource for car park

provision is to be minimised (where practicable) because the land may be better utilised for other activities. However current poor access to public transport provision for many people in the community means that they remain reliant on private motor vehicles. As such adequate provision for car parking should be made in new developments to meet the community's needs as set out in the District Plan.

While commercial development, including retail development, may provide car parking to meet the community's needs, the development should enable access to other modes of transport where that is practicable. The provision of car parking may not be a priority for residential development, and in particular for higher residential density developments. This encourages the use of land for other activities and encourages high density residential development in locations near public transport nodes.

- West Auckland has water, storm water and waste water infrastructure capacity issues. Many areas where intensification is to occur already have existing public infrastructure networks. Where existing public infrastructure is to be used for water, storm water or waste-water management, it will be upgraded as necessary to provide greater capacity, longer operational life or to meet new environmental standards. To minimise water usage and manage storm water runoff, where appropriate to manage the effects of the development, the demands on public infrastructure should be minimised by developers using sustainable on-site techniques such as water tanks, permeable surfaces and waste reduction devices. In greenfields areas new infrastructure will be provided.
- Providing open space is important as it creates passive and active recreational space, preserves and enhances natural features, and provides visual relief as an integrated part of the overall urban form. Comprehensive open space planning will be encouraged. In line with the Council's open plan policy(s), the Council will exercise its discretion to ensure any open space acquired or required from land owners is in line with any Council policy(s) on open space. This will ensure that any open space that is required or acquired (where this is appropriate) is of high quality, in a desirable location and of a size that is able to be used as public open space.



Methods

District Plan Rules:

- Medium Density Housing, Apartment Housing and Mixed Use Rules

Other Methods:

- comprehensive area plans
- provision of design guidelines
- provision of design advice
- Catchment Management Plans
- Waitakere City Parks Strategy
- monitoring
- travel Plans
- Integrated Transport Assessments
- Concept Plans

Policy 0.8

Provision should be made for sustainability and energy-efficiency in development and building design.

Explanation

There are many simple and cost-effective techniques available for creating developments which are more environment-friendly than traditional methods. Encouragement will be given to passive solar design, the use of renewable resources in buildings and energy-efficient building practices.

Methods

Other Methods:

- comprehensive area plans
- provision of design guidelines
- provision of design advice
- monitoring

Policy 0.9

Peripheral urban growth should be restricted to the areas depicted in Schedule 1 of the Auckland Regional Policy Statement.

Explanation

The Auckland Regional Policy Statement, the Auckland Regional Growth Strategy and the Northern and Western Sectors Agreement outline the staging and sequencing of regional and sub-regional growth for the Auckland Region to 2021 and beyond 2050. A detailed analysis of these

documents undertaken in 2005 indicates that Waitakere City was outstripping current population growth projections. The Waitakere City Growth Management Strategy adjusts these growth projections accordingly. It is anticipated that 78% of future population growth can be accommodated within the 2001 MUL, 17% in the NorSGA area and on the Penihana and Babich land, with 5% in the rural area through provision of development on existing vacant lots, subdivision provided by existing District Plan standards, and existing structure plans.

The Waitakere City Growth Management Strategy sequences growth as follows:

1-10 years	Babbich, Airbase, Westgate town centre and Massey North, approx 33% of Hobsonville corridor
10-20 years	Penihana, and remaining Hobsonville Corridor
20+	Rest of Hobsonville Peninsula, and Redhills

In accordance with this strategy changes to the ARPS and the District Plan were proposed at Hobsonville Airbase, Hobsonville Village Centre, and Westgate/Massey North and Babich in 2005 (Refer Policy Map Z and Schedule Y).

If regional and sub-regional growth strategies are to be successful, there should be no need for the formal introduction of plan changes for new growth areas on the periphery of the City, other than those identified in the Waitakere City Growth Management Strategy, until at least 2021. Progress will need to be monitored, and factors such as the expected rate of population and household growth may change and have an impact on when further land is required. However any departure from this policy will require justification, and a critical examination of the success of consolidation policies.

Urban expansion in 2005 had been focused in the various areas for different reasons, all areas will aid in the integration between land use and transport planning and will be comprehensively planned using concept plans. Ad hoc urban development

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outside the MUL has the potential to undermine a compact contained urban form and should be avoided.

#### **Hobsonville Airbase**

Part of the Hobsonville Airbase land is close to a deep water channel in the Waitemata Harbour. The site had been identified as particularly suitable for marine industry based on this resource, and areas have been reserved for that purpose, consistent with Council's general strategy of encouraging employment growth.

Further, with the progressive closing of the Hobsonville Airbase, and the transfer of land to a single entity planning for future development, the opportunity has arisen to pursue a large greenfields development which meets the City's aims for attractive, compact, mixed use, accessible and well integrated development. In the current planning period, this will be the major greenfields location of new residential development. It is expected that the area will provide for a population of approximately 6-8,000 residents, or more than double the population that would have been accommodated in conventional low-density suburbs. It is of critical importance that the development of this area be carefully managed as a model of the urban form intended in the City and beyond.

The deep water access also provides an important opportunity for a commuter ferry facility. Provision for that facility should be retained in the Landscaping Special Area.

#### **Westgate/Massey North**

Development of Massey North involves the creation of a new Town Centre to the North of but integrated with the existing Westgate Centre. The Town Centre will follow a traditional main-street mixed use model with a compact urban form. It will comprise a retail core including mixed use surrounded by other business activities (including retail) and high density residential development. A large employment area focussing on industrial activities will be provided adjacent to and integrated with the Town Centre to maximise the economic

and social benefits of the Town Centre. Location of employment land adjacent to the Town Centre is similar to that of the sub-regional town centres of Henderson and New Lynn.

#### **Hobsonville Village Centre**

Reinforcing the intensification of the Hobsonville Village Centre Special Area and linking it with employment growth that is focussed on a major motorway interchange is a key factor in managing urban growth at this node. Providing a clear direction for growth pressures around the Brigham Creek Road interchange is vital. The land around this interchange will be more desirable to the commercial sector as a result of the increased accessibility to this area offered by the Motorway (SH18). Should central government decide to allow the development of Whenuapai Airbase as a commercial airport, the Brigham Creek Road interchange area will be able to provide, within the MUL, land for the development of service and industry requirements to support such a facility. A short distance away from this proposed interchange, along the southern side of Hobsonville Road is a string of commercial development within an existing residential area. This development constitutes the beginnings of a neighbourhood centre. There is a need to formalise this area in the District Plan as the Hobsonville Village with a clearly defined core.

#### **Babich**

The Babich land has long been identified as an area of urban expansion. Intensification of the area will bring about significant improvements in the environmental and recreational values of the Paremuka stream and its tributaries and amenity values generally.

### **Methods**

#### ***District Plan Rules:***

- New Human Environments
- Provision for a marine industry precinct, and other employment provisions supporting that precinct
- Provision for intensive housing, community services and mixed use developments
- Rules requiring minimum densities



- Medium density housing, apartment housing and mixed use rules
- Provision for a ferry facility
- Concept Plans
- Rules requiring Comprehensive Development Plans

**Other Methods:**

- monitoring
- design partnerships
- independent design reviews
- Northern and Western Sectors Agreement
- monitoring

## Policy 0.10

Ad hoc employment/business growth in appropriate environments should be avoided, particularly outside the MUL. The supply of, and demand for, employment land within the Metropolitan Urban Limits should be continuously monitored so that sufficient land remains available to accommodate the City's employment growth and business needs. If necessary, further plan changes should be initiated at any time as necessary to provide for employment/business land needs. Activities should not compromise the ability of Working Environment, Community Environment and employment special areas to provide employment opportunities within Waitakere City.

**Explanation**

If the percentage of people employed in the city relative to the resident workforce is to increase then every opportunity needs to be taken to provide for employment growth. Land suitable for business (including industrial) development is a scarce resource. Those areas which have been identified for such activity, including Working Environments and employment areas outside town centre cores, need to be prioritised for employment generating activities. Further areas also need to be provided, particularly in locations which offer flexibility for business of a variety of types and scale, and in locations accessible to transport networks. In rural areas, urban activities have the potential to detract from achieving a compact urban form and should be

avoided. The ability of the City's resources to meet demands for business location shall be strictly monitored and factors such as the expected rate of population and household growth may change and have an impact on if or when further land is required. If found to be necessary, further district plan changes will be promulgated to provide for those demands. However, any departure from this policy will require justification in terms of relevant regional policy instruments and agreements, and a critical examination of the success of consolidation policies.

## Methods

**District Plan Rules:**

- new Human Environments, as necessary
- Rules ensuring employment use of defined Working Environments

**Other Methods:**

- monitoring

## Policy 0.11

Apart from peripheral urban growth provided for in Policy 0.9, further intensive settlement within rural areas should not occur in order to accommodate population growth prior to 2021. Growth thresholds established by existing rural subdivision standards should be maintained in order to permanently protect the Waitakere Ranges and their foothills and the remaining rural area.

**Explanation**

As noted in Policy 0.9, the Waitakere City Growth Management Strategy 2005 indicates that the majority of the City's growth will be accommodated within the urban and peripheral urban areas. The strategy also signals that 5% of the City's population growth will be accommodated within the rural area. In particular, the Waitakere Ranges area is to be permanently contained to further development possible through existing (2004) District Plan provisions. That is essential in order to adequately protect the outstanding landscape and flora and fauna in that area, and its importance as a regionally significant landscape, natural area and passive recreational resource.

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Within the Foothills development will also be managed to the limitations of the rules, protecting the rural character of that area and its importance as a landscape and rural resource adjoining the urban area and Waitakere Ranges. Opportunities available through structure plans already in place (Oratia and Birdwood) or significantly advanced (Swanson and Dilworth) provide a substantial amount of population growth within the Foothills. In the wider rural area a mix of vacant sites and development provided through the District Plan subdivision provisions will satisfy lifestyle choices and anticipated population growth at least until 2021. Progress will need to be monitored, and factors such as the expected rate of population and household growth may change and have an impact on when further intensification is required. However any departure from this policy will require justification, and a critical examination of the success of urban consolidation policies.

## Methods

### *District Plan Rules:*

- Subdivision rules

### *Other Methods:*

- Monitoring

## Policy 0.12

Prior to operative urban zonings, peripheral urban growth areas should not be compromised by the location, nature, scale and extent of activities and by the subdivision of land. Significant new areas proposed for urban development, existing urban areas proposed for significant redevelopment or new rural areas proposed for further intensive settlement are to be provided through a structure/concept planning process. Rural areas that are to be retained as rural should not be compromised by ad hoc urban development and activities.

### *Explanation*

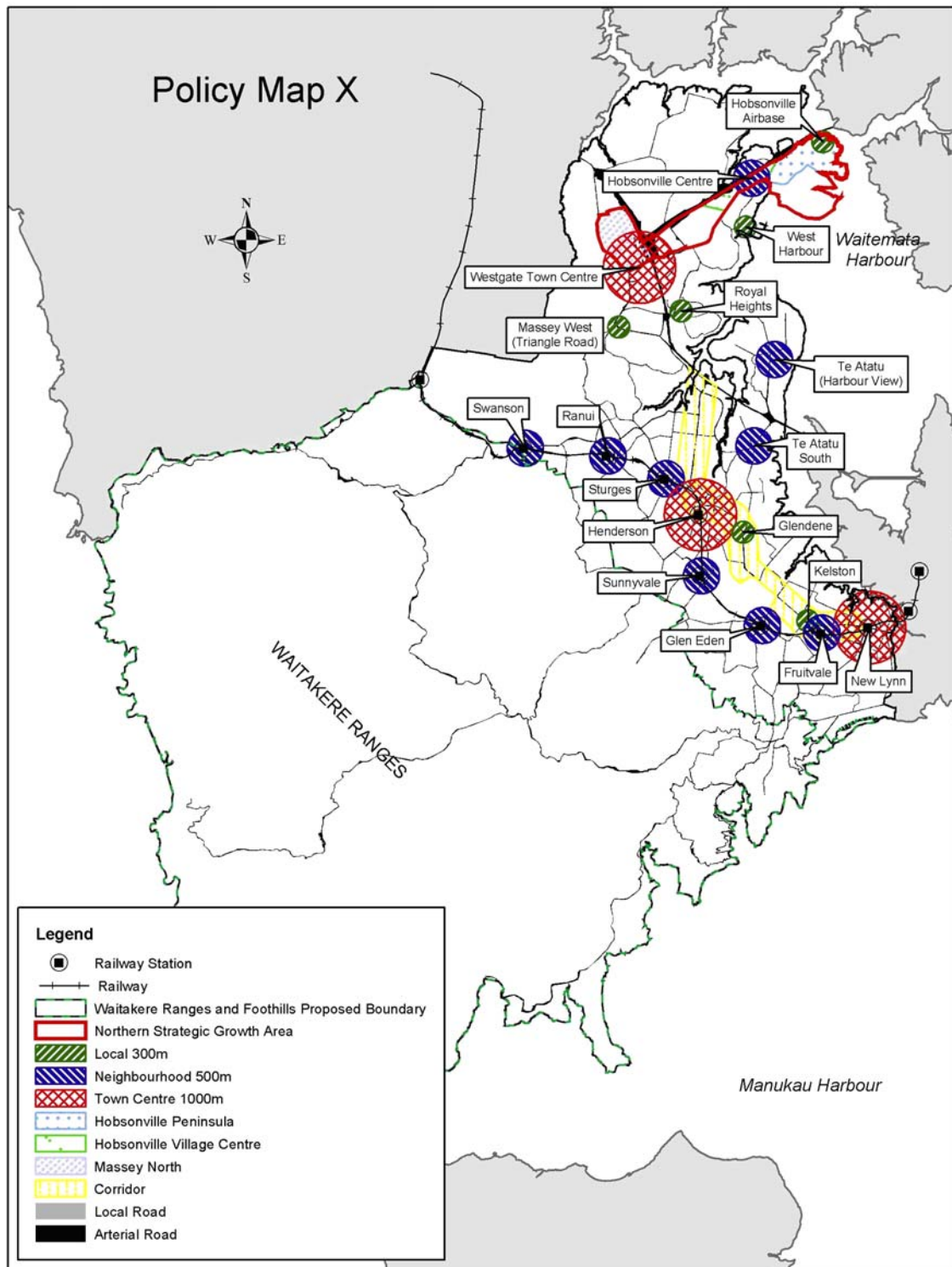
The development of new urban growth areas should not be unnecessarily constrained by activities that have been established or by subdivision that has occurred. For this reason, future urban growth area

should be managed in a way that avoids any obstacles that may hinder future development.

Such areas should be developed in a comprehensive manner, following a full assessment of environmental factors that will enable the land to be developed efficiently and with due regard to existing and future land use. Significant areas of land should only be released for development where structure or concept plans have been put in place in advance of subdivision or development commencing.





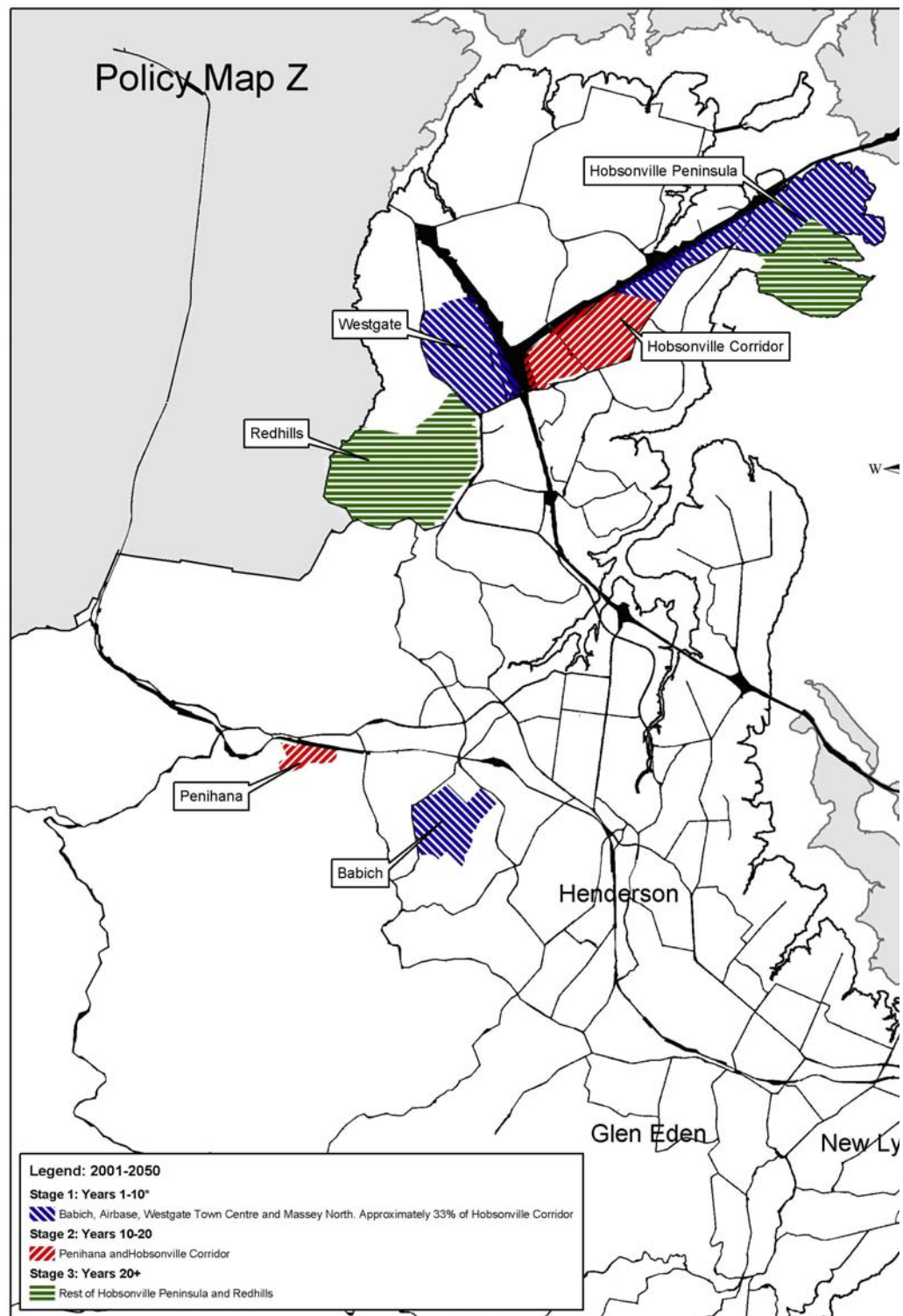




## Schedule Y

Location	Action	Priority	Timing
<b>Town Centres</b>			
Henderson	Concept Plan Implementation	High	2005 - ongoing
New Lynn	Concept Plan Review with associated District Plan changes to be notified	High	2005 - ongoing
Westgate	Concept Plan with associated District Plan changes to be notified	High	2005 - ongoing
<b>Neighbourhood Centres</b>			
Glen Eden	Concept Plan to be reviewed Implementation	High	2005/2006/2007
Te Atatu Peninsula (Harbour View)	Concept Plan to be developed	Medium	2006/2007
Te Atatu South	Concept Plan to be developed	Medium	2007/2008
Swanson	Concept Plan to be developed	Medium	2008/2009
Ranui	Concept Plan to be developed	Medium	2009/2010
Sturges	Concept Plan to be developed	Low	After 2016
Fruitvale	Concept Plan to be developed	Low	After 2016
Sunnyvale	Concept Plan to be developed	Low	After 2016
Hobsonville Village	Concept Plan with associated District Plan changes to be notified	High	2005
Kelston	Concept Plan to be developed	Low	After 2016
Glendene	Concept Plan to be developed	Low	After 2016
Sunderland Head Village	Concept Plan with associated District Plan changes to be notified	High	2005 - ongoing
Trig Road Centre	Concept Plan to be developed	Low	2009/2010
<b>Industrial Centres</b>			
Span farm	Concept Plan to be developed	Low	2009/2010
Massey North Employment Precinct	Concept Plan with associated District Plan changes to be notified	High	2005 - ongoing
New Lynn Employment Precinct	Concept Plan with associated District Plan changes to be notified	High	2005 - ongoing
Henderson Employment Precinct	Concept Plan to be implemented	High	2006/2007
Ranui Employment Precinct	Concept Plan to be developed	Low	
<b>Growth Areas</b>			
Babich	Proposed Concept Plan and associated District Plan changes to become operative	High	2005 - ongoing
Hobsonville Airbase	Concept Plan with associated District Plan changes to be notified	High	2005 - ongoing
Redhills	Concept Plan to be developed	Low	After 2021
Hobsonville Corridor	Concept Plan to be developed	Medium	After 2011
Hobsonville Peninsula	Concept Plan to be developed	Low	After 2021
Penihana	Concept Plan to be Developed for: Allot 698 SO 51836 Waipareira; Lot 1 DP 362284; Lot 2 DP 362284; Lot 1 DP 95461; Lot 2 DP 95461; Lot 5 DP 95461; and Lot 2 DP 132964.	Medium	2008/2009





## 5.1 ISSUE - EFFECTS ON WATER: QUALITY AND QUANTITY

The City's waterways have been profoundly affected by past and current settlement decisions, and by the way various activities have been carried out. Urban development has resulted in the runoff of soils into the Upper Waitemata Harbour in particular, and although the rate of development in this area has eased in recent years, it continues to be a major problem for the Harbour. Contaminants from manufacturing, pastoral farming, horticulture, and stormwater runoff from impermeable surfaces continue to affect water quality.

There has been a loss and degradation of in-stream flora and fauna due to the presence of contaminants that are directly toxic, or due to the presence of silt and sediments which make it difficult for plants and shellfish to survive. In addition, the removal of streamside vegetation has meant the raising of water temperatures, growth of undesirable algae and further loss of instream fauna. Such vegetation also plays a major role in the capture of sediment and contaminants from pasture and from the urban area.

Most affected, are the Opanuku, the Oratia and the Ngongetepara stream systems, and smaller systems within the urban area. In addition, there are localised problems at Piha, Karekare and Te Henga/Bethells, from the leakage of sewage into the streams. The estuarine areas, particularly along the Whau Creek, have been affected by the location of industry immediately adjacent.

Where the streams flow through areas of pasture, stream edges have been affected by stock grazing and trampling. The Ngongetepara, in particular, has been affected in this way. Lake Wainamu has also been affected by grazing, trampling and weeds.

Reduction of stream flows and the drawing off of water for local and region-wide water supplies, have also had a major impact. The most affected systems are the Waitakere River, Huia Stream and Little Muddy Creek, all of which have had their headwaters dammed for water supply purposes. The result has been highly modified down-stream ecosystems and in the Waitakere River catchment, the creation of a large wetland area.

Motor vehicles are a major source of water pollution - with vehicle wear and the deposition and emission of oil, rubber and other contaminants associated with them onto road surfaces, and their runoff from roads into the stormwater system.

These contaminants are not easy to treat before they reach the City's streams and coastal areas. A reduction in pollution is, to some extent, dependent on a reduction in vehicle use.

Journeys to work are another major trip generator. Of concern are the relatively high numbers of Waitakere residents who work outside the City. Significant numbers of residents travel to places of employment outside the City by car. This vehicle use impacts on water quality.

Retail activities are major 'trip generators', influencing the amount, duration and routes of vehicle trips. The location of retail activities is important in determining trip patterns, including the viability of passenger transport and therefore the degree of water pollution.

The dispersal of retail activities away from major areas of population and business activity and particularly away from town centres could undermine the strategic direction and transportation objectives of the Auckland Regional Policy Statement, such as those provisions which relate to population intensification around major nodes, reduction in private motor vehicle use and emissions and encouragement of greater use of public transport.

The expansion of the urban area into the rural and Waitakere Ranges landscapes is also a key pressure on water quality. The traditional low density suburbs and "spread city" have brought major changes to the City's streams and coastal areas. Increased areas of impermeable surfaces bring problems associated with untreated stormwater.

Urbanisation and the resulting increase in impermeable surfaces has resulted in the increased quantities of water being run into the City's streams and rivers, this in turn has resulted in an increase in the size and frequency of flooding events.

These changes to the City's waterways have resulted in the following significant resource management issues:

### General:

- degradation of the quality of waterways and the health and functioning of aquatic ecosystems and, in particular, the degradation of the urban streams, the Ngongetepara stream and the Upper Waitemata Harbour;
- loss of naturally occurring food sources, both vegetation and fauna.

### Specific:



- runoff of soils and sediments into waterways;
- discharge of contaminants into waterways (including aquifers) - point source and general (diffuse) discharges;
- increased water temperature from removal of streamside vegetation;
- loss of fauna habitat;
- alteration of water courses and the interface between land and water;
- piping and culverting of water courses;
- release of weeds into water courses or along stream and lake edges;
- further reduction of in-stream flows in the City's main stream systems;
- increase in the size and frequency of flood events;
- runoff of contaminants from impermeable surfaces and, in particular, contaminants from vehicle use.

## Objective 1

To manage the effects of landuse on the environment and, in particular, avoid, remedy or mitigate effects on the quality and quantity of the City's water resource, including maintaining:

- the life-supporting capacity of water;
- the ability to use aquatic ecosystems as a food source;
- the availability of water as a healthy place of recreation.

### Explanation

The Resource Management Act requires that the life-supporting capacity of the City's water resource is safeguarded. The great emphasis placed by the City's residents on the City's waterways and coastal waters, and the strong role that the streams play in shaping the eastern part of the City, mean that the recreational aspects of water are also highly valued. Tangata whenua and residents also place great importance on being able to gather food - plants and fauna - from the streams and harbours. These are the principal reasons for the adoption of this objective. Esplanade Reserves and Strips are useful to safeguard the life-supporting capacity of the City's water resource. They create a buffer between development and the watercourse or coast. Stormwater quality ponds and other mitigation measures are also important methods for ensuring that the life-supporting capacity of water is safeguarded. (This objective must also be considered alongside others, which are concerned with the

protection of natural and physical resources, landscapes and amenity values and restoration of ecosystems, for a complete understanding of Council's approach to water. These are set out in later sections.)

## Policy 1.1

Settlement should be of a type and density that avoids, remedies or mitigates adverse impacts on water quality. In particular, settlement should be:

- located away from coastal edges, riparian margins and areas prone to flooding, and these flood hazard areas within the Oratia, Opanuku and Swanson stream catchments.

Urban development should not occur in locations where such development will lead to significant adverse impacts on water quality and quantity. Urban development shall be avoided in the following general locations:

- The Waitakere Ranges and West Coast
- The Foothills of the Waitakere Ranges
- The northern rural Countryside Area

provided that the consolidation of population within the urban area is within the capacity of any stormwater and waste management infrastructure. Limited settlement may occur outside the urban area where such settlement does not cause adverse impacts on the City's waterways and their margins.

Only limited further settlement shall occur in the Waitakere Ranges Environment and Bush Living Environment area outside the Metropolitan Urban Limit, in recognition of the unique and sensitive environmental quality of this area. Minor household units are not permitted in this area, unless attached to the main dwelling house.

Some further settlement is allowable but the subdivision of land is strictly limited to a maximum level. Beyond that level subdivision is generally prohibited, except where provided for in the rules, such as for certain boundary adjustments, vesting of reserves, and in Oratia (refer Appendix XIV) where development is restricted to the General Natural Area and outside the Outstanding Natural Landscape areas (refer policy Map 3.6b).

This is partly in recognition of the importance of the water resource in the Waitakere Ranges to the local and regional

wider environment and the need to avoid any further degradation of that resource. Any subdivision that is provided for in the rules must take account of likely subsequent development processes, and the relationship between subdivision design and development impacts.

Where circumstances exist on large sites (generally 30 ha or more) which provide the opportunity to meet objectives of the plan through a site-specific management approach, and net environmental benefit may be gained from alternative settlement patterns, particular provision may be made for these sites to be identified as a Large Property Management Area within the District Plan. Any such process of identification will be undertaken via a Plan Change process.

Having regard to the historical patterns of subdivision and settlement, limited further settlement may occur in that part of the Titirangi-Laingholm area which is inside the Metropolitan Urban Limit and where a reticulated wastewater system is in place, but where there is not an adequate stormwater infrastructure. In this area densities that may be applied for are set out in the thresholds for Discretionary Activities in the subdivision rules. These provisions are designed to ensure that site-generated and cumulative adverse effects on flooding, water quality and land stability are avoided or can be mitigated.

The subdivision rules in that part of Titirangi shown as Area 1 in Appendix XI of the Planning Maps recognise the generally north-draining characteristics of that area. Densities in Area 2 as shown in Appendix XI of the Planning Maps are more conservative, partly in recognition of the more sensitive nature of this area, generally draining directly to the Manukau Harbour and, in some areas, subject to land stability concerns.

Any subdivision that is allowed must take account of likely subsequent development processes, and the relationship between subdivision design and development impacts.

Settlement in the Oratia Structure Plan area should be of a type and density that avoids, remedies or mitigates adverse impacts on water quality and quantity. In particular:

- settlement should be located away from riparian margins and areas prone to flooding, and flood hazard areas;

- development shall be managed to avoid further adverse effects, including cumulative effects

In the Foothills Environment minor household units should be located within 6.0 metres of the main dwelling to ensure there is only one area of residential activity on the site, and to ensure subdivision of the minor household dwelling from the main dwelling does not occur. This will help minimise the area of impermeable surface, particularly if driveways are not to be duplicated. Limited provision is made for minor household units separated 6.0 metres or more as a Discretionary Activity in the Oratia structure plan area, but in other structure plan areas minor household units 6.0 metres or more from the main dwelling are to be possible only where the minor household unit and associated development is established in a way which is consistent with any subdivision possibilities made available by the structure plan. Outside structure plan areas, minor household units 6.0 metres or more from the main dwelling are to be allowed only on sites exceeding 2.5 hectares in area, and these must be assessed in accordance with possibilities and constraints which may apply in later structure plan processes.

Settlement in other structure plan areas (except the Swanson Structure Plan Area) should also be of a type and density that avoids, remedies or mitigates adverse impacts in terms of water quality and quantity. Subdivision shall be managed to a permanent threshold as indicated on any structure plan forming part of the Plan to avoid further adverse effects on water quality and flooding, particularly cumulative effects. For these reasons, subdivision beyond that provided for in a structure plan is prohibited. Any subdivision that is provided for under a structure plan must take account of likely subsequent development processes and the relationship between subdivision design and development impacts.

In relation to the Swanson Structure Plan area shown on the planning maps:

- Subdivision under any Swanson Structure Plan must take account of likely subsequent development, and the relationship between subdivision design and development impacts on water quality.
- Subdivision shall be managed within the





limits shown on any Swanson Structure Plan (during the life of the plan) to avoid further adverse effects, particularly cumulative effects, on water quality and flooding.

Settlement in urban growth areas north of the city shall be of a type and density which reflects the need to efficiently utilise urban land, in a way which avoids, remedies or mitigates adverse impacts on water quality and quantity. Special attention shall be given to the need to ensure that water entering the Upper Waitemata Harbour does not adversely affect the absorption abilities of the harbour environment to the extent that the overall quality of that environment is diminished.

#### *Explanation*

This policy signals an approach to the management of settlement so that it is located away from vulnerable waterways and areas prone to flooding hazard. It also signals that future settlement will be consolidated where possible within the existing urban area. However, the management of this consolidation process must ensure that any infrastructure is able to cope with pressures on it.

In the urban area, settlement densities are already in excess of what would be viable without the provision of infrastructure. The existence of a wastewater drainage system relieves the immediate urban area from most impacts on water quality, although concerns still exist about treatment before disposal. Such a system allows intensification and relief of pressure on resources in rural, bush and coastal areas.

The existing stormwater system within the urban area does not generally provide for the removal of contaminants before discharge into waterways, and there is a need for upgrading to avoid or minimise adverse impacts.

The Waitakere Ranges Environment and Bush Living Environment area outside the Metropolitan Urban Limit contains a natural environment which is locally, regionally and nationally important. Minor household units separated from the main dwelling house are not allowed.

In the Oratia Structure Plan areas particular regard must be given to the effects, including cumulative effects, of development on water quality and quantity (see also Policy 1.4). Structure planning and resource consent processes will ensure issues, such as flood hazards, are adequately addressed and that development will only occur where adverse effects are avoided, remedied or mitigated. It is also

expected that there will not be any development beyond that provided for in a structure plan, which will have been carefully prepared to ensure local and cumulative impacts of settlement on water quality and flooding are avoided.

Minor household units located 6.0 metres or more from the main dwelling are not provided for in structure plan areas (other than the Oratia Structure Plan which was developed earlier than other structure plans), unless the structure plan provides for subdivision on the site concerned. Minor household units 6.0 metres or more from the main dwelling have the potential to create at least most of the generated adverse effects as for a full dwelling.

The policy is intended to avoid the “spread city” pattern which creates a number of adverse effects on a range of resources. Although the traditional low-density suburbs of the last forty years have created a high level of amenity, they have also created effects on natural resources, including water quality, that need more careful management. Therefore, a policy of containment and consolidation has been adopted. The policy does recognise that some further limited settlement outside the urban area is possible where, amongst other matters, adverse effects on water quality are avoided.

The Waitakere Ranges and Bush Living Environment outside the Metropolitan Urban Limit contains a natural environment which is locally regionally and nationally important.

Settlement is strictly controlled to avoid adverse effects, including cumulative effects, of development on the water resource which forms a critical component of this area’s ecology and ecosystems. It is partly for this reason that subdivision beyond the rules thresholds is generally prohibited.

Subdivision beyond that provided for in the rules is non-complying in the Oratia catchment where development can be accommodated within the General Natural Area and outside the Outstanding Natural Landscape area.

In the Titirangi-Laingholm area within the Metropolitan Urban Limit, some provision is made for further subdivision and settlement, however, as this area does not have, and is unlikely to have, a proper stormwater system (for flooding and water quality purposes). the plan sets out thresholds for subdivision as a Discretionary Activity.

A subdivision proposal will be the subject of assessment through the consent process to ensure that there are no more than minor adverse effects on flooding and water quality. Those provisions have been carefully prepared to ensure local and cumulative impacts of settlement on water quality,



flooding and land stability are avoided or can be mitigated.

Wherever possible, encouragement will be given to the entire subdivision of a site to be considered at one time only. This will provide most certainty regarding the effects of subdivision. However, where subdivision is to be proposed in stages, it will be important to show in concept how the balance of the site can be subdivided in accordance with district plan policy and provisions.

That part of Titirangi shown as Area 1 in Appendix XI of the Planning Maps is generally north-draining and less sensitive than Area 2 as shown in the Planning Maps which generally drains directly to the Manukau Harbour and, in some areas, is subject to land stability concerns. Note however that the boundary between Areas 1 and 2 has been deliberately adjusted as shown on Appendix XI of the Planning Map to follow logical road and property lines.

New urban growth areas to the north of the city drain into the Upper Waitemata Harbour. The harbour has suffered a declining environmental quality as a result of the inadequacies of past land development and drainage methods. It is important that all future development incorporates a sufficient standard of stormwater and wastewater quality control infrastructure to ensure that the overall quality of the harbour environment is not further degraded, and if possible is enhanced.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Residential Activities/Density Rules
- Riparian Margins/Coastal Edges Natural Areas Rules
- Buildings Rule
- Natural Hazards Rules
- Structure Plans
- Provision for Medium Density Housing
- Special Areas Rules

(See Part 6 for further explanation of policies relating to management of settlement pressures).

## Policy 1.2

**Activities should be located within the urban area in a way that supports the reduction of vehicle trip length and numbers, and the promotion of public transport, therefore minimising discharges into the stormwater**

**system and waterways of contaminants deposited onto impermeable surfaces from motor vehicles. Particular regard should be had for the location of intensive housing within and adjacent to central locations, and housing at higher than traditional densities in any new urban growth areas. Provision should also be made for the integration into all new growth areas of employment activity and mixed-use development.**

### *Explanation*

This centralisation policy has been adopted because of the significant impacts on water quality that arise from the runoff into the stormwater system of contaminants deposited onto roads from motor vehicles. Although the upgrade of stormwater systems will reduce the effect of stormwater, prevention at source is also an important policy direction for the City. (This centralisation strategy has also been adopted in order to give effect to other objectives - explanation of the overall policy approach is set out in Part 6.) Medium density housing and apartments are specifically identified in the policy in recognition of the way higher densities can contribute to the achievement of a viable passenger transport system.

## Methods

### *District Plan Rules:*

- Provision for apartments
- Apartment Design Criteria
- Provision for Medium Density Housing
- Medium Density Housing Design Assessment Criteria
- Working Environment Retailing Rule
- Non-Residential Activities Rules

### *Other Methods:*

- Provision of design guidelines for medium density housing and apartments and advice to interested groups and individuals;
- promotion of medium density housing at Harbour View and other areas of the City;
- promotion of apartments and mixed use developments in the New Lynn and Henderson Town Centres
- continued implementation of town centre revitalisation programmes.
- Council shall make available to developers and landowners the "Passenger Transport



Supportive Land Use Guidelines” prepared by the Auckland Regional Council.

## Policy 1.3

*Retail activities* should be located in a way that minimises the adverse impacts on water quality of the discharge of contaminants from motor vehicles onto impermeable surfaces and into waterways. *Retail activities* should be encouraged to establish in locations which will minimise vehicle trip length and numbers, promote passenger transport, support *major town centres* as key transport destination points, and reinforce those areas identified for population intensification. Any location of *retail activity* outside of *town centres* should not compromise the achievement of these aims.

### Explanation

*Retail activities* have been identified as having a major influence on the number and pattern of vehicle trips within the City. The wide dispersal of *retail activities* increases vehicle trips across the City with consequent impacts on water quality from contaminants. The consolidation of *retail activities* will contribute to the reduction of trips by (amongst other things) encouraging people to carry out multiple shopping tasks, sometimes in conjunction with other activities, or to utilise public or mass passenger transport systems. These aims would be best met by generally consolidating *retail activity* in *town centres* which are, or will be, close to the highest population concentrations. Any new *retail activity* outside *town centres* will need to satisfy the matters outlined in Policy 11.17.

## Methods

### District Plan Rules:

- Working Environment Retailing Rule
- Non-Residential Activities Rules
- Scheduled Sites Rules

## Policy 1.4

Settlement within the Foothills Environment, the Countryside Environment areas of the City, should be designed and located, and be of a density that recognises their key positions in relation to protecting valued natural resources, including freshwater quality and quantity and the quality of coastal waters. Particular regard should be had for the

cumulative impacts of settlement in these areas, the comprehensive design and management of settlement, and the relationship of individual sites with the surrounding catchments and natural and physical resources. Where development takes place, riparian management and other appropriate methods should be used which result in the protection and enhancement of the quality and quantity of water in waterbodies on the site.

### Explanation

These areas are key locations in managing the adverse impacts on a range of resources and environmental concerns. The design of subdivisions, and the amount of subsequent development that takes place, will have major impact on, amongst other issues, water quality. This policy places emphasis on achieving a quality of subdivision that takes account of likely subsequent development processes, and the relationship between subdivision design and development impacts.

## Methods

### District Plan Rules:

- Subdivision Rules
- Structure Plans (provide for protection and enhancement of vegetation in riparian areas as a requirement of subdivision to assist with the protection of water quality.)

### Other Methods:

- design advice and guidelines on good subdivision practice.
- advice and guidelines on appropriate ecological enhancement.
- guidelines on restoration and revegetation of stream edges.

## Policy 1.5

Activities (including structures) should be managed in a way that avoids further clearance and damage to native vegetation within the margins of the City’s lakes, rivers, wetlands and the coast, provided that exotic vegetation may be removed where there is a programme to restore native vegetation to the riparian margins and coastal edges.

### Explanation

The removal of vegetation from riparian margins and coastal edges results in the loss of shade, erosion,

an increase on the quantity of runoff and a reduced ability to absorb pollutants that run off into the streams and coastal waters. For this reason, the District Plan specifically protects streamside and coastal edge vegetation and places emphasis on the retention of native vegetation, which contributes to the greater viability of ecosystems in the riparian margins, coastal edges and waterways, and the overall biodiversity of the City. In order to protect and shade the riparian margins and coastal edges, exotic vegetation may need to be retained unless it is a noted environmentally damaging plant, or is to be replaced with native vegetation.

## Methods

### *District Plan Rules:*

- Riparian Margins/Coastal Edges Natural Areas Rules
- Vegetation Clearance Rules
- Earthworks Rules
- Buildings Rule
- Impermeable Surface Rules
- Establishment of Vegetation Rules

### *Other Methods:*

- protection and planting programmes on the city's reserves (reserve management plans);
- guidelines to planting;
- promotion of private covenants to protect native bush;
- establishment of stream restoration programmes in partnership between Council, landowners and the community.

## Policy 1.6

**Activities (including structures and impermeable surfaces), should be designed, located and carried out in a way that they do not impede or adversely affect the potential for the regeneration of native vegetation, or reduce the extent, range and linkages between areas of native vegetation within riparian margins and coastal edges.**

### *Explanation*

There has been considerable regeneration of bush within Waitakere City over the last fifty years. This policy has been adopted because it is important that buildings and hard surfaces do not prevent any further regeneration along riparian margins and coastal edges.

## Methods

### *District Plan Rules:*

- Riparian Margins/Coastal Edges Natural Areas Rules
- Vegetation Clearance Rules
- Earthworks Rules
- Buildings Rules
- Impermeable Surfaces Rules
- Establishment of Vegetation Rules
- Stock Rules

### *Other Methods:*

- Guidance on design of impermeable surfaces within riparian margins and coastal edges.

## Policy 1.7

**Activities should be managed in a way that encourages the absorption of rainfall and surface water runoff on-site, avoids the creation or exacerbation of stormwater flooding problems off-site and minimises the runoff of surface water into stream catchments and waterways.**

### *Explanation*

Stormwater which has absorbed contaminants from roads and other hard surfaces is a major pressure on water quality in the urban area. Similarly, stormwater in non-urban areas can contribute to the scouring and erosion of soils and the depositing of contaminants in streams, estuaries and harbours. This policy is intended to achieve the highest possible absorption of rainfall on-site.

## Methods

### *District Plan Rules:*

- Riparian Margins/Coastal Edges Natural Areas Rules
- Impermeable Surfaces Rules
- Building Coverage Rules
- Earthworks Rules
- Within Structure Plan Areas subdivisions will be assessed to ensure that stormwater discharge rates and where necessary total volume of stormwater runoff remain at no higher than pre-development levels and to ensure that there is no direct entry of stormwater to watercourses whether by piping or other means. This may require a variety of on-site management techniques.



- Provision of guidelines and advice on methods for minimising production of stormwater.

## Policy 1.8

**Activities, including the management of forestry and woodlots should be carried out in a way that avoids, remedies or mitigates, so minimising, the movement of soils and sediment and other contaminants into receiving waters, and the degradation of water quality in a way that destroys or reduces their:**

- ability to support instream vegetation and fauna;
- ability to be used as a food source;
- clarity, quality and flow, and suitability for swimming.

### *Explanation*

The loss of topsoil from sites and runoff into waterways is a particular problem in the Auckland Region, with the Upper Waitemata Harbour being especially vulnerable to the effects of runoff. Earthworks, or quarrying of any kind, involve the loss or runoff of topsoils and silt, and are the major cause of siltation of waterways. Where there is little vegetation to capture run-off, the problem is exacerbated. Pastoral farming and horticulture, and the exposure of the soils at the time of forest harvest, also increase the likelihood of soils and sediments being deposited in waterways.

## Methods

### *District Plan Rules:*

- Earthworks Rules
- Vegetation Clearance Rules
- The Auckland Regional Council has responsibility for earthworks involving more than 1ha. In those cases, resource consents will have to be obtained from the Regional Council.

### *Other Methods:*

- guidelines on management of earthworks;
- application of good practice principles to Council's operations.

## Policy 1.9

**Activities should be carried out in a way that avoids modification to the structure and form of watercourses, riparian margins and coastal edges. Particular regard should be had for**

**avoiding the piping and culverting of streams, and the effects of any earthworks.**

### *Explanation*

The modification of watercourses can affect water quality by increasing the potential for erosion, and by contributing to the removal of streamside and instream vegetation. This policy seeks to maintain the margins of streams, lakes, wetlands, and the coastal areas in their natural state.

## Methods

### *District Plan Rules:*

- Riparian Margins/Coastal Edges Natural Areas Rules
- Earthworks Rules
- Vegetation Clearance Rules

## Policy 1.10

**Impermeable surfaces and stormwater infrastructure should be designed and managed in a way that avoids adverse impacts on water quality, including the life-supporting quality of water, arising from the discharge of stormwater into the City's watercourses.**

### *Explanation*

Stormwater is frequently contaminated with pollutants washed off roads and other impermeable surfaces. Their discharge untreated into waterways is a major threat to water quality. Alternatives to untreated discharge of stormwater are possible, although the complete entrapment and treatment of contaminants at this time is problematic. This policy seeks to ensure that stormwater systems are designed to an appropriate level to protect water quality.

It is anticipated that, as a result of this policy, pressure on water quality will be minimised.

## Methods

### *District Plan Rules:*

- Subdivision: Sites must be connected to an appropriate adjacent reticulated stormwater system, or it must be possible to manage stormwater adequately on site. Assessment criteria include long term and cumulative effects on water quality and appropriateness of the stormwater system to the site.

### *Other Methods:*

- as the owner of the City's stormwater system, Council must apply for resource consents from the Auckland Regional Council to discharge stormwater into the City's waterways. This means any new systems that are connected to the network and the existing system, must be upgraded to the appropriate level.

## Policy 1.11

Activities should be carried out in a way that does not give rise to the reduction of in-stream waterflows to the extent that naturally occurring freshwater aquatic ecosystems are adversely affected. Where aquatic ecosystems are already adversely affected by the reduction of instream waterflows, methods such as riparian management should be used to enable the quality of these ecosystems to be enhanced.

### Explanation

The reduction of stream flows can have a major impact on water quality and aquatic ecosystems. While some water can be drawn off without major impact, the effects need to be carefully monitored and assessed.

### Methods

- Riparian Margins/Coastal Edges Natural Area Rules

## Policy 1.12

Any point discharge to a waterway should be within the capacity of the receiving waters to absorb adverse effects in a way that harm to water quality and aquatic ecosystems is avoided. Where water quality and aquatic ecosystems are already adversely affected, methods such as riparian management and stormwater treatment should be used, to enable the quality of these ecosystems to be enhanced.

### Explanation

Discharges to water have a major impact on water quality. The District Plan adopts this policy because it is essential that all discharges are managed in a way that they minimise any possibility of degrading receiving waters.

### Methods

- Riparian Margins/Coastal Edges Natural Area Rules
- Waitakere City Council has no power to regulate discharges into waterways; this is the responsibility of the Auckland Regional Council. It has a complementary role in advocating an improvement of discharges to any of the City's waterways.
- Ongoing monitoring, review and upgrade of drainage and stormwater systems to standards set in any water discharge consent.

## Policy 1.13

The use, manufacture and storage of hazardous materials should be managed in a way that avoids, mitigates or remedies the escape of hazardous substances into the City's waterway, and any consequent adverse effects on the quality of the City's water resource.

### Explanation

The escape of contaminants into the City's waterways has the potential to cause considerable and, possibly, irrevocable harm to water quality, and the aquatic ecosystems and flora and fauna that are dependent on that water quality.

It is anticipated that as a result of this policy, pressure on water quality will be minimised.

### Methods

- Hazardous Facilities and Contaminated Sites Rules

### Other Methods:

- provision of information to users about effects of hazardous substances and techniques for better management;
- promotion of alternatives to use of hazardous substances;
- provision of disposal and storage facilities to encourage householders and businesses to dispose of substances safely.

## Policy 1.14

Activities and structures involving the disposal, movement and storage of solid waste and sewage should be designed and managed in a way that avoids, mitigates or remedies any discharge or leakage of contaminants into the City's waterways.





### **Explanation**

As with other discharges, solid waste and sewage have the potential to affect water quality. Although recent innovations in the management of solid waste in landfills have reduced the likelihood of leakage of contaminants, the potential continues to exist. It also exists with the transport of human waste through networked infrastructure and with the seepage of sewage effluent from poorly maintained or installed septic tanks.

It is anticipated that, as a result of this policy, adverse effects on water quality will be minimised.

### **Methods**

#### ***District Plan Rules:***

- Subdivision Rules
- Residential Activities/Density Rules
- Infrastructure Rules
- Earthworks Rules

#### ***Other Methods:***

- exploration of improved methods for managing landfills within the City;
- more sustainable management of solid waste and wastewater as outlined in Council's Solid Waste Strategy and Water Cycle Strategy which aim to ensure that adverse effects relating to these activities are avoided, remedied or mitigated;
- provision of guidelines and advice on alternative methods of sewage disposal in unreticulated areas.

### **Policy 1.15**

Wherever possible, activities should be designed and managed to:

- minimise demand for water and energy in a way that further reduces demands for water and energy supply systems, and extraction of water from the City's waterways;
  - reduce, reuse or recycle any solid waste to minimise demand for solid waste landfills;
- as a way of avoiding potential unacceptable effects on water quality and aquatic ecosystems.

### **Explanation**

Continuing and increasing demand for water and energy, and the continued production of waste and for storage, places further pressure on water resources. Demand for water and energy can result in damming of rivers and subsequent impacts downstream from reduced water flows. The need to

store solid waste means there is always potential for leaching of contaminants into the soils, groundwater and into nearby waterways. However, improved storage and management techniques for the landfills have reduced the likelihood of this occurring. Since 1993, Waitakere City Council has had a Solid Waste Strategy in place which is intended to reduce the production of waste, through the recycling of materials.

### **Methods**

#### ***District Plan Rules:***

- Subdivision Rules
- Building Location, Height, and Height in Relation to Boundaries Rules

### **Other Methods:**

- provision of information to residents and businesses about recycling and elimination of solid waste, water conservation and efficient energy use;
- continuation of Waitakere City Council's solid waste recycling and water conservation programmes;
- sustainable management of solid waste and wastewater as outlined in Council's Solid Waste Strategy and Water Cycle Strategy which aim to ensure that adverse effects relating to these activities are avoided, remedied or mitigated.

### **Policy 1.16**

Subdivision design should provide protection of riparian margins and coastal edges in a way that promotes the survival unmodified of riparian and coastal edge vegetation and the retention of existing water courses.

### **Explanation**

The City's waterways are especially vulnerable to the effects of activities. Subdivision design can have a major influence on the subsequent effects of activities. For this reason a policy that seeks the highest possible level of protection for these areas at the time of subdivision has been adopted.

### **Methods**

#### ***District Plan Rules:***

- Subdivision Rules - esplanade reserves provisions
- Financial Contributions Rules



- Riparian Margins/Coastal Edges Natural Areas Rules

## Policy 1.17

**Subdivision and development within Structure Plan Areas and Urban Concept Plan Areas should be designed and managed in a way that emphasis is given to the protection and enhancement of streams, lakes, watercourses, wetlands and the coast and their margins in the development restoring low quality areas of vegetation or revegetating bare areas along waterway margins.**

### *Explanation*

Appropriate management of headwaters of streams and watercourses, even if too small to be identified as part of the Riparian Margins Natural Area, are important for the protection and enhancement of water quality. Activities involved in the subdivision and development of land have significant potential for the degradation of water quality and aquatic and riparian ecosystems.

Revegetation in these areas is especially valuable because it reduces erosion and flooding, as well as helping to filter out pollutants and sediments before they reach streams and waterways. The intensification of development in structure plan areas and urban concept plan areas must not result in degradation of the waterways and where possible restoration and enhancement of native (indigenous) vegetation alongside watercourses should be undertaken to avoid, remedy and mitigate potential effects.

## Methods

### *District Plan Rules:*

- Within structure plans and Urban Concept Plan Areas provision must be made for the protection, restoration and/or revegetation of waterways and riparian areas. This protection, restoration, or revegetation must be completed prior to the issuing of a certificate for the subdivision under Section 224 of the Act.

## Policy 1.18

**That a wide range of opportunities for non-residential activities be provided within the urban area to help reduce the need for travel, and as a consequence reduce the discharge of**

**contaminants from motor vehicles onto roads and waterways.**

### *Explanation*

This policy signals that the Plan must provide for sufficient opportunities within the City to meet a greater proportion of the employment needs of the community. Currently (1996 census) up to 60% of the City's labour force commutes out of the city each day. The vehicle trips created by this commuting are a major source of water pollution. The Plan promotes a range of opportunities for employment activities to stem this outward commuting. The Working and Community Environments employment special areas have been specifically set up to cater for employment activities. Non-Residential Activities are possible in the other residential and rural human environments, provided that their effects are compatible with the quality of the environment in these areas.

## Methods

### *District Plan Rules:*

- Non-Residential Activities are possible in all Environments. The most liberal provisions for employment activities are in the Working and Community Environments, where many Non-Residential Activities are a Permitted Activity. In the other Human Environments, Non-Residential Activities larger than a home occupation, generally require a resource consent.

## Policy 1.19

**Activities (including temporary activities) and structures should be managed in a way that avoids, remedies or mitigates adverse effects on the surface water in rivers and lakes. Activities should not present a flood hazard or generate excessive noise or pollution, and should not adversely affect:**

- the natural character and amenity of the waterbody;
- the cultural significance of the waterbody;
- landscape values;
- native vegetation; or,
- habitat values.

## Methods

### *District Plan Rules:*

- Riparian Margins/  
Coastal Edges Rules



## Policy 1.20

Where possible, an esplanade reserve or esplanade strip of 20m in width should be taken on all subdivision which adjoins the coast, a stream 3m wide or greater, a wetland or lake, to protect and enhance the water quality or quantity of the water body. There will be no grazing of stock on these esplanade areas.

### Methods

#### *District Plan Rules:*

- Subdivision Rules - esplanade reserves provisions
- Stock Rules
- Riparian Margins/Coastal Edges Natural Areas Rules
- Coastal Natural Areas Rules
- City Wide Noise Rules

## Policy 1.21

Within the *Birdwood Urban Concept Plan* area, subdivision design is expected to result in a settlement pattern that maintains and enhances the natural state of the Chamberlain Stream including its headwaters. Any piping of the stream will not be desirable and subdivision design will need to incorporate methods to ensure that stormwater runoff into the stream is minimised. Runoff resulting from development in the *Birdwood Urban Concept Plan* area must not exacerbate flooding in the downstream Swanson catchment or erosion of the Chamberlain Stream channel and its headwaters.

#### *Explanation*

The protection and enhancement of the Chamberlain Stream has been identified as a key resource management issue for the *Birdwood Urban Concept Plan* area. Given the steepness of the land and the vulnerability of the Chamberlain Stream to erosion, future subdivision and development could result in a modified stream environment where stream erosion is exacerbated and habitat values for flora and fauna are compromised. This policy seeks to ensure that the design of future subdivision and development does not result in the Chamberlain Stream being further degraded. A range of lot sizes

have been adopted to enable subdivision and development to occur within the constraints that have been identified. For the area identified on the *Birdwood Urban Concept Plan* as the Living 2 Environment, a minimum average site size of 2000m<sup>2</sup> and a minimum site size of 1250m<sup>2</sup> will apply.

The average size site for the area identified on the *Birdwood Urban Concept Plan* map as Living 4 Environment, is intended to maintain an overall average that can accommodate sufficient development area that does not exceed an overall maximum 20% impermeable surface area but also provides some flexibility of site sizes. The maximum 20% impermeable surface area is based on the stormwater modelling for the Chamberlain Stream catchment. This is the maximum amount of impermeable surface that can be accommodated within the Living 4 Environment part of the *Birdwood Urban Concept Plan* area without leading to an increase in pre-development stormwater runoff volumes.

### Methods

#### *District Plan Rules:*

- Subdivision Rules - maximum and minimum average lot sizes;
- Impermeable surface rules;
- Riparian margin rules.

### Other Methods

- provision of a Comprehensive Catchment Management Plan for the Chamberlain Stream.

These are the primary methods to ensure that within the *Birdwood Urban Concept Plan* area, stormwater volumes that can exacerbate existing stream erosion problems are maintained at pre-development levels and where possible stream margins are enhanced through planting, limitations on earthworks, impermeable surfaces and location of buildings.

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## ANTICIPATED ENVIRONMENTAL RESULTS

The preceding Objective, Policies and Methods relating to the protection of the City's water resource are expected to achieve the following:

- an improved level of water quality within the City's waterways, including lakes, streams, wetlands and the coastal waters;
- reduction of sediments and other contaminants entering the water, such that waters are capable of supporting native aquatic biota, and being safely used for recreation and as a food source;
- retention and maintenance of natural water courses, including estuaries, lakes and rivers;
- stable and viable aquatic ecosystems and, in particular, increased numbers of aquatic invertebrates in previously degraded waters;
- retention and improvement of wetlands and, in particular, retention of the Waitakere River wetland system;
- maintenance of naturally occurring water flows in the City's stream systems;
- protection of water quality to a level that satisfies the concerns of tangata whenua as set out in their Resource Management Statements.

## MONITORING INDICATORS

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to water quality and quantity, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- surveys of tangata whenua/iwi to ascertain their satisfaction with the quality and quantity of the water resource;
- monitoring the quality of water, including sediment and heavy metals in aquatic environments, using biological organisms and other physical parameters, such as water levels in wetlands and lakes, and waterflows in streams;
- monitoring riparian margin and coastal edge vegetation cover and quality, including the occurrence of weed species, the presence of grazing stock and the degree of formal/legal protection afforded to riparian margins and coastal edges;
- monitoring natural hazard (flooding and inundation by the sea) occurrence and risk;
- monitoring effectiveness of urban consolidation policies through measuring changes in water

quality resulting from stormwater treatment (among other measures);

- monitoring resource consents for activities within the coastal and aquatic environments, (including the number of applications granted consent, compliance with consent conditions, and the effectiveness of those conditions);
- monitoring effectiveness of retail strategy policies by undertaking annual traffic counts around the City and specific monitoring of contaminants associated with motor vehicles, such as zinc levels in sediment;
- monitoring any reduction in vehicle trip length and numbers (or average trip length and average vehicle kilometres travelled (VKT));
- monitoring any reduction in average VKT by residents near town centres and transport nodes compared with those who live further away;
- monitoring any increase in passenger transport use overall and in particular by those who live near town centres and transport nodes compared with those who live far away;
- monitoring comparisons of average VKT to retail activities in town centres with VKT to such activities outside of town centres;
- undertaking comparative studies of shopping behaviour in Waitakere - the extent to which residents shop inside or outside the City, and whether outsiders shop in the City, and the effects of this behaviour on VKT;
- undertaking comparative studies of the traffic generating effects of different land used such as residential, retail, institutional, recreational, employment, etc. and the differences in VKT depending on their location with respect to each other and passenger transport.



## 5.2 ISSUE - EFFECTS ON NATIVE VEGETATION AND FAUNA HABITAT

Much of the native forest of the Waitakere Ranges and the lowland parts of the City has been modified over the last 150 years. The total area of native forest has been reduced significantly but whereas areas in the Waitakere Ranges and foothills have regenerated during the last 60-80 years, the loss in the lowland areas has been almost total.

Not only has the total area of native forest been reduced but some kinds of forest have almost disappeared. The kahikatea and ti kouka wetlands found near the Whau Creek and the Opanuku and Oratia streams are largely gone. The mixed totara, matai, puriri and taraire forest of the northern part of the City is also virtually gone. Thus the naturally occurring variety of native plants has been profoundly affected.

In the past, the loss of both the amount and variety of bush occurred because of the timber milling industry and the establishment of farms. Over the last 60 years, bush has continued to be lost because of settlement pressures, and in particular, the desire to establish housing in areas of regenerating bush. New Zealand's native forests regenerate sequentially, with manuka and kanuka providing a protective covering beneath which the larger and more long lived species, such as kauri and rimu, are able to establish. The removal of these and other nursery species prevents this regeneration from occurring. In addition, intensification within the urban area is beginning to affect the total tree cover of both native and exotic trees in the older suburbs.

The health of bush is also affected by such things as coverage of their roots by impermeable surfaces, and their disturbance by site works. Excessive runoff from stormwater can also affect their health. In addition, the way in which bush is removed can affect surrounding bush and its ability to shelter regenerating undergrowth. An "edge" effect can be created where wind can burn those trees along the edge of an area of bush. Thus the fragmentation of bush can have cumulative impacts well beyond the immediate area. Fragmentation and the increase in edge effects also mean that weeds can invade the bush more easily. Weeds are considered to pose one of the greatest threats in the long term to the integrity of native ecosystems in Waitakere City. Weeds such as ginger, jasmine, monkey apple and climbing asparagus, invade the edges and gaps in native ecosystems created by disturbance to the bush.

Key pressures now come from expansion of the urban area, particularly in the Titirangi/Laingholm areas, and the pressure for rural-residential lifestyle blocks in the foothills. Bush is cleared for housing, and the result is overall loss and fragmentation of habitat along with increased threat from weeds and pests.

In the past, the original forests, wetlands and coastal areas provided a diversity of fauna habitat in Waitakere City. Previous sections have recorded how much of the habitat in the lowlands areas has disappeared, and how the estuarine areas have been affected by silting and discharge of contaminants. While some of the streams and lakes provide a series of reasonably healthy and intact aquatic ecosystems, the native streams and forest habitat of the lowlands have all but disappeared or are severely degraded.

Removal of bush has resulted in the fragmentation and isolation of habitat for fauna, which reduces the ability of some species to move easily across areas in search of food. This fragmentation affects the quality of the remaining habitat and, in some cases, prevents the natural recolonisation of bird species lost from the Waitakere Ranges, because there is no way of populations moving across open ground.

As with native vegetation, the key pressure on native fauna habitat comes from expansion of the urban area, and intensification of residential activities in the foothills and Waitakere Ranges. In addition, the grazing of stock can damage wetlands and forest undergrowth.

The release of weeds from gardens established adjacent to or in the bush is a major problem. Domestic pets and grazing stock also cause considerable damage - either through damage to vegetation or through predation of wildlife, and birds in particular.

The rate of vegetation clearance is low today compared with the past. It must also be recognised that settlement will continue to occur and on occasion there will be justified needs for vegetation clearance, for instance to establish road linkages. However, it must also be recognised that the cumulative effects of past and present land management practices continue to degrade and threaten native fauna habitat and species.

These changes to the City's native forest, shrublands and wetlands have resulted in the following significant resource management issues:

## General:

- a reduction in the City's naturally occurring biodiversity and loss of a valued resource.
- degradation of aquatic habitat;
- reductions in the total area of fauna habitat, and especially forest habitat and wetlands;
- the fragmentation of habitat particularly in the lowland areas;
- continued degradation of coastal habitat and mangrove areas.

## Specific:

- felling and removal of vegetation - in particular, in areas of outstanding and significant native vegetation;
- degradation of flora habitat - particularly from coverage and disturbance of tree root systems;
- exposure of native vegetation to "edge" effects;
- drainage and coverage of wetlands and introduction of environmentally damaging plants.
- increased vulnerability of wildlife species, and of birds in particular;
- cutting and clearance of native vegetation and wetlands;
- alteration of natural water levels within wetlands;
- grazing and trampling of forest and wetlands;
- presence of environmentally damaging plants;
- eating of native vegetation by introduced animals;
- predation of native wildlife by introduced mammals (stoats, rats, cats and dogs);
- isolation of forest and bush remnants;
- disturbance of native fauna by land use activities.

## Objective 2

To protect the City's native vegetation and fauna habitat, including protecting:

- the quality and resilience of the resource;
- the variety and range of species and their contribution to the biodiversity of the City;
- their ecological integrity;
- their healthiness as a potential source of harvest for cultural purposes.

### Explanation

Overall resilience relates to the ability of ecosystems and natural resources to withstand adverse effects, including the healthiness and intactness of an ecosystem, habitat or community of plants. In relation to the Green Network, it relates to

the overall healthiness of the Network's constituent parts and their ability to survive. Biodiversity relates to the overall diversity of genes species of vegetation and fauna and biological communities that exist within the City, the Green Network or an ecosystem. This diversity, which is best served by maintaining the range of native species and genetic stock in the City, contributes to the stability and resilience of the City's environment. Ecological integrity relates to the completeness, comprehensiveness and representative nature of natural resources in the City, or within the Green Network, and their function as a complete series of ecosystems and constituent parts of wider ecological processes. (See Glossary for further explanations.)

Tangata whenua and residents place a high value on these resources for heritage, cultural and amenity reasons (including recreational use and for their beauty). This objective is intended to encapsulate all aspects or concerns about protecting native vegetation and habitat, including protecting it to the degree that it might be a source of material for cultural use. In some circumstances, protection of native vegetation and fauna habitat will require active enhancement, such as weed and pest control and re-stocking with native plants. Such actions may be necessary to protect the continued significance of some areas from the ongoing effects of past activities, such as the release of plant and animal pests and edge effects. (This Objective must be considered alongside Objectives relating to water quality, landscape, amenity values and heritage, for a full understanding of the District Plan's approach to protection of native vegetation.)

## Policy 2.1

Settlement should be of a type and density that avoids or minimises adverse impacts on native vegetation and fauna habitat. In particular, settlement should be:

- located away from areas of significant and outstanding native vegetation and fauna habitat, provided that where circumstances exist on large sites (generally 30 ha or more) which provide the opportunity to meet the objectives of the Plan through a site-specific management approach, and net environmental benefit may be gained from alternative settlement patterns, particular provision may be made for these sites to be identified as a Large

Property  
Management Area





within the District Plan. Any such process of identification will be undertaken via a Plan Change process.

- Urban development should not occur in locations where such development will lead to significant adverse impacts on native vegetation and fauna habitat, including the effects of environmentally damaging plants and the reduction of the extent, range and linkages between fauna habitats. Urban development should be avoided in the following locations:
  - The Titirangi/Laingholm area
  - The Waitakere Ranges and West Coast
  - The foothills of the Waitakere Ranges.

Only limited further settlement shall occur in the Waitakere Ranges Environment and Bush Living Environment area outside the Metropolitan Urban Limit, in recognition of the unique and sensitive environmental quality of this area. Minor household units are not permitted in this area, unless attached to the main dwelling/house.

Limited settlement may occur in the Foothills Environment, where such settlement does not cause adverse impacts on areas of native vegetation and fauna habitat. Generally, such areas shall be avoided and protected from future development.

Having regard to the historical patterns of subdivision and settlement, limited further settlement may occur in that part of the Titirangi-Laingholm area which is inside the Metropolitan Urban Limit. In this area densities that may be applied for are set out in the thresholds for Discretionary Activities in the subdivision rules. These provisions are designed to ensure that site-generated and cumulative adverse effects on native vegetation and fauna habitat are avoided or can be mitigated.

The subdivision rules in that area shown as Area 1 in Appendix XI of the Planning Maps recognise the closer proximity of that area to urban parts of the district. Conversely, densities that may be applied for in that area shown as Area 2 in Appendix XI of the Planning Maps are more conservative, partly in recognition of the more sensitive nature of this area, which is generally further from the urban parts of the district and which contains larger intact areas of native vegetation and fauna habitat.

In all of the Titirangi-Laingholm area any subdivision that is allowed must avoid development which will effectively fragment larger intact areas of native vegetation. For that reason, wider opportunities exist in the General Natural Area, where the main emphasis is on vegetation and habitat rehabilitation, with a more conservative approach required in the Managed Natural Area.

While subdivision to a specified site density is allowed for in the Managed Natural Area, vegetation clearance is limited to no more than 500m<sup>2</sup> per site (or otherwise as permitted by the Plan) and must be mitigated by the balance areas of native vegetation on the site being permanently protected by suitable protection covenants or other legal mechanisms applied at subdivision stage.

Only limited further settlement shall occur in the Waitakere Ranges and Bush Living Environment outside the Metropolitan Urban Limit, in recognition of the unique and sensitive environmental quality of this area. Some further settlement is allowable but the subdivision of land is strictly limited to a maximum level.

Beyond that level subdivision is generally prohibited, except where provided for in the rules, such as for certain boundary adjustments, vesting of reserves, and in Oratia (refer Appendix IV) where development is restricted to the General Natural Area and outside the Outstanding Natural Landscape areas (refer policy Map 3.6b).

This is partly in recognition of the importance the native vegetation and fauna habitat in the Waitakere Ranges has to the local and wider environment and the need to avoid any further degradation of that resource.

Any subdivision that is provided for in the rules must take account of likely subsequent development processes, and the relationship between subdivision design and development impacts.

#### *Explanation*

This policy signals an approach to the management of settlement so that it is located away from vulnerable native vegetation and fauna. It also signals that, where possible, future settlement will be accommodated within the urban area. The intensity of settlement within and adjacent to areas of native vegetation and fauna habitat has a direct impact on the amount and quality of the resource. This

consolidation policy is consistent with other policies which seek to shift settlement away from the “spread city” pattern, a pattern which creates a number of adverse effects on a range of resources. Although the traditional low-density suburbs of the last forty years have created a high level of amenity, they have also created adverse effects on natural resources, including native vegetation and fauna habitat, that need more careful management. Vegetation of the Waitakere Ranges is a finite resource that is only a remnant of the historical natural resources of the region. Cumulative effects of additional clearance and development need to be taken into account when determining the level of development that should take place in the future.

Therefore a policy of containment and consolidation has been adopted.

Minor household units separated from the main dwellinghouse are not allowed in the Waitakere Ranges Environment and Bush Living Environment area outside the Metropolitan Urban Limit.

The structure plan approach identifies areas of significant and outstanding vegetation and fauna habitat and indicates potential development locations that avoid these important natural resources. The identification of structure plan densities is designed to ensure that building platforms and accessways will be contained within existing cleared areas away from important native vegetation areas on a site. Existing vegetation that requires restoration and vulnerable areas such as steep, erosion-prone slopes and the margins of waterways which can be stabilised and improved through re-vegetation are also identified.

The planting of these areas can form part of the requirements to be completed prior to the issuing of a certificate for the subdivision under section 224 of the Act.

Infestations of environmentally damaging plants may be required to be removed.

Areas within structure plans that are identified for protection may be required to be fenced or protected by covenant. This will ensure that damaging land use practices such as the grazing of animals in the under-story does not compromise the integrity of the vegetation and fauna habitat.

Potential cumulative adverse effects of settlement on significant native vegetation and fauna habitat such as the escape of environmentally damaging plants, the effect of pets, such as cats and

dogs on indigenous fauna and the physical impact of higher population densities in terms of trampling and firewood collection should be taken into account in the setting of structure plan subdivision densities.

It is expected that a subdivision carried out via a structure plan will result in an improvement in the overall resilience, biodiversity, integrity and extent of existing native vegetation and fauna habitat.

Limited settlement may occur inside the Metropolitan Urban Limit at Titirangi/Laingholm, recognising the historical pattern of settlement within that area. However, as this area contains a unique environment which includes substantial areas of native vegetation, further development will not be allowed beyond that site density provided for as a Discretionary Activity limit in the subdivision rules. Those rules have been carefully prepared to ensure local and cumulative impacts of settlement on native vegetation and fauna habitat are avoided.

A subdivision proposal will be the subject of assessment through the consent process to ensure that there are no more than minor adverse effects on native vegetation and fauna habitat. Where subdivision is to be allowed, particularly important areas of native vegetation and fauna habitat are to be avoided, including the avoidance of development which may effectively fragment larger areas of vegetation

The clearance of native vegetation is limited to no more than 500m<sup>2</sup> for each additional site created and subdivision consents will contain conditions ensuring that areas of native vegetation not required for development will be permanently protected from future development and, where necessary, made subject to management plan requirements for rehabilitation and maintenance.

Development in already-cleared areas must be subject to environmental enhancement and rehabilitation, implemented through a management plan approach including revegetation proposals.

Wherever possible, encouragement will be given to the entire subdivision of a site to be considered at one time only. This will provide most certainty regarding the effects of subdivision. However, where subdivision is to be proposed in stages, it will be important to show in concept how the balance of the site can be subdivided in accordance with district plan policy and provisions.



The Waitakere Ranges and Bush living Environment outside the Metropolitan Urban Limit contains a natural environment which is locally, regionally and nationally important.

Settlement is strictly controlled to avoid adverse effects, including cumulative effects, of development on native vegetation and fauna habitat which forms a critical component of this area's ecology and ecosystems.

It is partly for this reason that subdivision beyond the rules thresholds is generally prohibited (see, for example, policies 1.1, 3.1, 5.4 and 9.1 for other reasons).

Potential cumulative adverse effects of settlement on areas of native vegetation and fauna habitat such as the escape of environmentally damaging garden plants, the effect of pets, such as cats and dogs on indigenous fauna and the physical impact of higher population densities in terms of trampling and firewood collection should be taken into account. This will ensure that damaging land use practices such as the grazing of animals in the understory does not compromise the integrity of the vegetation and fauna habitat.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Residential Activities/Density Rules
- Riparian Margins/Coastal Edges Natural Areas - Building Rules
- Natural Hazards Rules
- Structure Plans
- Provision for Medium Density Housing
- Within the Protected and Coastal Natural Areas, no further subdivision is possible, unless it is for the purpose of creating reserves or for boundary adjustments. Building is possible on already subdivided sites. However, recognition is made of situations where circumstances exist on large sites (generally 30ha or more) which provide the opportunity to meet objectives of the Plan through a site-specific management approach. Landowners on large sites within these areas may apply for status as a Large Property Management Area where this can be shown to be the case, and where net environmental benefit is achievable. Within the Managed Natural Area, subdivision down to 4 ha is possible, with one dwelling per site.

## Policy 2.2

**[1] Settlement within the Foothills Environment, should be designed and located, and be of a density, that recognises their key positions in relation to surrounding natural and physical resources.**

**[2] Subdivision of land within any Swanson Structure Plan area shall be undertaken in a manner that ensures the establishment of all restoration and enhancement planting identified on the Structure Plan, together with the permanent protection of such planting once established.**

### *Explanation*

[1] The Foothills Environment is a key location in managing adverse effects on a range of natural resources and environmental concerns. The design of subdivision and the amount of subsequent development that takes place will have major impact on, amongst other matters, native vegetation. This policy is intended to ensure that adverse impacts on native vegetation and fauna habitat from subdivision and subsequent development are minimised through controlling the location and density of new subdivision that can occur.

[2] The Structure Plan approach identifies areas of significant and outstanding vegetation and fauna habitat and indicates potential development locations that avoid these important natural resources. Structure Plans seek to ensure that building platforms and accessways will be contained within existing cleared areas away from important native vegetation areas on a site. Existing vegetation that requires restoration and vulnerable areas such as steep, erosion-prone slopes and the margins of waterways which can be stabilised and improved through revegetation are also identified. The planting of these areas can form part of the requirements to be completed prior to the issuing of a certificate for the subdivision under Section 224 of the Act. Infestations of environmentally damaging plants may be required to be removed.

[3] Areas within the structure plan that are identified for protection may be required to be fenced or placed in protective covenants. This will ensure that damaging land use practices such as the grazing of animals in the understory does not compromise the integrity of the vegetation and fauna habitat. Potential cumulative adverse effects of settlement on significant and outstanding native vegetation and fauna habitat such as the escape of environmentally damaging garden plants, the effect

of pets, such as cats and dogs on indigenous fauna and the physical impact of higher population densities in terms of trampling and firewood collection should be taken into account in the setting of structure plan subdivision densities. It is expected that a subdivision carried out via a structure plan will result in an improvement in the overall resilience, biodiversity, integrity and extent of existing native vegetation and fauna habitat.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Structure Plans

[1] The structure plan approach, whereby a site subdivision is designed in conjunction with other sites and in relation to the wider area taking into account of the natural resources and amenity values. The potential cumulative effects of increased density on significant and outstanding vegetation and fauna habitat are assessed during the development of a structure plan.

[2] The structure plan is designed to ensure building platforms and accessways are located within areas that do not require native vegetation clearance. Areas are identified within a structure plan where existing vegetation should be restored to improve its integrity or where revegetation may be needed for protection of waterways or steep, erosion-prone areas or for amenity purposes. Revegetation and restoration is required prior to the issuing of the final subdivision Section 224 certificate.

[3] Areas of existing significant or outstanding vegetation are identified and may be required to be protected through methods such as fencing and the registering of protective covenants on Certificate of Titles. It is expected that a subdivision carried out via a structure plan will result in an improvement in the overall resilience, biodiversity, integrity and extent of existing native vegetation and fauna habitat.

### *Other Methods:*

- design advice and guidelines on good subdivision practice.
- advice and guidance of appropriate ecological enhancement
- revegetation guidelines for Waitakere City
- weed and pest control programmes

## Policy 2.3

**In areas of significant and outstanding native vegetation and fauna habitat, clearance**

**may be carried out to the extent that a dwelling and driveway can be adequately provided. Activities should be managed so that clearance of:**

- **native vegetation in Riparian Margins/ Coastal Edges Natural Areas;**
- **outstanding vegetation beyond 300m<sup>2</sup>;**
- **significant native vegetation and significant and outstanding fauna habitat beyond 300m<sup>2</sup>;**

**is avoided. It is recognised that in some instances, clearance greater than 300m<sup>2</sup> may be necessary in areas of significant native vegetation and significant and outstanding fauna habitat, where this extra clearance will result in a more appropriate placing of the dwelling and driveway. In these situations, clearance beyond 500m<sup>2</sup> is to be avoided. Buildings and driveways should be placed on already cleared land where possible.**

**The vegetation clearance rules recognise that vegetation clearance of native trees up to 6m in height within 3m of the eaves of a dwelling may be appropriate for health and safety reasons.**

### *Explanation*

This policy is concerned with managing the amount of native vegetation that may be cleared from within the Green Network, whilst recognising the needs of people in bush covered areas. There are health and safety reasons that may make limited clearance around existing houses appropriate. The removal of native vegetation has a direct impact on the range and variety of plant species and can fragment bush to the degree that wildlife is unable to move easily in search of food, or to breed.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Vegetation Clearance Rules

The Green Network incorporates all areas of the City which contain significant and outstanding native vegetation and fauna habitat. The amount of clearance possible in each part of the Green Network relates to the significance of the resources and their ability to absorb the impacts of clearance.

- Generally, subdivision which creates opportunities for new settlement is not possible. However,



recognition is made of situations where circumstances exist on large sites (generally 30ha or more) which provide the opportunity to meet objectives of the Plan through a site-specific management approach. Some landowners on larger sites may apply for status as a Large Property Management Area where this can be shown to be the case, and where net environmental benefit is achievable.-

**Other Methods:**

- possible incentives through Waitakere City Council's funding and rating systems to promote private initiatives to protect bush;
- provision of guidelines and information about bush protection, including tree planting, weed and pest control and formal legal protection.

## Policy 2.4

Where native vegetation is cleared, this should be carried out in a way that:

- avoids high quality bush and locates in lower quality bush - clearing should take place in areas which avoid native vegetation on the site which may have greater significance than other native vegetation, as assessed in an ecological or landscape context
- avoids notable trees, - the tree's significance being measured by whether it is:
  - highly representative of its species, or
  - of a rare species, or
  - of high value in providing for the local diversity of species, or
  - of a significant size and/or shape, or
  - of significance in a landscape context
- minimises any edge effect on remaining native vegetation;
- minimises adverse effects on ecosystems;
- does not isolate or remove linkages between areas of native vegetation or fauna habitat;
- does not impede the movement of native fauna;
- avoids disturbance of root systems of remaining native vegetation.

**Explanation**

Exposure to wind, high light levels, weeds and pests, and the unnecessary fragmentation of bush, and isolation of vegetation and fauna species, have been identified as key effects on these areas. This policy ensures that where native vegetation is

removed, it is done in a way that minimises impacts on the remaining vegetation. Also, wherever possible, clearing should take place in areas which avoid notable trees and locates in the lower quality bush areas on a site.

## Methods

**District Plan Rules:**

- Vegetation Clearance Rules
- Earthworks Rules

**Other Methods:**

- provision of guidelines, advice and information about bush protection, including tree planting, weed and pest control and formal legal protection.

## Policy 2.5

**Activities should not give rise to release of plants or pests that are likely to cause harm to native vegetation and habitat and fauna species.**

**Explanation**

The escape of weeds into the City's forests, bush and wetlands and the activities of pests pose a major threat to the survival of native flora and fauna. Many common garden plants can cause major problems if planted near native bush.

Domestic pets such as cats, dogs and ferrets can also have, through predation, adverse effects on native fauna.

## Methods

**District Plan Rules:**

- Establishment of Vegetation Rules
- Environmentally Damaging Plants Appendix

**Other Methods:**

- active provision of detailed information about the impacts of weeds and pests within the City;
- advocacy for the inclusion of plant and animal pests of Waitakere City in any Pest Management Strategies relevant to the City;
- participation in joint weed and pest management strategies within the Auckland Region.

## Policy 2.6

**Activities should not give rise to the drainage or flooding of wetland habitat beyond naturally occurring fluctuations in water levels.**



### Explanation

Wetlands are especially vulnerable to the effects of drainage and flooding. This policy has been adopted to ensure that any action is assessed, amongst other concerns, against the changes in water level in these habitats.

### Methods:

Council has no direct influence over the level of in-stream water flows and the extraction of water. However, it considers that a strong advocacy approach is necessary in implementing this policy.

## Policy 2.7

**Activities should be managed in a way that avoids damage to undergrowth and removal of forest floor material, to the extent that the natural cycle of decay and regrowth within native ecosystems are adversely affected.**

### Explanation

Although the City does not have any large scale pastoral farming activities, stock is kept in the foothills area. Stock can cause considerable damage to undergrowth and compaction of soils. Firewood collection also strips the undergrowth in these bush areas and interferes with the natural cycling of nutrients. For these reasons the District Plan adopts a policy that requires the protection not only of the forest canopy but also the forest understorey.

### Methods

#### District Plan Rules:

- Stock Rules

#### Other Methods:

- active provision of information to property owners running stock about impacts on bush;
- education about impacts of firewood collection;
- possible provision of financial incentives to encourage landowners with existing rights to run stock to fence out areas of bush.

## Policy 2.8

**Woodlots should be:**

- located and managed so that the adverse effects on the resilience, biodiversity and intensity of the Green Network that arise from the self-seeding of exotic trees within any area of significant and outstanding

**native vegetation and fauna habitat are avoided or remedied;**

- **managed so that the production process avoids damage to significant and outstanding vegetation and fauna habitat.**

### Explanation

The encouragement of planting of woodlots, particularly those that are used for the ongoing supply of fuel, is a benefit to the City. However, it is important that the presence of such woodlots should not degrade existing native vegetation and that any harvest does not result in damage to natural resources.

### Methods

#### District Plan Rules:

- Establishment of Vegetation Rules
- Earthworks Rules
- Building Location Natural Landscape Elements (Sensitive Ridgelines) Rules
- Forestry, whether native or exotic, and the planting and harvesting of exotic and native timber woodlots within a Large Property Management Area which is carried out in accordance with the concept plan included in this Plan does not require a resource consent.

#### Other Methods:

- promotion of the New Zealand Forest Accord.

## Policy 2.9

**The use, manufacture and storage of hazardous materials should be managed in a way that avoids the possibility of escape of hazardous substances into the City's soils or waters, and any consequent adverse effects on the City's native vegetation and fauna habitat.**

### Explanation

The possibility of escape of contaminants into the City's soils and waterways has the potential to cause considerable and, possibly, irrevocable harm to the City's native vegetation. This policy has been adopted as a precaution against any accident or release of toxic contaminants to soils and contamination of vegetation.

### Methods

#### District Plan Rules:



- Hazardous Facilities and Contaminated Sites Rules
- Financial Contributions Rules

**Other Methods:**

- provision of information to users about effects of hazardous substances and techniques for better management;
- promotion of alternative non-hazardous substances;
- provision of disposal and storage facilities to encourage householders and businesses to dispose of hazardous substances safely.

## Policy 2.10

**Activities should be carried out in a way that minimises coverage of the root systems of native vegetation.**

**Explanation**

Tree roots are sensitive to coverage, disturbance and damage. What takes place within any cleared area that is adjacent to native vegetation, has the potential to harm these root systems, and ultimately, the survival and health of any tree or other vegetation.

## Methods

**District Plan Rules:**

- Earthworks Rules
- Impermeable Surfaces Rules
- Building Coverage Rules

**Other Methods:**

- provision of guidelines, advice and information about bush protection.

## Policy 2.11

**Harvesting of native plants for medicines, weaving and ritual purpose shall be undertaken in a way that minimises any adverse effect on the physical and spiritual health of these resources, provided that any harvest is carried out in a way that is consistent with other objectives and policies and with joint management protocols drawn up by Council and iwi.**

**Explanation**

Te Kawerau A Maki, Ngati Whatua, pan-tribal Maori, Pacific Island groups and residents have an interest in being able to harvest plants for cultural

purposes. Such groups acknowledge that this must be done within the wider context of policies to protect the environment. For these reasons, the District Plan adopts a policy that provides for the managed harvest of plants - in a way that is consistent with wider responsibilities and with the practice of kaitiakitanga by iwi.

## Methods

**District Plan Rules:**

The harvesting of plants for medicines, weaving and ritual purposes requires a resource consent. Assessment criteria include impacts on the resource itself, ecosystem stability and the Green Network, and consistency with the Joint Harvest Protocols.

**Other Methods:**

- provision of information about harvest methods and protocols.

## Policy 2.12

**Infrastructure should be designed and located so that clearance of outstanding native vegetation is avoided, and clearance of significant native vegetation and significant and outstanding fauna habitat is minimised.**

**Explanation**

It is anticipated that as a result of this policy, pressure on these natural resources will be minimised. However, if there is an adverse effect Council may require that the effect is offset.

## Methods

**District Plan Rules:**

- Infrastructure Rules
- Vegetation Clearance Rules

## Policy 2.13

**Subdivision design should:**

- provide a level of protection of significant and outstanding native vegetation and fauna habitat, and restoration areas, that, where possible avoids clearance of, and damage to, this resource;
- minimise adverse effects arising from subsequent placement of structures, roads, and other infrastructure, on the overall

resilience, biodiversity and integrity of the Green Network;

- minimise adverse effects during the course of establishing the subdivision, including those arising from surveying;
- provide for the recognition of the natural values of native vegetation and fauna habitat and linkages between these areas.
- provide for an esplanade reserve or esplanade strip of 20m in width where subdivision of sites adjacent to the coast, river or lake occurs and it is considered that the protection of native vegetation and fauna habitat would benefit from public ownership or a legal protection covenant.

#### *Explanation*

The city's native vegetation and fauna habitat is highly valuable and vulnerable to adverse effects arising from a range of activities. Appropriate subdivision design is crucial to ensure that the minimum damage to native ecosystems occurs as a result of the subdivision process. This should include ensuring that the subdivision layout is as sympathetic to natural features on site as is practicable. For this reason, this policy actively seeks a high level of protection for these areas through subdivision design.

### Methods

#### *District Plan Rules:*

- Subdivision Rules
- Subdivision Rules - provision of esplanade reserves
- Vegetation Clearance Rules
- Restoration Natural Areas Rules

### Policy 2.14

Some areas of significant native vegetation and fauna habitat are under threat as a result of past activities, such as animal and plant pest release, exposure to edge effects and removal of seed sources, and active restoration and rehabilitation will be appropriate in these circumstances.

### Methods

#### *District Plan Rules*

- Establishment of Vegetation Rules
- Restoration Natural Areas Rules
- Stock Rules

- Environmentally Damaging Plants Appendix

### Policy 2.15

Where activities result in an unavoidable adverse effect on native vegetation and fauna habitat, there may be a requirement to remedy or mitigate these adverse effects on or off the site.

### Methods

#### *District Plan Rules*

- Financial Contributions Rules

### ANTICIPATED ENVIRONMENTAL RESULTS

The Objectives and Policies seeking sustainable management of the City's significant native vegetation and fauna habitat are expected to achieve the following:

- retention of areas of Outstanding Vegetation including wetland vegetation and mangroves;
- retention of all native riparian and coastal edge vegetation;
- retention of native vegetation in the Green Network, sufficient to ensure that the significance of the vegetation is retained and that fragmentation of native fauna habitat is avoided;
- extended protection of existing native fauna habitat;
- stable or increased populations of vulnerable native fauna;
- protection of the quality of native bush to a level that satisfies the concerns of tangata whenua as set out in their Resource Management Statements.

### MONITORING INDICATORS

In order to assess the suitability and effectiveness of the Objectives, Policies and Methods in achieving the anticipated environmental results relating to significant and outstanding native vegetation and fauna habitat, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- monitoring Riparian Margins/Coastal Edges Natural Areas, Ecological Linkage Opportunities and Restoration Natural Areas, to assess the amount of revegetation or restoration and the degree of formal/legal



protection afforded, and the degree to which landowners and the community are involved in these areas of restoration;

- surveys of tangata whenua/iwi to ascertain their satisfaction with the level of protection of the amount and quality of native vegetation and fauna habitat;
- monitoring changes in overall vegetation cover (biomass) of different types (pasture, lawns, exotic trees and native vegetation, etc);
- monitoring the distribution of environmentally damaging plants, presence of animal pests and grazing stock, and the presence of exotic plant species within the Green Network;
- monitoring the quality and quantity (area) of outstanding and significant native fauna habitat and vegetation and the presence of and population status of aquatic and terrestrial native fauna;
- monitoring the degree of formal/legal protection afforded areas of outstanding native vegetation;
- monitoring resource consents for activities within areas of outstanding and significant native vegetation and fauna habitat, riparian margins, coastal edges and restoration areas, including the number of applications granted consent, compliance with consent conditions and the effectiveness of those conditions.
- monitoring the effect of urban consolidation on the ability of people and communities to meet their social and economic needs, including housing affordability.

### 5.3 ISSUE - EFFECTS ON LAND (INCLUDING SOILS)

Removal of vegetation has resulted in loss of topsoils into both the Manukau and Waitemata Harbours. Earthworks generating sediment which then discharge to water have also contributed to the loss of topsoils. Although soil loss from the Waitakere Ranges and upper catchments of the foothills has slowed since the regeneration of vegetation in these areas, soil loss still occurs as the result of site development and earthworks.

Development on the edge of the Waitemata Harbour continues to contribute to the silting of this water area. The replacement of forest with pasture in some areas, particularly the lower foothills and the northern parts of the City, as well as in the City's parks and open spaces, may mean that soil loss continues in these areas with little abatement.

Some of the City's soils, within the urban and rural areas, are adversely affected by sprays, fertilisers and other contaminants. The use of sprays can result in a generalised increase in contaminants and fertilisers in the soils. There are also areas around the City which are contaminated, either from spillage or leaching of toxic materials, such as on a timber mill site, or from landfills which have not been adequately designed and managed to prevent leakages. This use and disposal of toxic materials is a problem for the City's soils, as it is for water and air quality.

There are a number of areas within the City that are vulnerable to erosion, slipping or subsidence and to flooding. These are generally noted on the natural hazard register held by Waitakere City Council. The exacerbation of these hazards and the adverse effect that this has on the land resource is an important issue.

However, the main pressure on soils is from coverage by buildings and roads, as a result of population pressures and the accompanying need for houses, roads and other structures. Much of the City's lands on the eastern edge have been covered by low-density settlement. Although this has delivered a valued way of life for many, it has also meant a rapid take-up of land. Fragmentation of land into lots which unnecessarily constrain future land use options is contrary to sustainable management.

These changes to the City's land have resulted in the following significant resource management issues:

#### General:

- the reduction in the life-supporting capacity of all soils in the City from contamination, compaction, erosion, topsoil removal and coverage with impermeable surfaces.

#### Specific:

- removal of topsoils at the time of site development or earthworks;
- coverage of the City's lands with impermeable surfaces;
- contamination of the City's soils with toxic materials or leachates from landfills;
- erosion and compaction of soils;
- the location of structures, impermeable surfaces, earthworks and bush clearance which exacerbate slipping, subsidence and/or erosion.

#### Objective 3

**To maintain the life-supporting capacity of the City's land resource.**

#### Policy 3.1

**Intensive housing should be encouraged around main town centres, railway stations and major roads to help provide for the efficient use of land within the urban area. Intensive development should be accommodated in the City's town centres and in specific *Living Environments*, providing further opportunities for urban consolidation. Within the Community Environment (New Lynn) and the *Living (L6) Environment*, purpose-built apartment developments should be a minimum height to ensure efficient use is made of a limited land resource. The conversion of existing buildings, as well as additions to buildings, for residential activities, is also encouraged.**

#### Explanation

The City's housing stock is primarily two to three bedroom housing, each located on its own site, which traditionally provided for young families. As people age and families grow up, there is a cyclical lowering of household densities which, coupled with natural population growth, increases pressure for new housing. Few alternatives, apart from minor household units and some housing designed specifically for older





people, exist on any scale in the City. This policy signals the importance of ensuring a choice of housing, if pressure for the outward spread of the urban area is to be restrained, and pressures on the land resource eased.

Within the City's town centres there are a range of opportunities for intensive housing developments. In the *New Lynn Town Centre* there is the opportunity for apartment developments within the commercial area of the Centre, as well as in the *Living (L6) Environment*. A minimum height for new residential developments is imposed to ensure that land is used efficiently. The *Living (L6) Environment* applies to undeveloped land on the south-eastern fringe of the centre where comprehensively designed, mid-rise apartments, appropriately buffered from adjacent industrial activities, need to be accommodated to help achieve the city's overall urban consolidation goals. The *Living (L5) Environment* provides further opportunities for medium density housing close to New Lynn. A minimum density of development applies in the *Living (L5) Environment* to ensure that scarce development opportunities are not taken up by low density development.

## Methods

### *District Plan Rules:*

- Subdivision Rules;
- Provision for Apartments;
- Apartment Design Criteria;
- Provision for Medium Density Housing;
- Medium Density Housing Design Assessment Criteria;
- Residential Activities/Density Rules.

### *Other Methods:*

- advocacy of a range of housing types;
- provision for a range of housing types at Harbour View.

## Policy 3.2

**Activities involving the disturbance of soil or rock and exposure of soils should be carried out in a way that avoids, or where unavoidable, remedies or mitigates any adverse effects on the surrounding topsoil and soil structure.**

### *Explanation*

The loss and runoff of topsoils and silts from sites due to site development, are a problem in the Auckland Region. Earthworks or quarrying of any kind involves the loss or runoff of topsoils and silt, and where there is little vegetation to capture runoff, the problem is exacerbated. Pastoral farming and horticulture, and the exposure of the soils resulting from forestry activities, also bring adverse effects on land stability, and consequent impacts on water quality and stream flow. This policy is concerned with avoiding unnecessary disturbance of soils, and where such disturbance does occur, ensuring that it is done in a way that minimises soil loss, compaction and disturbance of surrounding soils.

## Methods

### *District Plan Rules:*

- Earthworks Rules;
- Establishment of Vegetation Rules;
- Vegetation Clearance Rules.
- The Auckland Regional Council has the responsibility for earthworks involving more than 1ha of land. In those cases, resource consents will have to be obtained from the Regional Council.

### *Other Methods:*

- guidelines on management of earthworks;
- application of good practice principles to Council's operations - especially roading and quarry management.

## Policy 3.3

**The use, manufacture and storage of hazardous materials should be managed in a way that avoids the possibility of escape of hazardous substances into the City's soils and any consequent adverse effects on the health and fertility of the City's land resource.**

### *Explanation*

The possibility of escape of contaminants into the City's soils has the potential to cause considerable and, possibly, irrevocable harm. This policy has been adopted as a precaution against any accident or release of toxic materials into the City's soils.

## Methods

### *District Plan Rules:*

- Hazardous Facilities and Contaminated Sites Rules

### *Other Methods:*

- provision of information to users about effects of hazardous substances and techniques for better management;
- promotion of alternative non-hazardous substances;
- provision of disposal and storage facilities to encourage householders and businesses to dispose of substances safely.

## Policy 3.4

**Activities should be carried out in a way that does not exacerbate slipping, subsidence, and/or erosion of soils and any natural hazard event within an identified natural hazard area.**

### *Explanation*

There are a number of areas within the City that are vulnerable to erosion, slipping or subsidence and to flooding. These are noted on the natural hazard register held by Waitakere City Council. It is important to avoid exacerbation of these hazards and adverse effects on the land resource.

## Methods

### *District Plan Rules:*

- Natural Hazard Rules
- Earthworks Rules
- Subdivision Rules

### *Other Methods:*

- provision of information on stability- sensitive areas.

## Policy 3.5

**Activities and structures involving the disposal, movement and storage of solid waste, and human and animal waste, should be designed and managed in a way that avoids any discharge or leaching of contaminants into the City's soils.**

### *Explanation*

As with other discharges, solid waste and human and animal waste has the potential to affect soil quality. Although recent approaches to the management of solid waste have reduced the likelihood of leakage of contaminants, the potential continues to exist. Current systems managing human waste either pipe it to a treatment station or treat it as part of a septic tanks system. This policy has been adopted as a precautionary approach, seeking to avoid any discharge to the City's soils.

It is anticipated that as a result of this policy, pressure on the land resource will be minimised. However, if there is any adverse effect from the construction or operation of infrastructure, Council may require that the effect is offset.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Earthworks Rules

### *Other Methods:*

- promotion of the minimisation of waste through Council's Water Cycle Strategy and Solid Waste Management Strategy.

## Policy 3.6

**The use and development (including settlement patterns and subdivision) of the City's higher quality soils resource shall be sustainable managed to ensure that the soil's intrinsic qualities, including productivity and versatility are maintained as far as practical.**

### *Explanation*

This policy is intended to ensure that the City's non-renewable higher quality and versatile soil resource in the northern rural area of the City is recognised and taken into account in resource management decisions relating to settlement patterns and density.

Waitakere City has higher quality soils generally located in the Whenuapai/Hobsonville area. Future development and subdivision including future urban development and settlement patterns in the Whenuapai/Hobsonville area should be cognisant of the areas of higher quality soils to ensure that



they are sustainably managed in relation to their intrinsic qualities and productive potential.

#### Methods

- Subdivision Rules

### Policy 3.7

**The Birdwood Urban Concept Plan and part of the Babich Urban Concept Plan have been identified as stability sensitive areas. Subdivision design should ensure that site sizes are a sufficient size to accommodate a stable building platform, services and all necessary roading and driveway access. Where there is no connection to reticulated stormwater, specific regard will need to be given to subdivision design, the potential on-site and off-site adverse effects on land stability resulting from discharging stormwater directly to ground and any necessary mitigation measures. In the Babich Urban Concept Plan area low impact design stormwater management systems, which minimise impervious surfaces, utilise soils and vegetation to trap pollutants and reduce stormwater runoff, and limit earthworks should be used. In particular subdivision density and design should ensure that the margins of streams are protected from earthworks and other disturbances. The provision of a larger average site size, 2000m<sup>2</sup> (minimum average) 1250m<sup>2</sup> (minimum) in the Living 4 Environment will help ensure that sites are a sufficient size to accommodate a building platform and access, but flexible enough to enable some clustering of development on more stable land.**

#### Explanation

Land identified as 'Living 4' within the *Birdwood Urban Concept Plan* area and in the *Babich Urban Concept Plan* is identified as being either steep land or potentially unstable. Whilst some further investigations have been carried out in the *Birdwood Urban Concept Plan* area to determine the extent of this instability (mainly in the northern part of the Concept Plan area above Chamberlain Road), the potential for adverse effects on land stability caused by development of these areas of land is still an issue.

In particular the effects generated by earthworks associated with development of new sites and stormwater being discharged directly to ground, rather than a conventional reticulated system. Similarly, limited investigations have been carried out in the *Babich Urban Concept Plan* area, and these have identified a number of deep-seated faults as well as clarifying the extent of the areas of instability. On closer investigation it may be found possible to subdivide to a minimum site size of 1250m<sup>2</sup> in some locations, although in other places larger lot sizes will be required, including to ensure that the 2000m<sup>2</sup> minimum average lot size is achieved. Watercourses must be protected, and in particular earthworks and other development with the potential for adverse effects on stream systems should not occur in the riparian margins associated with the watercourses in this area (except as required to provide for necessary stream crossings and stormwater works identified in the discharge consent). Additionally, extreme care must be taken with any earthworks associated with subdivision of the area to minimise adverse effects on the water table, with consequent adverse effects on the streams and their habitat values. In general, this policy seeks to ensure that subdivision and development on steeper less stable land creates sites that can easily accommodate a dwelling, accessway and provide for non-reticulated stormwater disposal without generating adverse effects or necessitating significant land modification.

### Methods

#### District Plan Rules

- Subdivision Rules
- Natural Hazard Rules

### ANTICIPATED ENVIRONMENTAL RESULTS

These Objectives and Policies related to the sustainable management of the City's land resource are expected to achieve the following:

- retention of soil stability;
- retention of topsoils and reduction of erosion;
- reduction in incidence of soil contamination;
- increased efficiency in the use of land.

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## MONITORING INDICATORS

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to land, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- monitoring natural hazards (land stability and flooding) - occurrence and risk;
- surveys of tangata whenua/iwi to ascertain their satisfaction with the level of protection of land resources;
- monitoring changes in landuse;
- monitoring the health of soils and the degree of soil contamination;
- monitoring resource consents for activities that involve earthworks, land modification, development or subdivision, or changes in landuse, including the number of applications granted consent, compliance with consent conditions and the effectiveness of those conditions;
- monitoring the amount of sediment discharged to natural waterways as a result of earthworks;
- monitoring the area affected by earthworks, including landfills, cleanfills, mining, and construction of driveways, roads and building platforms, and how this affects the integrity of the landform.



## 5.4 ISSUE - EFFECTS ON AIR QUALITY/ATMOSPHERIC QUALITY

Waitakere City experiences and contributes to the Auckland Region's air quality problems. The adverse effects on air of some industrial emissions, agrichemical spray drift, and motor vehicle emissions are partly determined by land use decisions.

In Waitakere City, sensitive land uses such as residential, life-style and organic farming have experienced adverse effects from agrichemical spray drift. Adverse effects on air quality also occur in the vicinity of some industrial processes. These adverse effects are influenced by location and buffering considerations, and by the conditions that new activities, particularly incompatible land users, are required to meet.

The dispersal of retailing away from major areas of population and business activity and particularly away from town centres could undermine the strategic direction and transportation objectives of the Auckland Regional Policy Statement, such as those provisions which relate to population intensification around major nodes, reduction in private motor vehicle use and emissions and encouragement of greater use of public transport.

The adverse effects of motor vehicle emissions on air quality are particularly marked. For example, on the average summer week day in Auckland in 1993 motor vehicles accounted for approximately 94% of all carbon monoxide emissions (756 tonnes/day), 81% of all emissions of oxides of nitrogen (82 tonnes/day), and 46% of all carbon dioxide emissions (6,560 tonnes/day). Motor vehicles and industry also emit sulphur dioxide and particulates. Of these pollutants, particulates currently affect amenity, and carbon monoxide and particulate concentrations have the potential to affect human health.

Concerns regarding emissions of carbon dioxide (CO<sub>2</sub>) do not relate to ambient air quality, but rather stem from the fact that CO<sub>2</sub> is a greenhouse gas. Increases in the atmospheric concentrations of greenhouse gases (a group which also includes methane and nitrous oxide) have been implicated in global climate change. Although there is no international scientific consensus, the body of opinion within the International Panel on Climate Change is that "the balance of evidence suggests a discernible human influence in global climate". Climate change is a cumulative global effect, to which Waitakere City makes a contribution. Local contributions arising from land use activities may be

addressed at a local level, so long as the means do not conflict with measures taken at the regional and national level. Regional objectives and policies are set out in the Proposed Regional Policy Statement.

Motor vehicle emission levels, and the viability of alternative modes of transport, are largely a function of urban form. In this context, land use decisions which influence population density and the location of trip destination points relative to each other, are particularly important. Thus land use planning is a means of addressing all vehicle emissions at source.

After emission, carbon dioxide is removed from the atmosphere through dissolution in the ocean and photosynthesis. Photosynthesis, particularly by forests and phytoplankton, converts carbon dioxide into plant material, and releases oxygen back into the atmosphere. Consequently, protection and enhancement of vegetation assists in mitigating the effects of increases in atmospheric concentrations of carbon dioxide.

From the above discussion, the following significant resource management issues have been identified as arising from land use activities;

### General:

- reduced ambient air quality in metropolitan parts of the City;
- localised reductions in air quality in the vicinity of some land uses;
- the City's contribution to global changes in climate.

### Specific:

- reduced ambient air quality due mainly to motor vehicle emissions;
- localised effects of industrial emissions in working environments;
- localised effects of spray drift in and adjacent to areas where agrichemical sprays are used;
- contribution to global climate change from vehicle CO<sub>2</sub> emissions.

## Objective 4

**To manage the effects of land use on the environment and, in particular, to maintain air quality, including contributing to the maintenance of the atmosphere at a local, national and global level.**

### Policy 4.1



*Retail activities* should be located in a way that minimises the adverse impacts of motor vehicles on air quality. *Retail activities* should be encouraged to locate in locations which will minimise vehicle trip length and numbers, promote passenger transport, support *major town centres* as key transport destination points, and reinforce those areas identified for population intensification. Any location of *retail activity* outside of *town centres* should not compromise the achievement of these aims.

#### Explanation

This policy emphasises the consolidation of *retail activities* in order to reduce the need for and length of vehicle trips. The policy has been adopted in part because of significant impacts on air quality that arise from vehicle emissions. *Retail activities* have been identified as having a major influence on the number and pattern of vehicle trips with the City. The wide dispersal of *retail activities* increases vehicle trips across the City, with consequent impacts on air quality from fossil fuel combustion products. The consolidation of *retail activities* will contribute to the reduction of trips by (amongst other things) encouraging people to carry out multiple shopping task sometimes in conjunction with other activities, or to utilise public or mass passenger transport systems. These aims would be best met by generally consolidating *retail activity* in *major town centres* which are, or will be, close to the highest population concentrations. Any new *retail activity* outside *town centres* will need to satisfy the matters outlined in Policy 11.17.

## Methods

#### District Plan Rules:

- Retailing Rules
- Non-Residential Activities Rules
- Scheduled Sites Rules
- Working and Community Environment Rules

#### Other Methods:

- provision of design guidelines for medium density housing and apartments and advice to interested groups and individuals;
- promotion of medium density housing at Harbour View and other areas of the City;
- promotion of apartments and mixed use developments in the New Lynn and Henderson Town Centres;
- continued implementation of town centre revitalisation programmes.

## Policy 4.2

Intensive housing (such as *Medium Density Housing* or *Apartments*) should be encouraged in areas where it will help to reduce emissions from motor vehicles by reducing vehicle trip length and vehicle numbers and support public transport, in particular around main *town centres*, train stations and major *roads*. *Apartments* should be accommodated within identified areas in the main *town centres* of the City, and avoided outside these areas.

*Apartments* and other intensive housing should be located in the following areas of the City:

- *Apartments*, particularly in mixed use development, should be located in the main town centres of the City, in various precincts in the Hobsonville Base Village area (to support the future ferry service planned to service the Hobsonville area), in the Massey North Town Centre Special Area-Precinct B, in the Hobsonville Village Centre Special Area in mixed use, and in the Living 6 Environment adjacent to the New Lynn town centre.
- Medium density housing is more appropriately located in residential areas that are close to transport hubs including along key transport routes, and adjacent to community environments.
- Mid to high rise apartments are not appropriate outside these areas.

#### Explanation

Research carried out in Australia and New Zealand has revealed strong links between low density urban settlement and high levels of private vehicle use. The studies show that higher densities correlate with higher passenger transport use, and that if these higher densities are located around main transport routes and junctions, this would contribute to more viable passenger transport systems (be it bus or train transport). Current densities, even with increased infill housing, are considered to be insufficient to enhance a viable passenger transport system.

This policy encourages the concentration of apartments within the *Community Environment* of the New Lynn and Henderson town centres, in particular, as a way of contributing to the viability of public transport systems.

Medium-rise apartment developments are also



provided for in the Crown Lynn Place area of New Lynn. Mid to high-rise apartments are not appropriate outside of the City's town centres.

While medium density housing has been occurring around town centres there is a need to encourage higher density development in the main town centres. Apartment living is actively encouraged, preferably as part of multi-storey, developments that contribute to the vitality and liveliness of the town centres, helping to develop a resident community, and to counter pressures for the continued outward spread of the urban area.

Medium density housing is provided for and encouraged in a wider range of residential areas including along key transport routes. Medium density housing in Living Environments that are distant from transport and community hubs is discouraged.

This policy encourages the concentration of medium density housing around and within Community Environments and along key transport routes, as a way of contributing to the viability of transport systems. It is also intended to contribute to the vitality and liveliness of these central areas, as a way of maintaining and enhancing community focus on them, and countering pressures for an outward spread of the urban area. The concentration of medium density housing in these areas, and the limited construction in the Living Environment, ensure that there is less immediate pressure on surrounding residential areas.

## Method

### *District Plan Rules:*

- provision for Apartments;
- Apartment Design Criteria;
- Provision for Medium Density Housing;
- Medium Density housing Assessment Criteria.

### *Other Methods:*

- provision of design guidelines and advice to interested groups and organisations;
- promotion of medium density housing on Council-owned land at Harbour View;
- adoption of a strong advocacy position by Waitakere City Council with interested groups.
- Council shall make available to developers and landowners the "Passenger Transport Supportive Land Use Guidelines" prepared by the Auckland Regional Council.

## Policy 4.3

**Pedestrian and cycle access should be designed and constructed in a way that facilitates the use of cycling and walking as transport methods, as means of avoiding the effects of motor vehicle emissions on air. This includes constructing them so that they are safe and easy to use, and choosing a route that maximises links with local neighbourhoods, shops, schools, community facilities, local recreation areas and town centres, and access routes to and through, where appropriate, the Green Network.**

### *Explanation*

The key to encouraging a shift from motorised vehicle use to other forms of transport is the provision of a safe, pleasant and integrated pedestrian and cycling system, that is linked with all parts of the City, and provides ease of movement around the local area.

Such a comprehensive system does not exist in Waitakere City. The policy does not necessarily mean that a separate pedestrian and cycle system has to be provided. Indeed it has been shown that the safety of pedestrians and cyclists is increased if the footpaths and cycle access are integrated with the road system. Clearly however, greater attention has to be paid to the design of this part of the access system.

## Methods

### *District Plan Rules:*

- Subdivision Rules

### *Other Methods:*

- ensuring that cyclists' needs are met through Waitakere City's actions and through its Integrated Transport Strategy.

## Policy 4.4

**Roads should be designed and constructed in a way which minimises the adverse effects of motor vehicle emissions on air. This means reducing motor vehicle trip lengths and numbers, and alleviating congestion:**

- through appropriate traffic control; and,
- by creating a roading pattern which maximises connections within and between local neighbourhoods, shops, schools, community facilities, recreation areas and

town centres, taking into account natural topographic features; and,

- by designing and constructing roads in a way which facilitates the use of alternative modes of transport that are less polluting than the private motor vehicle, such as passenger transport, cycling and walking.

#### **Explanation**

The roading network has developed to service the public's needs to access home, work and amenities. To date, land use provisions have generally led to these being too separated to enable walking or cycling between them. The resulting population density has been too low to allow development of an effective passenger transport system. In the absence of any viable alternative, the public has come to rely on cars for passenger transport, and the roading network has been designed to facilitate that choice. Little provision has been made to facilitate the use of alternative modes of transport which have less adverse effect on air quality, such as passenger transport, bicycles and walking.

Taken together, the policies in the Plan encourage, and are expected to result in, a higher density, mixed use city form. This will allow many more people's transport needs to be met by means that are less polluting than the private motor vehicle. It is not possible to avoid the cumulative effects of motor vehicle emissions on the air, nor to remedy or mitigate the effects of emission after the event. Consequently this policy calls for the effects to be minimised, and indicates what is meant by this term in the context of roading design.

## **Methods**

#### **District Plan Rules:**

- Subdivision Rules

#### **Other Methods:**

- provision of road design guidelines in Council's Code of Practice that indicate how integration and good design can be achieved.
- Council shall make available to developers and landowners the "Passenger Transport Supportive Land Use Guidelines" prepared by the Auckland Regional Council.
- advocating provision of bus priority lanes, bus links, and park and ride facilities within the transport network, as an important means of providing for the efficient flow of traffic.

## **Policy 4.5**

Where possible, the use of fossil fuels should be minimised and eliminated as a source of energy and heating and replaced with renewable sources, the latter to be in a form that has the least adverse effect on the environment. Sustainable sources of energy should be used. In particular, the following sources should be promoted:

- solar (space-heating and solar power);
- biogas (eg methane from landfills);
- wind;
- wood fuel (only when burned in appliances designed to minimise effects on air quality);
- waterways (undammed).

#### **Explanation**

Policies 4.1 to 4.4 are concerned with influencing urban form to reduce vehicle trips, thus reducing emission of pollutants from use of fossil fuels in cars. This policy is concerned with minimising the use of fossil fuels as a source of energy and heating. This long term policy is essential to eventually eliminating the problem of fossil fuel use as a key pressure on the environment.

## **Methods**

Council recognises that it has an important advocacy role in this area and, in particular, in advocating to other government bodies the need to seek alternatives.

## **Policy 4.6**

Activities involving the production and use of nuclear energy and storage of radioactive nuclear waste should not be located in Waitakere City, provided that the use of radioactive materials for health services may occur.

#### **Explanation**

This policy conveys the clear rejection of the production and use of nuclear energy, and storage of radioactive nuclear waste within the City. The potential for adverse effects on natural and physical resources, on the environment generally and on human health is that such activities involving use of radioactive materials will not be allowed to locate within the City. An exception is made for the medical use of radioactive materials.



## Methods

### *District Plan Rules:*

- Prohibited Activities Rules

## Policy 4.7

**That a wide range of opportunities for Non-Residential Activities be provided within the urban area to help reduce the need for travel, and as a consequence reduce the discharge of contaminants from motor vehicles into the air.**

### *Explanation*

This policy signals that the Plan must provide for sufficient opportunities within the City to meet a greater proportion of the employment needs of the community. Currently (1996 census) up to 60% of the City's labour force commutes out of the city each day. The vehicle trips created by this commuting are a major source of air pollution. The Plan promotes a wide range of opportunities for employment activities to stem this outward commuting. The Working and Community Environments employment special areas have been specifically set up to cater for employment activities. Non-Residential Activities are possible in the other residential and rural human environments, provided that their effects are compatible with the quality of the environment in these areas.

## Methods

### *District Plan Rules:*

Non-Residential Activities are possible in all Environments. The most liberal provisions for employment activities are in the Working and Community Environments, where many Non-Residential Activities are a Permitted Activity. In the other Human Environments, Non-Residential Activities larger than a home occupation, generally require a resource consent.

## ANTICIPATED ENVIRONMENTAL RESULTS

The preceding objective and policies relating to the protection of air quality are expected to achieve the following:

- a long term reduction in the concentration of motor vehicle contaminants, in the air;
- a long term reduction in motor vehicle emissions of greenhouse gases, particularly carbon dioxide, into the air;

## MONITORING INDICATORS

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to air quality, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- monitoring changes in vehicle ownership and use in the City as a key source of greenhouse gases;
- monitoring the effectiveness of urban consolidation policies as they affect air quality, by measuring changes in journey to work patterns, passenger and private transportation usage, and the location and type of businesses around town centres;
- obtaining ambient air quality data for Waitakere City against which the effects of policies influencing motor vehicle emissions can be measured. If the Auckland Regional Council is unable to provide this data, then Council may undertake its own monitoring in the City, in a manner that complements the Auckland Regional Council's regional monitoring programme;
- monitoring resource consents for activities relating to air discharges, including the number of applications granted consent, compliance with consent conditions and the effectiveness of those conditions.
- monitoring the effect of urban consolidation on the ability of people and communities to meet their social and economic needs, including housing affordability.

## 5.5 ISSUES - EFFECTS ON ECOSYSTEM STABILITY

The Resource Management Act gives particular status to ecosystems, for their role in maintaining life and also because of their intrinsic value. The loss of environmental quality, continued reduction in the extent of habitat and the loss of biodiversity from a range of factors such as the adverse effect of mynas and magpies on native birds, have all contributed to the undermining of the balances and processes that are inherent to the City's native ecosystems.

Agricultural and horticultural systems are also vulnerable to the problems of instability and consequent problems with pests and weeds. This instability can be a feature of the single crop systems such as pastoral farming and orcharding.

These changes to the City's native ecosystems have resulted in the following significant resource management issues:

### General:

- instability of native ecosystems;
- instability of exotic ecosystems;
- adverse impacts, including human use of natural and physical resources on natural regeneration processes.

### Specific:

- reduction of extent, representativeness and variety of native vegetation and fauna species;
- decline in the quality of air, soils and water which further undermines stability;
- vulnerability of native species to environmentally damaging plants and predators;
- isolation of native vegetation and fauna habitat.

### Objective 5

**To protect processes of natural regeneration within the City, and promote and maintain links between areas of significant and outstanding native vegetation and fauna habitat, so that their resilience is protected and enhanced.**

Set out below are the policies that have been adopted to address this objective.

## Policy 5.1

**Activities within Restoration Natural Areas, should be carried out in a way that does not impede regeneration of native vegetation. Where possible, activities in areas identified as Ecological Linkage Opportunities should not prevent the future regeneration of these areas.**

### Explanation

The essential task within Restoration Areas and areas identified as Ecological Linkage Opportunities is to protect both existing areas of native vegetation and processes of regeneration that will create a "bridge" or link between different areas of bush. These link and restoration areas form a series of ecological corridors through the City, from the large bush covered areas of the Waitakere Ranges, to the thin fingers of bush reaching down into the urban area and the Waitemata and Manukau Coasts. This policy has been adopted in order to ensure that regeneration is a priority in these areas, and that adverse effects on the City's ecosystems are minimised. Regenerating ecosystems with primary species such as manuka and kanuka contribute to the biodiversity of the City's native ecosystems, and can play an essential role in the process of regeneration to mature forest. The future of the City's flora and fauna (such as the kauri and kereru) is dependent upon the retention and continuing succession of these young forests of manuka and kanuka.

Ecological linkages should be of a size and shape that maximises ecological benefit and is tailored to location. This means that to be most effective they should be compact and rounded, with a low ratio of edge to area to minimise deleterious edge effects such as weed invasion.

It should be noted that linkages provide ecological benefits of variable degree along a continuum for both vegetation and fauna. The effectiveness and purpose of linkages varies with size. For example, central urban or *Living Environments* have fragmented bush remnants while the *Waitakere Ranges* and *Bush Living Environments* provide large areas of contiguous bush.

Within central urban areas a shelterbelt of trees provides shade, amenity value, the buffering of noise and environmental pollutants, and roosting sites between which birds can hop. Within rural and bush environments the density of development is less and the quality and extent of native forest is greater. In these environments ecological linkages can be more extensive (ie. greater





than 50 metres in width) and bring a greater complexity of benefits, including ground-based corridors along which smaller faunal species such as insects and lizards can move. In addition, linkages in these areas can provide better seed sources and conditions for plant germination, including the more sensitive inner core forest species.

## Methods

### *District Plan Rules:*

- Vegetation Clearance Rules
- Establishment of Vegetation Rules
- Buildings Rules
- Earthworks Rules
- Earthworks which require a resource consent within the General Natural Area are also assessed in terms of impacts on possible regeneration of Ecological Linkage Opportunities.
- Impermeable Surfaces Rules
- Impermeable Surfaces which require a resource consent within the General Natural Area are also assessed in terms of impacts on possible regeneration of Ecological Linkage Opportunities.

### *Other Methods:*

- encouragement and support for landowners allowing natural regeneration;
- support for fencing out stock;
- planting programmes and the Keep Waitakere Beautiful Programme;
- advice on weed and pest control.

## Policy 5.2

**Activities within the Transport Environment should be carried out in a way that promotes and enhances natural regeneration processes within the Green Network, and in areas identified as Ecological Linkage Opportunities, including promoting and enhancing the overall resilience, diversity and ecological integrity of the Green Network and its parts.**

### *Explanation*

In addition to the identified Restoration Natural Areas and Ecological Linkage Opportunities, all roads within the City have potential to be further linkages between areas of native vegetation. The design of road verges, the planting of trees and the management of infrastructure, and any consequent removal of trees, have the potential for adverse

effects on what are effectively green spaces or linkages within and around the wider Green Network. This policy seeks to manage activities within the Transport Environment so that the ultimate stability of native ecosystems is enhanced.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Vegetation Clearance Rules
- Restoration Natural Areas Rules
- Subdivision designs which involve the creation of new roads should ensure that they are capable of incorporating planting within the road reserves without interfering with existing and future infrastructure

### *Other Methods:*

- carrying out of Council operations within the Transport Environment in a way that maintains and improves the range and quality of native vegetation.

## Policy 5.3

**Activities on any public land should be carried out in a way that promotes and enhances regeneration and the re-establishment of linkages between areas of native vegetation and fauna habitat within the Green Network, and the effectiveness of any adjacent Ecological Linkage Opportunities and Restoration Natural Areas in protecting the stability of native ecosystems.**

### *Explanation*

The City's parks and reserves provide further oases of green, within the urban area in particular, which contribute to the linking of native vegetation. They also contribute to the establishment of areas which native fauna, particularly birds, can use to roam more freely in search of food. The design of these areas of open space, the way in which they are planted and the nature of the activities that take place within them, can re-establish and protect linkages between native resources. For these reasons, this policy requires that activities within the Open Space Environment are managed to support these concerns.

## Methods

### *District Plan Rules:*

- Vegetation Clearance Rules
- Restoration Natural Areas Rules
- Open Space Environment Rules

#### **Other Methods:**

- planting programmes as part of Reserve Management Plans;
- provision for ecological corridors on those areas of open space that fall within the Green Network.

## **Policy 5.4**

**Activities (including subdivisions) should be designed, be of a nature and scale, and be located and managed in a way that avoids or minimises adverse effects on the overall resilience, biodiversity and ecological integrity of the Green Network and its constituent parts, and enhances linkages between natural resources in all parts of the City. Particular regard should be had for the design of subdivision and the placement of structures in maintaining the linkages between native vegetation, fauna habitats, natural features, landforms and waterways.**

#### **Explanation**

This policy emphasises the importance of ensuring activities are assessed, amongst other concerns, in relation to their effects on natural processes of regeneration within the City. Of particular concern is the regeneration of resources within the Green Network.

In the Paremuka Catchment, development of new urban areas, including as set out in the *Babich Urban Concept Plan*, will be carried out in a way that protects and enhances the Paremuka Stream and its tributaries including a 50m reserve along the Paremuka Stream.

Structure plans provide a co-ordinated catchment-based approach to development that can assess the cumulative effects of activities and better enhance ecological linkages between existing areas of native fauna habitat and better protect and restore existing ecosystems.

Minor household units separated from the main dwellinghouse are not allowed in the Waitakere Ranges Environment and Bush Living Environment area outside the Metropolitan Urban Limit.

In the Titirangi-Laingholm area within the Metropolitan Urban Limit, some provision is made for further subdivision in recognition of the historical patterns for subdivision and settlement.

However, as this area comprises a unique part of the Green Network, further development is confined to the thresholds provided for as a Discretionary Activity in the relevant subdivision rules.

Those rules have been carefully prepared to ensure local and cumulative impacts of settlement on ecosystems are avoided or mitigated.

Where subdivision is to be allowed, particularly important ecosystems are to be avoided. Wherever possible, encouragement will be given to subdivision of sites being considered at one time only. This will provide most certainty regarding the effects of subdivision.

However, where subdivision is to be proposed in stages, it will be important to show in concept how the balance of the site can be subdivided in accordance with district plan policy and provisions.

The Waitakere Ranges and Bush Living Environment outside the Metropolitan Urban Limit contains a natural environment which is locally, regionally and nationally important.

Settlement is strictly controlled to avoid adverse effects, including cumulative effects, of development on ecosystems. It is partly for this reason that subdivision beyond the rules thresholds is generally prohibited (see, for example, policies 1.1, 2.1, 3.1 and 9.1 for other reasons).

## **Methods**

#### **District Plan Rules:**

- Subdivision Rules
- Vegetation Clearance Rules
- Restoration Natural Areas Rules
- Riparian Margins/Coastal Edges Natural Areas Rules

#### **Other Methods:**

- weed and pest control programmes

## **Policy 5.5**

**Activities within Structure Plan Areas must have regard to ecosystem stability. Structure Plans should be designed in such a way that protects and enhances the quality of natural resources, including native vegetation and amenity plantings and the re-establishment of linkages between areas of native vegetation and fauna habitat. Structure plan design should protect the overall resilience, biodiversity and ecological integrity of indigenous ecosystems.**



### Explanation

The design of subdivisions and the subsequent development that takes place can have major impact on ecosystems stability. Structure plans must ensure that vegetation removal and earthworks are minimised by the careful identification of proposed building platforms and accessways. Infestations of environmentally damaging plants should be removed. The location and size of areas identified for revegetation, protection, restoration and enhancement will be integral to ensuring that indigenous ecosystems are maintained and wherever possible improved. This policy seeks to achieve this in structure plan areas by managing subdivision and subsequent development.

## Methods

### *District Plan Rules:*

- All activities (including structure plan subdivision proposals) affecting the quality of natural and physical resources which pass through a resource consent process, will be assessed, in addition to other concerns, in terms of their impacts on the Green Network and regeneration processes.

## Policy 5.6

**When restoration plantings are carried out, preference should be given to the use of indigenous species, with a further preference for the use of local genetic stock.**

### Explanation

The purpose of restoration plantings will generally be to restore an area depleted in indigenous vegetation and fauna habitat to a natural state. For this, the use of eco-sourced and eco-sited indigenous plants is most appropriate to increase the extent of existing naturally occurring native vegetation and fauna habitat, and to reduce the risk of genetic pollution that can arise from interbreeding between naturally occurring plants and plants from other parts of New Zealand or cultivars. It is recognised that appropriately eco-sourced plants will not always be available for use, but should always be used in preference. For example, the continued use of marram grass in dune stabilisation programmes is necessary in the short term at Te Henga beach until adequate supplies of native plants such as spinifex and pingao can be acquired, but once these supplies

have been established the use of marram grass should be phased out.

## Policy 5.7

**Where activities result in an adverse effect on the overall resilience, biodiversity and ecological integrity of the Green Network and its constituent parts, there may be a requirement to remedy or mitigate these adverse effects.**

## Policy 5.8

**The Paremuka Stream is a key Green Network area in the City, with considerable scope to be an effective ecological corridor through protection and restoration of existing natural resources. To this end, significant ecological restoration is already underway in esplanade reserves adjacent to recently urbanised areas. Pedestrian and bicycle links established in these esplanade reserves provide opportunities for residents and visitors to have positive interactions with the Green Network. It is appropriate that this approach is continued along the length of the Paremuka Stream. Accordingly, any intensification of land use within this catchment, including in the *Babich Urban Concept Plan* area, will be carried out so as to provide for continuation of the minimum 50m esplanade reserve on both sides of the stream to both improve the natural values of the stream and riparian areas and to enable maximum appreciation of this important resource. Any intensification of land use within this catchment, including in the *Babich Urban Concept Plan* area, will be carried out so as to provide for the protection and enhancement of this stream and its tributaries. Settlement is to be directed away from the waterways, with any impacts from stormwater avoided through the implementation of stormwater management systems that minimise as much as possible any adverse changes to the natural water systems within streams. In addition, and as a particular consideration of development processes, the natural qualities of the stream beds and stream margins need to be recognised, retained and**

enhanced, and active restoration and revegetation of stream margins should accompany any development in the area. The loss or modification of any remaining stream in the catchment should be avoided, except as is necessary to facilitate the provision of necessary stream crossings and stormwater works identified in the discharge consent. Any barriers to the movement of native fish up and down the streams are to be avoided, or appropriate fish passage devices utilised.

#### **Explanation**

The upper Paremuka Catchment has undergone significant conversion from rural to urban land use over the last few years. This process is ongoing, with land within the *Babich Urban Concept Plan* recently included within the *Metropolitan Urban Limits* and made available for residential development. There will be opportunities through the subdivision process for the Council to acquire reserves adjacent to the Paremuka Stream and, in places, its tributaries that enable the continuation of the creation of an ecological corridor. Providing for public access to and along these areas further promotes the Green Network by giving residents and visitors the opportunity to interact with healthy natural areas. Any development within the Paremuka Catchment, including within the *Babich Urban Concept Plan* area must adopt a stream protection focus, in order to ensure the ongoing viability of the Paremuka Stream and its tributaries as locally significant aquatic habitats.

### **ANTICIPATED ENVIRONMENTAL RESULTS**

The Objective and Policies relating to the sustainable management of Ecological Linkage Opportunities and Restoration Natural Areas from inappropriate activities, are expected to achieve the following:

- reduction of the isolation of native bush within the foothills and lowland areas of the City;
- establishment of ecological corridors;
- increased stability of native fauna populations.

### **MONITORING INDICATORS**

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to ecological stability, and in particular Ecological Linkage Opportunities and Restoration Natural Areas, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- measuring the number and area of revegetated sites, and the formal/legal protection afforded to these areas and areas of significant and outstanding vegetation;
- surveys of tangata whenua/iwi to ascertain their satisfaction with the level of protection of the amount and quality of the indigenous vegetation and fauna habitat;
- monitoring changes in the overall vegetation cover (biomass) according to different types (pasture, lawns, exotic trees and indigenous vegetation etc);
- monitoring environmentally damaging plants (weeds) distribution and abundance, the presence of animal pests and grazing stock and their access to natural areas, and the presence of exotic plant species within the Green Network;
- monitoring the quality and quantity of the water and sediment in aquatic environments, including heavy metals and biological organisms, particularly the avoidance of or improvement in the quality of contaminants reaching natural waterways and coastal waters, and preventing culverting of streams and lowering water flows;
- monitoring resource consents within riparian margins, coastal edges and restoration areas, relating to development or subdivision, including the number of applications granted consent, compliance with consent conditions, and the effectiveness of those conditions.
- Monitoring the effect of urban consolidation on the ability of people and communities to meet their social and economic needs, including housing affordability.



## 5.6 ISSUE - EFFECTS ON OUTSTANDING NATURAL FEATURES: LANDFORMS, GEOLOGICAL SITES AND SOILS

These sites are located primarily in the coastal areas and the Waitakere Ranges and foothills where they are less susceptible to the immense pressures that occur within the urban area. Many are found within the publicly owned parks where the main pressures arise from visitor use. Some areas, such as the dune systems at Whatipu and Bethells/Te Henga, are particularly vulnerable to such things as off-road vehicles, while the latter also suffer from the effects of stock. Where the landforms are located on private land, they are potentially vulnerable to the effects of removal of bush and any earthworks.

These changes to the City's outstanding natural features have resulted in the following significant resource management issues:

### General:

- modification to and detracting from the form and structural integrity of the City's Outstanding Natural Features;
- accelerated erosion and some compaction of Outstanding Natural Features and in particular, the dunes of the west coast.

### Specific:

- removal of vegetation;
- removal of rock and soil as a result of mining and earthworks;
- soil compaction by stock, vehicles and people;
- modification of the form and natural processes associated with natural features by stock, vehicles and people.

## Objective 6

**To maintain the form, integrity and extent of the City's outstanding natural features (landforms, geological sites, and representative soil types)**

### Explanation

The question of protecting the city's outstanding natural features rests on the requirements of Section 6(b) and also Section 5(a) of the *Act*.

## Policy 6.1

Settlement should be:

- located in a way that avoids, or where unavoidable, minimises encroachment of structures and roads on outstanding landforms and geopreservation sites;

### Explanation

This policy is intended to minimise settlement pressures on outstanding landforms and geopreservation sites.

## Methods

### District Plan Rules:

- Subdivision Rules

## Policy 6.2

**Activities should be carried out or located so that they do not:**

- disturb the underlying rock, covering soils and vegetation on any Outstanding Natural Feature (outstanding land forms and geopreservation sites), to the extent that the significance of the site, in terms of form and materials, is adversely affected;
- or impede any natural process that is integral to the nature of the feature.

### Explanation

This policy is concerned with protecting the fundamental form and structure of the City's outstanding natural features. This involves protecting against the removal of rock and soils and the retention of vegetation where possible, so that there is no exacerbation of erosion beyond that which occurs naturally. Protection of the processes that form these outstanding natural features is also important, particularly in the case of the dunes areas.

## Methods

### District Plan Rules:

- Vegetation Clearance Rules
- Establishment of Vegetation Rules
- Earthworks Rules

## Policy 6.3

**Subdivision should provide a level of protection for the conservation values of outstanding landforms and geo-preservation**



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sites, and be designed in a way that allows the placement of structures (including infrastructure) within these areas without adverse effects.

#### ***Explanation***

The City's outstanding landforms are vulnerable to effects arising from development. This policy actively seeks a high level of protection for these sites.

## **Methods**

#### ***District Plan Rules:***

- Subdivision Rules
- Esplanade Reserves Provisions

## **ANTICIPATED ENVIRONMENTAL RESULTS**

The Objective, Policies and Methods relating to the protection of the City's Outstanding Natural Features are expected to achieve the following:

- retention of the form, and extent of the City's outstanding landforms and geopreservation sites;
- maintenance of the extent of the City's representative soils.

## **MONITORING INDICATORS**

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to outstanding natural features, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- surveys of tangata whenua/iwi to ascertain their satisfaction with the level of protection of outstanding natural features;
- monitoring the condition of outstanding natural features (geopreservation sites, representative soil sites and outstanding landforms);
- monitoring the degree of formal/legal protection afforded areas containing outstanding natural features;
- monitoring resource consents for modification or development of outstanding natural features including the number of applications granted consent, compliance with consent conditions, and the effectiveness of those conditions
- monitoring the effect of urban consolidation on the ability of people and communities to meet their social and economic needs, including housing affordability.



## 5.7 ISSUE - EFFECTS ON NATURAL CHARACTER OF THE COAST AND MARGINS OF LAKES, RIVERS AND WETLANDS

The Resource Management Act requires the protection of the natural character of the coastal environment and the margins of the City's lakes, rivers and wetlands, as a matter of national importance. Within the area of urban development that lies along the Waitemata Harbour coastline, much of the natural character has been lost. The west coast and Manukau coast environment and the narrow area along the coastal scarp north of Limeburners Bay, are the areas where natural character is largely intact, and natural processes can occur in a relatively unimpeded way. However many of the city's streams have been altered, by both farming practices and urban development. The most intact are within the Waitakere Ranges and upper foothills area.

The pressures on natural character arise from further settlement, further modification of water courses within already settled areas, and from such things as flood protection works within the foothills catchments.

The changes to the natural character of the city's coast and riparian margins have resulted in the following significant resource management issues:

### General:

- reduction in the form and structural integrity of landforms, quality of water and vegetation cover in coastal and riparian areas;
- alteration to the way in which natural processes act on coastal areas, such that natural character is degraded.

### Specific:

- modification of the interface between land and water;
- cutting and clearance of bush and vegetation on and adjacent to water areas and within the coastal environment;
- discharges of contaminants into waterways;
- runoff of soils;
- alteration of water courses;
- impeding of sand-dune accretions.

## Objective 7

To preserve and enhance the natural character of the City's coastal environment and lakes, rivers and wetlands and their margins, including preserving the action on the land of those processes which form that natural character.

### Explanation

This Objective seeks to preserve and enhance the natural character of the City's coastal environment, lakes, rivers and wetlands and their margins. In addition, the Objective recognises that the natural character of these areas is formed by the action of such things as the wind and the sea. Protecting the unimpeded action of these forces is seen as essential to the maintenance of that natural character.

Set out below are the policies that have been adopted in relation to this Objective.

## Policy 7.1

### Settlement should be:

- located away from the City's coastal edges and riparian margins;
- urban development should be avoided in outstanding coastal areas
- located away from all coastal dunelands, wetlands, estuaries and potential coastal hazard areas, including land susceptible to flooding or potentially affected by predicted sea level rise.

Limited settlement may occur in the Titirangi-Laingholm area which is inside the Metropolitan Urban Limit, where such settlement does not cause adverse impacts on outstanding coastal areas, outstanding natural landscapes and riparian margins.

Generally, such areas shall be avoided and protected from future development. Wherever possible, encouragement will be given to the entire subdivision of a site to be considered at one time only. This will provide most certainty regarding the effects of subdivision.

However, where subdivision is to be proposed in stages, it will be important to show in concept how the balance of the site can be subdivided in accordance with district plan policy and provisions.

Until such time as a further plan change confirms any replacement for the current policy and rule framework for management of the area, development that is dependent on a coastal

location or ancillary to the marine industry or ferry activities may occur on and adjacent to the existing modified coastal margin at the eastern end of the former Hobsonville Airbase (within the Landing Special Area) provided that development does not adversely impact on the natural landscape qualities of the Hobsonville Peninsula and the land/water interface.

#### *Explanation*

Further intensification of settlement and the accompanying processes of site development, have a direct impact on the natural character of coastal edges and riparian margins. This policy signals that intensification and expansion of settlement along the West and Manukau Coasts should be avoided. Preferably, future growth should be located within the urban area. This policy is consistent with a range of other policies that seek to relieve the impact of future population growth and development on vulnerable resources. (See Part 6 for further explanation of the overall approach.)

The former Hobsonville Airbase contains a hardstand area adjoining the Waitemata Harbour, which for many years has included provision for boat access to the harbour. This is an existing resource which has been identified as a critical component in the development of a marine industry at Hobsonville. Further development of an access road to the hardstand area and boat retrieval/launching facilities at the hardstand will be required to serve the marine industry. This area has also been identified as suitable for a ferry service. The development of these facilities has been provided for, and can be developed in a way that respects the existing character of this area.

## Methods

#### *District Plan Rules:*

- Subdivision Rules

## Policy 7.2

Activities should be located, designed and managed to minimise impediments to the natural inward migration of the sea, to the inward migration or erosion of sand-dune accretions or to any changing course of any waterway, lake or wetland in order to preserve the natural character of the area and to maintain the operation of naturally occurring processes. In particular, subdivisions should be designed to ensure that any structures, impermeable

surfaces or earthworks do not adversely affect natural character or impede the action of the sea or streams, rivers and lakes. Remedial work may occur, where human life or property associated with existing settlement may be adversely affected by the movement of sand dune accretions and other natural processes.

#### *Explanation*

This policy is concerned with ensuring that barriers that impede the natural action of the sea and the wind on the coastal environment, are minimised. It recognises that not only can modifications to the coast change existing natural character but that they can impede or markedly change the way natural processes create that character. However, the policy also makes provision for some remedial work where human life, or property associated with existing settlements, is affected by those natural processes.

## Methods

#### *District Plan Rules:*

- Subdivision Rules
- Earthworks Rules
- Coastal Natural Areas Rules

#### *Other Methods:*

- design advice about location of buildings and structures in the Coastal, Protected and Riparian Margins/Coastal Edges Natural Areas.

## Policy 7.3

Activities should avoid modification to the natural interface between coastal waters, wetlands, lakes, or rivers and the surrounding land, or any further exacerbation of any effects resulting from existing modifications to the interface between coastal waters, wetlands, lakes and rivers and surrounding land. In particular, subdivisions should be designed to ensure that any structures, impermeable surfaces or earthworks do not adversely affect the natural character of this interface. Remedial work on that interface may occur, where human life or property associated with existing settlement may be adversely affected. Structure Plans should give particular regard to the natural character of waterways and their margins and the natural character of the coast. The design of a structure plan subdivision should not



adversely effect natural character. Identification of infestations of environmentally damaging plants to be removed and areas for revegetation, restoration and protection which will serve to avoid, remedy, or mitigate the effects of development on natural character should be identified. Appropriate works to achieve revegetation, restoration and protection will form part of the requirements of the structure plan subdivision process.

Appropriate works to achieve revegetation and the restoration and protection of native vegetation form a particular part of the subdivision rules and assessment criteria for that part of the Titirangi-Laingholm area which is within the Metropolitan urban Limit.

#### *Explanation*

This policy retains the interface between land and sea in an unmodified state where possible. Although a considerable area of the coast and the City's streams has been modified, this policy is intended to minimise further change. This interface, is an integral aspect of the natural character of coastal edges and riparian margins.

### Methods

#### *District Plan Rules:*

- Subdivision Rules
- Provision for Structure Plans
- Impermeable Surfaces Rules
- Buildings Rules
- Riparian Margins/Coastal Edges Natural Areas Rules
- Earthworks Rules. The effects of further development will be mitigated through the protection and restoration of existing vegetation and revegetation of coastal margins and streams, rivers, wetlands and their margins.

### Policy 7.4

Activities should be carried out in a way that removal or damage to native vegetation that contributes to and is an essential part of the natural character of coastal edges and riparian margins, is minimised.

#### *Explanation*

The City's streams and coastal environment have unique communities of vegetation along their margins. These are an essential part of the natural character of these areas. If that character is to be

retained, it is important that this native vegetation is protected. For that reason, Council has adopted a policy to avoid further loss of this native vegetation cover.

### Methods

#### *District Plan Rules:*

- Vegetation Clearance Rules

#### *Other Methods:*

- information about impacts of bush clearance in Coastal, Riparian Margins and Protected Natural Areas.

### Policy 7.5

Activities involving the removal of shell, sand, and soils from the City's beaches and estuaries, should be carried out in a way that avoids adverse effects on the natural character of these areas.

#### *Explanation*

Council has jurisdiction over the City's beaches where they lie above mean high water springs. The removal of sand and shells from these areas is to be avoided because of the impacts on natural character. Removal can result in increased erosion of cliffs and foreshore, or dunes.

### Methods

#### *District Plan Rules:*

- Earthworks Rules

### Policy 7.6

Restoration and rehabilitation of the natural character of coastal areas, wetlands, lakes and rivers and their margins should occur where appropriate.

### Methods

#### *District Plan Rules*

- Restoration Natural Areas Rules

### Policy 7.7

Where adverse effects on the natural character of coastal or freshwater areas cannot be avoided, there may be a requirement to remedy or mitigate these adverse effects.

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## ANTICIPATED ENVIRONMENTAL RESULTS

The Objective and Policies relating to the protection of the natural character of the coast and the margins of streams, lakes and wetlands is expected to achieve the following:

- retention of estuaries, lakes and streams within the coastal environment as important fauna habitat;
- continued unimpeded action of natural forces on the coastal environment;
- retention of undamaged sand dune accretions;
- maintenance of characteristic coastal and riparian vegetation.

## MONITORING INDICATORS

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to tangata whenua, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- monitoring resource consents relating to earthworks, land modifications, development, subdivision, modification or use of natural water resources, vegetation clearance, including the number of applications granted consent, compliance with consent conditions and the effectiveness of those conditions.
- monitoring the effect of urban consolidation on the ability of people and communities to meet their social and economic needs, including housing affordability.





## 5.8 ISSUE - EFFECTS ON THE SPIRITUAL DIMENSION (MAURI)

Adverse effects on the mauri or life force that is considered by Maori to exist within all aspects of life and the environment, have occurred within the City.

This spiritual dimension (te wairua) of the environment is considered by tangata whenua to be severely degraded in many parts of the City. Contamination of the City's waters is a clear and continuing example of this, as is the loss of bush and the contamination of the soils. The effects of different pressures on various resources have been documented in previous sections.

These changes to the City's environment have resulted in the following significant resource management issues:

### General:

- the degradation of the mauri of some parts of the city, in particular some waterways;
- degradation of other areas to the point that the mauri has become dangerous and indiscriminate in its impacts.

### Specific:

- degradation of water, soils, air quality and the extent and variety of native vegetation and fauna habitat;
- absence of appropriate protocols;
- undermining of mana of iwi/hapu kaitiaki, and the practice of kaitiakitanga.

### Objective 8

To protect and maintain those aspects of the environment that are of significance to tangata whenua, including:

- protecting the spiritual dimension and the mauri (life force) of natural and physical resources and of humans;
- recognising and protecting the kaitiaki of these resources and significant sites and waahi tapu within the City;
- providing for those institutions that are integral to the relationship of tangata whenua with their environment;

in a way that promotes the expression and practice of kaitiakitanga (guardianship).

## Policy 8.1

**Any activity that takes place within the City's coastal edges or riparian margins must be carried out in a way that adverse effects on the quality of the water resource, and the mauri of that waterway, taiapure or mahinga maataitai are avoided or, where unavoidable, are remedied or mitigated.**

### Explanation

As noted above, the quality of the City's waterways is a central concern to tangata whenua, and the obligations to protect water systems play a key part in the duties of kaitiaki. This policy recognises this importance. It provides for involvement of tangata whenua in assessing the effects of any proposed activity on the physical and spiritual health of the City's water resource, and on the margins of the City's waterways. It also recognises the importance of the City's waters as a food source, and any management systems that might be adopted by iwi in relation to mahinga maataitai (seafood gathering areas) and taiapure (tangata whenua fisheries management areas).

## Methods

### District Plan Rules:

- Riparian Margins/Coastal Edges Natural Areas Rules

### Other Methods:

- conduct of Council operations and services to take account of iwi concerns about water quality;
- development of planting programmes within reserve management plans.

## Policy 8.2

**Activities involving the clearance of native vegetation and fauna habitat within the Green Network should be carried out in a way that the mauri of that resource is not adversely affected.**

### Explanation

The retention of remaining native vegetation is seen as essential by tangata whenua. Protection of this natural resource is a key responsibility for kaitiaki. This policy recognises this importance and provides for ensuring that activities avoid harm to the physical and spiritual health of bush and fauna habitat.

## Methods

### *District Plan Rules:*

- Vegetation Clearance Rules

## Policy 8.3

**Any activity involving the intensification of settlement or subdivision within the Green Network, the Waitakere Ranges, Bush Living, Foothills and Countryside Environments, should be managed in a way that avoids, remedies or mitigates adverse effects on the quality of water, soils and native vegetation and fauna habitat, and the mauri of those resources.**

### *Explanation*

These areas of the City are highly valued by tangata whenua, for both the resources they contain and also because of their wilderness character and landscape values. For Te Kawerau a Maki, the Waitakere River Valley and the area around Bethells/Te Henga has special significance as the main place of settlement.

Tangata whenua have identified that intensification of settlement in these areas is a particular concern, both in terms of impacts on natural and physical resources and also on landscape values, and particularly the wilderness qualities of these areas. This policy requires that any proposed increase in population and buildings should be assessed in terms of impacts on those matters of concern to both iwi.

## Methods

### *District Plan Rules:*

- Subdivision Rules

## Policy 8.4

**Any activity within the Riparian Margins/ Coastal Edges Natural Areas, Coastal Natural Areas and Protected Natural Areas that involves:**

- disturbance of soils and removal of rock;
- alteration to the natural character of the coastal area or impeding of any natural process that forms that character;
- alteration to the interface between land and water;
- removal of vegetation;

**should be managed in a way that avoids, remedies or mitigates adverse effects on the natural character and mauri of the coastal area.**

### *Explanation*

Te Kawerau a Maki and Ngati Whatua both identified that the alteration and disruption of natural processes, and the degradation of the coastal environment, are issues of particular concern to them, and that the coastal areas are of particular importance in the history and culture of both iwi. This policy requires that any disturbance of soil, rock and vegetation within these areas should not have an adverse impact on the physical and spiritual health of the area, as assessed by iwi.

## Methods

### *District Plan Rules:*

- Vegetation Clearance Rules
- Earthworks Rules
- Impermeable Surfaces Rules
- Buildings Rules
- Stock Rules

### *Other Methods:*

- conduct of Council operations and services to take account of iwi concerns about water quality.

## Policy 8.5

**Any activity (including subdivision design and placement of structures), should be carried out in a way that avoids adverse effects on the historical, cultural or spiritual significance of any site or waahi tapu of significance to iwi. The effect of activities which facilitate the direct relationship of iwi with their waahi tapu should also be taken into account. Particular regard should be had for the effect of activities within the iwi heritage areas.**

### *Explanation*

This policy has been adopted in response to the requirements of the Resource Management Act to recognise the relationship of iwi with their waahi tapu and other taonga as a matter of national importance, and to have particular regard for their protection.

Throughout the City, but primarily within the coastal environment, there is a range of sites that are highly significant to tangata whenua as waahi tapu or sacred sites. These include urupa (burial grounds), battle fields, places where visions have occurred, places of agreement between tribes and hapu (sub-tribe), and landing sites for waka (canoes). In some cases no physical evidence



remains, in others the middens, pa and storage pits are the remaining evidence of events and settlements.

Te Kawerau a Maki and Ngati Whatua have provided maps and lists of sites of those areas which are of particular cultural, historical and spiritual significance. These maps are illustrated in Part 4 of this document. Many of the sites are recorded archaeological sites, and this information is available through the Land Information Memoranda system held by Council. A small number of sites, in particular those involving urupa (burial sites) and koiwi (human remains), are not described in this system but information is provided to landowners, so that enquiries about the significance of these areas can be made to the relevant iwi. This process is used to protect vulnerable sites from disturbance. Most sites lie within areas of public ownership.

## Methods

### *District Plan Rules:*

- Subdivision Rules All subdivisions pass through a resource consent process which allows assessment of impacts on a range of matters, including impact on waahi tapu and other sites of significance. Where the application provides for the return of waahi tapu to iwi, the positive effects on iwi will be taken into account.
- Heritage Rules

## Policy 8.6

**Any activity involving landfills and cleanfills should be carried out in a way that avoids adverse effects on the mauri of the City's soils and waters.**

### *Explanation:*

The District Plan has adopted this policy in acknowledgement of the concerns stated by Te Kawerau a Maki and Ngati Whatua about the impacts of landfills and cleanfills on soils, and the long term issues related to possible leaching and pollution of surrounding soils and waters.

## Methods

### *District Plan Rules:*

- Earthworks Rule

## Policy 8.7

**Structures and driveways should not be placed on any Outstanding Natural Feature (landforms) or Natural Landscape Element in a way that detracts from the significance of these landforms and landscape elements for iwi.**

### *Explanation*

Te Kawerau a Maki and Ngati Whatua have indicated a particular concern for the way in which structures have been placed on the ridgelines of the Waitakere Ranges. This concern is not simply for the visual effects but, in some cases, is also for the placement of structures on peaks that are considered to be tribal tupuna or ancestors.

## Methods

### *District Plan Rules:*

- Earthworks Rules
- Building Location - Natural Landscape Elements Rules

### *Other Methods:*

- conduct of Council operations and services to take account of iwi concerns about water quality.

## Policy 8.8

**Harvesting of plant materials for medicines, food, weaving and ritual purpose shall be undertaken in a way that avoids remedies or mitigates any adverse effect on the physical and spiritual health of these resources, provided that any harvest is carried out in a way that is consistent with other District Plan Objectives and Policies, and with joint management protocols drawn up by Council and iwi.**

### *Explanation*

Te Kawerau a Maki, Ngati Whatua, pan-tribal Maori, Pacific Island groups and residents have a strong interest in having the ability to harvest resources for cultural use. In particular, there is interest in the planting of productive plants, such as fruit trees and flax, on public lands. It is acknowledged that this must be done within the wider context of policies to protect the environment. This policy provides for the managed harvest of plants in a way that is consistent with the District Plan's wider responsibilities, and with the practice of kaitiakitanga.

## Methods

### *District Plan Rules:*

Harvesting of native plants for cultural purposes must pass through a resource consent process. Assessment criteria include: a requirement that the plants used for harvesting can absorb any impacts and continue to function as a healthy component of the surrounding ecosystem, in the short and long term; impacts on the ecological integrity of the Green Network (including fauna habitat); seasonal conditions of the resource; heritage status of any listed heritage trees; and other criteria set out under the harvest protocol.

Assessment of the resource consent is carried out by the iwi under the delegation powers set out in Section 34 of the Resource Management Act. The delegation of such powers is made in accordance with the conditions set down in the joint harvest protocol.

### *Other Methods:*

- development of planting programmes on City reserves;
- joint Harvest Protocols.

## Policy 8.9

**Marae may be established in any part of the City, provided that adverse effects on:**

- **water quality and quantity;**
- **significant and outstanding indigenous vegetation and fauna habitat and ecosystems;**
- **vegetation biomass;**
- **soils;**
- **natural hazards;**

**are avoided, remedied or mitigated, and the proposal is compatible with the protection of those physical and natural characteristics identified as contributing to the health and safety of occupants of neighbouring sites, and road users.**

### *Explanation*

Marae are considered by iwi and pan-tribal Maori groups as central to any relationship with the environment. Maraе are defined in the District Plan as providing for the following:

- wharenui (wharepuni) or Meeting House, carved or otherwise;
- whare karakia (place of prayer/worship);

- wharekai (Dining Hall), Kaauta (Cookhouse/Kitchen);
- tangihanga, hura kohatu, hui-a-iwi;
- kaumatua housing (housing for elders);
- general housing;
- employment facilities;
- places of learning - including purapura (pre-school), kohanga reo (language nests), kura kaupapa (schools for older children), takanga wananga (advanced learning institutions);
- healing and health services;
- the ability to carry out tangihanga.

The concept encompasses marae as a general activity, similar in breadth of activities and buildings to the concept of a village. The marae as the area of main communal buildings is still pre-eminent, but it also involves the wider idea of kainga or village. As such, the concept has evolved to encompass a way of settlement that differs from that which has occurred in many New Zealand towns and cities.

This policy avoids past approaches that confine marae to particular parts of the City, simply on the basis that they differ from mainstream settlement patterns. It ensures that marae, as with any other activity, avoid or mitigate adverse effects on the environment. This includes addressing effects on natural and physical resources and compatibility with the need to protect the health of residents and road users in an area.

The policy does not include the requirement to have particular regard for the visual amenity and neighbourhood character of an area. Maraе buildings differ markedly from most existing residential buildings in terms of bulk and form. To require these to be in keeping with character, would be to provide an indirect way of excluding them from certain parts of the City. However, the most important argument for this approach is that provision for marae, which are a central focal point for the relationship of Maori with their taonga, is a matter of national importance, which must be recognised and provided for. Although amenity values must be paid particular regard, they cannot outweigh the considerations of Section 6(e).

## Methods

### *District Plan Rules:*

- Maraе Special Area Rules



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## ANTICIPATED ENVIRONMENTAL RESULTS

The preceding Objective, Policies and Methods relating to the provision for the concerns of tangata whenua are expected to achieve the following:

- a quality of natural resources that satisfies the particular concerns of tangata whenua;
- strengthening of iwi role as kaitiaki;
- provision within the City for marae and associated activities.

## MONITORING INDICATORS

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to tangata whenua, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- monitoring resource consents relating to earthworks, land modifications, development, subdivision, modification or use of natural water resources, vegetation clearance, including the number of applications granted consent, compliance with consent conditions and the effectiveness of those conditions;
- independent auditing of whether Council is meeting its obligations to tangata whenua as kaitiaki and under Sections 6(e), 7(a) and 8 of the Resource Management Act;
- a statement from iwi about the state of the environment.



## 5.9 ISSUE - EFFECTS ON OUTSTANDING LANDSCAPES

When considering the totality of the City's outstanding landscapes, the key characteristics are:

- a sense of wilderness and wildness and distance from urban areas;
- the dominance of natural features over built features;
- in the coastal area a sense of the uncontrolled and uncontrollable nature of natural forces, particularly the force of the sea and the wind;
- the largely unmodified elements which define the coastal and bush landscapes. These are the dunes, headlands, bays and major coastal edges, the estuaries, clifftops, scarps and hilltops. Key elements which have undergone considerable modification are the waterways and the bush cover, although the latter has regenerated to a degree that a "native" feel predominates.

Key pressures on these landscapes are the continued demand for settlement and visitor numbers in the west coast areas, and along the Manukau coastline. Quite apart from impacts on environmental quality, there is potential for major impacts on the dominant wilderness character of these landscapes.

Settlement fragments the bush landscape with an increased scattering of housing, as is found in the Titirangi/Laingholm area. Although visually attractive in its mix of natural features and structures, such settlement, nonetheless, would fundamentally alter the landscape if it was to occur further to the west. Growth pressures have also resulted in the expansion of the Piha and Huia settlements - most noticeably Piha. Although the villages themselves are not included within the landscape, they have a major impact on it. As Piha, in particular, has expanded, it has shifted from being a small cluster of baches and houses around the beach area, to a substantial settlement that has moved up the surrounding slopes, until some houses encroach on the ridgeline itself. Similar changes have happened at the eastern end of Huia.

While Bethells/Te Henga remains small, the general settlement of the Waitakere Valley creates a different landscape from the "wilderness" landscapes beyond Te Aute ridgeline. However, it continues to be an integral part of the wider outstanding landscape.

The expansion of Piha and the beauty of the Waitakere Ranges and west coast brings a significant number of visitors to the area. The effects of these visitors, to a degree, depend on the nature of the

services and the "experiences" that are provided within the area.

Low key tramping and small accommodation buildings have less impact visually and on the quiet wilderness character of the area. However, there is a point at which numbers, irrespective of the nature of the tourism, affect the quality of these landscapes. Noise, disturbance, traffic generation and sheer presence have an undoubted effect on the total landscape. Whether there is a sense that even low key tourism has begun to breach the landscape values is not clear. However such effects are cumulative and subtle.

These changes to the City's outstanding landscapes have resulted in the following significant resource management issues:

### General:

- degradation of the landscape qualities of the outstanding Waitakere Ranges and coastal landscapes of the City.

### Specific:

- a visual deterioration of the natural landscapes through the introduction of more buildings, structures and urban style roads;
- undermining of the wilderness character of the landscapes from the increased presence of visitors, residents and traffic;
- encroachment of coastal village settlements on the surrounding outstanding landscape;
- domination of landscape elements through the placement of structures on ridgelines and headlands and other natural landscape elements;
- modification of landscape elements, alteration of the form and coverage of land forms, the land/water interface, and vegetation cover;
- dominance of natural landscape character by structures of an inappropriate colour.

### Objective 9

**To protect the quality and significance of the City's outstanding landscapes, including maintaining:**

- **the form and significance of those landscape elements that define each landscape;**
- **the landscape character that is associated with each landscape and contributes to its uniqueness and value for residents.**



### Explanation

Landscape elements are those tangible natural and physical features that define and contribute to a landscape. Landscape characteristics are those more intangible features, such as a sense of wilderness in the Waitakere Ranges Environment, which contribute to the feeling and overall nature of the landscape.

This Objective emphasises the importance of protecting both landscape elements and landscape character, if the totality of the landscape is to survive. The principal reasons for adopting this Objective lie in the requirements of Section 6(b) under the Resource Management Act. It also lies in the clear wish of residents to protect what is regarded as a unique and beautiful part of the City.

### Policy 9.1

Settlement within the City's outstanding landscapes should:

- be of a type and density that does not degrade natural landscape features, their wilderness character, or other landscape characteristics;
- urban development should be avoided on areas identified as having outstanding landscape characteristics.

Where circumstances exist on large sites (generally 30 ha or more) which provide the opportunity to meet objectives of the Plan through a site-specific management approach and net environmental benefit may be gained from alternative settlement patterns, particular provision may be made for these sites to be identified as a Large Property Management Area within the District Plan. Any such process of identification will be undertaken via a Plan Change process.

Only limited further settlement shall occur in the Waitakere Ranges Environment and Bush Living Environment area outside the Metropolitan Urban Limit, in recognition of the outstanding landscape qualities of this area. Minor household units are not permitted in this area, unless attached to the main dwellinghouse.

In the Foothills Environment minor household units should be located within 6.0 metres of the main dwelling to ensure there is only one area of residential activity on the site, and to ensure subdivision of the minor household dwelling from the main dwelling does not occur. This will help minimise the

adverse landscape effects that can occur through spread development. Limited provision is made for minor household units separated 6.0 metres or more as a Discretionary Activity in the Oratia structure plan area, but in other structure plan areas minor household units 6.0 metres or more from the main dwelling are to be possible only where the minor household unit and associated development is established in a way which is consistent with any subdivision possibilities made available by the structure plan. Outside structure plan areas, minor household units 6.0 metres or more from the main dwelling are to be allowed only on sites exceeding 2.5 hectares in area, and these must be assessed in accordance with possibilities and constraints which may apply in later structure plan processes.

Settlement within the Foothills Environment should be designed and located and be of a density, that recognises this area's key position in relation to surrounding natural and physical resources. Structure plans in the Foothills Environment should provide for opportunities to protect and enhance the outstanding landscape qualities of the Waitakere Ranges. In particular, structure plans shall provide for a permanent density and level of development, as shown on a structure plan forming part of the Plan, so as not to compromise the significance of the foothills as an ecological and visual buffer between the urban area of the City and predominantly bush clad area of the Waitakere Ranges.

For these reasons, subdivision beyond that provided for in a structure plan is prohibited.

Having regard for the historical patterns of subdivision and settlement within that part of the Titirangi-Laingholm area which is inside the Metropolitan Urban Limit, limited settlement is provided for in the plan rules.

Settlement in this area must be designed, located and of a density, that sufficiently recognises the surrounding natural and physical resources. Parts of the area are classified as an outstanding coastal area and outstanding natural landscape (see maps in Section 3 of this Policy Section).

The scale of development must be appropriate to the capacity of the landscape to absorb that development without degradation of the landscape qualities of those areas.

Accordingly, the plan sets out thresholds for subdivision as a Discretionary Activity. Those

provisions are designed to ensure site-generated and cumulative adverse effects on landscape quality that are more than minor are avoided or can be mitigated.

The subdivision rules in that part of Titirangi shown as Area 1 in Appendix XI of the Planning Maps recognise the proximity of that area to urban parts of the district.

Site densities that apply in that area shown as Area 2 in Appendix XI of the Planning Maps are more conservative, partly in recognition of the more sensitive nature of this area with its more substantial bush landscape, facing out towards the Manukau Harbour and bordering that part of the Waitakere Ranges which is outside the Metropolitan Urban Limit.

Any subdivision that is allowed must take account of likely subsequent development processes, and the relationship between subdivision design and development impacts.

Only limited further settlement shall occur in the Waitakere Ranges and Bush Living Environment outside the Metropolitan Urban Limit, in recognition of the outstanding landscape qualities of this area.

Some further settlement is allowable but the subdivision of land is strictly limited to a maximum level. Beyond that level subdivision is generally prohibited, except where provided for in the rules, such as for certain boundary adjustments and vesting of reserves and in Oratia (refer Appendix IV) where development is restricted to the General Natural Area and outside the Outstanding Natural Landscape areas (refer policy Map 3.6b).

This is partly in recognition of the outstanding landscape qualities of the Waitakere Ranges and the need to avoid any further degradation of that resource. Any subdivision that is provided for in the rules must take account of likely subsequent development processes, and the relationship between subdivision design and development impacts.

#### **Explanation**

Further settlement within the coastal and Waitakere Ranges landscapes, has the potential for significant adverse effects. Increased population numbers results in increased traffic movements and noise, as well as an increase in the human presence within these areas. This can detract from the quiet and wilderness character which are characteristic of the outstanding landscapes. In addition, as new areas are subdivided and developed, there is a greater

likelihood of bush removal, and a reduction in the dominant natural character in some areas. Within the coastal landscapes, the increase in the number of buildings can become particularly visually destructive because the relatively low growing nature of the vegetation means that it is difficult to visually screen development. For these reasons, this policy seeks to limit any further intensification, to a level that is appropriate to absorb further settlement, without degradation of the essential qualities which make up the outstanding landscapes.

The Waitakere Ranges Environment and Bush Living Environment area outside the Metropolitan Urban Limit contains a natural environment which is locally, regionally and nationally important. Minor household units separated from the main dwellinghouse are not allowed.

Minor household units located 6.0 metres or more from the main dwelling are not provided for in structure plan areas (other than the Oratia Structure Plan which was developed earlier than other structure plans), unless the structure plan provides for subdivision on the site concerned. Minor household units 6.0 metres or more from the main dwelling have the potential to create at least most of the generated adverse effects as for a full dwelling.

In structure plan areas particular regard must be given to the adverse effects, including cumulative effects, of development on outstanding landscapes. It is expected that there will not be any development beyond that provided for in the structure plan which will have been carefully prepared to ensure local and cumulative impacts of settlement on the outstanding landscape qualities of the Waitakere Ranges and Foothills.

In the Titirangi-Laingholm area within the Metropolitan Urban Limit, some provision is made for further subdivision and settlement.

However, as this area has a unique blend of built development within a natural landscape bordering the Waitakere Ranges outside the Metropolitan urban Limit, the plan sets out thresholds for subdivision as a Discretionary Activity.

A subdivision proposal will be the subject of assessment through the consent process to ensure that there are no more than minor adverse effects on landscape quality.

The plan's provisions have been carefully prepared to ensure local and cumulative impacts of settlement on outstanding landscapes are avoided or can be mitigated, including through provision for the permanent protection of



significant vegetation, required revegetation, and areas free from development.

Wherever possible, encouragement will be given to subdivision of sites being considered at one time only. This will provide most certainty regarding the effects of subdivision.

However, where subdivision is to be proposed in stages, it will be important to show in concept how the balance of the site can be subdivided in accordance with district plan policy and provisions.

The Waitakere Ranges and Bush Living Environment outside the Metropolitan Urban Limit contains a natural environment which is locally, regionally and nationally important. Settlement is strictly controlled to avoid adverse effects, including cumulative effects, of development on the outstanding landscape qualities of this area.

It is partly for this reason that subdivision beyond the rules thresholds is prohibited (see, for example, policies 1.1, 2.1, 3.1 and 5.4 for other reasons).

Subdivision beyond that provided for in the rules is non-complying in the Oratia catchment where development can be accommodated within the General Natural Area and outside the Outstanding Natural Landscape Area.

In the Swanson Structure Plan area particular regard must be given to the adverse effects, including cumulative effects, of development on outstanding landscapes. It is expected that there will not be any development beyond that provided for in the structure plan which will have been carefully prepared to ensure local and cumulative impacts of settlement on the outstanding landscape qualities of the Waitakere Ranges and Foothills.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Within the Coastal Natural and Protected Natural Areas subdivision is limited to boundary adjustments and creation of reserves. However, recognition is given to situations where circumstances exist on large sites (generally 30ha or more) which provide the opportunity to meet objectives of the Plan through a site-specific management approach. Landowners on large sites within these areas may apply for status as a Large Property Management Area where this is shown to be the case, and where net environmental benefit is achievable. The minimum lot sizes within the Waitakere Ranges Environment have been set to be in keeping

with densities within the Managed Natural Area of the Green Network.

### *Other Methods:*

- design guidelines and advice for building within the City's outstanding landscapes.
- monitoring the effect of urban consolidation on the ability of people and communities to meet their social and economic needs, including housing affordability.

## Policy 9.2

**Settlement within the Foothills Environment, should be designed and located, and be of a density, that recognises their key positions in relation to the surrounding natural and physical resources.**

**Structure plans in these areas should provide for opportunities to protect and enhance the outstanding landscape qualities of the Waitakere Ranges. Within the Foothills Environment structure plans should reflect a building density and level of development that does not compromise the significance of the foothills as an ecological and visual buffer between the urban area of the City and the bushed area of the Waitakere Ranges. The level of intensification of development must be appropriate to the capacity of the landscape to absorb that level of development without degrading of the essential landscape qualities of these areas.**

### *Explanation*

This area is a key location in the management of adverse effects on a range of resources and environmental concerns. The design of subdivisions and the scale, location and design of subsequent development that takes place can have a major impact on the City's outstanding landscapes. This policy places an emphasis on achieving a quality of subdivision that takes account of likely subsequent development processes, and the relationship between subdivision design and development impacts.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Provision for Structure Plans

Structure plans set in place a development pattern that maintains and enhances the outstanding



landscape qualities of the Bush Living and Waitakere Ranges Environments and which cements the Foothills role as an ecological and visual amenity buffer, helping to protect the Waitakere Ranges by emphasising and facilitating the creation of (ecological) green linkages between the Waitakere Ranges and the urban area of the City. The protection and enhancement areas required in each structure plan and the establishment of a density of development that does not compromise the outstanding landscape features of the Waitakere Ranges serves to reinforce the Green Network policies that:

- promote ecological linkages and restoration areas and the protection of significant and outstanding vegetation;
- help ensure urban growth is consolidated within the existing urban boundaries by allowing some carefully targeted and managed development opportunities that are planned comprehensively rather than in an ad hoc and unrelated way.

#### **Other Methods:**

- design advice and guidelines on good subdivision practice.
- advice and guidelines on appropriate ecological enhancement.

### **Policy 9.3**

**Structures (including fences) and driveways should be designed and placed in such a way that they do not detract from the visual significance of those landscape elements that are essential to the City's outstanding landscapes, and do not detract from landscape elements that are essential to the City's character. Particular regard should be had for the placement of structures so that they do not intrude above any sensitive ridge line when viewed from a public place, or intrude visually on any other Natural Landscape Element. Consideration shall be given to the most practicable option with respect to the placement and provision of infrastructure.**

#### **Explanation**

The placement of structures in landscapes that are predominantly natural in character, has the potential for a major impact on their unique qualities. A particular concern is the way in which buildings and structures, such as transmission masts, have been placed on ridgetops in the past. This is also of concern to iwi, where structures have been placed on

ridgelines that have a particular cultural significance. With landscapes that offer such magnificent views, there is considerable pressure to place buildings on ridges and headlands to take advantage of them.

This policy is intended to manage the location of structures, roads and accessways so that they do not intrude into the overall natural character and visual qualities of these landscapes. Natural Landscape Elements are shown on Maps 3.6(c) and 3.6(d). Sensitive ridgelines, headlands, cliffs and scarps are also shown on the Natural Areas Maps in the Maps Section of the District Plan.

### **Methods**

#### **District Plan Rules:**

- Subdivision Rules
- Building Location - Natural landscape Elements Rules

#### **Other Methods:**

- design guidelines and advice for building within the City's outstanding landscapes.

### **Policy 9.4**

**Structures (including fences), and driveways, should, where practicable, either be constructed of materials, or be of a colour, or screened by vegetation, in a way that does not dominate or detract from the natural character and visual amenity of the City's outstanding landscapes, and ensures that they merge with the surrounding bush or coastal vegetation.**

#### **Explanation**

The impact of built features on natural character has been identified as an issue in these landscapes. Where development is clearly visible, *design* aspects of a built feature such as materials used, dimension and colour, can combine to detract from the natural character of an area. This includes the impacts when viewed from some distance - such as when the Scenic Drive Ridge is viewed from within the urban area, as well as the impacts when viewed from more proximate locations.

These concerns can be addressed through the use of appropriate materials or paints, or by screening buildings in a way that they are not visible from any public area. This policy is intended to merge structures with surrounding vegetation.

### **Methods**





#### **District Plan Rules:**

- Within the Waitakere Ranges, Coastal Villages and Bush Living Environments, provision is made for the assessment of development design to ensure that structures are integrated with sensitive natural landscapes that characterise these locations. The design of any development has an effect on the overall visual impact and amenity of an area.

#### **Other Methods:**

- provision of design guidelines to residents in the City.

### **Policy 9.5**

**Structures should be of a height, scale and form that is compatible with the scale of buildings located within the City's outstanding landscapes.**

#### **Explanation**

One of the landscape elements that contributes to the overall nature of these landscapes is the scale and form of buildings that are located within them. In the past, settlement in these areas involved either houses associated with timbermilling or farming, or baches for summer visitors. Most of the timber-milling buildings have disappeared and what remains is domestic in scale. These buildings have become an element in the landscape - especially the coastal landscapes - and it is important that any future building remains in keeping with the small-scale, relatively unobtrusive structures.

### **Methods**

#### **District Plan Rules:**

- Building Height Rules
- Building Location - Natural Landscape Elements Rules

#### **Other Methods:**

- design guidelines and advice for building in the Waitakere Ranges, Coastal Villages and the Bush Living Environments.

### **Policy 9.6**

**Roads and driveways within the City's outstanding landscapes should be designed in a way that avoids, remedies or mitigates adverse effects on natural landscape character and visual amenity, including minimising use of kerbing,**

**channelling and formed footpaths, provided that, where these are required to avoid adverse effects on natural and physical resources, they may be used.**

#### **Explanation**

The design of roads running through an essentially natural landscape can have major impacts on landscape qualities. The highly designed roads associated with the urban area - with kerbing, channelling and formed footpaths - are inappropriate in such a landscape. The hard edges and contrasts of colour and tones, and the essentially 'urban feel' detract from the visual and wilderness qualities and characteristics. This policy requires that roads remain relatively unformed. The only situation where the use of channelling and kerbing might occur, is where unformed road edges would contribute to scouring of tree roots and erosion due to stormwater runoff.

### **Methods**

#### **District Plan Rules:**

- Subdivision Rules
- Earthworks Rules
- Impermeable Surfaces Rules

#### **Other Methods:**

- provision of design guidelines in Council's Code of Practice;
- standards for the maintenance and upgrading of the road system.

### **Policy 9.7**

**Roading should be provided and designed in a way that does not increase traffic movements to a level that detracts from the characteristic levels of quiet and wilderness character of the outstanding landscapes. Construction of new roads, where these would have a significant adverse visual effect, should be minimised in the outstanding landscapes.**

#### **Explanation**

Provision of, or upgrade of roads, brings the potential for greater usage. For example, the upgrade of the road between Little Huia and Whatipu would make access easier and would be likely to result in greater visitor numbers to that area, particularly over summer months. Increased traffic movements and noise, and increased visitor numbers all have an effect, both on landscape character and on the health

of natural and physical resources which are essential to that character. Improved access also brings greater settlement pressures, as has occurred with the upgrade of Piha Road. For this reason, the District Plan has adopted a policy approach that requires any roading upgrade or extension to be assessed against likely resulting impacts on landscape character.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Earthworks Rules
- Impermeable Surfaces Rules

### *Other Methods:*

- provision of design in Code of Practice;
- standards for maintenance and upgrade of roads via Council operations.

## Policy 9.8

**Activities within the outstanding landscapes, coastal villages and bush living areas should be managed in a way that ensures that the amount and frequency of traffic movement through the City's outstanding landscapes is at a level that avoids adverse effects on the wilderness character and characteristic levels of quiet.**

### *Explanation*

The coastal villages and the bush-living settlements on the upper catchments of the eastern foothills are islands of intensive settlement within the City's outstanding landscapes. Expansion of services and activities within these areas has the potential to have major impacts on the immediately surrounding coastal landscapes and on the Waitakere Ranges landscape. An increase in visitor numbers and vehicle trips by residents commuting to the City, and from the increased presence of urban type activities and streetscapes in a wilderness landscape, will have an effect on the quality of these areas.

The flow of visitors into these outstanding landscapes has the potential to undermine the qualities of quiet and wilderness character that contribute to their uniqueness and value. Increased numbers also have the potential to degrade the quality of natural and physical resources - for example, through the trampling of sensitive coastal ecosystems or the disturbance of bird breeding or resting areas. These ecosystems and resources are

essential elements in these landscapes and contribute directly to their unique qualities.

This policy is also concerned with ensuring visitor services and structures are of a scale that they do not attract inappropriate numbers to an area. Traffic movements through these landscapes can rise to a level that they harm those landscape elements and sensitive ecosystems that are essential to the area's uniqueness and significance.

## Methods

### *District Plan Rules:*

- Non-Residential Activities Rules

## Policy 9.9

**Activities should be managed in a way that avoids, remedies or mitigates damage to or clearance of native vegetation from the outstanding coastal and Waitakere Ranges landscapes.**

### *Explanation*

The native forest and coastal vegetation that is found within these landscapes is, in its variety and beauty, a key element in defining these areas as outstanding, and giving them their dominant natural character. Therefore the removal of bush has the potential to undermine these qualities. For that reason, this policy is intended to ensure that any bush removal takes into account impacts on the visual qualities of the surrounding outstanding landscapes, and their natural character.

In the Titirangi-Laingholm area within the Metropolitan Urban Limit some provision is made for further settlement by way of subdivision.

However, the clearance of native vegetation is confined to 500m<sup>2</sup> for each additional site created, partly to ensure that landscape qualities are maintained.

For the same reason, subdivision consents will contain conditions ensuring that areas of native vegetation not required for development will be permanently protected from future development.

In the Titirangi-Laingholm area within the Metropolitan Urban Limit some provision is made for further settlement by way of subdivision.

However, the clearance of native vegetation is confined to 500m<sup>2</sup> for each additional site created, partly to ensure that landscape qualities are maintained. For the same reason, subdivision consents will contain



conditions ensuring that areas of native vegetation not required for development will be permanently protected from future development.

Wherever possible, encouragement will be given to the entire subdivision of a site to be considered at one time only. This will provide most certainty regarding the effects of subdivision.

However, where subdivision is to be proposed in stages, it will be important to show in concept how the balance of the site can be subdivided in accordance with district plan policy and provisions.

## Methods

### *District Plan Rules:*

- Vegetation Clearance Rules
- Subdivision Rules

### *Other Methods:*

- possible incentives through Council's funding and rating systems to promote private initiatives to protect bush;
- provision of guidelines and information about bush protection.

## Policy 9.10

Activities should be carried out in a way that does not impede or alter the inward migration of the sea, the inward migration or erosion (where that occurs naturally) of sand-dune accretions or any naturally changing course of any waterway, lake or wetland to the extent that the natural character of the area is altered, or that the naturally occurring processes themselves are changed in any way. Remedial work on sand dune accretions may occur where human life or property associated with existing settlement may be adversely affected.

### *Explanation*

The coastal landscapes of the west coast and the Manukau coast gain their unique character, in part, from the actions of natural processes on the coastal environment. Although the Manukau coastline is more gentle, the integrity of both landscapes is derived from the actions of the wind and sea on the land and the bush. This policy protects this natural character as essential to the City's outstanding landscapes, but acknowledges that there may be limited instances where earthworks and other activities might be carried out.

## Methods

### *District Plan Rules:*

- Earthworks Rules
- Buildings Rules
- Impermeable Surfaces Rules

### *Other Methods:*

- design advice about the location of buildings and structures in the coastal environment.

## Policy 9.11

Where possible activities should avoid modifications to the naturally occurring interface between coastal waters, wetlands or rivers and the surrounding land within the City's outstanding landscape areas. Remedial work on that interface should only occur in exceptional circumstances where human life or property associated with existing settlement may be adversely affected.

### *Explanation*

The natural unmodified coastline is an essential aspect of the coastal landscape. This policy is concerned with avoiding small incremental changes to the coastline that may be brought about by activities on the land.

## Methods

### *District Plan Rules:*

- Earthworks Rules
- Buildings Rules
- Impermeable Surfaces Rules
- Building Location - Natural Landscape Elements Rules

### *Other Methods:*

- design advice about location of buildings and structures in the Coastal Natural Area.

## Policy 9.12

Activities should not give rise to modification of the form and structure of those landscape elements, and in particular, natural landscape elements, identified as essential to the City's outstanding landscapes, such that their contribution to the overall quality of the City's outstanding landscapes is adversely affected.

### **Explanation**

These landscape elements are essential features in the City's outstanding landscapes. Modification would undermine the coherence of the overall landscape and its significance within the City.

## **Methods**

### **District Plan Rules**

- Earthworks Rules
- Buildings Rules
- Impermeable Surfaces Rules
- Building Location - Natural Landscape Elements Rules

## **Policy 9.13**

**Activities involving the trimming and pruning of vegetation may be carried out in a way that maintains, uninterrupted, the identified public views of the City noted on Map 3.6(e) and in Appendix K of the Policy Section. Any such trimming or clearing should be carried out in a way that minimises damage to vegetation.**

### **Explanation**

Waitakere City Council has a number of outstanding views, both into the City and from the City, at certain key focal points. Those views are highly valued and contribute significantly to the qualities of the City's outstanding landscapes. Some are major landmarks which, in a sense, define the overall image of the City and add to its value for residents. Most are located within areas of regenerating bush. For these reasons, this policy allows for their maintenance.

## **Methods**

### **District Plan Rules:**

- Vegetation Clearance

### **Other Methods:**

- general provision of information about impacts of activities on landscapes;
- promotion of an approach to development that integrates management and mitigation of effects on these landscapes as part of the development process.

## **Policy 9.14**

**Subdivision should be designed in a way that:**

- minimises the intrusion of structures and driveways into the natural landscape, and subsequent effects on landscape character;
- avoids, where possible, the placement of structures and driveways so that they intrude on to Natural Landscape Elements; and
- minimises adverse effects on other natural features, including native vegetation and heritage objects and sites.

### **Explanation**

The way a subdivision is designed can have a major influence on the way in which structures and driveways are placed in the landscape. This policy seeks to ensure that the shape of any subdivision allows for the placement of structures away from sensitive parts of the City's outstanding landscapes.

## **Methods**

### **District Plan Rules:**

- Earthworks Rules
- Subdivision Rules
- Impermeable Surfaces Rules
- Vegetation Clearance Rules
- Heritage Rules

### **Other Methods:**

- guidelines for subdivision in the Waitakere Ranges.

## **ANTICIPATED ENVIRONMENTAL RESULTS**

The preceding Objective, Policies and Methods relating to the protection of outstanding landscapes, are expected to achieve the following:

- retention and maintenance of the qualities, form and integrity of the landscape elements which are identified as contributing to the essential character of the City's outstanding landscapes;
- retention of the landscape characteristics that contribute to the City's outstanding landscapes, in particular the maintenance of dominant natural features, levels of characteristic quietness and wilderness character.



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## MONITORING INDICATORS

In order to assess the suitability and effectiveness of the objectives, policies and methods in achieving the anticipated environmental results relating to outstanding landscapes, the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- surveying people's perception of access to public open spaces, quality natural character and effectiveness of bush protection mechanisms;
- monitoring indigenous vegetation in outstanding landscape areas for quality, quantity and degree of formal legal protection;
- surveys of traffic movements, traffic counts and visitor counts;
- monitoring resource consents in areas of outstanding landscapes, relating to: earthworks, land modification, development and subdivision, including the number of applications granted consent, compliance with consent conditions, and the effectiveness of those conditions.
- monitoring the effect of urban consolidation on the ability of people and communities to meet their social and economic needs, including housing affordability.



## 5.10 ISSUE - EFFECTS ON AMENITY VALUES: HEALTH AND SAFETY

Human communities (and, it is assumed, the individuals that make up these communities), are defined under the Resource Management Act as being an integral part of the environment. As such, the effects of activities on those elements, and characteristics of the environment that contribute to human enjoyment of it, are a concern under the Act.

The proximity of structures, the relationship between them in terms of height and shadowing, and the nature, shape and location of usable open space between structures, have long been acknowledged as having an impact on the health and wellbeing of residents or users of a building. More recently, it has been acknowledged that the relationship between “private” space and public spaces, such as roads, parks, car parks and public squares and the location of structures, including pathways, within these areas, has a major impact on safety. The ability to move around these areas, between the private home and the public or semi-public areas such as shops, also has a major impact on both safety and a sense of belonging which can contribute to both physical and mental health.

Amenity values that contribute to the wellbeing of residents and workers, include, amongst other things, maintaining a safe and accessible environment. There is a strong tradition of public access in New Zealand, particularly as it relates to the coast, lakes, rivers and streams. The maintenance and enhancement of public access is important to local communities for a variety of cultural, recreational, scientific and commercial reasons.

There are a great number of aspects to public access, including: public access to and along waterways; public access through elements of the green network; safe efficient pedestrian access through urban areas; issues of equality of access; and access for the disabled.

The amount of noise, vibration, odour or artificial light discharged or emitted by an activity, can also have a major impact on health.

Residential activities within town centres help bring vitality and vibrancy to these areas, but due to their sensitivity to noise and other effects, they can have an impact on the operation of surrounding town centre activities such as restaurants and cafes.

Some parts of the City are experiencing increasing ambient noise levels, while the general physical layout of sections, houses, neighbourhoods and roads, continues to be under pressure from population growth.

These changes to the City’s environment, and particularly to the more intensively settled urban area, have resulted in the following significant resource management issues:

### General:

- modification and undermining of physical characteristics which contribute to the health and safety of residents and workers.

### Specific:

- increases in ambient and single event noise occurrences;
- overshadowing and loss of adequate daylight to residential and non-residential buildings, and of sunlight to residential buildings;
- loss of privacy from inappropriate placement of buildings;
- odour, dust and vibration nuisance;
- reduction in the darkness of the night sky, to a level that disrupts sleep;
- increased vulnerability to or fear of attack;
- constraints on the ability of all people to move easily within their environment;
- reductions in the availability of an appropriate amount of accessible open space for residents;
- inappropriately designed housing;
- impediments to public access to and along the coast and waterways;
- impediments to public access between areas of public land.

### Objective 10

**To maintain and enhance those natural and physical characteristics (amenity values) that contribute to the wellbeing of residents and workers, including maintaining:**

- an acceptable level of quiet and freedom from nuisance created by noise, odour, dust and vibration;
- adequate levels of daylight and sunlight in dwellings;
- adequate levels of darkness for sleep;
- a safe environment;
- an accessible environment, which includes enhancing public access to and along the coast and waterways and between areas of public land;
- adequate levels of on-site privacy;
- healthy air quality.



This Objective is intended to achieve, at the very least, a minimum level of physical health and wellbeing for residents, workers and visitors. The Resource Management Act requires the District Plan to manage the effects of activities on the environment and humans. It also requires the Plan to have particular regard for the maintenance and enhancement of those natural and physical characteristics that contribute to people's appreciation of, amongst other things, its pleasantness. Any enjoyment or sense of pleasantness derived from the environment is fundamentally dependent on whether residents, workers and visitors find it a healthy place to be.

## Policy 10.1

Non-residential activities should be managed in a way that emissions of odour, dust, electro-magnetic radiation, radio frequency radiation and other discharges to air do not cause a nuisance, or otherwise have an adverse effect on the health of occupants of surrounding residential properties. Where a *resource consent* is required and specific reference is made in the rules or assessment criteria to health and safety matters, an assessment of adverse *effects* will be required. This will include, where relevant, reference to any appropriate standards or scientific opinion. Where activities cannot be managed in a way that avoids the creation of a nuisance on adjacent sites;

- they must be located at a sufficient distance from those sites, or within an appropriate Working Environment or within an appropriate Special Area Environment.
- or appropriate performance measures to minimise emissions should be imposed so that the adverse effects of any emissions are avoided.

Residential activities in town centres and identified mixed use areas will require specific design to attenuate permitted noise to avoid reverse sensitivity effects.

### Explanation

The perception of what is a distasteful odour can vary from person to person. Tolerance can also vary. However, although the identification of odour nuisance is inherently problematic, this policy has been adopted to limit the impact of odour emissions. In addition, dust and other discharges can be a nuisance and a health problem. This policy seeks to

limit their impacts on surrounding sites. A precautionary approach should be taken to the management of electro-magnetic radiation and radio frequency radiation.

Rule 3 and 3A in the Community Environment and Rule 3 in the Working Environments specifies, as a Permitted Activity, minimum setbacks from boundaries with a Living and/or Open Space Environment. Those minimum setbacks reinforce the intention of this policy. However, it is acknowledged that there will be circumstances, such as those related to the particular use proposed, constraints of the development site and the nature and position of adjoining development, which will enable the policy to be met at a lesser separation distance than specified in the rules.

As the *New Lynn Town Centre* is not an Industrial Air Quality Management Area under the Auckland Regional Plan: Air Land and Water it may not be an appropriate location for activities that generate significant air discharges. As a result, over time, a change in the nature of employment related activities in the centre is expected with the likely departure of a number of older, heavier industries. In the interim, to avoid adverse effects that may arise from the intensification of a range of activities in the centre, development in the *Living (L5) Environment* and *Living (L6) Environment* and *residential development* in the *Community Environment (New Lynn)* must provide appropriate design responses (including setbacks and consideration of building orientation and design), to buffer residential apartment activities from the adjoining Working and Community Environments and any Special Areas. In addition, Rule 10 of the *Community Environment (New Lynn)* specifies minimum setbacks for *air discharge devices*, including air conditioning, from existing site boundaries to maintain opportunities for a range of activities to be developed on adjacent sites without experiencing adverse nuisance effects. Rule 2.2(d) of the *Living Environment* requires that apartments in the *Living (L6) Environment* be provided with forced mechanical ventilation to mitigate potential nuisance, dust and odour from activities undertaken on adjoining sites.

## Methods

### District Plan Rules:

- Non-Residential Activities Rules. Non-residential activities are permitted activities where offensive odour, *dust* and other discharges emitted or generated are not discernible by neighbours. Provision is made for the location

of more noxious activities within the City's *Working Environments*. Requirements for the *Lincoln Working Environment* are more stringent than in other *Working Environments*, in recognition of the greater mix of activities in this area.

- Air Discharges, Odour, *Dust*, Glare and Vibration Rules
- Working and Community Environment Rules
- Rules and criteria relating to infrastructure effects on the well-being, safety and health of any person.

#### **Other Methods:**

- monitoring

## **Policy 10.2**

Activities in residential and rural areas should not emit noise such that it causes a nuisance to occupants of surrounding properties. Activities within town centres can generate varying noise effects, and should be managed so as to avoid excessive noise beyond that permitted in the area that conflicts with the need to encourage a mix of non-residential and residential activities in these areas. Residential activities will require specific design to meet acoustic attenuation standards in town centres and mixed use areas.

New activities within town centres, particularly residential activities shall be designed to meet a reasonable level of acoustic attenuation, while at the same time recognising that town centres provide a noisier environment than traditional residential environments.

#### **Explanation**

Noise has been identified by residents as one of the most significant concerns that affect health. Noise, single intensive noise sources and background or ambient noise levels, contribute to stress which in turn can become a significant factor affecting people's health. This policy is concerned with addressing both single source or event noise and ambient noise levels. Standards for noise are set out in all the Human Environments. In all cases the standards are set to reflect the characteristic levels of quiet of the area, and all fall within the safety levels for people. It is acknowledged that the noise levels within a town centre can be greater than traditional residential areas. The District Plan seeks to ensure that reasonable noise attenuation is provided by residential activities within town centres and

recognises that residential activities must coexist with existing and future activities.

## **Methods**

#### **District Plan Rules:**

- General Noise Standards
- Residential Activities - Noise Attenuation
- Noise Rules
- Standards for noise are set out in all the Human Environments. In all cases the standards are set to reflect the characteristic levels of quiet of the area, and all fall within the safety levels for humans. Any activity emitting noise exceeding these standards is a non-complying activity.

## **Policy 10.3**

Activities should be managed in a way that any associated artificial lighting of roads, driveways, signs and sites and the exterior of buildings do not detract from the ability of occupants of surrounding buildings to achieve uninterrupted and adequate levels of sleep.

#### **Explanation**

Artificial lighting, particularly in residential areas, can be of such a level of glare that it reduces people's ability to sleep, or interrupts sleep to the extent that it creates stress, and at times, direct physical effects on the health of residents. The development of town centres may result in additional lighting of buildings to create a sense of place, and may conflict with the increasing number of residential activities within the same area. There are two aspects to this problem: the general loss of a dark night sky from the cumulative effects of lighting and the nuisance caused by single sources that emit a high level of glare.

## **Methods**

#### **District Plan Rules:**

- Air Discharges, Odour, Dust, Glare and Vibration Rules
- Non-Residential Activities Rules
- Signs Rules
- Open Space Environments Rules

#### **Other Methods:**

- information on possible lighting design solutions;
- management of lighting in parks and on roads;



- Code of Practice: lighting guidelines.

## Policy 10.4

Residential activities should provide for an adequate area of outdoor space for recreation and leisure, including providing:

- sufficient outdoor space for the anticipated number of occupants of the dwelling;
- outdoor space which is of a usable shape for recreation;
- sunlight access to the outdoor space area.

Where such outdoor space cannot be provided on-site, the offsetting of consequent adverse effects on public open space that arise from increased usage may be required. Such an offsetting of effects would be in addition to any other requirement to contribute to the provision of public open space made under Policy 10.7.

### *Explanation*

The provision of an area of outdoor space on-site, sufficient to provide for children's play and relaxation and leisure for others, has long been considered to contribute to the health and well-being of residents. This policy continues to require such provision. In addition, the provision of on-site building outdoor space relieves pressure on areas of public open space. This is important within more intensively settled areas, in particular, where higher densities increase usage of a limited resource. However the policy provides for sufficient flexibility to allow the offsetting of the effects of not providing on-site outdoor space, through financial contributions to the provision of public open space.

In intensive housing (apartment) developments, open space is provided through minimum balcony sizes and outlook areas for each unit.

## Methods

### *District Plan Rules:*

- Outdoor Space Rules;
- Building Coverage Rules;
- Subdivision Rules;
- Apartment Rules.

## Policy 10.5

Structures should be placed to ensure that adequate levels of daylight reach any habitable rooms on-site, and allow adequate levels of sunlight and daylight to reach adjacent properties throughout the year. In town centres,

taller buildings men that access to sunlight is less certain. A minimum outlook space unobstructed by buildings or structures needs to be provided to ensure that access to daylight and air to the dwelling is maintained.

### *Explanation*

Overshadowing can affect the health of residents. Traditionally, protection of neighbours from the effect of overshadowing has been a concern of land-use management in more intensively settled areas. It continues to be an issue in areas where there are settlement pressures - both on-site and for neighbours.

In higher density living areas, reduced access to sunlight is common. Minimum requirements are imposed to ensure that reasonable access to daylight is maintained.

## Methods

### *District Plan Rules:*

- Height in Relation to Boundaries, Separation of Buildings Rules;
- Front Yards Rules;
- Building Coverage Rules;
- Height Rules
- Building Location - Privacy and Amenity Rules;
- Apartment Rules.

## Policy 10.6

**Buildings, storage and parking areas should be designed and placed on-site, or screened in a way that maintains the privacy and onsite amenity of adjacent residential properties, including the privacy of outdoor space. Particular regard should be had for the protection of privacy within the more intensively settled Living and Rural Villages Environments.**

### *Explanation*

Privacy is a highly valued aspect of residential life, and something that is under pressure as a result of intensification of residential areas. This policy is adopted to ensure that buildings do not intrude on the privacy of existing households. It also emphasises the importance of having private outdoor space, as well as privacy within a house.

Rule 3 in the Community Environment and Rule 3 in the Working Environment specifies, as a Permitted Activity, minimum setbacks from boundaries with a Living and/or Open Space Environment. Those minimum setbacks reinforce

the intention of this policy. However, it is acknowledged that there will be circumstances, such as those related to the particular use proposed, constraints of the development site and the nature and position of adjoining development, which will enable the policy to be met at a lesser separation distance than specified in the rules. In the *New Lynn Town Centre*, to protect the operation of adjacent industrial activities, appropriate setbacks and buffers should be provided within the *Living (L6) Environment*, to limit reverse sensitivity effects of residential apartments on activities in adjoining Working and Community Environments and any Special Areas.

## Methods

### **District Plan Rules:**

- Outdoor Space Rules;
- Building Location Rules;
- Landscape Treatment Rules;
- Building Coverage Rules;
- Yards Rules.

## Policy 10.7

New public and semi-public spaces should be designed in a way that ensures the safety of all users and, in particular, should provide for:

- overlooking (surveillance) of public and semi-public spaces from surrounding buildings during the day and where possible at night;
- direct and efficient movement routes through such spaces;
- adequate signage indicating connections with other routes, and the location of the space within the surrounding area for public reserves, walkways, and within Community Environments;
- adequate lighting;
- integration of pedestrian systems with vehicle routes;
- the minimisation of any physical barrier to the reasonable movement of people within any public space.

### **Explanation**

This policy has been adopted in order to ensure that new buildings are designed and located around public and semi-public spaces (such as car parks), in a way that avoids adverse impacts on the safety and mobility of users. It also sets out those key factors which are relevant to achieving safe spaces.

Although the management of activities in terms of impacts on safe public space has not been part of traditional land-use planning, safety and freedom from fear are important to the amenity of any community. New semi public spaces in town centres, such as plazas and through site links, should be the subject of a Safety Audit assessing their safety, with the outcomes of the audit taken into account in the design of these spaces.

## Methods

### **District Plan Rules:**

- Subdivision Rules

### **Other Methods:**

- Town centre revitalisation;
- Roading upgrades and design;
- Council's Code of Practice.

## Policy 10.8

Land use development and subdivision must recognise the need for a transportation strategy which provides for the safe and efficient movement of people through private and public transport in a way that avoids, remedies or mitigates potential adverse effects on the environment and which does not compromise the needs of future generations, through:

- ensuring the safe movement of pedestrians, cyclists and vehicles around the City;
- recognising and providing for the interdependence between transportation and other activities;
- supporting the creation of an efficient public transport network which provides an integrated system with appropriate levels of convenience and services;
- ensuring the protection of the transport corridor for public transport purposes, conveyance of goods and communications;
- ensuring that the impact of activities on the capacity and safety of the road system is adequately catered for;
- maintaining amenity values that contribute to the well-being of residents and workers;
- integrating roads with safe and efficient pedestrian cycle routes;
- minimising impacts of noise and traffic movement on the amenity of surrounding sites;
- contributing where required to an





upgrading of the transport system, proportionate to the pressures on that system created by the development proposed;

- enabling the communal use of parking areas to encourage multi modal visits to town centres;
- encouraging visits to town centres by a range of transport modes;
- encouraging the efficient use of parking areas;
- providing flexibility to parking standards within town centres, to recognise the mixed use nature and increased range of activities within walking distance of town centres and to encourage use of public transport.

#### *Explanation*

There is a need to manage the use and development of the City's transportation resources in a way that enables people in communities to provide for their social and economic well-being, while providing for the sustainable management of the City's environment. The roading system has been designed around the efficient flow of vehicle traffic and relief of congestion. These aims are important, but just as important are the health of surrounding residents, amenity levels and the need to provide adequately for public transport, pedestrian and cycle access. The transportation system must provide for an adequate balance of these concerns.

In town centres, urban concept plans have been prepared to show future transport linkages that are required to ensure that the centres can cope with the additional movement of people, vehicles and goods. Development and subdivision is expected to provide for the linkages and connections shown.

#### **Methods:**

##### *District Plan Rules:*

- Subdivision Rules;
- General Noise Standards Rules;
- Assessment criteria for subdivision design on Greenfields sites require, amongst other concerns, that roads are designed to ensure safe and efficient movement of traffic. Criteria also include assessment of impacts on amenity values;
- Subdivision along high noise routes (strategic arterial roads, regional arterial roads, distinct arterial roads, as shown on the primary roading network, Maps Section of the District Plan),

must be designed to minimise or mitigate the impacts of traffic noise;

- Rules relating to financial contributions provide a formula for calculating the impact levy for the supply of infrastructure. (See Part 6.2.12 for further explanation of financial contributions);
- *Urban Concept Plans.*

##### *Other Methods:*

- Council's Code of Practice.

## **Policy 10.9**

Any settlement should be provided with adequate appropriate and safe infrastructure sufficient to ensure the health (including safety from fire) of residents and the wider community. Reticulated networks for the disposal of sewage and stormwater, for water supply, electricity supply and for telephones are available through much of the city. These networks may provide the most environmentally appropriate means of servicing developments, and developments should be provided with connections to these networks where that is possible and appropriate. Where a network is not available, adequate provision should be made through other means. Any such provision should be consistent with other objectives relating to the protection of natural and physical resources, compatible with existing disposal and supply systems, and appropriately designed to ensure a safe service and minimisation of maintenance costs.

#### *Explanation*

Provision of infrastructure, to a level that ensures adverse effects on public health are avoided, is an essential aspect of any objective relating to the health of the community. While there are certain efficiencies achieved by requiring sites to be connected to a networked system, this is not the only way of responding to the problem. Therefore this policy adopts an approach that does not stipulate what kind of infrastructure is provided, so long as it achieves appropriate environmental outcomes.

#### **Methods**

##### *District Plan Rules:*

- Subdivision Rules
- Infrastructure Rules

##### *Other Methods:*

- investment by the community in sustainable infrastructure systems that are consistent with maintaining the health of residents;
- provision of information about infrastructure design.

## Policy 10.10

Any activity that generates vibration should be carried out in a way that does not cause a nuisance, or otherwise have an adverse effect on the health of occupants of adjacent properties.

### Explanation

- The vibration caused by machinery, such as electric motors, can cause considerable nuisance and distress for surrounding neighbours. Therefore this policy seeks to limit these impacts.

## Methods

### District Plan Rules:

- Air Discharges, Odour, Dust, Glare and Vibration Rules
- Quarry Special Areas Rules
- Vibration emitted by any activity must not be discernible at the boundary of any site within the Living, Countryside, Coastal and Rural Villages, Bush Living, Foothills and Waitakere Ranges Environments. Within the Working and Community Environments the concerns are the impacts outside the Environment itself. This is due to the primarily non-residential nature of these Environments. Vibration should not be discernible at the boundary of any site adjacent to another Human Environment. Any activity exceeding this standard must have a resource consent.

## Policy 10.11

Activities should provide for:

- the on-site parking and loading of motor vehicles; and
- the location and design of access to car parking and loading areas, including areas for reverse manoeuvring to ensure that the safe and efficient functioning of adjacent roads, according to the positioning of that road in the Roading Hierarchy, is not adversely affected.

provided that:

- *car parking* for activities in the *New Lynn Town Centre* core may be provided through public or private facilities located on another *site(s)* where doing so promotes the integrated development of that area.
- the provision of *car parking* for residential activities in the Community Environment (New Lynn) reflects the urban design and land use and transport integration opportunities of the *town centre* and public transport hub.
- within *Town Centres* or identified *Special Areas* the Council will enable the communal use of *car parking* to encourage the efficient use of *car parking* areas. In addition, consideration will be given to flexible parking standards within town centres to recognise the mixed use nature of town centres and to encourage use of public transport, provided that such flexibility does not compromise the roading hierarchy.

### Explanation

Street parking has the potential to cause hazards for pedestrians and cars through the reduction of room for manoeuvring, and the impeding of sight lines. Safe access on- and off-site can also be compromised. This policy requires sufficient on-site parking and manoeuvring area to relieve pressures on the surrounding streets and to ensure safe access on- and off-site. This will vary according to the function of the road and the amount of traffic that it has been designed to cater for. (See Appendix M for a description of the Roading Hierarchy.)

In the *Community Environment (New Lynn)*, the *car parking* standards provide for *car parking* commensurate with the land use and transport integration opportunities offered by the town centre, public transport hub and the availability of public *car parks*. Smaller identified sites in the *New Lynn Town Centre* with *Town Centre - Mainstreet Typology 1* are exempt from the minimum *car parking* standards to enable integrated development and efficient use of smaller sites (also refer Policy 11.21). It is anticipated that *car parking* provision in the *New Lynn Town Centre* core will be addressed comprehensively, including by the implementation of the *New Lynn Town Centre Parking Management Plan*.

## Methods

### District Plan Rules:

- Carparking Rules



#### **Other Methods:**

- provision of guidelines relating to the parking needs of different activities.
- Council Parking Management Plans
- *Travel Demand Management Plans*

## **Policy 10.12**

**The use, manufacture and storage of hazardous materials should be managed in a way that avoids the possibility of escape or discharge of hazardous substances and any consequent adverse effects on human health.**

#### **Explanation**

As with discharges generally, the possibility of escape of contaminants has the potential to cause considerable and, possibly, irrevocable harm to residents. This policy has been adopted as a precaution against any escape release of toxic materials into the environment.

## **Methods**

#### **District Plan Rules:**

- Hazardous Facilities and Contaminated Sites Rules

#### **Other Methods:**

- provision of information to users about effects of hazardous substances and techniques for better management;
- promotion of alternative non-hazardous substances;
- provision of disposal and storage facilities to encourage householders and businesses to dispose of hazardous substances safely.

## **Policy 10.13**

**Activities should be carried out in a way that avoids or mitigates adverse effects of natural hazards on natural and physical resources and on the health and safety of people and communities.**

#### **Explanation**

The Resource Management Act and this Plan define “natural hazard” to mean “any atmospheric or earth or water related occurrence (including earthquake, tsunami, erosion, volcanic and geothermal activity, landslip, subsidence, sedimentation, wind, drought, fire or flooding) the action of which adversely affects or may adversely

affect human life, property, or other aspects of the environment”.

Section 106 of the Resource Management Act and Section 36 of the Building Act establish specific responsibilities for consent authorities (i.e. territorial authorities) dealing with building on or subdivision of land that is, or is likely to be, subject to (generally) instability, inundation, or subsidence. Apart from these specific responsibilities, the functions of the Council in relation to Natural Hazards are determined by the relevant provisions of the Proposed Auckland Regional Policy Statement, as provided by Section 62(1)(ha) of the Resource Management Act. In practical terms, the Regional Council is responsible for co-ordination of Natural Hazards management in the region, and for the wider ranging hazards of earthquake, tsunami and volcanism. Council is responsible within its district for the natural hazards of fire and wind in addition to the matters referred to in Section 106 of the Resource Management Act and Section 36 of the Building Act.

There are a number of areas within the City that are known to be vulnerable to erosion, slipping or subsidence, or flooding. These are shown on the Natural Hazards map held by Waitakere City Council and are noted on its Hazards Register. It is important to avoid exacerbation of these hazards and to avoid any danger to residents.

Proposals to use, develop or protect land which is known to be affected by natural hazards may be subject to limitations or conditions which are necessary to ensure that there will not be adverse effects on people or property, and that adverse effects of natural hazards on the environment will not be exacerbated. It is also important to recognise that the Hazards Register records only those hazards of which the Council has knowledge. Other natural hazards may be identified from time to time, and where this occurs the existence of the hazard may constrain the use, development or protection of the land affected by the hazard.

Sea level rise is amongst the hazards which cannot readily be quantified. There is ongoing debate as to the rate of sea level rise, and it is therefore not possible to quantify its potential effects. The hazard has been considered to the extent that it can be practicably taken account of, in the course of preparing the coastal elements of the Hazards Register.

## **Methods**

#### **District Plan Rules:**

- Natural Hazards Rules
- Subdivision Rules
- Earthworks Rules
- Erosion prone areas identified in structure plans can require planting.
- Vegetative material cleared from land which is subject to the hazard of fire may be required to be disposed of in a manner that does not exacerbate that hazard.

## Policy 10.14

Activities should be of a scale and located and managed in a way that:

- any traffic generated by the activity, including heavy traffic, does not detract from the capacity of the road to cater safely for motor vehicles, pedestrians and cyclists, and the wellbeing of residents occupying surrounding sites;
- the safe and efficient functioning of the road network is not adversely affected.

### Explanation

Any activity generates a number of vehicle trips to and from a site. The increased traffic movement can have a direct impact on the safety of road users and can also have an impact on the wellbeing of residents through increased noise, fumes and vibration. Vehicle noise in particular, can contribute to the increase in ambient noise levels. The generation of traffic does not necessarily have to be problematic, if the activity is located in an appropriate area. Therefore the District Plan has adopted a policy that seeks to match traffic generation levels to road capacity and the function of the road in relation to the surrounding area.

## Methods

### District Plan Rules:

- Traffic Generation Rules
- Non-Residential Activities Rules
- Temporary Activities Rules
- Traffic generation standards are set for non-residential activities according to the characteristics of an area and the function of adjacent roads. It is assumed that residential activities generate an acceptable level of traffic at all times. Any activity that exceeds these standards must seek a resource consent which is assessed, amongst other concerns, against impacts on amenity, noise, traffic movement, and road safety.

## Policy 10.15

Settlement within those parts of the City where existing noise levels exceed that compatible with human health should be avoided, provided that settlement may occur where any adverse effect on occupants of any site can be remedied or mitigated through the design of structures and the screening of the site from the noise source.

### Explanation

There are some areas of the City, particularly around the RNZAF air bases, where noise levels exceed that compatible with human health. A number of high noise routes have also been identified. In the case of the airbases, the District Plan has adopted a policy that seeks to avoid further settlement in these areas as a precaution against further harm. However it recognises that this should be balanced against the possibility that design solutions may offset the effect. The habitable rooms of *dwellings* on *sites* adjoining *High Noise Routes* or on *sites* adjoining future *High Noise Routes* must be constructed to achieve the stated performance standards and the process is more rigorous.

## Methods

### District Plan Rules:

- Subdivision Rules;
- General Noise Standards Rules;
- Residential Activities - Noise Attenuation;
- General Apartment Design Rules;
- Noise Rules.

## Policy 10.16

Driveways, carriageways and carparking areas should:

- be laid out in a way that provides for the safe circulation of vehicles and pedestrians;
- be of sufficient design quality to ensure the safe passage of motor vehicles, cyclists and pedestrians and discharge of stormwater;
- be designed to avoid edge fretting;
- allow safe, ready access to adjoining sites.

### Explanation

There is potential for accidents involving vehicles and pedestrians within car parks and driveways, because of the mixing of both activities within an area where



manoeuvring of vehicles also takes place. Inappropriate and inadequate design can also lead to accidents. It is therefore important that driveways and car parks are designed in a way that minimises potential for problems.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Carparking Rules

## Policy 10.17

**Settlement in all parts of the City should be at a density that is within the capacity of water supply, stormwater, wastewater and solid waste infrastructure to safely absorb the effects of that settlement, and to provide for the health of all residents, visitors and workers.**

### *Explanation*

The safe management of water supply, stormwater, wastewater and solid wastes is essential to the health of the community. Any new settlement in an area brings increased pressure on systems, either on-site systems such as septic tanks, or networked infrastructure. Although the community can choose to invest in the expansion of infrastructure, it is essential that population densities remain within the capacity of whatever exists at that time. In some areas, of course, densities are dictated by the need to protect vulnerable natural and physical resources. This may result in densities that are less than those that could be accommodated by the infrastructure. This policy signals the importance of managing population density in terms of human health, as well as the health of other aspects of the environment.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Residential Activities / Density Rules
- Building Coverage Rules
- Infrastructure Rules

## Policy 10.18

**Subdivision should be designed and laid out in a way that ensures:**

- sufficient access for any emergency vehicle;

- adequate provision of necessary infrastructure;
- safe movement of pedestrians, motor vehicles and cyclists through an area.
- efficient use of land for urban activities.

### *Explanation*

It is important that new settlements deliver an adequate level of safety to residents. Subdivision design, particularly in the layout of roads, has major impacts on the ability to provide these basic services.

When locating building platforms regard should be given to proximity to overhead lines. When building within 20 metres of a transmission line or within 4m of any other electricity line it is advisable to contact the owner of that line. The New Zealand Code of Practice for Electrical Safety Distances NZECP 34, 2001 may assist in determining a safe distance between lines and buildings.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- Infrastructure Rules

### *Other Methods:*

- Council's Code of Practice.
- New Zealand Code of Practice for Electrical Safety Distances NZECP 34, 2001.

## Policy 10.19

**The location of activities and buildings on known contaminated sites should be avoided, where this will lead to adverse effects on human health and/or safety. Where there is a more than minor adverse effect development may only occur where remediation and restoration actions in relation to such a site have been carried out, sufficient to ensure that the contaminated materials on site will have no adverse effects on human health.**

### *Explanation*

A range of industries and activities have, in the past, contaminated a number of sites around the City. Known contaminated sites are noted on a list held by Council. It is important that no habitable building should be located on such a site, or the site be used, until the contamination has been adequately dealt with. There are a number of places within the *Babich Urban Concept Plan* area that are contaminated from chemicals used in past horticultural, viticultural



and agricultural activities, and these will need to be remediated before the construction of any dwellings.

## Methods

### *District Plan Rules:*

- Hazardous Facilities and Contaminated Sites Rules

## Policy 10.20

Subdivisions should be designed and adequate public access set aside so that;

- potential demand for public access between areas of public land; and
- potential demand for public access to and along the City's waterways and coast; and,
- potential for recreational use of the adjacent sea, harbour, river or lake;

can be provided for, where that use or access is compatible with protection of conservation values.

### *Explanation*

The Resource Management Act and the community put considerable value on the provision of public access to the City's waterways. This policy ensures that at the time of subdivision, when the pattern of settlement and access is set, adequate provision is made for public access.

## Methods

### *District Plan Rules:*

- Subdivision Rules

## Policy 10.21

Activities including structures, trees, and lighting within the approach path of an airfield, shown on the Airbase Map, must be operated and/or be of a height that is consistent with the safe operation of aircraft using the airfield.

### *Explanation*

Waitakere City Council has two airbases associated with the Ministry of Defence. This policy is concerned with ensuring that there is no impediment to the operation of aircraft using the base. This requires regard to be had for the height of structures and trees, and glare from lights.

## Methods

### *District Plan Rules:*

- Height Rules
- Air Discharges, Odour, Dust, glare and Vibration Rules

## Policy 10.22

Where possible and appropriate, through resource consent procedures or by negotiation, public access to and along the City's coast and waterways, and between areas of public land, should be enhanced through the setting aside of esplanade strips and access strips or the widening of existing esplanade reserves.

## Methods

### *District Plan Rules:*

- Subdivision Rules

## Policy 10.23

Where possible, an esplanade reserve or esplanade strip of 20m in width should be taken where land is subdivided and it is necessary and appropriate to maintain and/or enhance public access or public recreational opportunities.

## Methods

### *District Plan Rules:*

- Subdivision Rules

## Policy 10.24

Activities in areas surrounding RNZAF Base Auckland should be managed in a way that ensures emissions of odour, dust, electromagnetic radiation and bird aggregation do not cause a hazard to aircraft flying in association with RNZAF Base Auckland. Where activities cannot be managed in a way that avoids the creation of such a hazard, they must be located at a sufficient distance from RNZAF base Auckland so that such an effect is avoided.

## Methods

### *District Plan Rules:*



- Air Discharges, Odour, Dust, Glare and Vibration Rules

## Policy 10.25

The adverse effects of aircraft noise arising from existing use of the runways and helicopter landing areas at RNZAF Base Auckland on the people's health and safety in existing and future residential areas of the City should be avoided, remedied or mitigated.

### Explanation

The adverse effects of flying activity in association with RNZAF Base Auckland can be avoided by limiting the location of sensitive activities in areas of high cumulative noise. Activities which are sensitive to high cumulative levels of aircraft noise are residential activities, hospitals, educational institutions, and rest homes. Adverse effects may be remedied or mitigated by the application of acoustic insulation to activities which are sensitive to aircraft noise within areas of moderately high aircraft noise levels.

## Methods

### District Plan Rules:

- Rules controlling activities which are sensitive to aircraft noise in identified areas;
- Rules specifying the need for acoustic insulation for activities which are sensitive to aircraft noise in identified areas.

## Policy 10.26

Activities involving the production and use of nuclear energy and storage of radioactive waste should not be located in Waitakere City, provided that the use and storage of small amounts of radioactive materials that do not pose a significant risk to public health and safety for health, educational, industrial and research services may occur.

## Policy 10.27

- (a) The Council will consider requiring a financial contribution where a land use or subdivision may create adverse effects on any or all of the following:
- (i) roads;
  - (ii) carparking;

- (iii) wastewater treatment or disposal systems;
  - (iv) stormwater treatment or disposal systems;
  - (v) public water supply systems;
  - (vi) reserves;
  - (vii) legitimate public access to and along water ways or public land
- and/or

- (b) results in increased demands on or for any of the items (i.) to (vii.) above
- and/or

- (c) uses excess capacity in any of items (i.) to (vi.) above.

Such a financial contribution should:

- relate to the adverse effect(s) on items (i) to (vii) which are likely to be, or would have been, generated by the activity, and
- be taken for the purpose of avoiding, remedying, mitigating or offsetting that adverse effect(s), and
- be determined in an open and accountable manner in accordance with financial contribution rules 1, 2 and 3.

### Explanation

Financial contributions are a method of ensuring that resource users adequately avoid, remedy or mitigate adverse effects on the city's parks and infrastructure. The plan allows a financial contribution to be taken for any adverse effect on these matters, to the extent that it is caused by growth. Financial contributions are not taken to avoid, remedy or mitigate adverse effects on other parts of the environment, as this can be achieved directly through a resource consent condition requiring works and services on or off the site.

## Methods

### District Plan Rules:

- Financial Contributions Rules

### Other Methods:

- promotion of an approach to development that integrates management and mitigation of adverse effects on health and safety as part of the development process.

## Policy 10.28

Public open space should provide for the recreation needs of the city's residents by:

- **Providing for a range of activities, facilities and experiences in existing and new parks**
- **Ensuring that development is appropriate to the size and function of a park**
- **Ensuring that development in parks is well designed, located and maintained particularly with respect to adjoining properties**

#### ***Explanation***

Provision has been made, by way of definitions, for basic parks infrastructure, facilities and activities, which are necessary for the appropriate use and development of parks, as permitted activities. Public open space provides for both passive and active recreation for the city's residents, and the range of activities and facilities provided for recreation on the City's network of parks and reserves should be related to the size and purpose of the park. New development and redevelopment on parks would take into account reserve management plans but where such plans do not exist, the current Parks Strategy. There are existing controls relating to the bulk and location of buildings on parks, and these have been extended to include the new provisions for *parks furniture*, *parks facilities* and *parks infrastructure*, etc. and other parks activities such as *parks maintenance*.

Parks are a public asset for the enjoyment and benefit of the wider community and there are also advantages for residents living next to a park but development and use of parks needs to be balanced to ensure that the amenities and privacy of properties adjoining parks is considered. The provision of adequate setbacks and landscaping can mitigate effects such as noise from development and activities of parks on the amenities of surrounding properties. Measures to make parks safer include the provision of permeable fencing on park boundaries to facilitate surveillance from the properties surrounding them.

## **Methods**

#### *District Plan Rules*

- Open Space Environment Rules

#### *Other Methods*

- The Parks Strategy
- Reserve Management Plans
- Councils "Code of Practice"

## **MONITORING INDICATORS**

The Objective and Policies related to the protection of amenity values that maintain the health of residents are expected to achieve the following:

- provision of adequate levels of daylight, sunlight, privacy and open space on-site;
- safe and accessible public spaces including roads;
- local environments free from excessive levels of noise, odour, glare, vibration, and electro-magnetic radiation;
- levels of public open space sufficient to provide for the recreation needs
- adequate levels of privacy

## **ANTICIPATED ENVIRONMENTAL RESULTS**

In order to assess the suitability and effectiveness of the Objectives, Policies and Methods in achieving the anticipated environmental results in the human environment relating to protecting amenity values (health and safety), the Council will develop and maintain a monitoring programme which may include the following monitoring indicators:

- undertaking surveys of people's perceptions of the quality and amenity values of the human environment, and their access to open space and recreational facilities;
- monitoring Council's complaints register for nuisance issues relating to amenity values such as parking, signs, lack of privacy, overshadowing, over-dominance and loss of access to daylight and sunlight;
- monitoring resource consents in the Human Environments, relating to; access to sunlight and daylight, air discharges, noise, dust, odour and vibration, including the number of applications granted consent, compliance with consent conditions, and the effectiveness of those conditions.



## 5.11 ISSUE - EFFECTS ON AMENITY VALUES - LANDSCAPES, LOCAL AREAS AND NEIGHBOURHOOD CHARACTER

Chapter 3 identified the key landscape elements and landscape characteristics that contributed to the amenity of particular landscapes and areas within them. These were set out in a series of tables. The landscape elements varied from the ridgelines, bush and stream catchments of the foothills, to the rolling pasture of the countryside area, to the primarily built forms of the urban area. The character ranged from the complexities of the foothills, to the pastoral feeling of the north, to the residential character of the living environment.

The City's local areas and villages can be affected by intensification of settlement and, to a degree, changing uses, such that some of the key elements and characteristics that make these areas unique can be adversely affected. The key factors affecting local areas are changes in section size and the style of housing, such that the original style, form and scale of buildings is changed, and loss of the essential character of an area that is derived from the dominant activities. In most areas, this is an issue of the fragmentation of residential activities (apart from the foothills catchments where the key elements are the mix of orchards, vineyards, pasture and residential activities), and the construction of buildings that are out of scale with the existing buildings and section sizes of the area.

Town centres, neighbourhood centres and Intensive Corridors have a more urban, built-up character and a constant movement of people and vehicles, creating a node or area of activity. Intensification of activities and development in town centres, neighbourhood centres and Intensive Corridors provides for an increasing mix of uses within these areas and where appropriate along other corridors. Such intensification of uses has been provided for through Objective 0 and Policy 0.3. One of the aims of Objective 0 is to limit poorly designed development which may potentially detract from the character of town centres and adversely affect the vitality and vibrancy of these areas.

The dispersal of retailing away from major areas of population and business activity, and particularly away from town centres, neighbourhood centre and Intensive Corridors, could undermine the strategic direction and transportation objectives of the Auckland Regional Policy Statement, such as those provisions which relate to population intensification around major nodes and along Intensive Corridors,

reduction in private motor vehicle use and emissions and encouragement of greater use of public transport. In addition, the dispersal of retailing away from town centres, neighbourhood centres and Intensive Corridors has the potential to:

- lead, through the inefficient use of the physical resources of such centres and Intensive Corridors, to a lowering of amenity values, particularly in the pedestrian-orientated areas, and
- detract from their ability to provide an effective community node and reduce the extent to which they are able to provide for the community's social and economic wellbeing.

These potential changes to local areas, particularly in the more intensively settled urban area, raise the following significant resource management issues:

Pressures on these areas have resulted in the following significant resource management issues:

### General:

- modification of noted landscape elements and landscape character to the degree that they no longer contribute to, or are a factor in, the amenity values of the landscape.
- a loss of the unique combination of elements and characteristics, and a sense of place and belonging, such that they no longer contribute to or are a factor in the amenity values of the area.
- loss of amenity where development is permitted away from town centres, neighbourhood centres and Intensive Corridors.

### Specific:

- The effects are set out in Table 5.11(a)
- Specific effects are set out in Table 5.11(b):

LANDSCAPES	EFFECTS ON LANDSCAPE ELEMENTS	EFFECTS ON LANDSCAPE CHARACTER
Foothills	<ul style="list-style-type: none"> <li>modification to streams/ watercourses</li> <li>removal of bush for housing and other buildings</li> <li>encroachment on ridgelines</li> <li>loss of older pasture, orcharding and vineyard areas</li> <li>spreading of buildings in lower catchments down into the valleys</li> <li>provision of urban style roading</li> </ul>	<ul style="list-style-type: none"> <li>increased noise</li> <li>increasing dominance of the built over natural/cultivated features</li> <li>loss of visual variety</li> <li>increased population levels to the extent that the original community feeling is lost</li> </ul>
Countryside	<ul style="list-style-type: none"> <li>loss of open rolling landscape with intensification</li> <li>loss of visual effect of rural pastoral landscapes</li> <li>possible further pressure on streams</li> <li>removal of remnant native bush</li> </ul>	<ul style="list-style-type: none"> <li>increasing dominance of buildings in the previously pastoral landscape</li> <li>reduction in the non-urban feeling through the introduction of retail and commercial activities normally found in the urban area</li> </ul>
Urban (residential)	<ul style="list-style-type: none"> <li>reductions of planting on private sections with infill housing</li> <li>reduction in amount of space around buildings with more intensive settlement</li> <li>possible dominance of surrounding sites by larger buildings</li> <li>feeling of openness and greenness undermined</li> <li>loss of relative quiet</li> </ul>	<ul style="list-style-type: none"> <li>possible undermining of characteristic residential character to the degree that it is no longer the defining feature</li> <li>overwhelming of any natural features</li> </ul>
Urban (towncentres)	<ul style="list-style-type: none"> <li>possible loss of pedestrian access with increasing use and focus on car travel</li> <li>potential loss of quiet spaces</li> </ul>	<ul style="list-style-type: none"> <li>overwhelming of any remaining natural features by larger buildings etc.</li> <li>loss of community focus and feeling, through dispersal of retail activities away from towncentres</li> <li>undermining of character derived from dominant retail activities</li> </ul>
Urban (work)	<ul style="list-style-type: none"> <li>loss of remaining natural features and amenities</li> </ul>	
Coastal (Scott Road to Brighams Creek)	<ul style="list-style-type: none"> <li>loss of remaining natural features</li> </ul>	<ul style="list-style-type: none"> <li>loss of coastal character</li> </ul>

Table 5.11(a) Effects on the City's Other Landscapes





LOCAL AREAS	EFFECTS ON LANDSCAPE ELEMENTS	EFFECTS ON LANDSCAPE CHARACTER
General	<ul style="list-style-type: none"> <li>change in the combinations of landscape elements to the extent that the uniqueness of the area is lost</li> </ul>	<ul style="list-style-type: none"> <li>change in dominant activities (eg orchards) to a point that essential character is lost</li> </ul>
General (streetscapes)	<ul style="list-style-type: none"> <li>change in streetscape (planting and openness)</li> <li>loss of physical overlooking of streets (urban)</li> <li>loss of local landmarks in road reserves</li> <li>loss of connections between community/public spaces and private areas</li> <li>changes in building style and relationship with street</li> </ul>	<ul style="list-style-type: none"> <li>reduction of connection between street and homes/buildings (private and public space)</li> <li>loss of uniqueness of streets in different parts of the city</li> </ul>
Bush-Living	<ul style="list-style-type: none"> <li>encroachment of buildings on ridgelines</li> <li>continuing removal of bush</li> <li>introduction of exotic vegetation</li> <li>provision of urban style roading</li> </ul>	<ul style="list-style-type: none"> <li>dominance of building character over natural and loss of the balance between the two</li> </ul>
Coastal Villages	<ul style="list-style-type: none"> <li>loss of original low-density, low rise buildings and settlement</li> <li>loss of dominance of residential activities</li> </ul>	<ul style="list-style-type: none"> <li>growth of population to the point that the village feel is lost</li> <li>loss of dominance of natural character (Karekare, Huia, Little Huia, Bethells/Te Henga, Parau)</li> <li>increased noise</li> <li>loss of bach feel</li> </ul>
Foothills Catchments	<ul style="list-style-type: none"> <li>loss of unique elements in each catchment e.g. orchards, vineyards</li> </ul>	
Villages: (general)	<ul style="list-style-type: none"> <li>reduction of planting on private sections</li> <li>reduction in amount of open space</li> <li>damage of surrounding sites by larger sections</li> </ul>	<ul style="list-style-type: none"> <li>reduction in the feeling of openness and greenness</li> <li>increased noise</li> <li>loss of dominantly residential character</li> </ul>
Herald Island	<ul style="list-style-type: none"> <li>loss of key views to the North Shore and mainline coastline</li> <li>loss of low-scale/low density feel</li> <li>dominance by large buildings</li> </ul>	<ul style="list-style-type: none"> <li>loss of village feel</li> <li>reduction in the sense of difference</li> </ul>

Table 5.11 (b) Effects on Local Areas

LOCAL AREAS	EFFECTS ON LANDSCAPE ELEMENTS	EFFECTS ON LANDSCAPE CHARACTER
Hobsonville/Whenuapai Airbases	<ul style="list-style-type: none"> <li>loss of original planned features</li> </ul>	
Whenuapai		<ul style="list-style-type: none"> <li>loss of "edge village" feel from intensification</li> </ul>
Waitakere Township	<ul style="list-style-type: none"> <li>dominance of residential buildings</li> </ul>	<ul style="list-style-type: none"> <li>loss of "village" feel</li> <li>increased noise</li> <li>loss of openness</li> <li>loss of focus around transport links</li> </ul>
Older suburbs of New Lynn, Green Bay, and Glen Eden	<ul style="list-style-type: none"> <li>reduction in section size to less than 450m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>lack of greenness and openness</li> </ul>
Kelston, Glendene and Te Atatu South, Te Atatu Peninsula	<ul style="list-style-type: none"> <li>inappropriate section size (relative to proposed buildings)</li> </ul>	<ul style="list-style-type: none"> <li>lack of greenness and openness</li> </ul>
Fringe suburbs of Massey, Ranui, and West Harbour	<ul style="list-style-type: none"> <li>inappropriate placement of buildings</li> </ul>	<ul style="list-style-type: none"> <li>loss of greenness and openness</li> </ul>
New Lynn Town Centre	<ul style="list-style-type: none"> <li>Loss of feeling of enclosure/containment of the streetscape</li> <li>Inadequate connections and lost opportunities for additional connections</li> </ul>	<ul style="list-style-type: none"> <li>Loss of relationship between street and ground floor activities</li> <li>Incompatible activities/reverse sensitivity</li> <li>Under utilisation of land/lack of intensification</li> <li>Poor street amenity</li> </ul>

Table 5.11(b) Effects on Local Areas



## Objective 11

To achieve a quality of settlement and associated activities within each of the City's Human Environments which is sympathetic to, and protects and enhances, the dominant natural and physical (including building) features which contribute to the amenity value and the neighbourhood character of an area, including maintaining and enhancing:

- the quality and character of different patterns of settlement within the City's intensively settled residential areas;
- the pedestrian-oriented amenity values of the town centres and the character of those areas as retail centres;
- the utilitarian nature and character of the industrial areas;
- the natural and physical features that give each rural and coastal village its particular and unique character;
- the pastoral/rural character of the northern parts of the City;
- the complex, mixed landscape of the foothills.

### Explanation

This Objective is concerned with protecting those aspects of the environment that are particularly valued by the community and recognising the varying character of each part of the City. Unlike the management of activities within the City's outstanding landscapes, this Objective is not concerned with maintaining the total landscape as it presently exists. That is, while those elements and characteristics might be protected, there is also considerable opportunity for change and flexibility that allows an area to evolve and respond to changing circumstances, albeit within a framework of what people value.

For example, within a residential area, a street might change from being exclusively residential - new activities may move in and it may become a more mixed neighbourhood - so long as the open streetscape remains, the greenness is protected, buildings are of an appropriate scale, and the dominant residential character is retained. This Objective is concerned about the quality and nature of change, within a framework of commonly accepted values about what contributes to the amenity of an area.

This Objective recognises the importance of maintaining and enhancing the particular elements and characteristics that define the various

landscapes, local areas and neighbourhoods of the City. These elements and characteristics are set out in Part 3. The management of activities as they affect amenity values is a significant resource management issue for the City.

Set out below are the policies that have been adopted to implement this Objective:

## Policy 11.1

Where possible settlement should be of a type and a density that protects amenity values, including neighbourhood character of different parts of the City, by:

- maintaining the low density of sites with high levels of private planting, large areas of open space around dwellings and detached housing characteristic in the Glen Eden, Green Bay and New Lynn local character areas and the Coastal and Rural Villages.
- allowing for development within the Kelston, Te Atatu South and Te Atatu Peninsula local character areas, provided that it maintains the existing low-density character high levels of planting, and openness of the area;
- providing for more intensive settlement in other parts of the Living Environment in a way that protects the wellbeing of residents and enhances the amenity of these areas;
- providing for higher intensity development in or adjacent to *town centres*;
- ensuring that settlement densities are consistent with the dispersed pattern of settlement within the Countryside Environment.
- providing for a pattern of settlement in the Foothills Environment that is in keeping with complex, varied and overall natural character of the area.
- maintaining the characteristic patterns of settlement within the Rural Villages Environment and Coastal Villages Environment.

### Explanation

Within each Environment there are variations in building style and section size which contribute to the particular character of different neighbourhoods. Residents value the different features which contribute to the character. This policy has been adopted to ensure that any pressures for future development in the City, are managed in a way that is compatible with amenity values and character.

This policy does not seek to keep densities similar to present levels in all parts of the City. Rather, the policy manages the rate and quality of change and takes account of cumulative impacts within certain defined parameters. (See Part 6 for further explanation of the links between policies relating to urban containment and protection of amenity values).

Within each Environment there are variations in building style and section size which contribute to the particular character of different neighbourhoods.

Residents value the different features which contribute to the character. This policy has been adopted to ensure that any pressures for future development in the City, are managed in a way that is compatible with amenity values and character.

This policy does not seek to keep densities similar to present levels in all parts of the city. Rather, the policy manages the rate and quality of change and takes account of cumulative impacts within certain defined parameters. (See Part 6 for further explanation of the links between policies relating to urban containment and protection of amenity values).

## Methods

### *District Plan Rules:*

- Residential Activities / Density Rules
- Provision for Medium Density Housing
- Provision for apartments
- Subdivision Rules

## Policy 11.2

Activities should be managed in a way that avoids the clearance of or damage to trees and vegetation, to extent that the following characteristics are adversely affected:

- the visual dominance of trees on private property within the neighbourhoods of the Living Environment;
- the remnant native vegetation within the urban Human Environments;
- the remaining native vegetation along riparian margins and coastal edges in the urban area and Foothills Environment;
- the shelter trees along fencelines and clumps of vegetation within the pastoral landscape of the Countryside Environment;
- the mixture of native and exotic vegetation and the scattering of native vegetation along ridgelines and stream edges in the Foothills Environment;

- the lines of trees along road edges within the Transport Environment;
  - the amenity value associated with native vegetation and its relative significance in all parts of the City;
  - the historic and cultural value of trees associated with the above characteristics;
- provided that nothing in this policy should prevent the removal of species identified in the Environmentally Damaging Plants List.

### *Explanation*

Trees and other vegetation, be they native or exotic, are always a significant element in defining the amenity values of an area. They are highly valued by residents. This is acknowledged in Objective 9 (Outstanding Landscapes) but is also fundamentally important to protecting the amenity of other parts of the City. This policy is concerned with protecting trees in a way that ensures the different patterns of vegetation in the City's Human Environments, which contribute to the amenity of an area, are protected.

## Methods

### *District Plan Rules:*

- Vegetation Clearance Rules
- Riparian Margins / Coastal Edges Rules
- Heritage Rules
- Subdivision Rules
- Residential Activities / Density Rules

## Policy 11.3

Buildings and structures should be located so that they maintain the neighbourhood character, visual amenity of the surrounding area and the characteristic streetscape of the area, including providing for:

- the overlooking of streets by buildings;
- maintaining characteristic links between private and public space arising from the orientation of buildings and the way they face the street;
- the setback of buildings from the road boundary where appropriate;
- planting of section frontages;
- the expectation that buildings will be constructed according to a street frontage typology where such streets have been identified within the plan.



in a way that gives particular regard to variations in amenity values, and neighbourhood character.

#### *Explanation*

The design and appearance of buildings and streets is a valued feature of the City. Protecting the key elements of these landscapes, local areas and neighbourhoods and streets, and providing for their particular character within different Environments, is an important aspect to protecting overall amenity. This policy is specifically concerned with the retention of key elements that define different parts of the City.

In terms of the achievement of good urban design outcomes within Town Centres, the District Plan seeks to encourage buildings to be constructed up to the public street edges with active street frontages and the provision for weather protection.

A major influence on the characteristic openness of the City's more urban Human Environments, is the degree to which buildings are set back from the front boundary of their site, their degree of integration with the street (doors and openings versus high, blank walls), and the overall width of the road within the Transport Environment. The width of the carriageway is incidental to this effect. The width of the berm and the amount of planting can also contribute to the characteristic "greenness" of many of these areas.

The District Plan seeks to better manage the critical interface between the public parts of town centres (streets and public places) and private property. Housing developments involving medium density developments and/or apartments require an analysis of the site being developed and its context to ensure that development contributes to an attractive streetscape.

There may be situations where a serious detraction from amenity values or neighbourhood character could occur, for instance through inadequate maintenance of land or buildings or the presence of unsightly stored structures and vehicles. This can be a particular problem when affecting amenity values of neighbourhood character in residential and other living environments, and also streetscapes and other areas which are visible to the general public. The Plan contains controls over the maintenance of land and buildings in most areas, and reference is also made to obligations under Section 17 of the Act.

#### **Methods**

#### *District Plan Rules:*

- Yards Rules
- Building Coverage Rules
- Height in Relation to Boundaries, Separation of Building Rules
- Building Height Rules
- Apartment Rules and Design Criteria
- Site Analysis Rules
- Street Frontage Rules

#### *Other Methods:*

- carrying out of Council operations within the Transport Environment in a way that is consistent with this policy.

### **Policy 11.4**

**Structures (including infrastructure) within the Transport Environment should be of a scale (height, form and bulk), and designed, located and managed in a way that avoids, remedies or mitigates the adverse effects on the amenity values and neighbourhood character of any surrounding Environments (including significant public views) and which enhances the amenity of the Transport Environment itself.**

**In particular, structures should:**

- be compatible with the existing streetscape, including the links between streetscape and the neighbourhood character and amenity of the surrounding Environments;
- minimise impact on views from adjacent sites and significant public views;
- minimise the removal or damage to existing native and exotic vegetation;
- minimise physical domination and intrusion into the privacy of adjoining sites;
- located so that planting of road berms can be provided for.

#### *Explanation*

The relationship between a road and the surrounding areas can have a major impact on amenity and neighbourhood character. Structures and activities can dominate surrounding sites and intrude upon significant public views. Similarly, the nature of the streetscape itself, (the combination of hard surfaces, berms, vegetation and the overall width and connection with surrounding private spaces) is a major component of the amenity and character of an area. Indeed roads, along with reserves and parks, are the prominent areas of public space that define and enhance many residential areas. This policy manages activities not only in terms of



impacts on the Transport Environment itself, but also in terms of impacts on the relationship between the Transport Environment and the surrounding area, including views from adjacent sites and significant public views. Rule 3 in the Community and Working Environments specifies, as a Permitted Activity, minimum setbacks from boundaries with a Living and/or Open Space Environment. Those minimum setbacks reinforce the intention of this policy. However, it is acknowledged that there will be circumstances, such as those related to the particular use proposed, constraints of the development site and the nature and position of adjoining development, which will enable the policy to be met at a lesser separation distance than specified in the rules.

## Methods

### *District Plan Rules:*

- Transport Environments Rules
- Vegetation Clearance Rules
- Subdivision Rules
- Infrastructure Rules
- Street Frontage Rules

## Policy 11.5

**New public open space should be designed and located in a way that:**

- minimises isolation and separation of such space from public roads;
- maximises access to local neighbourhoods (where that is compatible with the role such open space may have within the Green Network);
- where possible, creates or contributes to a neighbourhood focal point;
- ensures, where appropriate, integration with the objectives and policies relating to the Green Network;
- enhances practical public access linkages between areas of public open space, roads, and to and along waterways and the coast;
- enhances the amenity values of the surrounding Environment and neighbourhood character.

### *Explanation*

The amenity values and benefit that derive from public open space within the urban area, can be adversely affected by the location of buildings and spaces around it. In particular, the isolation of public open spaces, can mean that their full potential is not

realised, or that people are discouraged from using them.

Where an open space has a multiple purpose, as an ecological corridor between remnant native bush as well as for recreation, for example, then the question of public access becomes more problematic. However, where public open space is provided for recreational and other amenity purposes only, then these considerations of access are important.

In the Paremuka Catchment, reserves along the Paremuka Stream and its tributaries, including as proposed on the *Babich Urban Concept Plan* map, address recreational, ecological and stormwater management purposes. Accordingly a minimum width of 50m has been identified for reserves along the Paremuka Stream to adequately incorporate these functions.

## Methods

### *District Plan Rules:*

- Subdivision Rules

## Policy 11.6

**New roads must be designed and constructed in a way that is consistent with:**

- the integration with safe and efficient pedestrian and cycle routes;
- the enhancement of the surrounding streetscape;
- the provision of planting;
- the protection of the amenity values and neighbourhood character of the surrounding area.

### *Explanation*

The roading pattern, perhaps more than any other kind of landuse, has shaped Waitakere City's urban area. However, it is a system that has been primarily designed around the efficient flow of vehicle traffic and relief of congestion. Amenity levels and pedestrian and cycle access have been considered subsequent to these concerns; and impacts on surrounding amenity, in particular, have not been seen as a major constraint on the upgrading or provision of new roading. The result has been the creation of a system that can encourage vehicle movements, to the detriment of the amenity of the surrounding area.

This policy signals that decisions about roading have to be made within the



wider context of protecting amenity and character, and that efficient flows of traffic will be provided for in conjunction with addressing these other matters.

## Methods

### *District Plan Rules:*

- Subdivision Rules

All subdivisions that involve the creation of roads are required to pass through a resource consent process. Assessment of a proposal includes consideration of the design of roads and the integration of transport systems to ensure that the adverse effects from the development of roads are avoided, remedied or mitigated.

## Policy 11.7

Infrastructure should be designed and managed in a way that:

- will maintain, and not adversely affect the amenity values and neighbourhood character of the surrounding area, including streetscape character;
- placement on sensitive ridgelines in a way that visual intrusion above that ridgeline when viewed from a public place is avoided, or where unavoidable, remedied or mitigated;
- does not detract from the significance to tangata whenua of any ridgeline;
- minimises disturbance of natural and physical features;
- does not physically dominate adjoining sites;
- minimises adverse effects on the Upper Waitemata Harbour.

### *Explanation*

Infrastructure takes many forms, from telecommunication masts to roads and pipes. Often, because of its size, it dominates and visually intrudes on landscape values and the visual amenity of areas. Its location, materials used, height and form can all have an impact on amenity. For these reasons, a policy has been adopted which is concerned with integrating infrastructure, where possible, into the local Environment, in a way that protects and enhances the amenity of these areas.

## Methods

### *District Plan Rules:*

- Infrastructure Rules
- Vegetation Clearance Rules
- Building Location - Natural Landscape Elements Rules
- Earthworks Rules

## Policy 11.8

**Structures, (except within the Working and Community Environments and specific intensive Living Environments Living 5 and Living 6), should be of a form, height and scale which avoids physical domination of surrounding sites and buildings, which does not adversely affect the landscape character and other amenity values of these areas, and which minimises encroachment on views. In particular, relocated housing must be of a scale, form and finished quality, and located so as to maintain and enhance surrounding amenity values and neighbourhood character.**

### *Explanation*

This policy is concerned with ensuring structures are of a scale and height that does not overwhelm the generally low-rise building character of the Human Environments. This is important in the non-urban Environments, in that failure to protect building scale and form would detract from the dominant natural character. Within the Living and Rural Villages Environments, the construction of buildings that have no reference to surrounding building form and scale, would lead to domination of sites and a loss of the overall cohesiveness that is characteristic of these areas.

The presence of buildings that are not of similar design as residential buildings - in terms of complexity of the floor plan, use of windows, placement of entrances - can detract from the residential character of an area. The presence of non-residential buildings in a residential neighbourhood can also isolate housing, making residents vulnerable to and fearful of attacks on their safety. For these reasons, this policy has been adopted which requires activities to take account of these concerns.

Low to mid-rise residential apartment buildings are appropriate in specific *Living Environments* (Living 5 and 6) to achieve the intensification of activities within and around town centres. Developments in this environment will create some over shadowing and domination of adjoining sites.

## Methods

#### **District Plan Rules:**

- Building Height Rules
- Building Location - Natural Landscape Elements Rules
- Building Coverage Rules
- Non-Residential Activities Rules
- Relocated Buildings Rules

### **Policy 11.9**

Structures and accessways should be placed in such a way that they do not encroach visually on those natural landscape elements that have been identified as contributing to the amenity of an area. Particular regard should be had for the placement of structures so that intrusion above any sensitive ridgeline when viewed from a public place is avoided, or where unavoidable, remedied or mitigated.

#### **Explanation**

The intrusion of structures onto valued natural features is a particular concern of residents. Encroachment above ridgelines is especially problematic. For these reasons this policy manages the placement of structures, with a particular emphasis on protecting ridgelines.

It is recognised that some sensitive ridgelines have already undergone a level of modification, primarily although not solely as a result of building development. Where the level of development has not entirely compromised the ridgeline and there remains an opportunity for reducing further degradation the ridgelines are listed as Modified Sensitive Ridgeline.

Those sensitive ridgelines where little or no modification has taken place will be subject to more stringent controls and assessment under the District Plan rules and are identified as Natural Sensitive Ridgelines. This category includes sensitive ridgelines in rural areas which, although modified by the removal of native vegetation, contain relatively few buildings and other development and are still regarded as natural.

Modified Sensitive Ridgelines and Natural Sensitive Ridgelines are shown on the Natural Areas Maps. The steepness of land below the ridgeline determines the width of the area within which the sensitive ridgeline rules will apply. There are three different buffer widths of 25m, 65m, and 100m either side of the centreline of the sensitive ridge.

#### **Methods**

#### **District Plan Rules:**

- Building Location - Natural Landscape Elements Rules
- Subdivision Rules

#### **Other Methods:**

- guidelines on the design and location of buildings in sensitive landscape elements.

### **Policy 11.10**

Non-residential activities should be designed and managed in a way that:

- maintains the visual amenity values of the Environment they are in;
- maintains the amenity of the site and surrounding area when viewed from the street;
- adequately screens any associated carparking, vehicle access and storage areas from view, from residential sites.

#### **Explanation**

Large commercial and industrial buildings, paved areas and accessways can have a considerable impact on the appearance of different Environments. This policy seeks to manage impacts by requiring the screening of these areas from view from either public places, or from surrounding residential properties. Impacts on amenity are particularly pressing within the more residential Environments, and where natural features predominate, but it is also an issue in the Working and Community Environments.

#### **Methods:**

#### **District Plan Rules:**

- Non-Residential Activities Rules
- Working and Community Environment Rules

### **Policy 11.11**

Signs should be designed so that they do not intrude visually on to the amenity of the surrounding area or detract from surrounding neighbourhood character, and the safety of vehicles and pedestrians on any adjacent roads and state highways. Because of their potential to offend and adversely affect the neighbourhood character and amenity value of the City's residential

environments, signage associated with



commercial sex activities and small brothels that are home occupations are prohibited in the residential Human Environments of the City.

#### Explanation

Signs have been identified as having considerable impact on both the visual amenity of an area and the safety of road users, where the number and design of signs can be a source of distraction and confusion. This policy manages the dimensions and materials used for signs in different parts of the City and also the location of inappropriate signs.

### Methods

#### District Plan Rules:

- Signs Rules
- Scheduled Sites Rules

Where signs are visible from a motorway or State Highway and exceed Permitted Activity standards, then Transit New Zealand may be consulted.

### Policy 11.12

Activities should be of a scale, and located and managed in a way, that does not increase the number of vehicle trips, including heavy vehicle trips, to a level that adversely affects the amenity values of the surrounding Environment or neighbourhood, taking into account the location of the site in relation to the roading hierarchy and the characteristic levels of quiet found in these areas.

#### Explanation

Any activity generates a number of vehicle trips to and from a site. The increased traffic movement can have a direct impact on the amenity values of an area, particularly the valued levels of quiet in an area. This policy requires consideration of the number and frequency of vehicle trips generated by an activity in terms of their impact on amenity values.

### Methods

#### District Plan Rules:

- Traffic Generation Rules

### Policy 11.13

Activities should be carried out in a way that maintains the characteristic levels of quiet of each Human Environment.

#### Explanation

This policy is designed to protect a level of quiet found in different Environments, and avoids incremental rises in noise to the level such that the amenity value associated with that quiet is adversely affected. *Mixed Use Development - Noise Rules* ensure that amenity levels are maintained and to encourage a variety of compatible mixed use activities within town centres.

### Methods

#### District Plan Rules:

- General Noise Standards Rules
- Noise Rules
- Residential Activities - Noise Attenuation

### Policy 11.14

Activities and structures located within the Community and Working Environments:

- must be of a height and scale which is compatible with the scale of buildings of any adjacent Environment;
- should not physically dominate any residential building to the extent that the amenity values of an area are adversely affected;
- should be screened in a way that buildings, parking and storage areas are not visible from any site adjacent to the Environment boundary.

Tall *buildings* (20m and over) in the *Community Environment (New Lynn)* should be designed to avoid any adverse *effects* on the pedestrian environment associated with changes to wind conditions and to allow for reasonable sunlight and daylight access to streets and *public places*.

#### Explanation

Buildings within these Environments have the potential to dominate surrounding residential areas and to detract from their amenity. This policy is concerned with managing the impacts of larger commercial and industrial buildings on the edge of these Environments as a way of avoiding these effects.

Development proposals involving all buildings over 20 metres in height in New Lynn, and apartment buildings over 20 metres in height in other parts of the City are required to provide an

assessment of likely wind effects. Buildings over 20 metres in height must be stepped back from the street edge to allow for some sunlight and daylight access to streets.

## Methods

### *District Plan Rules:*

- Working and Community Environments Rules
- Height in Relation to Boundaries Rules
- Building and Development Location Rules

## Policy 11.15

**Activities on main shopping streets within town centres shall be designed, located and managed to promote:**

- a high standard of urban design and amenity, including weather protection for pedestrians;
- buildings will be expected to be designed according to the street frontage typology where identified within the District Plan.
- interesting building facades at street level;
- the minimisation of conflict with motor vehicles so that the connection between pedestrian areas and retail spaces is retained. Particular regard should be had for the location of vehicle access, storage and off-street parking away from the area where a building fronts a footpath.

### *Explanation*

This policy signals that the quality of the Community Environment should be protected and enhanced, and that in doing so, the needs of pedestrians in particular should be provided for. A lack of weather protection can detract from the amenity and pleasantness of the core shopping area of the Community Environments. The appearance of buildings along the main streets of the Community Environments can have a major impact on amenity values in these areas. Blank walls, off-street parking in front of buildings and storage areas can detract from the amenity of an area, particularly for pedestrians. For these reasons, Council has adopted a policy that intends any new activity should not detract from, and should enhance, the amenity of the Community Environments.

In the case of mall-style development (which generally has shop frontages internally rather than externally focused) it is recognised that there may be a need to locate car parking areas adjoining street frontages, and also to provide vehicle access

driveways from the road to car parking and service areas. Care should be taken when designing such developments to, wherever practicable, locate these areas and driveways away from any *road* likely to be a high pedestrian-count route. In all situations, car parking and access driveways should be designed to be safe and to recognise appropriate amenity standards, for instance through the use of landscape treatment and good building design.

## Methods

### *District Plan Rules:*

- Working and Community Environments Rules
- Height in Relation to Boundaries Rules
- Building and Development Location Rules

### *Other Methods:*

- provision of design advice
- town centre revitalisation programmes.

## Policy 11.15A

***Retail activities in the town centre periphery, and in particular smaller shops or precincts of shops, should be located and designed to integrate, as far as is practicable, with the town centre core. Integration measures should include the provision of visual and pedestrian linkages.***

### *Explanation*

The *town centre periphery* may accommodate a range of *retail activities*, including destination stores and other activities requiring good vehicle access. There is the potential, without good layout and design, for inappropriate development to occur, and this can be a particular issue with small shops (under 400m<sup>2</sup> in retail floorspace) or precincts of shops. Attention needs to be given not only to on-site layout and design, but also to the existing and future development of the town centre as a whole. In particular, there is a need to ensure good integration between the *town centre periphery* and the *town centre core*. This is necessary to ensure that the *town centre* does not become fragmented, and to provide in the best way possible for future expansion of the *town centre core*. For instance developments should face towards the *town centre core*, rather than away from the core. Pedestrian connections to the *town centre core* should be as direct as possible, attractive and safe.

## Methods





#### District Plan Rules:

- Building and Site Design Rules

### Policy 11.16

Structures that front on to Catherine Place or Memorial Drive, or are located on the north side of Great North Road in the Henderson Community Environment, should be designed to ensure that sunlight can reach these areas.

#### Explanation

These areas within the Henderson Community Environment and *Community Environment (New Lynn)* are key places, for shopping and rest and as meeting areas for visitors to the town centre. It is important that there are adequate levels of sunlight to these areas to protect their amenity value for users.

### Methods

#### District Plan Rules:

- Community Environments Rules
- Building Bulk, Location and Design Rules

#### Other Methods:

- design advice and guidelines for development within the Community Environment.

### Policy 11.17

*Retail activities* should be managed to enable people and communities to provide for their social and economic wellbeing in a way that sustains and enhances the quality of commercial and community facilities and services, amenity values and general vibrancy of the City's *town centres*, having particular regard to the following:

- supporting urban consolidation and mixed use development in locations which are accessible by private and public transport modes, and discouraging development which could be better located in respect of accessibility;
- promoting the pedestrian orientated amenity values of town centres including pedestrian precincts, pathways and parks, landscaping, street furniture and shop display frontages;
- encouraging, where appropriate, the integration of new *retail activity* with existing retail and other community

resources and activities in the same area, and in particular in *town centres* including site and *building design* integration and pedestrian and *road* linkages;

- establishing and enhancing the quality and *design of buildings*;
- recognising the importance that arises from the role of *town centres* as community nodes in the City;
- recognising that the development of inappropriate *retail activity* can create adverse effects on the function served by, and the *amenity* values of, *town centres*;
- ensuring that the development of new *retail activity* does not result in adverse social and economic *effects* by causing a significant decline in *amenity* in *town centres* of the positive contribution made by *town centres* to the social and economic wellbeing of people and communities in the city;
- enabling potentially incompatible *retail activities*, including those which will compromise pedestrian-orientated amenity values or residential amenities, to establish in locations where adverse *effects* can be remedied or mitigated;
- enabling competition between retailers and types of retailing.

A sequential approach to the location of *retail activity* is adopted which favours locations in *town centres* (particularly *major town centres*) where retailing is generally a *permitted activity*. There is only limited provision for permitted *retail activity* outside *town centres*. However proposals for *retail activity* in *working environments* at the edge of *town centres* and on *major roads*, are subject to *resource consent* or *plan change* procedures which require it to be shown that a *town centre* location would not better serve the *Plan's* objectives and policies.

#### Explanation

The City's *major town centres* play a key role in contributing to the quality of life in the City. They are the focus of many *retail activities* and other community, service and residential activities resulting in a mix of often interdependent land uses which contribute to a sense of place and identity. This physical form and mix is well developed already at the Henderson and New Lynn town centres and may evolve at the Westgate town centre. These *major town centres* provide, or may provide, high levels of

accessibility to employment, services, housing and facilities for the whole community.

This policy seeks to enhance the City's *major town centres* by retaining those characteristics that give them value to the community. The policy recognises that it is shopping which forms the primary basis to the health and vibrancy of *major town centres*. Retailing in *major town centres* should be sustained and also enhanced by making provision for new retail developments and other uses and, where appropriate, expanding the *community environments*.

The policy also recognises the importance of other *town centres*, being *community environments* covering smaller centres, located on main roads and/or close to railway stations. These *town centres* are well located to serve local communities. They should be sustained and also enhanced by enabling new retail developments and other uses and, where appropriate, expanding the *community environments*.

The policy recognises that the retailing sector is dynamic. While there is a general emphasis on encouraging retail activity to locate in *town centres* there will be situations where certain types of *retail activity* should be allowed for in other locations.

One example is the need to provide for local shops serving the convenience needs of the City's neighbourhoods. Other examples are the categories of factory, trade-orientated, *yard-based* and automotive retail activity which are best suited to *working environments*.

Yet other stores take the form of showrooms where the products on display are commonly samples of what may be purchased, large and bulky, are infrequently purchased and usually require separate delivery (by van or truck rather than by car). These types of *retail activity* may also be appropriately located outside the *town centres*.

Some shops are primarily "destination stores" (which are the sole or main destination of their customer's shopping trips). These stores can be an important component in the continuing success and vitality of the *major town centres* and it is preferable that they be sited and laid out in a manner which does not impair pedestrian amenity, particularly in *community environment core* areas. However such stores may, if inappropriately located or designed, compromise pedestrian-based *amenity* values in *community environment core* areas, and residential *amenity* values in *town centre periphery* areas. These stores may therefore be better located alongside, or outside, the *major town centres*, for instance on *major roads*, provided that this would not conflict with the matters listed in this policy and other relevant policies such as Policies 1.3 and 4.1.

Expansion of existing centres or new retail centres may also be necessary to provide for the growth and changing needs of the community.

A sequential approach is utilised by the *Plan* to assess proposals to establish *retail activities*.

Retailing is generally provided for in *town centres* and other *community environments* as a *permitted activity*. If a location other than a *town centre* is proposed it must be shown that, having regard to the matters listed in this Policy and other relevant policies such as Policies 1.3 and 4.1, the community would not be better served by having the proposed activity located in a *town centre*.

If it can be shown that the community would not be better served by having the proposed activity located in a *town centre*, then an alternative location can be considered. For instance, a location alongside a *town centre* is likely to be accessible to transport systems (including *roads* and public or mass passenger transport) to maintain and enhance a coherent *town centre* and to provide good inter-relationships (including pedestrian links) between the *town centre* and the new development. Some locations with direct access to a *major road* may also be suitable in this regard.

*Retail activity* not provided for in the *Plan*, such as a new or expanded shopping centre, may be provided for by way of a plan change which, together with other relevant matters, should also recognise and provide for the matters listed in this Policy and other relevant policies such as Policies 1.3 and 4.1.

This approach is further explained in Part 6.2.4.

### Policy 11.17 (a)

**Retail activities within the Working Environment should be restricted to support the amenity values, community focal point and transport hub roles of town centres. Yard orientated retail activities that may cause adverse effects on the amenity of town centres may be located within the Working Environment, along with shops selling goods manufactured on-site, automotive parts and food and convenience shops.**

Retail activities within the Massey North Employment Special Area will be restricted to ensure that retail activities consolidate within the Massey North Town Centre Special Area and to ensure that a suitable area of employment land is retained for other employment activities.

### Policy 11.17 (b)



Provision should continue to be made for sufficient land within the major town centres of the City to allow retail activities in these centres to grow in a cohesive and unfragmented manner.

#### **Explanation**

A consequence of the District Plan adopting a centralisation strategy to retail activities is that the main town centres of the city need to be of sufficient size to accommodate future growth in retail floorspace. This policy recognises that the centres will grow over time.

### **Policy 11.17 (c)**

The Lincoln Centre Special area recognises the unique circumstances and location of the Centre. Activities in the Lincoln Centre Special Area should be restricted to a range of retail activities that will not undermine the amenity values of Henderson.

#### **Explanation**

The Lincoln Centre occupies a site that is on the fringe of the Henderson Town Centre. The site has the potential to accommodate a range of retail activities in way that will not adversely affect the economic health of Henderson, and hence its amenity values. A limited range of retail activities is possible, with the list based on previous Planning Tribunal decisions.

### **Methods**

#### **District Plan Rules:**

- Working and Community Environments Rules
- Retailing Rules
- Building Bulk, Location and Design Rules
- Scheduled Sites Rules
- Non-Residential Activities Rules

### **Policy 11.18**

Non-residential activities (other than retail activities) may be located within residential areas of the City, provided that the individual and cumulative impacts of such a provision do not adversely affect amenity values and neighbourhood character or fragment residential activities to the point that essential residential character is lost, and the safety of residents is harmed.

In residential areas that provide for apartment-type developments, a broad range of

non-residential activities can locate in these areas to provide a mixed use environment for residents, provided that the nature and scale of activities is managed to protect the vibrancy of adjacent town centre cores.

#### **Explanation**

Past planning practice has emphasised the separation of residential activities from other activities. While in recent years there has been some easing of these policies to allow such things as home occupations, the establishment of businesses, small factories and restaurants in residential areas has been relatively difficult.

Allowing a greater mix of activities at the local level would contribute to a reduction of vehicle trips and associated adverse impacts on amenity from vehicle use. However, such a change must be carefully managed so that the mix of activities contributes to the enhancement of local neighbourhoods, and does not undermine them to the point that further pressures are created to move away from these areas. This would include a careful assessment of cumulative effects of non-residential activities on the essential residential character of any area, and the extent to which it can be fragmented by other activities, before that character is lost and safety is adversely affected. It also involves careful management of noise, glare, odour and other potential sources of nuisance such as hours of operation.

Because the separation of activities has occurred largely because of past planning controls and because the resulting amenity of these areas is the result of regulation, any shift towards a more sustainable suburban form requires a clear policy direction in the District Plan

Provision is made for a limited quantity of *convenience shops, restaurants (food)* excluding drive throughs, and *shops* that sells food and beverages within the higher intensity *Living (L6) Environment* to support the local community, while ensuring that the *amenity values* of the town centre are not lost by *retail activities* wanting to locate on the *periphery* of the town centre, instead of within the town centre. Opportunities to establish other *non-residential activities* are also provided within the *Living (L6) Environment* to support employment opportunities, including for residents. The quantity and type of *non-residential activities* are controlled to ensure that the area has a predominantly residential focus. The majority of *non-residential* should be concentrated around the *proposed open space*. In addition, within the *Living (L5) environment* smaller scale work places with

a *maximum gross floor area* of 150m<sup>2</sup>, located on the ground floor of a *building* and fronting a *street* will also support employment opportunities for residents.

The Marina Special Area recognises the unique mix of marina, commercial and residential activities possible on the site. The Plan imposes rules to ensure that development provides a high quality marine village atmosphere while maintaining amenity including, where appropriate, views through and over the site to the harbour and public access and enjoyment of the foreshore.

The Whenuapai Special Area recognises the unique characteristics of the longstanding presence of timber-based and associated activities at Whenuapai. The Plan provides for existing and proposed activities within the Special Area while ensuring that development remains consistent with the character of the site and neighbourhood, and the limitations by the existing infrastructure.

Small Brothels can function as home occupations within residential areas and the effects of these activities are similar to other retail services that are home occupations. Where small brothels do not comply with the definition of home occupation and/or the permitted activity standards for the relevant residential Human Environment, in terms of their potential for causing adverse effects and/or serious nuisance and offence to members of the public, they are recognised as being inappropriate and are not provided for in residential Human Environments. The nature of the adverse effects of Commercial Sex Activities are such that it is appropriate to encourage those activities to locate in the commercial and industrial parts of the City, where their effects are less likely to affect the amenity values and neighbourhood character of residential areas.

## Methods

### *District Plan Rules:*

- Scheduled Sites Rules
- Non-Residential Activities Rules
- City Wide Rules

## Policy 11.19

Residential activities may be located within the Community Environment, provided that the impacts of odour, noise, vibration and glare on any residential activity can be adequately mitigated, so as to avoid reverse sensitivity. Apartments within town centres are encouraged

to enable intensification and enhance the vibrancy and mix of uses.

### *Explanation*

Traditionally, the separation of residential activities from non-residential activities, has meant that very little housing has been able to locate within the Community Environments. In some cases this has been desirable because of the possible impacts of industrial processes on human health. However, in areas of light industry and commercial businesses, a range of uses can be compatible. For this reason, Council has adopted a policy that endorses the mixing of uses in town centres. The development of apartments in town centres is actively encouraged to provide a greater choice of housing, with advantages for people to locate adjacent to work the town centres or within walking distance of a transport node. The new Apartment Design Criteria will ensure a high level of internal amenity for residents and issues of reverse sensitivity will be addressed, with particular regard to be given to the air discharges of adjacent/nearby industrial uses, so long as they remain in operation. Mixed use is seen as a major benefit to the City.

## Methods

### *District Plan Rules:*

- Residential Activities including apartments Rules;
- Apartment Design Criteria.

## Policy 11.20

Activities located on sites in the periphery area of the Henderson Community Environments and the Massey North Town Centre Special Area (Precincts B, C, D) shall be designed and carried out in a way that ensures there are safe pedestrian linkages provided between the development and the core of the town centre and that site layout and design of the development contributes to the pedestrian-oriented amenity of the centre. Pedestrian linkages within the New Lynn Town Centre shall be in accordance with the New Lynn Concept Plan.

### *Explanation*

The amenity of the City's town centres, with all their vibrancy and interest, is derived primarily from their pedestrian scale, and the location of shops and





services to cater for pedestrians using the core areas. If these amenity values are to be maintained, then the retention of pedestrian linkages and a high level of amenity for pedestrians is essential.

The size of the Henderson Community Environment means that development on the edge of the centres can result in the fragmentation of an integrated centre. This is contrary to the promotion of these centres as pedestrian oriented community and transport hubs, and contrary to the enhancement of amenity values. The *New Lynn Concept Plan* has been developed to promote increased pedestrian connectivity within the centre. This policy seeks to maintain these links and to ensure the enhancement of these areas.

## Methods

### *District Plan Rules:*

- Building Bulk, Location and Design Rules
- New Lynn Concept Plan Rules

## Policy 11.21

Off-street car parking within the core of the Henderson Community Environment and the entire Community Environment (New Lynn) should be provided in a way that:

- protects and enhances the visual amenity and pedestrian based character of the area;
- ensures a flexibility of use as a way of maintaining and enhancing the vibrancy and interest that is characteristic of the core by taking advantage of the potential for sharing of car parking and available access to passenger transport;
- enables the redevelopment of smaller identified properties in the central core of the *New Lynn town centre*, by not requiring *car parking* to be provided in all instances.

### *Explanation*

Off-street *car parking* is required in all parts of the City as a way of maintaining road safety. Requirements under this provision relate to the function of the road and the nature or size of the activity on site. However, visual amenity of the Community Environment core can be adversely affected by large areas of *car parking*. The policy also recognises that *car parking* requirements may affect the character of the area by imposing costs on activities that lead to the exclusion of some. This would have an adverse effect on the range of activities and therefore the character of the area. *Car*

*parking* associated with activities in the retail area of a *Town Centre* may need to be located as required by the applicable street typology, to manage adverse effects.

The policy recognises that there is potential for the sharing of *car parking* within these areas and, that the need for *car parking* may vary relative to other areas because of the nature of retail shopping patterns, and the function of the core as a passenger transport node. In New Lynn, there are no requirements for on-site *car parking* for smaller identified *sites* in the central core of the centre (refer to the identified *sites* in Appendix XXVIII(C) that have frontage to a *Town Centre - Mainstreet Typology 1*). This is to enable the reuse and redevelopment of these *sites* for a range of mixed use activities.

## Methods

### *District Plan Rules:*

- Landscaping Treatment - Car parking Rules;
- Street Frontage Rules;
- Urban Concept Plan.

### *Other Methods:*

- Council parking management Plans (including monitoring of occupancy of the available public *car parking* spaces (on street and off street) to determine the timing of additional provision of *Travel Demand Management Plans*).

## Policy 11.22

Pursuant to Operative Plan Change 37, Policy 11.22 has been deleted and replaced by Part 5B.3.3 which provides the introduction, existing character and amenity statement, future character and amenity statement, objectives and policies for Titirangi village.

## Policy 11.23

Activities and structures should be designed, located and carried out in a way that maintains and enhances the particular character and amenity of the City's Special Areas. Particular regard should be given to ensuring that the character and amenity arising from the unique complex of activities within each Special Area is maintained, and in the case of the Quarry and Balefill Special Areas, the site should be restored to a level of amenity similar to the surrounding area when current active use of the site ends.

### *Explanation*



A range of Special Areas was identified in Part 3. They differ from local areas and neighbourhoods in that the latter are variations of the main landscapes that lie across the City. The Special Areas, in contrast, are unique exceptions to areas that otherwise have many features in common. Their uniqueness arises from the nature of the activities carried out on site, the kinds of structures associated with the site and the clear boundaries that lie between these areas and the surrounding Environments. This policy recognises their unique nature and provides for the operation of these activities within the surrounding environment. The Quarry and Balefill differ from other Special Areas in that they must be restored to a high level of amenity once the particular activities have ended.

The Balefill Management Plan indicates that the area is to become a passive recreation reserve, as decided in the mediation agreement between Council and the community. Once sufficient restoration work has been carried out the Balefill site will be reidentified as Open Space Environment. This restoration work is envisaged as taking at least ten years to complete.

The *Monier (CSR) Special Area* is located on a large site on the edge of the *New Lynn Town Centre* and has been identified as having potential, in the long-term, to provide for the future expansion of the town centre. The special area classification protects the existing activities associated with the manufacturing of ceramic-related building products while ensuring that any change of use does not adversely affect the future potential of the site. Redevelopment of the site for activities not involving a continuation of the current industrial and manufacturing activities will require a Plan Change.

## Methods

### *District Plan Rules:*

- Special Areas Rules

### *Other Methods:*

- Quarry and Balefill Management Plans.

## Policy 11.24

Activities within the Lincoln Road Working Environment should be designed, located and carried out in a way that recognises and provides for:

- the higher standard of amenity that exists in this area relative to other Working Environments;

- the maintenance of a range of location choices for businesses.

### *Explanation*

The Lincoln Road Working Environment can be distinguished from other Working Environments by higher standards of amenity and the presence of less noxious industry. The area already has a mix of residential activities due to the proximity of the Bible College of New Zealand, and this mix could be extended by residential development along the banks of the Henderson Creek. Reinforcing these amenity levels will help maintain a range of business locations in the City while allowing for limited residential development.

## Methods

### *District Plan Rules:*

- Working Environment Rules
- Residential Activities Rules
- Residential Activities - Noise Attenuation

## Policy 11.25

A range of activities may be located and carried out within the Harbour View North Special Area, provided that:

- there are no adverse effects on natural features and the natural character of adjacent open space;
- adverse effects on the health of residents and amenity values of any adjacent site are avoided;
- the ecological linkage opportunities and restoration areas on the site and on the adjacent open area are protected and enhanced.

### *Explanation*

This Special Area provides more flexibility for the establishment of residential and commercial activities. It surrounds Te Atatu town centre and commercial area, and is intended to provide enhanced opportunities for mixed use development.

## Methods

### *District Plan Rules:*

- Special Area Rule 6 Harbour View North Special Area

### *Other Methods:*



- Council operations - via a Council managed development process for the site.

## Policy 11.26

**Buildings and other structures within the Bethells/Te Henga Coastal Village Environment should be designed and located, and be of a colour and materials that ensure their compatibility with:**

- the exposed nature of the area and the limited screening of structures by vegetation;
  - the relatively sparse and stunted vegetation;
  - the outstanding visual amenity associated with the surrounding wetlands, river and coastal landforms;
  - the wild relatively undeveloped character;
  - the landscape values of the surrounding coastal landscape;
- and which enhances the visual amenity and character of the area.

### *Explanation*

The settlement at Bethells/Te Henga occupies a unique place within the City's outstanding coastal landscapes. The area is complex, with dramatic landforms and river areas, and in the area of the settlement is relatively exposed. The natural features dominate, but the visual impacts, and the impacts of the settlement on outstanding landscape character are major because of that exposure. This policy differentiates between the Bethells/Te Henga Village and other coastal villages by recognising that the particular visual nature of this area requires a particular policy response.

## Methods

### *District Plan Rules:*

- Building - Building Height Rules
- Building Location - Natural Landscape Elements Rules

### *Other Methods:*

- Design guidelines for buildings in a coastal environment.

## Policy 11.27

**Where possible, the amenity of the urban area should be enhanced through the provision of a range of opportunities for different housing types, provided that such provision occurs in a**

**way that is consistent with the protection of other amenity values within an area.**

### *Explanation*

Waitakere City has a limited range of housing available to residents. This restricts the ability of single parent and single person households to settle in the City. For some groups, especially older people, this forces them to move, and to leave those areas which they especially value in terms of amenity values and neighbourhood character. A flexible and varied building resource, particularly housing resource, therefore, is a key element in contributing to peoples' enjoyment of their environment. For these reasons, Council has adopted policies and rules that signals a need to shift towards a greater variety and choice.

## Methods

### *District Plan Rules:*

- Provision for apartments;
- Apartment Rule;
- Apartment Design Criteria;
- Provision for Medium Density Housing;
- Medium Density Housing Design Assessment Criteria.

## Policy 11.28

Medium density housing should be comprehensively designed so that a high quality of amenity is provided to the overall development. Particular regard should be given to:

- designing for visual and aural privacy, safety, sunlight and daylight access, on-site parking and outdoor space in a way that is appropriate to and consistent with the medium density settlement pattern;
- protecting the privacy and amenity of surrounding residential areas;
- integrating the development with any adjacent public open space and road system such that safe use of these areas is ensured;
- integrating the development with the surrounding neighbourhood, and community focal points, so that they are accessible, where possible, on foot.

### Explanation

The number of medium density housing developments established in the last decade within Waitakere City has been significant, while design outcomes have been mixed. This policy seeks a high quality environment within any area of medium density housing and encourages the integration of such housing within the wider context. Particular emphasis is placed on ensuring that amenity standards for medium density housing are of a very high standard.

## Methods

### District Plan Rules:

- Provision for Medium Density Housing;
- Medium Density Housing Design Assessment Criteria;
- Apartment Rule;
- Apartment Design Criteria.

### Other Methods:

- Council projects and advocacy of medium density housing and apartments.

## Policy 11.28(a)

*Apartments* should be located in the City's *town centres*. They should be comprehensively designed as an integral part of the *mixed use* environments in these areas. The design of *apartments* it to be managed to ensure that they provide a high quality living environment for residents. *Apartments* shall be of a minimum size (floor area) to provide reasonable internal spaces, while decks, balconies and outlook areas are mandatory.

### Explanation

Apartments are suitable activities for town centre environments. This policy seeks to encourage apartments in mixed use developments in the City's town centres of New Lynn and Henderson and other specific locations. Apartment developments will be required to comply with the minimum standards of the *Apartment* City-wide rule and the performance criteria detailed in the *Apartment Design Criteria*. This is to ensure a high standard of amenity for the occupants of the developments and for the integration of the buildings with the existing and future built form of the town centre.

## Methods

### District Plan Rules:

- Apartment Rule;
- Apartment Design Criteria.

### Other Methods:

- Council projects and advocacy of good design for apartments

## Policy 11.29

[1] Structure Plans should be designed to ensure that subsequent development is compatible with landscape character, amenity values and the noted landscape features of the area including providing for:

- protecting the amenity values and privacy of each lot;
- protecting the amenity values, and character of each Structure Plan Area;
- retaining and protecting existing areas of indigenous vegetation;
- enhancing and restoring areas of indigenous and exotic vegetation for reasons of visual



amenity and/or ecosystem stability, and/or soil retention;

- a density of development that does not compromise Council's urban consolidation policies or undermine the urban containment policies of the Auckland Regional Policy Statement;
- a permanent pattern of subdivision that does not increase pressure for, or engender expectations of, further subdivision at a later time;
- a level of development and density of population that does not increase demands for an urban level of infrastructure, roading and servicing; and
- recognition, protection and enhancement of the quality of the landscape within and around any Swanson Structure Plan area.

[2] In recognition of the above, structure plans In recognition of the above, any Swanson Structure Plan shall be prepared in a way which establishes a permanent density of development to be shown on any Swanson Structure Plan forming part of the Plan. For these reasons, subdivision beyond that provided for in any Swanson Structure Plan is prohibited. For these reasons, subdivisions beyond that provided for in any Swanson structure Plan is prohibited.

[3] In the Foothills Environment minor household units should be located within 6.0 metres of the main dwelling to ensure there is only one area of residential activity on the site, and to ensure subdivision of the minor household dwelling from the main dwelling does not occur. This will help minimise the adverse amenity effects that can occur through spread development. Limited provision is made for minor household units separated 6.0 metres or more as a Discretionary Activity in the Oratia structure plan area, but in other structure plan areas minor household units 6.0 metres or more from the main dwelling are to be possible only where the minor household unit and associated development is established in a way which is consistent with any subdivision possibilities made available by the structure plan. Outside structure plan areas, minor household units 6.0 metres or more from the main dwelling are to allowed only on sites exceeding 2.5 hectares in

area, and these must be assessed in accordance with possibilities and constraints which may apply in later structure plan processes.

[4] The considerations in preparing any Swanson Structure Plan for the Swanson Structure Plan area should include whether any lot which includes one or more minor household units located more than 15 metres from the existing principal dwelling should be allocated a subdivision opportunity having regard to:

- the possibilities of sharing access;
- lot boundaries and accessways that avoid streams and riparian margins;
- whether any new principal dwelling on a new lot (which contains the MHU) can be built without exacerbating any existing adverse effects on the Foothills Environment landscape or the amenities of neighbours; and
- all the other relevant factors in the other sub-policies.

#### *Explanation*

If not carefully managed, subdivision and development within a structure plan area has the potential for various adverse effects on amenity values including:

- the loss of rural character;
- increased noise levels;
- loss of visual amenity; and
- adverse effects on the characteristic landscape of the structure plan area.

It is expected that there will not be any development beyond that provided for in the structure plan and other rules (such as the residential density rules), which have been carefully prepared to ensure local and cumulative impacts of settlement on amenity values are avoided. Minor household units located 6.0 metres or more from the main dwelling are not provided for in structure plan areas (other than the Oratia Structure Plan which was developed earlier than other structure plans), unless the structure plan provides for subdivision on the site concerned. Minor household units 6.0 metres or more from the main dwelling have the potential to create at least most of the generated adverse effects as for a full dwelling.

## Methods

### *District Plan Rules:*

- Subdivision Rules
- The structure plan establishes an appropriate level of subdivision potential for each site and sets out any areas that require protection or enhancement to improve or restore the environmental quality or amenity of the site.
- The identification of the proposed sites has been determined through four stages:
  1. Assessment of the natural environment and resources of each site. This involves the identification of natural features such as native bush, stream and riparian areas, landform features and areas prone to erosion and subsidence. Information gathered by Council through riparian surveys, Protected Natural Areas studies, natural hazards studies and landscape assessments contribute to this assessment.
  2. Examination of how human activity has influenced the landscape, with shelter belts, earthworks, existing buildings, and existing land uses. The effects of land uses such as the grazing of animals in bush areas and riparian margins and weed infestation are noted. Consideration is given to how these effects may be mitigated, through the requirement for the protection or restoration of areas of indigenous vegetation. Areas that will require revegetation to ensure visual amenity is maintained are also identified at this time.
  3. Based on the assessment of landscape and natural features suitable building platforms and accessways are identified, giving an indication of the likely density in the structure plan area. The projected density is the considered in the context of community issues such as facilities, rural character and heritage. Community issues have been identified through ongoing consultation with the residents in the area. In the Oratia Structure Plan experience this consultation was over a period of several years. Through public meetings, working parties, residents liaison group, questionnaires, surveys, flyers and many opportunities for informal feedback a clear picture of the valued features and character of the area emerges. Heritage values are identified by professional archaeologists.
  4. Assessment is made of the likely impact and cumulative effects of such a density on the infrastructure of the area and on the environment and whether the desired level of servicing would be sustainable in environmental terms. The projected density should not have a significant impact on the existing level of servicing and should not generate demand for “urban” levels of

infrastructure such as wider roads, footpaths, more urban style stormwater management, and reticulated sewage disposal. The projected density must also be consistent with the urban containment policies of the Auckland Regional Policy Statement.

The density shown by the structure plan is determined using all four of these factors. In the case of the Oratia Structure Plan provision is made as a discretionary activity for greater densities and it is expected that any application will be assessed in relation to these same four factors, together with other relevant policies and provisions in the District Plan.

## Policy 11.30

**Non-residential activities in the non-urban areas of the city should be of a type, scale and intensity that will not, on an individual or cumulative basis, lead to adverse effect on the maintenance and enhancement of rural landscape and amenity values. In particular non-residential activities that may be more appropriately located in the urban area and which generate a significant number of trips from the urban area and/or cause other non-residential activities to group around them thereby leading to incremental urban growth, should avoid locating in non-urban areas.**

### *Explanation*

Non-residential activities that serve the urban area often seek out locations that are on the edge of the city. The rural character of the city fringe can be lost through this pressure as incremental changes create a semi urban feel, while activities draw traffic into locations not designed to cater for this traffic, causing congestion. This policy recognises that a range of non-residential activities can locate in the non-urban areas of the city without adverse effects, particularly those serving the local area. However activities that have an urban focus are often best located within the urban area.

## Methods

### *District Plan Rules:*

- Non-Residential Activities Rules
- Traffic Generation Rules





## Policy 11.31

Filming Activities should be managed in a way that recognises the generally short term nature of the activity. The adverse effects of Filming Activities on amenity and character, in particular traffic generation and modifications to the landforms from temporary structures, should be avoided, mitigated or remedied.

### Explanation

This policy recognises the special characteristics of filming as an activity. Most filming involves the construction of temporary sets, which have only a transitory affect on the environment. Filming can also generate extra traffic, although generally for short periods of time, and this traffic may need to be managed to avoid any adverse effects.

## Methods

### District Plan Rules:

- Non-Residential Activities Rules
- Traffic Generation Rules

## Policy 11.32

Public open space should be managed in a way that balances the needs of the city's residents for recreational opportunities with the protection of the natural environment by:

- ensuring that the management and development of recreational facilities on land in the Open Space Environment is sensitive to the natural landscape elements and qualities
- protecting outstanding natural features and vegetation in the Green Network from development
- ensuring that where necessary the natural environment is enhanced by planting and/or restoration
- maintaining the infrastructure and facilities on parks to provide a high level of environmental amenity

### Explanation

Public open space includes land in all the natural areas in the Green Network and the provision for development and for different types of activities will depend on the natural attributes on each individual

park. Infrastructure in parks should be well maintained to ensure the public's enjoyment and safety. The need for ongoing maintenance in the city's parks, such as clearing and improving tracks and trails, weed removal and replanting and upgrading bridges and boardwalks has been recognised with the provision for parks maintenance in the *Open Space Environment* and *Natural Area Rules*. The Council and the Auckland Regional Council have responsibilities to ensure that this is undertaken in a timely and sustainable manner that ensures positive outcomes for the environment.

## Methods

### District Plan Rules:

- Open Space Environment rules
- Natural Areas rules

### Other Methods

- The Parks Strategy
- Reserve Management Plans
- Council's "Code of Practice"
- Supervision and monitoring of parks contractors

(NOTE: Policies 11.33 - 11.50 are contained within the Plan Changes 13-18).

## Policy 11.33

In order to achieve Objective 11, the design of new development and significant alterations to existing buildings should take into account the existing and future development on the site and its effects on the wider neighbourhood to ensure that developments are well integrated within the site and in the wider neighbourhood. Therefore applications for mixed use developments, including retail development and apartments, medium density housing will require a site analysis. This requires applicants to record the physical features or characteristics of the neighbourhood and the site. The key is to consider the interaction between existing features and characteristics and achieve a design on the site that responds to the identified existing and future character of the neighbourhood. A site analysis shall include and address:

- a description of the site and locality, buildings, activities, traffic and pedestrian networks;
- the pattern of development in the neighbourhood;
- the built form, scale and character of surrounding development;
- architectural and roof styles;
- cross sections and a written statement explaining how the design of the proposed development has responded to the site analysis; and
- any other notable features or characteristics of the neighbourhood

#### Explanation

The site analysis is an important part of the design process. A site analysis includes describing the site and locality, buildings, activities, traffic and pedestrian networks, to identify constraints and opportunities to ensure the proposal will relate to the surrounding context. The site analysis may consist of a series of overlays of the site and neighbourhood, but also needs to include cross sections and a written statement explaining how the design of the proposed development has responded to the site analysis. The site analysis should provide a better understanding of the proposal and may also provide opportunities to make changes to improve urban design and safety outcomes.

## Policy 11.34

### Hobsonville Airbase

Development at the former Hobsonville Airbase (which consists of the Hobsonville Marine Industry Special Area, the Hobsonville Base Village Special Area, the Hobsonville Future Development Special Area and the Hobsonville Landing Special Area), shall be of a density, scale, design and character, and be sequenced in such a way, as to:

- accommodate a share (6,000 to 8,000 residents) of the City's projected population growth;
- create an employment area focused on marine industry, making best use of the nearby deep channel in the Waitemata Harbour;
- make provision for a choice of living environments (including high and medium density as well as more conventional housing typologies), commercial, social and

community facilities and employment opportunities;

- establish forms of development and patterns of land use that are integrated with the transport concept shown on the Hobsonville Urban Area Concept Plan - Features, which are supportive of pedestrian, cycle and public transport use, located according to transport accessibility requirements where possible and which reduce reliance on private motor vehicles;
- achieve a high standard of urban and pedestrian amenity through design, at Comprehensive Development Plan and other resource consent stages, that contributes to a positive sense of place and identity and minimises adverse effects, including reverse sensitivity effects, between residential and non-residential activities;
- provision for accessible areas of usable open space, including around the coast and of sufficient number and location to be within a walkable distance for all residents, and integrated with surrounding land uses;
- maintain valued elements of the Airbase's existing character, heritage, and the character of the coastal edge through the retention of selected buildings and features, sympathetic design and the location of buildings and open space;
- adopt sustainable infrastructure which minimises the effects of off site disposal of storm water and wastewater;
- incorporate and encourage the adoption of cost effective energy efficiency measures;
- ensure that no development proceeds without a Comprehensive Development Plan being in place, that, in accordance with the rules and criteria relating to Comprehensive Development Plans, provides comprehensive parameters for the development of each entire precinct or Special Area as shown on the Hobsonville Urban Concept Plan;
- ensure that Comprehensive Development Plans remain as approved once development within the relevant precinct or Special Area has commenced, or be subject to a further resource consent;
- ensure that residential or non-residential development (other than Hobsonville Marine Industry Activities developed in accordance with a



Comprehensive Development Plan) within the Future Development Special Area occurs only subsequent to a plan change, to be introduced only when significant development has occurred or is committed within the Hobsonville Base Village Special Area.

#### Explanation

The Hobsonville Airbase is divided into Special Areas, these being:

- The Hobsonville Marine Industry Special Area
- The Hobsonville Base Special Area (which is further divided into precincts)
- The Hobsonville Landing Special Area
- The Hobsonville Future Development Special Area

The rules for these special areas are intended to ensure that the redevelopment of the Airbase is carried out in a comprehensive and sustainable manner, that makes efficient use of the limited land resource, takes best advantage of its special qualities, achieves land use and transport integration, provides adequate amounts of open space, and results in a community with high environmental and amenity standards. The method used includes a requirement for a Comprehensive Development Plan approval prior to any development commencing. The requirement for a Comprehensive Development Plan provides for the certainty that development design will be coordinated. At the same time, it provides the potential for flexibility with regard to such matters as bulk and location controls, including where there are Comprehensive Development Plans across more than one Precinct. The comprehensive approach can ensure that one part of a precinct in the Hobsonville Base Village Special Area can relate satisfactorily to all other parts, and also to adjoining precincts.

### Methods

#### District Plan Rules:

- Special Area Rules
- Comprehensive Development Plan Rules
- City Wide Rules
- Other District Plan Rules As Applicable

### Policy 11.35

Development within the Hobsonville Marine Industry Special Area shall be subject to prior approval of a comprehensive development plan,

prepared in accordance with the rules to meet the following policy provisions.

Development within the Hobsonville Marine Industry Special Area shall be primarily for a range of employment-related activities that recognise the location of this land near to a deep water channel in the Waitemata Harbour, the position of the land next to mixed use including residential activities, the existing landscape and heritage features, and views in to the site from the Waitemata Harbour and North Shore City (Beach Haven).

All development within this Special Area shall:

- ensure the efficient and effective use of the limited land resource;
- ensure there are no more than minor adverse effects on natural resources, including water quality and native vegetation;
- while landscape character may change (including through the establishment of large structures for boat building purposes), ensure that change is managed to provide environments which are visually compatible with development within the Hobsonville Peninsula, and are of an appropriate urban form as viewed from outside the Peninsula; this will include, but not be limited to, the mitigation measures associated with an uninterrupted form in terms of bulk and scale of marine industry buildings as viewed from the following North Shore City sites: Hilders Park (Beach Haven wharf); Aeroview Drive esplanade reserve; and Amelia Place esplanade reserve;
- ensure adequate provision is made for roading, stormwater and wastewater drainage, and all other infrastructure;
- ensure adequate provision is made for car parking, within Comprehensive Development Plan resource consents and in specific development consents, while encouraging reduced need for the use of cars (through such means as indicating likely employee numbers and provision to be made for access by public transport) and therefore car parking;
- ensure residents are protected from adverse effects on health and amenity values;
- ensure the historical, cultural or spiritual significance of any site, or any waahi tapu of significance to iwi is recognised;

- achieve a high standard of urban and pedestrian amenity through design that minimises adverse effects, including reverse sensitivity effects, between residential and non-residential activities;
- having regard to the above, ensure development proceeds in a manner that recognises the need for a comprehensive approach to future development on the Hobsonville Peninsula, including the achievement of high standards of urban design.

The following further policy provisions shall apply to areas within the Hobsonville Marine Industry Special Area as shown on the Hobsonville Peninsula Urban Concept Plan, the boundaries of which must be accurately determined on the approved comprehensive development plan.

#### Area “aa”

Activities developed within “Area aa” shall be restricted to Hobsonville Marine Industry Activities as defined in the Rules, with the primary activity on each site requiring or being directly associated with the need for large boat access to the deep water channel of the Upper Waitemata Harbour. The primary limitation of activities to this purpose recognises the rare quality of the deep water access of that resource, which should not be compromised by the introduction of activities that compromise efficient and sustainable utilisation of that resource.

It is recognised that buildings of a potentially large height and bulk may be developed in “Area aa”, to accommodate the construction of large boats. Such buildings need to be appropriately designed and coloured. These buildings shall also be part of a comprehensive layout and design alongside other development within Areas “aa”, “bb”, “cc” and “dd”, ensuring that the adverse effects of large scale buildings are mitigated in adjacent marine buffer areas and when viewed from outside the Hobsonville Marine Industry Special Area including from North Shore City (Beach Haven).

The development of “Area aa” shall integrate with;

- “Area dd”
- esplanade reserves
- the Hobsonville Landing Special Area; and

• the Sunderland Village Precinct in the Hobsonville Base Village Special Area; when viewed from the following North Shore City locations:

- Hilders Park (Beach Haven wharf)
- Aeroview Drive esplanade reserve
- Amelia Place esplanade reserve

The area developed within “aa” that faces the above locations shall present a differentiated appearance in terms of:

- scale (height);
- form (shape and architectural style); and
- massing (the arrangement and overall volume of a group of buildings).

In addition, the area developed within “aa” that faces the above locations shall ensure that the detail of individual buildings is considered and reflected in the design, proposals for new vegetation planting are clearly set out and existing vegetation is retained where possible.

As “Area aa” is close to, and in some cases adjoins areas that may be utilised for residential activities it is important that care be taken to ensure there are no more than minor adverse effects arising from noise, discharges to air or odour. Controls, such as buffers and the requirement to produce operational management plans, are proposed to ensure minimum standards of health and amenity.

#### Area “bb”

Activities developed within “Area bb” shall be restricted to Hobsonville Marine Industry Activities as defined in the Rules, provided that no activity shall be permitted that is not a Permitted Activity in respect of the Air Quality Section of the Auckland Regional Plan: Air Land and Water. Buildings established within “Area bb” are expected to be of a lesser height and bulk than buildings within “Area aa”, and to have appropriate facade detailing to ensure a suitable interface is achieved to adjoining roads and/or special areas. This may be achieved by having buildings of lesser height and bulk and of a higher design quality, for instance the office component of buildings, on the road side, but still adjoining larger factory-type buildings.

As “Area bb” is close to, and in some cases adjoins areas that may be utilised for residential activities it is important that care be taken to ensure there are no more than minor





adverse effects arising from noise, discharges to air or odour. Controls, such as buffers and the requirement to produce operational management plans, are proposed to ensure minimum standards of health and amenity.

#### Area “cc”

Activities developed within “Area cc” shall be restricted to Hobsonville Marine Industry Activities as defined in the Rules, provided that no activity shall be permitted that is not a Permitted Activity in respect of the Air Quality Section of the Auckland Regional Plan: Air Land and Water. Any identified heritage buildings and their surrounds within “Area cc” shall be managed in accordance with a heritage management plan approved as part of the comprehensive development plan, and any new buildings are sensitive to the location and scale of the existing heritage buildings and their surrounds.

Buildings adjoining the Hobsonville Base Village Special Area are expected to be of a lesser height and bulk and to have appropriate facade detailing to ensure a suitable interface is achieved, particularly to adjoining roads. This may be achieved by having buildings of lesser height and bulk and of a higher design quality, for instance the office component of buildings, on the road side, but still adjoining larger factory-type buildings.

As “Area cc” is close to, and in some cases adjoins areas that may be utilised for residential activities it is important that care be taken to ensure there are no more than minor adverse effects arising from noise, discharges to air or odour. Controls, such as buffers and the requirement to produce operational management plans, are proposed to ensure minimum standards of health and amenity.

#### Area “dd”

Activities developed within “area dd” may include residential and/or mixed use activities (except retail activities), but in all cases shall be associated with a building design that provides a visual buffer to the buildings in “Area aa”, and recognises the prominent position of this land in the landscape. In particular, it is important to

avoid buildings of an industrial form and appearance, such as buildings with large solid walls facing northwards or eastwards out over the Waitemata Harbour and North Shore City (Beach Haven). Buildings will also need to be of a sufficient height to mitigate the visual effect of existing or possible industrial buildings within “Area aa”:

when viewed from the following North Shore City locations:

- Hilders Park (Beach Haven wharf);
- Aeroview Drive esplanade reserve, and
- Amelia Place esplanade reserve.

The area developed within “dd” that faces the above locations shall present a differentiated appearance in terms of:

- scale (height);
- form (shape and architectural style); and
- massing (the arrangement and overall volume of a group of buildings).

In addition, the area developed within “dd” that faces the above locations shall ensure that the detail of individual buildings is considered and reflected in the design, proposals for new vegetation planting are clearly set out and existing vegetation is retained where possible.

No activity shall be permitted that is not a Permitted Activity in respect of the Air Quality Section of the Auckland Regional Plan: Air Land and Water.

Activities which do not meet the above policy shall be avoided in the Hobsonville Marine Industry Special Area.

#### Explanation

The Hobsonville Peninsula contains a unique resource which has become available for development with the closure of the Hobsonville Airbase. A Marine Industry Special Area has been introduced into the Plan, building on the access available from this area to a deep water channel within the Waitemata Harbour. Development of the Marine Industry Special Area needs to have regard to the special qualities of the area, including landscape and heritage features, the coastal edge, the outlook over the harbour, and views in to the site from the Waitemata Harbour and North Shore City (Beach Haven).

Amenity and design standards adopted through the Comprehensive Development Plan process will need to address these concerns. New buildings developed in the Marine Industry Special Area must



achieve a differentiated appearance in terms of scale, form and overall massing.

Areas “aa”, “bb”, “cc” and “dd” are considered to have different contextual settings and therefore there are different expectations as to their role and function as part of the Marine Industry Special Area. However for all of these Areas, new buildings are collectively expected to achieve or contribute to a sense of variety and composition.

Building design shall address:

- scale - height of buildings;
- form - shape and architectural style of buildings; and
- massing - arrangement and overall volume of the group of buildings.

If different building forms are not practical, variety should still be achieved through variations in materials, detailing, and colour.

In particular, buildings within “Area dd” will need to be designed to present an attractive appearance as viewed from the Waitemata Harbour and North Shore City (Beach Haven). This will include new vegetation, design and site specific requirements of buildings that face and can be viewed from the Waitemata Harbour and North Shore City (Beach Haven) to ensure such buildings are of an appropriate scale and buildings being of sufficient height to mitigate the visual effect of existing or possible industrial buildings within Area “aa”. Existing vegetation shall be retained where possible.

Consideration also needs to be given to the adequate provision of infrastructure.

## Methods

### *District Plan Rules:*

- Special Area Rules
- Comprehensive Development Plan Rules
- City Wide Rules
- Other District Plan Rules As Applicable

## Policy 11.36

The Hobsonville Base Village Special Area may be developed for a range of activities which recognise the unique quality and history of this area, its coastal location and its suitability for a range of sustainable urban development, focused on:-

- pursuing principles of urban sustainability and excellence of urban form, including (but not limited to) access to sunlight and daylight, and maintenance of amenity values;
- pursuing principles of non-reliance on the private motor vehicle as a necessary means of transport, by encouraging higher density and mixed use development, integrating urban form, with public transport, pedestrian and cycleway movement networks, and requiring a high standard of planning for integrated urban form and movement networks at the comprehensive development plan consenting stage and in subsequent consents;
- ensuring that land use development requiring the construction of new roads is compatible with a highly inter-connected roading system;
- efficient use of the land resource, including the provision of housing at a higher density than traditionally associated with suburban areas, and requiring densities to at least the minimum number of household units specified in the rules for each precinct;
- ensuring that transport and land use patterns are aligned to achieve sustainability, efficiency and liveability;
- providing for a range of housing choices;
- provision for appropriate non-residential and mixed use buildings and activities;
- provision for neighbourhood retail centres of a scale and design appropriate to servicing the local (Hobsonville Base Village) community only, recognising the Hobsonville Village Centre as being the primary retail service centre for this area of the City;
- provision for planned community and open space facilities;
- protection of the natural values and access to the coast;
- recognising the historical, cultural or spiritual significance of any site, or any waahi tapu of significance to iwi;
- promotion of sustainable infrastructure and development;
- protecting and enhancing heritage values, amenity and character features;
- provision for comprehensive, planned development which integrates, internally



to both the Special Area and its Precincts, and externally to other areas;

- once a Comprehensive Development Plan has been approved, changes to that approved plan will be assessed on a discretionary basis;
- providing flexible provisions for car parking so that car parking areas are located where they do not compromise good site layout and overall urban form, and required numbers of car parks are limited to the minimum necessary using Council's Parking and Driveway Guideline as a starting point.

The Hobsonville Base Village Special Area is divided into precincts. Policies relating to each precinct are set out below. Activities which do not meet the policy provisions shall be avoided:-

#### A. Sunderland Head Precinct

The Sunderland Head Precinct shall be developed to retain the existing heritage character while incorporating:

- no less than 379 household units;
- retention of Village Green;
- retention of the heritage housing adjacent to the Village Green;
- retention of the Cadet Building and flag pole area as acknowledgement of the Air Force heritage;
- retain the historic base commander's house, chapel and surrounding grounds/trees;
- retention of a representative sample of the inter-war cottages;
- walk access along cliff-top reserve;
- view shafts west along Marine Parade towards Buckley Avenue and North East down Wharf Road;
- provision of a view shaft to the landing from the eastern edge of the Village Green;
- provision for a small scale neighbourhood retail centre including allowance for commercial/office uses, located, designed and sized such that it will provide a community/shopping node sufficient to service the convenience shopping needs of the local community. Retail activities in the neighbourhood retail centre shall be limited to an average shop gross floor area of 200m<sup>2</sup>, a maximum gross floor area of 500m<sup>2</sup> per shop and 2,000m<sup>2</sup> gross floor area overall. Outside the neighbourhood retail centre retail activities, including in any mixed use

area, retail activities are to be limited to convenience shops (no more than 100m<sup>2</sup>) and restaurants (no more than 200m<sup>2</sup>), with no more than two adjoining retail premises in any one location. These controls are intended to ensure that retail activities are encouraged to locate in the Hobsonville Village Centre;

- a buffer zone of mixed use activity, adjacent to the Marine Industry Special Area (south side of Hudson Bay Road);
- retention of the character of the Catalina Block;
- allowance for mixed use development in the area of the existing Officers Mess;
- provide easy access for public transport and private vehicles to the Ferry at the landing;
- retain palms at south of Hudson Bay Road i.e. open area at Village Green surrounded to North and West by heritage buildings with a secondary area of apartments at the North West and mixed use and commercial areas focusing on street edges;
- Retention and enhancement of coastal natural character through the provision of esplanade reserves/public open space and the provision of appropriate public access.

#### B. Campus/Runway Park Precinct

The Campus/Runway Park Precinct shall be developed to:

- provide for no less than 674 household units;
- provide a mix of housing densities to integrate with surrounding areas;
- provide for apartment housing at the edges of major open space (major roads and playing fields);
- retain the Buckley Avenue palm trees as an iconic features of the peninsula;
- provide for early childhood education and state educational facilities for years 1 - 13;
- provide for community playing fields;
- provide for existing gully wilderness areas;
- provide for a walkway across the peninsula to link foreshore reserves.

#### C. Motorway Interchange Precinct

The Motorway Interchange Precinct shall be developed to:-

- provide for no less than 96 household units;
- ensure the integrity of the motorway interchange is protected by limiting access from the motorway access road north of Buckley Avenue;

- retain the Buckley Avenue Palms and surrounding character;
- provide for a small scale neighbourhood retail centre including allowance for commercial/office uses, located, designed and sized such that it will provide a community/shopping node sufficient to service the convenience shopping needs of the local community. Retail activities in the neighbourhood retail centre shall be limited to an average shop gross floor area of 200m<sup>2</sup>, a maximum gross floor area of 500m<sup>2</sup> per shop and 2,000m<sup>2</sup> gross floor area overall. Outside the neighbourhood retail centre retail activities, including in any mixed use area, retail activities are to be limited to convenience shops (no more than 100m<sup>2</sup>) and restaurants (no more than 200m<sup>2</sup>), with no more than two adjoining retail premises in any one location. These controls are intended to ensure that retail activities are encouraged to locate in the Hobsonville Village Centre;
- provide for additional mixed-use (non-retail development) including medium-high density residential activities and commercial/office activities;
- retain the Buckley Avenue Palms and surrounding character.

#### D. Hudson Bay Precinct

The Hudson Bay Precinct shall be developed to:-

- provide for no less than 169 household units;
- retain a representative sample of heritage housing;
- retain the palm trees along Buckley Avenue;
- provide generally throughout the Precinct for medium and apartment density housing;
- provide for medium and high density housing along Buckley Avenue;
- provide for mixed use activity adjacent to the Parade Ground Precinct and the Future Development Special Area.

#### E. Buckley Precinct

The Buckley Precinct shall be developed to:-

- provide for no less than 247 household units;
- provide for low density housing at the escarpment;
- provide for medium and apartment density housing along Buckley Avenue;
- retain the palm trees along Buckley Avenue;
- provide a walkway along cliff-top reserve;

- retain the gully wilderness areas and vegetation;
- retention and enhancement of coastal natural character through esplanade reserves/public open space and the provision of appropriate public access.

#### F. Triangle Precinct

The Triangle Precinct shall be developed to:-

- provide for no less than 50 household units;
- provide for a reserve opposite the church;
- provide for medium density housing.

#### G. Base Housing Precinct

The Base Housing Precinct shall be developed to:-

- provide for no less than 382 household units;
- provide for medium density housing adjacent to Hobsonville Village Precinct and along Clark Road.

#### H. Hobsonville Village Precinct

The Hobsonville Village Precinct shall be developed to:-

- provide for no less than 152 household units;
- provide for mixed use activities adjacent to the existing retail centre, provided that, in order to encourage retail activities to locate in the Hobsonville Village Town Centre, the total amount of gross floor space allocated to retail sales shall not exceed 2,000m<sup>2</sup>;
- provide for integration with the Hobsonville Village Centre.

#### Explanation

The Hobsonville Base Village Special Area encompasses an area which was part-developed and part-greenfields, formerly used as part of the Hobsonville Airbase. This area has been identified as a suitable urban growth area. The area has a special quality due to its historical use as an airbase. The land is relatively flat and readily accessible from existing and future strategic transport routes.

This area provides an opportunity to create a form of urban development which meets regional and City objectives for an efficient and sustainable urban form, as well as appropriately protecting and enhancing heritage values.

In order to best manage these resources this area has been identified as a special area, and has been further divided into precincts. Each precinct has its own characteristics and opportunities. The plan requires that development of each precinct conform to an overall concept plan,



and that no new development occurs until a comprehensive development plan has been approved for the precinct. In this way, development will proceed in a planned and comprehensive manner. Development of a substantial part of the Hobsonville Base Village Special Area will be necessary before development of the Hobsonville Future Urban Special Area can be commenced.

Development of each successive precinct area needs to have regard to the special qualities of the area, including landscape and heritage features, the coastal edge, the outlook over the harbour, amenity and design standards within and between areas of development, and the adequate provision of infrastructure. This policy recognises that development will occur on the Hobsonville Peninsula, however this development needs to be managed to ensure a comprehensive, well-designed result is achieved.

Two neighbourhood retail centres are provided for, in the Sunderland Head and Motorway Interchange Precincts. Limited provision is also made for mixed use development in other precincts. While provision for some retail activity is important to meet the needs of the local community, it must be recognised that the primary centre servicing the Hobsonville Peninsula is expected to be the Hobsonville Village Centre.

## Methods

### *District Plan Rules:*

- Special Area Rules
- Comprehensive Development Plan Rules
- City Wide Rules
- Other District Plan Rules As Applicable
- Air Discharge Management Plan
- Limited Access Road (Motorway Interchange Precinct C)

## Policy 11.37A

The Hobsonville Future Development Special Area has been identified as an area for future development which is expected to comprise mainly housing. It will include significant open space/reserve areas (including areas adjacent to the coast). Non-residential activity, such as that which may be desirable to support the Marine Industry Special Area is possible.

The exact form and provision of residential and non-residential development (other than Hobsonville Marine Industry Activities developed in accordance with a Comprehensive Development Plan) will be determined by a future plan change. A plan change providing for residential and non-residential development (other than Hobsonville Marine Industry Activities developed in accordance with a Comprehensive Development Plan) of the Hobsonville Future Development Special Area shall not be notified until no less than 80% of the expected number of household units are committed within each of the Sunderland Head (expected number 379 household units), Campus/Runway Park (expected number 674 household units), Buckley (expected number 247 household units), and Hudson Bay (expected number 169 household units) Precincts.

Any development will also be subject to a full range of infrastructure services being available. Prior to a Plan Change for residential and non-residential development (other than Hobsonville Marine Industry Activities developed in accordance with a Comprehensive Development Plan), the Future Development Area shall not be subdivided, developed or used in a manner which has the potential to:

- Undermine or prejudice the development of the Hobsonville Base Village Special Area in the manner anticipated by Policies 11.34 and 11.36;
- Undermine the potential for urban intensification, nor result in uncoordinated or inefficient provision of infrastructure;
- Compromise future development options for the area; and
- Have adverse effects on the natural character of the coast or the heritage features of the area.

The Future Development Special Area shall recognise and protect the collective natural and cultural heritage, and open space features of “Bomb Point” and adjoining marine areas.

### *Explanation*

This area may be made available, for future residential and non-residential development (other than Hobsonville Marine Industry Activities developed in accordance with a Comprehensive Development Plan), by way of a plan change, once further investigation and consultation has been undertaken and the specified minimum threshold of



development has occurred in the Hobsonville Base Village Special Area. Achieving that threshold is important, as opening up too much land at one time can actively undermine the establishment of a compact, efficient settlement in a manner that future retrofitting cannot reliably infill. Limiting the land available at any one time encourages a more compact neighbourhood to develop. Once the minimum threshold of residential development has been reached in the Hobsonville Base Village Special Area, a plan change can be notified and processed in order to enable residential and non-residential development within the Future Development Special Area to proceed. While the exact mix of land uses for the Future Development Area is yet to be determined, “Bomb Point”, which is the area located east of the existing “Boundary Road”, will be preferred for provision of the substantial coastal park for passive recreation purposes as part of the new urban community for the overall Hobsonville Peninsula.

## Methods

### *District Plan Rules:*

- Special Area Rules
- Countryside Environment District Plan Rules

## Policy 11.37B

The Hobsonville Landing Special Area provides significant opportunities for the development of activities which will benefit from a harbourside location. The exact form and provision of development will be determined by a future plan change. As an initial stage of development the area may be utilised for activities developed for access for large boats to the deep water channel, the retrieval and launching of boats, ferry facilities, and some of the parking associated with ferry facilities. Activities that may frustrate utilisation of the deep water channel for these purposes must be avoided.

### **Explanation**

This area is required for boat access to the harbour in conjunction with the Hobsonville Marine Industry Special Area, and has also been identified as suitable for a ferry facility. Those activities are therefore provided for as a discretionary activity. There is a potentially wide range of other possible forms of development, but further investigation is required to identify and refine those possibilities. Future development will be determined by way of plan change, once appropriate further investigations and consultation is carried out.

It may not be possible (at either initial or later stages), to fully accommodate parking associated with a ferry facility within the Hobsonville Landing Special Area. In that event, possibilities for alternative parking may be sought in adjoining Special Areas.

## Methods

### *District Plan Rules:*

- Special Area Rules
- City Wide Rules
- Other District Plan Rules As Applicable

## Policy 11.38

The Hobsonville Village Centre Special Area shall primarily provide for employment and limited retail opportunities that will service projected population growth at Hobsonville and the Hobsonville Peninsula over time. Any subdivision or development in this Special Area should be designed to provide employment, retail, community and residential activities where appropriate. It shall also serve the local community, and integrate with local, sub-regional and regional transport infrastructure and services. It shall be compatible with landscape features, and the ecological qualities of the upper Waitemata Harbour. In particular the design of development shall:-

- provide, as part of the first stage in the development process, for pedestrian, cyclist and bus routes, and road networks that integrate well with land use activities within and around the Special Area and allow for safe and efficient movements that connect with transport networks around and beyond the Special Area;





- recognise that Precinct A and Precinct A2 are well located in relation to local communities and transportation networks and represents a finite resource of land that can be appropriately developed for industrial purposes. These Precincts shall be limited to the development of employment-focused (non-retail) activities;
- enable compact development in Precinct B of the Hobsonville Village mixed use centre, to provide for the shopping needs of the existing and future residential and employment population in the Hobsonville area in the Village Centre itself, together with limited provision for residential and commercial activities adjoining that Centre (recognising that the major town centre serving the northern part of the City is located at Massey North);
- recognise the need to provide adequate safety and amenity for users of Hobsonville Road, Hobsonville Primary School, and residents across Hobsonville Road to the south;
- ensure that suitable linkages for pedestrians and traffic are provided across Hobsonville Road;
- promote intensive rather than low density development, in such a way that encourages high densities of employment and residential activity adjacent to transport and efficient use of land for all activities, including retail activities (including supermarkets) where these activities are provided for;
- provide for activities with more intensive employment densities along Hobsonville Road in support of the Frequent Service Network, while providing for land extensive uses that are freight intensive near the Bringham Creek Interchange;
- ensure that adverse effects on natural resources, including water quality and native vegetation are avoided, remedied or mitigated;
- while landscape character may change, ensure that change is managed to provide environments which are visually compatible with the surrounding environs;
- ensure that adequate provision is made for roading and all other infrastructure;
- ensure that adequate provision is made for stormwater and wastewater drainage, consistent with any relevant network

discharge consent based upon a integrated catchment management plan;

- protect residents from adverse effects on health and amenity values;
- provide for ecological and pedestrian linkages, including through enhancement of the riparian margins and urban open space;
- maintain and enhance the natural landscape qualities of the riparian margins
- ensure that the heritage values of Hobsonville are recognised and protected;
- ensure that transport and land use patterns are aligned to achieve sustainability, efficiency, liveability, a competitive economy and a high quality of life underpinned by a quality environment and amenity;
- having regard to the above, development proceeds in a manner that recognises the need for a comprehensive approach to future development in the Hobsonville Village Centre Special Area, including the achievement of high standards of urban design.

## *Explanation*

The Hobsonville Village Centre Special Area has been developed to enable integrated land use and transport outcomes to occur in the proximity of the SH18 interchange, and public transport services on Hobsonville Road. It seeks to expand the range and scale of employment, retail and other activities appropriate to serve the Hobsonville community. Retail activities (including supermarkets) are specifically provided for in Precinct B, to assist in achieving a high density of development in the Village Centre (Retail). The Special Area provides for development of high quality commercial, mixed use and industrial precincts. These will provide greater local employment for the City's residents, in areas located close to transport networks, and will help to address a long-term shortfall in industrial zoned land for employment purposes in the North West of Auckland. The Council envisages that the land in the Hobsonville Village Special Area (Precincts A and A2) and the land west of Precinct A2 will provide employment for approximately 1,500 people.

The Frequent Service Network is a network supporting high quality all-day public transport services which will provide connections between key locations, including the city centre, metropolitan centres, and major town centres. The Frequent Service Network and its supporting infrastructure will support intensification and development at key locations.

High standards of urban and landscape design are required in any development. This will respect the existing amenity, and the natural and heritage values of the area.

## Methods

### *District Plan Rules:*

- Special Area Rules
- Comprehensive Development Plan Rules
- Working Environment Rules
- City Wide Rules

## Policy 11.39

The Hobsonville Village Centre Special Area shall be developed in accordance with the following (see the Hobsonville Village Urban Concept Plan for Precinct locations and other features):-

- The Hobsonville Village Urban Concept Plan, the Hobsonville Village Centre Street Typology Concept Plan, and Hobsonville Village Urban Concept Transport Plan;
- An emphasis on providing, within defined Precincts, for employment (Precinct A and Precinct A2), retail and mixed use opportunities (Precinct B) that will service projected population growth at Hobsonville and the Hobsonville Peninsula (see the Hobsonville Village Urban Concept Plan and Policies 11.40 - 11.43);
- Focusing retail activity within the pedestrian-orientated Village Centre in Precinct B;
- Limiting provision for retail activity in the Business area adjoining the Village Centre, for those retail activities as provided for in Special Area Rule 25, as they are not appropriate within the pedestrian-orientated parts of the Precinct;
- Limiting retail activity in Precinct A and Precinct A2 to the provision of those activities that will support the local employee community, such as lunch bars and service stations;
- Limiting medium/high density residential activity in Precinct B to support the mixed use function of that Precinct;
- Provision of areas of open space, particularly within Precinct D, for amenity, sporting, recreational and ecological

purposes serving local residents, employees and visitors;

- Provision of reserves for drainage/stormwater purposes;
- Development incorporating roads as indicated on the Hobsonville Village Urban Concept Plan. In most cases, the exact positioning of roads will be determined at future stages of development, but it will be expected that road connections through sites will be provided as generally indicated;
- Identified “Strategic Access Points” in the positions shown on the Hobsonville Village Urban Concept Plan;
- Provision of bus, cycle and pedestrian networks, designed to promote the maximum use and safety of transport modes other than private motor vehicles;
- Provision of “Slip Lanes” that will limit the number of access points on to Hobsonville Road east of the intersection with Brighams Creek Road;
- To ensure a high quality of streetscape including, but not limited to, built form, and/ or, landscaping adjoining Hobsonville Road;
- To recognise the amenity values for both pedestrians and the residential environment on the southern side of Hobsonville Road, and to recognise the need to manage traffic movements along Hobsonville Road, including by reference to Frontage Controls or building performance standards as specified in the rules;
- Recognising the Hobsonville Primary School in Precinct C as an existing and potentially growing physical and social/ educational resource, and the requirement for the provision of suitable buffer treatment around parts of that Precinct by way of fencing a landscape interface area (including bund) and building setback requirements within Precinct A to mitigate noise and visual effects on the school arising from subdivision and/or development of adjacent sites
- Identifying land within the New Zealand Transport Agency Designation (NZTA 4) for appropriate development, subject to the designation prevailing in all cases while it remains in place.

### *Explanation*



There are a number of important features in the Hobsonville Village Centre Special Area that need to be recognised as requiring integrated management as the land is developed. The Concept Plan technique has been utilised to identify these features. Development in accordance with the Hobsonville Village Urban Concept Plan provides a comprehensive, integrated and coordinated approach to ensure that the area is efficiently developed, that there is good integration between land uses and transportation networks, and that there are appropriate standards of amenity.

## Methods

### *District Plan Rules:*

- Special Area Rules
- Comprehensive Development Plan Rules
- City Wide Rules
- Urban Concept Plan Maps

## Policy 11.40

### **Precincts A and A2 - Industry**

### **Precinct A3 - Business**

**Policy 11.40 is concerned with the land identified as “Industry” and “Business” in Hobsonville.**

### **Precincts A and A2 - Industry**

Precinct A and A2 - Industry shall be developed for non-residential activities such as manufacturing, offices and industry. Particular encouragement will be given to activities where relatively high numbers of employees are required. Two storey development is to be required as a standard on sites having frontage to Hobsonville Road, to encourage higher employment densities along that public transport corridor and to support the Frequent Service Network.

Residential activities will reduce the area of land available for employment activities and/or may create reverse sensitivity issues, and therefore are prohibited from locating in Precinct A and A2.

Retail activities in Precinct A and A2 are generally to be avoided, as these should be located in the Precinct B - Hobsonville Village Centre. Exceptions to this are small shops that support the local employee community, such as

convenience food outlets, small shops subsidiary to manufacturing activities, and service stations.

Precinct A and A2 aim to achieve a high standard of architectural, urban design and landscape development, particularly in those areas facing Hobsonville Road, Brighams Creek Road and the Hobsonville Primary School (Precinct C) where it is important to control the effects of non-residential development on the surrounding environment. Specific rules on fencing, buildings setbacks, landscaping, and building frontage controls, seek to encourage good design outcomes.

Precinct A2 is an area of land west of Hobsonville Primary School, that has the same policy and rule framework as Precinct A. Further technical work is required before Precinct A2 will be able to be developed for non-residential activities such as manufacturing, offices and industry. This technical work includes an integrated catchment management plan and associated network discharge consents, and an integrated transport assessment. Until such time as this technical work is completed and the relevant approvals provided, ad-hoc residential and non-residential development shall not be provided for.

### **Precinct A3 - Business**

To the north and west of the Village Centre (Retail), is an area suitable for limited commercial use and is identified as Business on the Hobsonville Village Urban Concept Plan.

### *Explanation*

#### *Precinct A and A2*

This policy recognises the proximity of Precinct A and A2 to important transport infrastructure. The District Plan encourages land for employment purposes to be set aside as part of encouraging shorter vehicle trips, and reducing pollution and vehicle emissions. Retail activities are specifically limited in this precinct to ensure that valuable industrial zoned land for employment purposes is not used for low-level employment businesses. Residential activities are not provided for in Precinct A and A2. Overall, this policy aims to ensure that development in Precinct A and A2 is managed to ensure a well-designed employment area that supports the Frequent Service Network on Hobsonville Road.

Precinct A2 requires further technical work to be completed and approved before industrial development is able to commence on the land. This technical work will require consultation with Auckland Council, Auckland Transport and the New Zealand Transport Agency. Once this technical work is complete, all relevant policies and rules that apply to Hobsonville Village Centre Special Area Precinct A will apply to Precinct A2.

#### *Precinct A3 - Business*

The “Business” zone identification includes provision for service stations, takeaway food outlets, automotive supplies, and offices.

The scale of retail activities shall be limited to that necessary to serve the convenience needs of the local Hobsonville and surrounding community. Large format retail activities are to be avoided in this area. Provision is also made in this area for apartments above ground floor level.

## Methods

#### *District Plan Rules:*

- Special Area Rules
- Working Environment Rules
- City Wide Rules

## Policy 11.41

#### **Precinct B - Hobsonville Village Centre (Retail)**

The Hobsonville Village Centre (Retail) has been identified as an appropriate location for the Village Centre (Retail) that will strengthen the link between existing commercial and retail development on the southern side of Hobsonville Road. The Precinct is well positioned to service communities in the Hobsonville Peninsula, the existing residential population along Hobsonville Road, and adjacent neighbourhoods.

The Hobsonville Village Centre (Retail) Precinct provides opportunities to combine land use activities in close proximity to Hobsonville Peninsula and public open space. This anticipates retail, mixed use and commercial activities being developed over time, but industrial activities shall be avoided.

The mixed use town centre precinct provides opportunities to combine land use activities in close proximity to Hobsonville Peninsula and public open space. This anticipates retail, mixed

use and commercial activities (especially located to the west of Sinton Road), but industrial activities shall be avoided.

The 400m radius from the middle of the Mixed Use town centre will encourage medium density and apartment housing to establish within that area, thereby encouraging further public transport routes in the locality.

It is considered that the provision of retail/mixed use/commercial land will consolidate existing retail development on Hobsonville Road and its environs. Specific controls on the built form of development in this area should ensure that the area achieves integrated design outcomes.

Within the Hobsonville Village Centre (Retail) it is anticipated that any supermarket will have a maximum of 4,000m<sup>2</sup> in gross floor area. Any supermarkets will be located in Hobsonville Village Centre (Retail) within Precinct B. Precinct B is shown on the Hobsonville Village Urban Concept Plan. Supermarket activities and other, smaller shops (500m<sup>2</sup> maximum gross floor area with an overall maximum average of 300m<sup>2</sup>) and activities such as medical, banking and other professional services may be able to locate in this area. This will provide a balanced mix of retail services to the surrounding community (including the Hobsonville Peninsula). Any supermarkets should contribute to the creation of a cohesive Village retail area.

Specific controls on the built form of development in this Precinct should ensure that the area achieves a pedestrian orientated village character, with relatively intensive buildings and active street frontages on the relevant streets as defined on the Hobsonville Village Centre Street Typology Concept Plan.

To the north and west of the Village Centre (Retail) zone, is an area suitable for limited commercial use that includes provision for service stations, takeaway food outlets, automotive supplies, and offices. Provision is also made in this area for apartments above ground floor level. This scale of retail activities shall serve the needs of the local Hobsonville community. Large format retail activities are to be avoided in this area.

The mixed use area has been identified within Precinct B. The proximity of this area to the Village Centre (Retail) will encourage medium to high density





housing, encouraging further public transport routes in the locality. Any reverse sensitivity effects arising from the proximity of residential uses in a mixed use environment will be addressed through design standards for the buildings containing residential activities.

#### *Explanation*

The Hobsonville Village Centre (Retail) zone in Precinct B will consolidate retail and retail services that already exist at Hobsonville Village and build upon these strengths. However, it is important that the development of this area is managed in an appropriate manner to ensure that any actual or potential adverse effects on the amenity and character of this area are avoided, remedied or mitigated. Any supermarkets will be well-served by road and pedestrian access, and are able to serve as a focus for the remainder of the retail area.

It will be important to maintain quality urban design outcomes in this Village Centre as it will serve communities at the Hobsonville Village Centre, the Hobsonville Peninsula and beyond. It is the first centre visible from State Highway 18 for people travelling from North Shore City.

### Methods

#### *District Plan Rules:*

- Special Area Rules
- Comprehensive Development Plan Rules
- City Wide Rules

### Policy 11.42

#### **Precinct C - School**

The Hobsonville Primary School is expected to grow and develop further to serve a larger population at Hobsonville. The design of school buildings should integrate with the new town centre. This development of land adjacent to the school will require effects such as noise, reverse sensitivity, building design and safety issues to be adequately assessed. The Hobsonville Village Urban Concept Plan shows indicative roads that will provide access to Precinct B, enable connectivity and eventually an alternative spine road through Hobsonville Corridor. However, it should be noted that the school is likely to generate effects through after hours use of facilities. The school is located in an important visual catchment and therefore development on this slight ridge will be visible

from a wide viewing audience. It is essential that the roading pattern adjacent to and around the school supports the range of non-residential activities planned for the area and creates a walkable catchment to the mixed use town centre.

#### *Explanation*

The existing primary school has been recognised as fulfilling an important role in this centre. It is appropriate that this urban land use should be located within the Metropolitan Urban Limits and continue to provide for the educational needs of the community it serves.

### Methods

#### *District Plan Rules:*

- Special Area Rules
- City Wide Rules

### Policy 11.43

#### **Precinct D - Open Space**

The Hobsonville Domain and adjoining reserve are intended to function as Open Space Environment and provide passive recreational space bordering onto the Mixed Use town centre precinct. The Concept Plan intends that this land is managed as Open Space Environment with those rules governing its management.

#### *Explanation*

The existing Open Space at Hobsonville Village Centre is open and pastoral in character. Therefore the existing Open Space Environment Rules shall apply.

### Methods

#### *District Plan Rules:*

- City Wide Rules

### Policy 11.44

The Massey North Town Centre Special Area shall be developed for urban activities which recognise the importance of the area as a major town centre and its suitability for a range of sustainable urban development outcomes. This area should be developed in a way which achieves an integrated and compact town



centre, providing for a broad range of mutually compatible activities and employment opportunities that are integrated with public transport, is surrounded by a supportive town centre periphery and provides a strong community focal point. This is to be achieved as follows:

(i) For all Precincts

- (a) Ensuring that development of precincts A, B, C, D and E does not compromise the aim (expressed above) of the overall Massey North Town Centre.
- (b) Ensuring that development takes into account and does not compromise the Massey North Urban Concept Plan.
- (c) Ensuring that comprehensive development plans are substantially in accordance with the Massey North Urban Concept Plan, and where there is more than minor change, applications shall be accompanied by an assessment of how this policy is being met through the proposed comprehensive development plan.
- (d) Ensuring that the expansion of the Massey North Town Centre Area is undertaken in a coherent, integrated and compact fashion.
- (e) Ensuring that land use is sequenced and aligned with the delivery of transport services and infrastructure to achieve sustainability, efficiency, liveability, a competitive economy and a high quality of life underpinned by a quality environment and amenity.
- (f) Provide flexibility to parking standards to enable the most efficient use of the scarce land resource, and encourage visitors to the town centre to use public transport, or, when they choose to bring their vehicles to the town centre, use communal parking areas.
- (g) Activities and buildings should be designed and located so that they address the street and public spaces thereby contributing to amenity values and in particular pedestrian accessibility and safety.
- (h) Activities and buildings should be sited and designed in a manner which promotes informal surveillance of streets and public spaces.
- (i) Buildings should be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking, and with the main

“activity frontage” for buildings oriented towards public streets rather than parking areas.

- (j) Allowing for and encouraging residential and office activities to be located above the ground level.
- (k) The height and location of buildings should generally provide for an enclosed streetscape and improved urban density while retaining a satisfactory pedestrian environment at street level.
- (l) Imposing activity thresholds to ensure the establishment of a vibrant mixed use town centre including office, community, commercial and residential activities.
- (m) Requiring the location, design and layout of large format retail sales or retail services within the Town Centre Area shown on the Massey North Urban Concept Plan to relate well to adjoining sites and activities.
- (n) Ensuring the efficient and effective use of resources in particular those associated with land.
- (o) Ensuring that there are no more than minor adverse effects on natural resources, including water quality and native vegetation.
- (p) Acknowledging that while landscape character may change, ensuring that change is managed to provide areas that are visually compatible internally to precincts, and with the surrounding land, roads and precincts.
- (q) Ensuring provision is made for roading, stormwater and wastewater drainage and all other infrastructure.
- (r) Ensuring that development in close proximity to existing infrastructure is designed and constructed so that the operation of existing regionally significant infrastructure is not compromised to any significant extent.
- (s) Ensuring existing and future residents are protected from adverse effects on health and amenity values, such as from noise.
- (t) Ensuring open space, ecological and pedestrian/cycling linkages are provided for, including enhancement of the riparian margins.
- (u) Ensuring that development is consistent with the Integrated Catchment Management Plan - Totara Creek, Auckland Regional Council permit No. 26185.



- (v) Having regard to the above, ensuring that development proceeds in a manner that recognises the need for a comprehensive approach to future development within the Massey North area, including the achievement of high standards of urban design.
- (w) Requiring development contributions.
- (x) Ensuring that buildings and development are in accordance with the relevant comprehensive development plan.
- (y) Ensuring that the location and access for major traffic generators is compatible with the safe and efficient operation of the state highway network.
- (z) By providing for a built form that can give effect to regional targets for employment densities in town centres.
- (aa) Ensuring that vehicle access to State Highway 16 occurs only at the Strategic Access Points shown on the Massey North Urban Concept Plan, unless it can be conclusively demonstrated that alternative access points would result in a better outcome for all of the following:
  - the efficiency of the road and state highway network,
  - public transport,
  - pedestrian activity,
  - urban amenity,
  - an integrated town centre focused around the mainstreet.
- (ab) Providing for safe, and convenient pedestrian and vehicle connections to Massey East, including but not limited to a future link to Oriel Avenue.
- (ac) Ensuring that once state highway status has been removed from Fred Taylor Drive and the section of State Highway 16 north of Don Buck Road to the edge of the Massey North Town Centre Special Area, that it is redesigned in a manner which encourages pedestrian activity and movement and contributes to the integration of the Massey North town centre with a high degree of urban amenity, while ensuring vehicle movements are facilitated.
- (ad) Ensuring that the integration of the Westgate/Massey North town centre across Fred Taylor Drive is not compromised by heavy truck traffic travelling from the Massey North Special Employment area by introducing engineering and traffic

management mechanisms that direct truck traffic away from Fred Taylor Drive.

- (ae) Protecting the safety of pedestrians passing between Precinct A and Precinct E, and the function of Fred Taylor Drive, by providing pedestrian linkages which encourage pedestrian activity across Fred Taylor Drive, between Precincts A and E Town Centre Mainstreets, when Precinct A is developed.

The Massey North Town Centre Special Area has been divided into five precincts. The specific policies relating to each precinct are described below:

#### (ii) Town Centre Precinct Area A

The Town Centre Precinct Area A shall be developed as a compact, pedestrian orientated retail core with larger scale retail sales or retail services integrated with smaller retail tenancies and provision made for commercial (including offices), mixed use, community and residential development. It is expected that this precinct will be developed as an integrated high quality, comprehensively designed town centre by:

- (a) Requiring development to provide a high level of amenity values for pedestrians who are utilising the public realm.
- (b) Utilising good urban design principles including, where relevant to the street typology, methods such as the development of verandah coverage on footpaths, zero setback of buildings along street frontages and minimum areas of glazing to ensure that blank wall facades are minimised along public streets.
- (c) The development of interactive frontages, and the avoidance of blank facades along the public realm.
- (d) Ensuring parking buildings and large format retail developments are sleeved by the provision of speciality retail shopping or residential and commercial activities.
- (e) Nominating street frontages to the proposed streets and requiring all buildings to be designed in accordance with the street typologies.
- (f) Creating a diversity and choice in terms of the shopping and recreational experience for the community, as well as enabling different sized commercial enterprises and community activities to take up the opportunity provided by the development of the Town Centre Precinct Area A.

- (g) Imposing minimum floor levels along the main street thereby ensuring that the ability to provide a compact mixed use Town Centre Precinct Area A is achieved.
- (h) The design of the Town Centre Precinct Area A as a whole is focused upon having it integrate with the public transport facilities that service the town centre and the links within the City and across the Auckland Region.
- (i) Maintain areas of open space and riparian margins to provide for stormwater mitigation and passive recreational opportunities. Any reduction in the Riparian Margins/Coastal Edges Natural Area or Ecological and Urban Open Space Area should not compromise the Totara Integrated Catchment Management Plan.
- (j) Managing the design and location of new subdivision and development proposed near regionally significant infrastructure to address its potential to adversely affect the operation, maintenance, upgrading and extension of such infrastructure.

#### (iii) Town Centre Precinct Area B

The Town Centre Precinct Area B shall:

- (a) Enable the development of comprehensively planned large format retail developments between the proposed apartment housing and the proposed State Highway 16 Motorway, to act as a buffer for those residential activities. More flexible design standards will be applied to large format retail than those standards expected in the Town Centre Precinct Area A. However, these developments will need to provide a high standard of amenity, particularly for adjacent pedestrian environments. Use of active street frontages is the generally preferred method for providing amenity, but other methods may also be considered in cases where active street frontages are not feasible.
- (b) Enable apartment and mixed use activities to occur along the green network and to utilise the amenity value for the riparian margins for residents. The apartment development will be encouraged to locate mixed use activities on the ground floors.
- (c) Restrict residential activities along the Motorway, to ensure that the adverse effects on residential development from the Motorway are avoided.

- (d) Avoid the establishment of supermarkets/department stores and/or significant intensive/speciality retail units that might detract from the intensification outcomes sought within the Town Centre Precinct Area A.
- (e) Allow the establishment of other complementary activities other than large format retail within Town Centre Precinct Area B, such as residential, commercial and mixed use activities.
- (f) Ensure integration of public transport facilities throughout the Town Centre while reinforcing the development of the Town Centre Main Street in Precinct A.
- (g) Maintain areas of open space and riparian margins to provide for stormwater mitigation and passive recreational opportunities. Any reduction in the Riparian Margins/Coastal Edges Natural Area or Ecological and Urban Open Space Area should not compromise the Totara Integrated Catchment Management Plan.
- (h) Managing the design and location of new subdivision and development proposed near regionally significant infrastructure to address its potential to adversely affect the operation, maintenance, upgrading and extension of such infrastructure.

#### (iv) Town Centre Precinct Area C

The Town Centre Precinct Area C shall:

- (a) Enable commerce, and business, one supermarket, retail services and retail sales to occur along the frontage to Fred Taylor Drive, and along the existing State Highway 16.
- (b) Enable apartment and mixed use activities to occur along the green network and to utilise the amenity value for the riparian margins for residents. The apartment development will be encouraged to locate mixed use activities on the ground floors.
- (c) Avoid the establishment of either malls or large retail units that might detract from the intensification outcomes sought within the Town Centre Precinct A. Exceptions to this are:
  - Provision for one supermarket located within the south-eastern street block adjoining Fred Taylor Drive/SH16.
  - Provision for larger retail units in the Precinct C street



blocks adjacent to SH 16 north of the intersection with Don Buck Road. These large retail units are to be limited to the activities listed in Special Area Rule 1.2 Massey North Town Centre Precinct C Activities.

- (d) Allow the intensive establishment of other complementary activities other than retail within Town Centre Precinct Area C, such as residential, commercial and mixed use activities.
- (e) Ensure integration of public transport facilities throughout the Town Centre while reinforcing the development of the town Centre Main Street in Precinct A.
- (f) Maintain areas of open space and riparian margins to provide for stormwater mitigation and passive recreational opportunities. Any reduction in the Riparian Margins/Coastal Edges Natural Area or Ecological and Urban Open Space Area should not compromise the Totara Integrated Catchment Management Plan.

(v) Town Centre Precinct Area D

The Town Centre Precinct Area D shall:

- (a) Enable commercial and business, and limited retail sales or retail services to occur along the frontage to State Highway 16.
- (b) To enable apartment and mixed use activities to occur and to utilise the amenity value for the riparian margins for residents. The apartment development will be encouraged to locate mixed use activities on the ground floors.
- (c) Provide an opportunity to establish a school within close proximity to the Town Centre Core and new residential.
- (d) Avoid the establishment of supermarkets/department stores and/or significant retail units that might detract from the intensification outcomes sought within the Town Centre Precinct Area A.
- (e) Allow the intensive establishment of other complementary activities other than retail within Town Centre Precinct Area D, such as residential, commercial and mixed use activities.
- (f) Ensuring integration of public transport facilities throughout the town centre while reinforcing the development of the town centre Main Street in Precinct A.
- (g) Maintain areas of open space and riparian margins to provide for stormwater

mitigation and passive recreational opportunities. Any reduction in the Riparian Natural Area or Drainage/Ecological Space should not compromise the Totara Integrated Catchment Management Plan.

(vi) Town Centre Precinct Area E

The Town Centre Precinct Area E shall:

- (a) Integrate the existing Westgate Shopping Centre into an expanded Town Centre, with connections where possible across Fred Taylor Drive.
- (b) Retain and allow limited expansion of retail sales or retail services in the Westgate Shopping Centre at the same time as the development of the Town Centre Core and other precincts. The main focus on the Westgate Centre is to consolidate the centre for large format retail sales or retail services while encouraging small scale retail to develop such that improved urban design performance is achieved for the Centre and in particular the north-south axis to the new Town Centre along Main Street is reinforced
- (c) Avoid the establishment of malls or significant intensive/speciality retail units in Precinct E not provided for in Special Area Rule 1.2 unless it has been authorised by an approved comprehensive development plan that demonstrates that it will not detract from the intensification outcomes sought within the Town Centre Precinct Area A.
- (d) Allow development that exceeds the retail thresholds in Special Area Rule 1.2 after substantial town centre development has been established and is operating within Precinct A, or as authorised in an approved comprehensive development plan.
- (e) Allow the intensive establishment of other complementary activities other than retail within Town Centre Precinct Area E, such as residential, commercial and mixed use activities.
- (f) Ensure integration of public transport facilities across Fred Taylor Drive to facilitate access throughout the town centre while reinforcing the development of the town centre Main Street in Precinct A.
- (g) Manage the design and location of new subdivision and development proposed near regionally significant infrastructure to address its potential to adversely affect the



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**operation, maintenance, upgrading and extension of such infrastructure.**

***Explanation***

The Massey North Town Centre Special Area has been identified as a strategically important location for the development of the town centre. The aim is to expand the existing Westgate Town Centre to develop into an expanded and integrated town centre. In this expansion Fred Taylor Drive will remain a busy road servicing the town centre, which could have the effect of separating pedestrian activity between Precinct A and Precinct E. Therefore, it is important that provision is made for convenient, safe and attractive pedestrian connections across, Fred Taylor Drive when the state highway status is removed, while recognising that Fred Taylor Drive, will also be an important district arterial. This is to be addressed by comprehensive development plans for Precinct A and in any engineering design work for Fred Taylor Drive. The District Plan seeks to ensure that the development of a new pedestrian focused town centre to the north of Fred Taylor Drive is integrated with the existing Westgate precinct, to ensure that the area is developed as one integrated centre. The intended policy outcome will be a town centre which incorporates a compact, integrated, range of mutually compatible activities and facilities, developed in close proximity to important public and private transport corridors.

One of the key drivers of the Massey North Town Centre Special Area is to provide opportunities for increased employment within the city. It is considered that the establishment of retail sales or retail services that provide good pedestrian amenity will create demand for other landuse intensification within the town centre, including increased non-retail employment. It is also considered that creating a mixture of employment activities other than retail, encourages optimum passenger transport use. In this regard, the Auckland Regional Policy Statement sets employment density targets for sub regional town centres with a Quality Transit Network, such as Massey North. Therefore it is important that Massey North develops a dense built form over time that can support those employment densities. The following regulatory methods give effect to this: street typologies, activity thresholds, requirements for comprehensive development plans, minimum floor area ratios, minimum storey heights and maximum parking ratios.

It is not efficient or effective to regulate employment density directly so that the plan contains rules that set minimum standards for built form that will facilitate achievement of the target employment density. Maximum parking standards are also set in the plan to facilitate higher densities and encourage public transport use.

The District Plan seeks to enable flexibility for development, provided that such development gives effect to the relevant policies for each of the proposed town centre precincts, and the outcomes that the Plan is seeking to achieve. The plan also seeks to encourage reusable and adaptable buildings, and to achieve excellent urban design outcomes.

The environmental issues relating to the upper Waitemata Harbour means that a higher quality of development in terms of environmental standards will be required. This includes high standards of control for the quantity and quality of stormwater discharged from the town centre.

It is proposed that the development of Massey North Town Centre will be staged so as to achieve a compact urban form with a level of intensification and quality of outcome that is consistent with the policies of the District Plan and the outcomes that are sought through the Local Government (Auckland) Amendment Act 2004.

Development contributions will be necessary to fund the significant infrastructural costs associated with the establishment of the Town Centre. Council's Long Term Council Community Plan sets out the development contributions that will be payable. These development contributions are set under the Local Government Act 2002 and are independent of the district plan. Development contributions will be used to fund infrastructure such as but not limited to, stormwater and wastewater. Financial contributions will continue to be taken under section 409 of the RMA for reserve contribution processes.

Existing town centres represent an agglomeration of significant resources and have an associated value and range of benefits to the community. This presents challenges for the identification of appropriate mechanisms to ensure that such resources are sustainably managed for existing and future communities.

Retail sales or retail services in new or expanded locations may improve access to goods and services and better enable the community to meet their social and economic needs. However, any change in the pattern of distribution of





commercial centres can result in adverse effects or require consideration of linkages with other aspects of urban form, including:

- relationship to living areas, transport routes and community facilities;
- efficient use of existing resource including public infrastructure and the ability to access goods and services through a variety of transport modes;
- impact on existing centres, the significance of the impact and whether there is a reduction in the social and economic function and amenity of these centres;
- consequential impact on the ability of existing centres to function as focal points contributing to the wellbeing of people and communities; and
- whether affected centres have outlived their original historical function and whether the rate of transition is such as to maintain an appropriate level of function and amenity.

Activities within town centres can, if not appropriately managed, give rise to adverse effects on the visual and other amenities within and adjoining the areas including effects of building height, form and design, and effects of an activity's noise production, hours of operation and traffic generation.

Parking and traffic generation are key issues in determining the integration of town centres with the capacity and safety of the supporting road network. Given the proximity of these areas to the proposed arterial road network, there is a need to ensure that parking and access layout and effects on the wider road network for the town centre are managed to avoid adverse effects on the safety and efficiency of the roading network while encouraging public transport use.

The Massey north Town Centre Special Area has been divided into five "precincts" (see *Massey North Urban Concept Plan*). Each precinct has its own characteristics, constraints and opportunities, and needs to be managed and developed in different ways.

The approach the District Plan Massey North Town Centre Special Area provisions take is to identify each precinct and to set up an objectives and resource management approach which partly relates to the whole of the special area and partly relates to each individual precinct.

Permitted activities are limited to the specified use of existing buildings and activities. All new development will be subject to three layers of management control.

The first layer of management relates to the whole of the special area. The plan change includes the Massey North Urban Concept Plan, which illustrates the precincts and major roading pattern and green network, together with amenity and character features and the expected land uses. Each element of the concept plan must be incorporated into the ultimate development of each precinct. In this way, an overall planned approach to development occurs.

A second layer of management involves the necessary preparation of a comprehensive development plan before any development is allowed. Comprehensive development plans are prepared on a precinct basis and assessed via a resource consent application. The comprehensive development plan must include relevant elements of the Massey North Urban Concept Plan, as well as greater detail in matters such as final roading patterns, open space provision, proposed positions of key buildings, satisfaction of minimum housing densities, and indicative site layouts. There are also expectations for design guidelines and the allocation of streetscape typologies for the proposed roading, which will inform the urban design controls for development. The aim is to ensure new development is of a co-ordinated high quality. The provision of infrastructure is also addressed at this time, with it being necessary to ensure such matters as stormwater and wastewater disposal are adequately catered for.

Future development of land over which high voltage transmission lines or under which high voltage transmission cables pass, must be managed to ensure it does not adversely affect the lines or cables. This includes management of issues such as encroachment (resulting in reverse sensitivity issues), adverse effects such as dust from earthworks and operations, and compliance with mandatory separation distances from existing lines.

The third layer of management involves a resource consent requirement for each building proposed, and for any activity not listed as a permitted activity for the precinct. This allows detailed assessment of the design and quality of each building and how it relates to the street and surrounding development, as well as ensuring activities are appropriate and complementary. Each building and activity will be assessed against the other layers of management - i.e. the concept plan and comprehensive development plan.

There are a range of other rules applying in the Massey North Town Centre Special Area which cover such matters as height, gross floor area

controls and thresholds, noise, parking and natural areas management.

While this approach does involve a high level of management that is considered justified considering that the expected new development will be at a relatively high density and will need to be carefully designed.

All of this is supported by a comprehensive set of assessment criteria, and an overall basis of special area policies which outline expectations for management of the area as a whole, and each precinct.

#### **Town Centre Precinct Area A**

The town centre retail core should be developed as a compact, pedestrian orientated retail based town centre with larger scale retail sales or retail services at the periphery and appropriate provision for mixed use, commercial and residential development. It is expected that this precinct will be developed to a high quality, comprehensive design.

Activities will be expected to provide a high level of amenity values for pedestrians who are utilising the public realm, utilising up to date approaches to urban design including matters such as the development of verandah coverage on footpaths and minimum areas of glazing to ensure that blank wall facades are minimised.

To assist the development of interactive frontages, and assist with the avoidance of blank facades, parking buildings and large format retail developments will be sleeved by the provision of specialty retail shopping.

All buildings should be designed in accordance with the streetscape typologies as identified in the approved comprehensive development plan.

The use of thresholds levels has been included to encourage a variety of activities to occur in the town centre. This will provide diversity and choice in terms of the shopping and recreational experience for the community, as well as enable different sized commercial enterprises and community activities to take up the opportunity provided by the development of the town centre. To this end, the Rules also seek minimum floor levels along the main street thereby ensuring that the ability to provide a compact mixed use town centre is achieved.

The Plan also seeks to provide flexibility to parking standards to enable the most efficient use of the scarce land resource in the town centre, and encourage visitors to the town centre to use public transport, or, when they choose to bring their vehicles to the town centre, use communal parking areas. Consequently, the design of the town centre as

a whole is focused upon having it integrate with the public transport facilities that service the town centre and the links within the City and across the Auckland Region.

#### **Town Centre Precinct Area B**

The Town Centre Precinct Area B requires residential activities to occur along the green network to utilise the amenity value for the riparian margins for residents. The residential activity is located within walking distance of the town centre core, thereby reducing the need for residents to use vehicles to complete their shopping/business. Apartment residential use will be encouraged to locate mixed use activities on the ground floors. Residential activity will be restricted along the motorway, to ensure that the adverse effects on residential development from the motorway are avoided.

The Plan seeks to enable the development of large format retail developments between the apartment residential areas and the proposed State Highway 16 motorway, to act as a buffer for those residential activities. The large format retail will be required to meet more flexible design standards than those standards expected in the town centre core. However these developments will need to provide interactive facades and be of a human scale.

#### **Town Centre Precinct Area C**

The Town Centre Precinct Area C will have an important role in supporting the functioning of the town centre core, but will have a distinctly different pattern of development. This pattern of development seeks to ensure that the intensity of development of the town centre core is not dispersed across a large area. Consequently some commercial and business activities and retail will be enabled to occur along the frontage to Fred Taylor Drive, and along the existing State Highway 16. This commercial and retail area will act as a buffer to apartment residential that is proposed to be located within precinct C.

The precinct seeks to encourage apartment development along the green network areas identified within precinct C, thereby providing amenity values associated with the green network to the residents. The quality of the urban design of this precinct will be similar to the town centre core, given this precinct's supporting role for the town centre core.

It is expected that the development of retail sales or retail services within



this precinct will complement the development of the town centre core. Significant retail sales or retail services units are to be avoided within the precinct, except that a supermarket and other specified large retail units for bulky goods and services are to be provided for.

#### **Town Centre Precinct Area D**

The Town Centre Precinct Area D will have an important role in supporting the functioning of the town centre core, but will have a distinctly different pattern of development. This pattern of development seeks to ensure that the intensity of development of the town centre core is not dispersed across a large area. Consequently some commercial and business activities and retail will be enabled to occur along the frontage to the existing State Highway 16. This commercial and retail area will act as a buffer to apartment development that is proposed to be located within precinct D. The precinct also requires apartment residential development. The quality of the urban design of this precinct will be similar to the town centre core, given this precinct's supporting role for the town centre core.

This precinct has scope for the development of community facilities, and a large area of open space associated with the riparian margins. The community area identified is considered to provide an ideal opportunity for school facility which is integral to the development of the town centre, and those facilities will service the new residents and the workforce that spends its working day in the town centre or the Massey North Employment Special Area. The provision of open space in this precinct seeks to address the passive recreational needs of both the residents and the workforce, while avoiding and mitigating the effects of the development on the streams and their riparian margins. Significant retail sales or retail services are to be avoided within the precinct.

#### **Town Centre Precinct Area E**

This precinct seeks to ensure that additional development within the existing Westgate Shopping Centre does not compromise the objectives for the overall Massey North Town Centre Special Area. Those objectives seek to integrate the Westgate Shopping Centre into the larger Town Centre, with connections where possible across Fred Taylor Drive.

A limited amount and scale of further retail activity is provided for in Precinct E, to allow further consolidation and expansion of existing activity, to

encourage mixed use development, to enhance the existing Mainstreet and to sleeve existing large format buildings. Beyond these thresholds, and up until such time as substantial development has been established and is operating within Town Centre Precinct A, development is required to be assessed in relation to how it will reinforce a compact pedestrian oriented retail core in Precinct A, including its Main Street, and how it will contribute to the creation of a Precinct E Main Street and the pedestrian amenity of that Main Street. The limitations on retail sales and retail services may therefore be exceeded only as part of a comprehensive development plan resource consent for the whole of Precinct E.

The plan seeks to provide flexibility of other complementary activities to establish within the precinct.

This intensification at the Westgate Shopping Centre will enable other retail uses to locate within the area, while requiring integration with new town centre, and ensuring that development of the precinct does not compromise the objective for the town centre as a whole.

The integration will include the upgrading of public transport facilities and integration of public transport across Fred Taylor Drive to facilitate access throughout the town centre while reinforcing the development of the town centre main street in precinct A.

## **Methods**

### ***District Plan Rules:***

- Urban Concept Plans
- Comprehensive Development Plans
- Special Area Rules
- Community and Living Environment Rules
- City Wide Rules

### ***Other Methods:***

- Design Guidelines

## **Policy 11.45**

The Massey North Employment Special Area has been sequenced and prioritised for industrial and employment development. It shall be developed to achieve an integrated business and employment area, providing for a broad range of mutually compatible business activities and employment opportunities that are integrated with private and public transport. Land extensive industrial and employment activities are to be located in this Special Area. These activities

include manufacturing, construction, wholesale trade, transport, storage, and ancillary commercial activities associated with these activities. These activities typically require:

- large land and parcels;
- relatively low land costs per square metre;
- preferably vacant land;
- good transport access, especially road/motorway;
- a guaranteed and consistent energy supply;
- distance from sensitive land uses;
- medium to high broadband capacity.

An integrated business and employment area will be achieved by:

- ensuring that development primarily provides for land extensive industrial and employment activities, with preference for land extensive industrial activities that have higher employment densities;
- ensuring that businesses that are not land intensive industrial and employment activities are located in the Massey North Town Centre Special Area rather than the Massey North Employment Special Area;
- ensuring that development gives effect to the overall Massey North Urban Concept Plan framework including road location;
- ensuring that the subdivision or development of this employment land is undertaken in a coherent, integrated and compact fashion;
- ensuring that land use is sequenced and aligned with the delivery of transport services and infrastructure to achieve sustainability, efficiency and liveability;
- provide flexibility in parking standards to enable the most efficient use of the scarce land resource, and to encourage use of public transport or shared parking;
- ensuring that activities and buildings are designed and located so that they address the street and public spaces, thereby contributing to amenity values and in particular pedestrian accessibility and safety;
- ensuring that activities and buildings are sited and designed in a manner which promotes informal surveillance of streets and public spaces;
- preventing residential activities from locating within this area;
- preventing retail activities from establishing within this area other than minor convenience retail that serves the local employee community, subsidiary manufacturing retail, yard based retail,

service stations and automotive and marine products parts and accessories;

- ensuring the efficient and effective use of a finite physical resource in particular those associated with employment land;
- ensuring that there are no more than minor adverse effects on natural resources, including water quality and native vegetation;
- recognising that while landscape character may change, ensuring that change is managed to provide environments which are visually compatible with the surrounding future environs;
- ensuring adequate provision is made for roading, stormwater and wastewater drainage and all other infrastructure;
- ensure that development is consistent with the Integrated Catchment Management Plan - Totara Creek, Auckland Regional Council permit No. 26185;
- ensuring that ecological and pedestrian linkages are provided for, including enhancement of the riparian margins;
- requiring development contributions;
- ensuring that development in close proximity to existing infrastructure is designed and constructed so that the operation of that existing regionally significant infrastructure is not compromised to any significant extent;
- ensuring that vehicle access to State Highway 16 occurs only at the Strategic Access Points shown on the Massey North Urban Concept Plan, unless it can be conclusively demonstrated that alternative access points would result in a better outcome for all of the following:
  - the efficiency of the road and state highway network;
  - public transport;
  - pedestrian activity;
  - urban amenity.

Having regard to the above, requiring that development proceeds in a manner that recognises the need for a comprehensive approach to development within the Massey North Employment Special Area, including the achievement of an excellent standard of industrial urban design.

Activities that do not achieve the above requirements shall be avoided in the Massey North Employment Special Area.





## Explanation

The Massey North Employment Special Area has been identified as a strategically important location for the development of land extensive industrial and employment activities. For the purpose of this policy “land intensive employment activities” does not include retail other than retail provided for in rule 27.2(b). These will incorporate a wide range of mutually compatible employment activities and facilities, developed in close proximity to public and private transport corridors.

The land is currently fragmented into land parcels. Maintaining the current Countryside Environment identification within this area could lead to inappropriate development of these land parcels. Accordingly, further fragmentation of the existing land parcels in this area would be inappropriate in the short term. Activities such as parks, filming and existing residential and rural activities have been provided for as these will not significantly impact on the potential future development of the area.

The supply of suitable employment land throughout the city is considered to be an important factor in enabling the community to live close to where they work to minimise travel demand. People may need or choose to travel further to obtain a job, however it is important to provide opportunities for local employment for less mobile people, to reduce regional connection and for ongoing population growth.

In addition, employment activities can, if not appropriately managed, give rise to adverse effects on the visual and other amenities within and adjoining the areas of business activity. These effects include building height, form and design, aural effects, hours of operation and traffic generation.

The District Plan seeks to ensure that this area of land is retained as land extensive industrial and employment land resource to support employment while ensuring that potential effects on the environment from the development of this resource is avoided, remedied or mitigated. Location of businesses that are not land extensive industrial and employment activities in the employment special area is to be avoided so that the availability of this land resource is maintained for land extensive industrial and employment activities.

The District Plan seeks to allow flexibility to development provided that such development recognises the focus upon the provision of a supply of employment land that will increase business activity within the city.

The Massey North Employment Special Area also aims to achieve a reasonable standard of architectural, urban design and landscape development, as the interfaces between the private and public realm are seen as important.

The Massey North Employment Special Area emphasises the provision of public transport facilities that are integrated with the employment node. This is considered to be consistent with the policies of the District Plan and achieves the outcomes that are sought through the Local Government (Auckland) Amendment Act 2004.

Existing commercial centres represent an agglomeration of significant resources and have an associated value and range of benefits to the community; this presents challenges for the identification of appropriate mechanisms to ensure that such resources are sustainably managed for existing and future communities.

For this reason land extensive industrial activities are located in the Massey North Employment Special Area whereas businesses that are not land extensive industrial activities such as offices and most retail activities are preferentially located in the Massey North Town Centre Special Area. This approach minimises reverse sensitivity issues between industry and commercial activities and also minimises reverse sensitivity of the Whenuapai airport to commercial activities.

Also other business activities that are not land extensive industrial activities such as commercial offices and retail, which can achieve a higher density, should be located within the adjacent town centre special area. This location will ensure those activities support each other and can be integrated with high density residential activity, community facilities, public transport systems and other infrastructure.

Residential activity is prohibited and core retail activities are discouraged from locating within the Massey North Employment Special Area. An exception to the limitation on retail is the provision for retail which supports the local employee community, such as lunch bars. Subsidiary manufacturing retail and yard based retail are provided for as these are not considered to be appropriate activities within a town centre. Such activities still require a resource consent to avoid, remedy or mitigate any adverse effects that may arise.

The sensitive environmental issues relating to the upper Waitemata Harbour means that a higher quality of development in terms of environmental standards will be required, particularly in terms of the management of earthworks and the design of



infrastructure, particularly stormwater and wastewater. The potential impact of future development on the water quality of the upper Waitemata Harbour makes it important that the actual or potential adverse effects of development within the Massey North Employment Special Area are comprehensively managed.

Future development of land over which high voltage transmission lines or under which high voltage transmission cables pass, must be managed to ensure it does not adversely affect the lines or cables. This includes management of issues such as encroachment (resulting in reverse sensitivity issues), adverse effects such as dust from earthworks and operations, and compliance with mandatory separation distances from existing lines.

Development contributions will be necessary to fund the significant infrastructural costs associated with the establishment of the area. One of the keys to accessing this employment node is the establishment of the proposed Northside Drive. The construction of roading will be levied through the LTCCP. Reserve contributions will be levied via the District Plan.

Overall, this policy recognises that development will occur on the Massey north Employment Special Area, however this development needs to be managed to ensure a comprehensive, well-designed employment centre is created. (Note: see also Section 6.2.15 of the Explanation of the Strategic Direction for further detail on how development will be managed).

## Methods

### *District Plan Rules:*

- Special Area Rules
- Working Environment Rules
- City Wide Rules

## Policy 11.46

The *New Lynn Town Centre* shall continue to redevelop and intensify as a mixed use urban centre, providing for a range of retail, service, employment and residential activities within a compact urban environment. This is to be achieved by:

- (i) Allowing for a mix of residential and non-residential activities (including retail activities) within the central part of New Lynn, generally in that area within 400m of Memorial Drive, and covering Great North

Road and Clark Streets west of Ward/Veronica Streets, including Totara Avenue, Delta Avenue and the northern part of Crown Lynn Place. Allowing for a mix of *residential* and *non-residential activities* (including *retail activities*) within the *Community Environment (New Lynn)* that should be designed to avoid or mitigate any potential reverse sensitivity *effects* on existing developments in the area.

- (ii) Providing for industrial and employment activities generally east of Binstead Road, Ward and Veronica Streets and Astley Avenue. Residential activities shall be avoided in this industrial area.

- (iii) Enabling intensive residential development in the Ambrico Place, Crown Lynn Place and Reid Road Living Environment areas on the proviso that these developments shall be designed and located so as to avoid or mitigate any potential reverse sensitivity *effects* on industrial and commercial development in the locality. Notwithstanding Policy 3.1, in the *Living (L6) Environment* in New Lynn, different minimum heights may apply to support apartment development with a variety of forms and scales, provided that efficient use is made of the limited land resource and minimum dwelling densities from Appendix H of the Auckland Regional Policy Statement are achieved.

- (iv) Providing for the continued operation of the Monier (CSR Building Products) plant within *Monier (CSR) Special Area*. In the event notice is given in accordance with *Monier (CSR) Special Area Rule 28*, the *Living (L6) Environment* and the *Community Environment* will apply.

- (v) Once notice is given in accordance with *Monier (CSR) Special Area Rule 28*, the size, scale, design and trip generation of retail activities on Lot 4 DP 122011 and Parts Deposited Plan 3659 comprised in certificates of title NA71A/355, NA365/81 and NA291/293 (and subsequent legal descriptions should these properties be modified) shall be managed to encourage high quality pedestrian *amenity*, to manage the transition and interface between the *Community Environment* and *Living (L6) Environment*, to mitigate local *effects* on the road network,



- and to avoid the establishment of *retail activity* greater than 2000m<sup>2</sup> *gross floor area*.
- (vi) Managing actual or potential reverse sensitivity *effects* through the design and acoustics attenuation of new residential developments.

#### Explanation

The *New Lynn Town Centre* is in a process of transition from a suburban to an urban environment, consistent with City and Regional urban growth strategies. While recognising the existing retail area, including Lynnmall, that has developed incrementally over a decade, as part of this process a greater mixing of activities is anticipated, along with a more intensively developed urban pattern. To ensure that a range of activities can locate in the town centre, an expanded *mixed use* commercial area is provided. This commercial area will need to accommodate a substantial increase in *retail floorspace*, as well as a range of service and *residential activities*. Retail development is anticipated to occur along Clark Street, helping to meet demand for additional *retail activities*, including larger format retail. Further intensification of *retail activities* within the current retail area is also expected. However retail development should not spread beyond this core area, as this will lead to a fragmented centre.

Within the expanded *Community Environment*, rules relating to the *street frontages* are in place to maintain and extend the built character of the current mainstreet area, and to ensure new retail developments contributes to an integrated centre with high standards of pedestrian *amenity*.

To manage the transition and interface between the *Community Environment* and the future proposed *Living (L6) Environment* on the current *Monier (CSR) Special Area*. It is important to manage the size, scale, design of *retail activities* on Lot 4 DP 122011 and Parts Deposited Plan 3659 comprised in certificate of title NA71A/355, NA365/81 and NA291/293 (and subsequent legal descriptions should these properties be modified). Potential adverse *effects* on the local network from vehicle trips generated from *retail activities* on Lot 4 DP 122011 and Parts Deposited Plan 3659 comprised in certificates of title NA71A/355, NA365/81 and NA291/293 (and subsequent legal descriptions should these properties be modified) need to be mitigated.

Surrounding the mixed, commercial core are a number of areas focused on specific activities. These areas are provided to ensure that a broad mix of activities can continue to operate in the area, and that employment and residential activities will not be

forced out of the centre by an uncontrolled expansion of retail and commercial activities.

In terms of residential areas, a new *Living (L5) Environment* has been created to provide for medium density housing and low-rise apartments in the Rewarewa Creek and Reid Road areas north-west of the *New Lynn Town Centre* and in the Ambrico Place area was previously identified as *Working Environment*, although is almost exclusively used for medium density housing.

A new *Living (L6) Environment* provides for medium rise apartments in the Crown Lynn Place/ Clinker Place area. This Environment provides an important opportunity to increase the number of household units in the *New Lynn Town Centre* through the provision of medium-rise apartments. The area is within close walking and cycling distance of the Town Centre, bus station and the train station making it ideal for apartments. Apartment-type development, with a minimum *height*, will ensure that the areas unique opportunities will be realised and allow for an efficient utilisation of land. Its identification as *Living (L6) Environment* clearly indicates the residential potential of the land and prevents pressure for locating retail activities outside the *Community Environment (New Lynn)* and the existing walkable, compact town centre precinct.

Existing industrial activities will continue in the eastern flank of the Centre. To protect this area for employment related activities, residential development is a Non Complying Activity. To ensure ongoing compatibility between the mix of uses during the time of transition particular regard is to be given to the effects of noise and air discharges of industrial uses and their existing use rights, on the development of the *Community and Living (L6) Environments*.

The *New Lynn Town Centre* incorporates an area of land fronting Rankin Ave which is currently used for brick manufacture and is *Monier (CSR) Special Area*. It is expected that its existing use will continue well into the planning period. In the long term, it is anticipated that the industrial activity may cease and the land may become available for alternative use. Accordingly, the planning maps identify *Human Environment* to provide for the existing use of the land and provide alternative activities for the land which would apply should industrial activity cease.

## Methods

### District Plan Rules:

- Building Design - Street Frontages

- Provision for apartments
- *Living Environment Rules*
- *Community Environment (New Lynn) Rules*
- *New Lynn Urban Concept Plan*
- *Monier (CSR) Rules*

#### **Other Methods:**

- Design guidelines
- Monitoring

### **Policy 11.47**

Development with frontage to a street should be of a high standard in terms of layout, design and visual appearance, contributing to the development of high quality environments within integrated mixed use town centres and their adjoining neighbourhoods. Development should be designed in recognition of its location and having regard to the nature of the adjoining street(s).

Particular attention should be paid to:

- Development of attractive, safe and active streets that are well defined by their adjacent buildings. Buildings should be designed to contain the street, and provide spatial definition to the environment. Main streets should generally be a minimum of two storeys in height (in order to provide floor area in the town centre that is suitable for activities other than retail, and to provide the appropriate sense of scale to the streetscape).
- Ensuring that development and buildings encourage pedestrian priority in the street environment where appropriate. Main street locations situated within the centre's core are considered to have the highest pedestrian priority and this diminishes toward the periphery of the centre.
- Ensuring that activities and development relate positively to the street, creating an attractive public/private interface. The placement and design of buildings should ensure that there is an appropriate degree of integration between buildings and the street. In principle developments are to be designed and located to ensure that the street is the primary means by which pedestrians move between activities and buildings throughout the town centre.

- Blank walls along street frontages should be avoided and appropriate articulation, transparent openings and, if appropriate landscape treatment should be provided to enhance the visual appearance of the frontage.
- Informal surveillance of streets and public spaces from activities and buildings including through the placement of windows, doors, decks and balconies.
- The location and nature (including operational requirements) of the development.

With respect to specific elements within Town Centres:

#### **(i) Main Street**

- Buildings on main streets should be designed to contain the street, and generally be a minimum of two storeys in height along the street edge. in order to:
  - provide floor area in the town centre that is suitable for activities other than retail;
  - signify a suitable town centre character; and
  - provide the appropriate sense of scale to the streetscape.
- Along main streets buildings should provide continuous weather protection where buildings abut the street and, where appropriate, ensure car parking, loading spaces and storage areas are located to the rear or within buildings to help retain active street frontages.

#### **(ii) Commercial Street, Residential and Mixed Use Areas**

- For developments on sites with road frontage to Commercial streets (such as Typology 3 and 4), parts of the building may be set back to accommodate some car parking to the side of buildings (and in Town Centre peripheral locations (such as Typology 6), to the front of buildings) provided that a safe high quality pedestrian environment is provided by a building fronting the street and landscaping of car parking areas.
- Providing weather protection above the pedestrian entrance on the street facade of the building to enhance the visual appearance of the frontage and provide amenity
- Streets with a predominance of



residential activities should provide entrances, habitable rooms, glazing, and balconies facing the street. Car parking and garaging should be recessed to avoid dominating of the street and landscape treatment utilised to soften the appearance of buildings, driveways and car parking.

#### With respect to Large Format Retail Buildings:

It is important to enable large format retail activities to locate in centres, and in doing so to distinguish supermarkets and department stores from other large format retail activities within town centres in respect of operational characteristics. Supermarkets and department stores have social and economic benefits for the vitality of centres and the community and it is essential to manage their effects on both urban form and the street environment. Supermarkets and department stores should be designed and operated in such a way so to ensure they:

- integrate with the existing or planned future urban form;
- provide an interesting and varied facade to mitigate potential effects arising from large scale stand alone, utilitarian buildings; and
- interact with the street network and ensure that any effects on pedestrian amenity are avoided, remedied or mitigated.

#### Explanation

With the prospect of a more mixed, intensive urban environment in existing town centres and the development of new integrated mixed use town centres and neighbourhoods in Massey North/Westgate, Hobsonville Village and Hobsonville Airbase, high standards of urban design are needed to ensure that the amenity of centres and neighbourhoods is maintained and enhanced to ensure that they develop as attractive employment, living and community hubs. To this end the policy (and associated rules) sets out a range of matters that need to be taken into account in the design and layout of new development. A particular emphasis is placed on the public/private interface. Active street frontages are sought where practicable and appropriate, whereby development positively integrates with streets. In general, town centres that have a high proportion of their streets lined by active frontages also demonstrate a vibrant mix of retail and employment activities. Together the active street frontages and mix of activities combine to create centres of high amenity that are valued community resources.

Urban centres consist of a mix of uses, building types and quality, street environments and pedestrian movement patterns that reflect community values. These urban centres provide opportunities for a variety of community services and amenity. The policy recognises the range of street environments.

Increasingly retail activities and in particular supermarkets and department stores are seeking to establish in larger format stores. These activities can play a significant role in town centres and are encouraged to locate in - or on the periphery of - town centres and provide convenience to the community. As a consequence it is considered necessary that the operational requirements of these specific retail activities are suitably recognised.

However, it is also important that these buildings and the spaces around them are well designed to manage any environmental effects on amenity values. Relevant to such management are the particular characteristics of the activity, and its location. For instance, large format retail activities located on main streets which have high levels of pedestrian movements will be expected to respond to higher pedestrian amenity values, compared to such activities which are located in areas with high traffic volumes and lower pedestrian activities.

This policy seeks to recognise the role these activities play in their contribution to the community and acknowledge their operational requirements.

## Methods

#### District Plan Rules:

- Building Design - Street Frontage
- Urban Concept Plans
- Comprehensive Development Plans

#### Other Methods:

- Design Guidelines

## Policy 11.48

**Subdivision and development within the New Lynn Town Centre must contribute to the achievement of the New Lynn Urban Concept Plan, and in particular the provision of proposed open space, roads and street linkages and connections shown:**

- New buildings and development and extensions to existing buildings shall not compromise the attainment of the proposed



roads and indicative streets and connections shown on the *New Lynn Urban Concept Plan*.

- **Proposed Roads and Indicative Streets** should be provided at the time of subdivision and development:
  - proposed roads should be provided in the location shown;
  - for *Indicative Streets* there is flexibility over the alignment of these connections, but in general, development proposals should provide the same level of connectivity to adjacent sites and roads as that shown on the *New Lynn Urban Concept Plan*;
  - *Indicative Connections* may be provided in a variety of ways and may follow different alignments, provided that routes are safe and provide reasonably direct connections between activity areas.
- **Proposed Open Space** should be provided generally in accordance with the *New Lynn Urban Concept Plan* for the benefit of residents, visitors and workers of the local and greater New Lynn area.
- In the *Living (L6) Environment* development around the *Proposed Open Space* shall be of a *height* and form that contributes to the *amenity* of the *Proposed Open Space* with the majority of *non-residential activities* located around the *Proposed Open Space*.

#### Explanation

With the intensification of activities in the *New Lynn Town Centre* area there will be more movement in and around the centre by foot, bike and vehicle. To cope with this additional movement, as well as to develop a more integrated centre, there is a need for additional street connections, particularly in the south-eastern quadrant. Additional reserve areas are also needed to meet the recreational demands of a larger population.

In the central part of the Town Centre, there are proposals to extend Memorial Drive over the rail line so that it connects with Clark Street, as well as an extension of Clark Street so it joins Great North Road, west of Totara Avenue. These new connections will help to distribute traffic more evenly through the centre, while creating a more integrated retail area. As part of these changes, part of Crown Lynn Place may be closed to through

traffic, with access provided by two new connections to the east and west.

In the south-east, apartment-type development is anticipated in part of this area, and new connections are needed to help existing and future residents easily access the central part of the town centre.

The policies and rules make a distinction between proposed roads and indicative streets. Proposed roads need to be provided in the location indicated to ensure that the centre can function efficiently, both now and in the future. There is more flexibility over the alignment and role of the indicative streets. Their function is to enable better local circulation.

## Methods

#### District Plan Rules:

- Subdivision Rules
- Urban Concept Plan

#### Other Methods:

- Design guidelines

## Policy 11.49

The *Working Environment (New Lynn)* shall be maintained for employment-related activities. Residential activities may not be located within this environment. Retail activities are limited to those that serve the day-to-day needs of workers, or are associated with manufacturing activities.

#### Explanation

The role of the *Working Environment (New Lynn)* in providing for employment and economic development is critical. Increased employment will be required within the City to provide for a growing resident population, to contribute to the local economy and to reduce dependency on other districts for employment. The development of residential activities in the *Working Environment (New Lynn)* reduces land availability for employment activities.

Maintenance of the *New Working Environment (New Lynn)* for employment and economic development activities avoids reverse sensitivity effects from the development of incompatible residential activities.

Reverse sensitivity refers to the difficulties that





often arise when activities which are lawfully carried out on neighbouring sites cause residents living in the Working Environment to complain as they have expectations relating to the environmental quality of their residential units. Effects such as noise, odour, vibration, pollution (both air and solid waste), traffic, parking and the visual qualities of buildings are the most common sources of complaints. The presence of residential activities can therefore adversely impact on the operation and continued development of existing businesses (which may include potentially noxious activities) and deter other businesses from locating in New Lynn. Note: Caretakers units, being an activity subsidiary to the primary land use are provided for within the *Working Environment (New Lynn)*.

## Methods

### *District Plan Rules:*

- Working Environment Rules

## Policy 11.50

**Commercial Sex Activities are provided for within the Community Environment and within the Working Environment to avoid any adverse effects that commercial sex activities may have on the amenity values and neighbourhood character of residential Human Environments. However commercial sex activities in the Community Environment are directed to storeys above the street to ensure that a high quality environment is provided in the Community Environment. Adverse cumulative effects arising from Commercial Sex Activities being located in proximity to each other shall be avoided.**

### *Explanation*

The Prostitution Reform Act 2003 decriminalised prostitution and requires that Council provide for *commercial sex activities* within the City. The Council has developed its *Commercial Sex Strategy* to co-ordinate its response to the Prostitution Reform Act 2003.

The Prostitution Reform Act 2003 allows the Council to control the location of *commercial sex activities*. This control seeks to manage the environmental effects of the *business of prostitution*, to ensure that the activity is not offensive or a nuisance to ordinary members of the public, and to ensure

that the activity is not incompatible with the neighbourhood character.

All *commercial sex activities* other than home occupations are discouraged from locating in predominately residential Human Environment(s), so as to maintain the amenity values and neighbourhood character of those Human Environment(s).

The District Plan seeks to ensure that high standards of urban design and safety are provided in the Community Environment. This contributes to the development of high quality pedestrian environments within integrated town centres and their adjoining neighbourhoods. Consequently the District Plan requires a high standard of development (in terms of layout, design and visual appearance) with active street frontages, large expanses of glazing, and display space that provides a high level of public and private interface. *Commercial sex activities* often seek to operate discreetly, and large areas of ground level display space associated with *commercial sex activities* may not be desirable to this industry. The alternative (large areas of blank walls) would also not be considered appropriate, as this type of development would not contribute to a high quality Community Environment.

The Policy also seeks to avoid the establishment of clusters of *commercial sex activities* as these clusters would detract from the quality pedestrian environments within the Community Environment. They could also have the potential to cause offence or nuisance to members of the public and/or be incompatible with the surrounding neighbourhood.

## Methods

### *District Plan Rules:*

- Non-Residential Activities Rules

## Policy 11.51

**Subdivision shall be designed to avoid, remedy or mitigate the actual or potential adverse effects on amenity values, landscape character, and rural and neighbourhood character. Minimum lot sizes and dimensions created through the subdivision process will be determined with regard to the likely anticipated land uses upon those lots and the effects on environmental and amenity values (including the environment of the proposed subdivision). Subdivision within the Foothills, Countryside, Rural Villages, Coastal Villages, Bush Living**

**Environment and Waitakere Ranges Environments** should be of a scale, density, intensity and location that is sympathetic to and reflects the natural and physical qualities and rural or coastal character of the locality. The subdivision standards identified in the District Plan are appropriate thresholds for maintaining amenity, character, and environmental values.

#### *Explanation*

Subdivision and the intensification of land use which follows can have adverse effects on the amenity values of landscapes, including local areas, and the effects on neighbourhood and rural character, particularly where subdivision design (including lot size and shape of sites and site access) is not compatible with the surrounding land.

The District Plan sets in place minimum site areas within the subdivision rules to provide an appropriate level of subdivision which reflects the outcomes sought by the objectives and policies of the District Plan as a whole. The structure planning process may lead to further subdivision subject to a thorough assessment of cumulative impacts and a district plan change process. Further subdivision outside of these parameters has the potential to result in adverse effects on character and amenity and where this occurs it should be avoided.

Subdivision is closely associated with the relationship with land use, and site areas, dimensions and related standards for size of buildings and space around them. Subdivision is also the process which provides the framework of services provision for land uses including, roading, water supply, sewage disposal, energy, telecommunications, stormwater and trade wastes.

In rural areas such as the Countryside and Foothills Environments, the size and scale of rural-residential allotments relates to the provision of services, effects on the environment and the likely potential density of dwellings. The plan seeks to ensure that subdivision, and the subsequent land use is compatible with the character and amenity values of existing development.

Boundary adjustment subdivisions which do not result in an increase in buildable sites and do not enable further subdivision potential are consistent with this policy.

## **Methods:**

#### *District Plan Rules*

- Subdivision Rules
- Human Environment Rules

- Natural Environment Rules

## **Policy 11.52**

Any development in the Marae Special Area (Te Atatu) shall be designed to be compatible with landscape features, amenity values, the existing and future development of the Harbourview-Orangihina Park, the special amenity and ecological qualities of the adjoining Open Space Environment, Whau River and Waitemata Harbour, and should in particular provide that:

- there are no more than minor adverse effects on natural resources, including water quality and native vegetation;
- while landscape character may change, ensuring that change is managed to provide environments which are visually compatible with the surrounding environs;
- pedestrian linkages are provided for, including through enhancement of the coastal edge; and
- the natural landscape qualities of the coastal edges are maintained and enhanced.

In regard to the above, development shall proceed in a manner that recognises the need for a Comprehensive Development Plan approach to future development on the Marae Special Area (Te Atatu).

Consequently a resource consent for a Comprehensive development Plan is required prior to the establishment of any buildings or development within the Marae Special Area (Te Atatu). The Comprehensive Development Plan will apply to the whole 2.5 hectares of land contained within the Marae Special Area (Te Atatu). The requirements which must be shown in that Comprehensive Development Plan are:

- The location and design of the wharenuī, the wharekai and the kauta;
- The staging of development for the whole of the Comprehensive Development Plan, with the:
  - wharenuī;
  - wharekai; and
  - kauta
- in the first stage of the development;
- The staging of development for the whole of the Comprehensive Development Plan, with any:



- kaumatua housing;
- employment facilities;
- pura pura (preschool);
- kohanga-reo (language nests);
- kurakaupapa (schools for older children);
- takanga wananga (advanced learning institutions);
- healing and health services; and
- Residential Activities subsidiary to the foregoing in the second or a latter stage of development.
- The location and design of proposed roads and infrastructure. Regard here will need to be given to the adequacy of road access and the capacity of and quality of infrastructure, such as storm water disposal, waste water disposal and water supply;
- The way in which earthworks and any existing vegetation are to be managed;
- Provision for avoiding or mitigating any effects of development on archaeological remains and/or heritage items;
- Provision for aural and visual amenity between the Marae Special Area (Te Atatu) and any land adjoining that Special Area, having particular regard to the Open Space Environment which adjoins the Special Area and the residential development to the west of Te Atatu Road;
- Design guidelines incorporating the location, design and scale of buildings and fencing taking into account the location of the development in relation to open space and public views identified in Appendix K of the Plan;
- Provision for car parking and manoeuvring areas; and
- Provision for addressing any ecological effects and landscape treatment.

Once the Comprehensive Development Plan has a resource consent, the applicant must undertake the development of the site in accordance with the Plan and the approved staging of the development.

If the applicant proposes development that is not in accordance with the approved Comprehensive Development Plan, a resource consent for a revised Comprehensive Development Plan must be granted before the proposed development may occur.

### Explanation

The Harbourview land is a unique resource in Waitakere City. The landscape character of the Harbourview-Orangihina Park is defined in terms of its topographical landform, vegetation cover and the influence of human activity within the area. The area is located on the edge of the large metropolitan area of the Te Atatu Peninsula. The topographical landform within the Harbourview-Orangihina Park is one of the most interesting landscape features. The steep escarpment clearly delineates the upper and lower terraces and has served to determine land uses along the site during the last century.

Vegetation cover in the Harbour View-Orangihina Park is limited, and is a mix of open pasture, exotic and native trees, weed species and streamside riparian vegetation. On the lower escarpment, the vegetation reflects the coastal marine area within which it sits.

The development of a marae has the capacity to create adverse effects on the environment. Overall this Policy recognises that a marae development will occur on the Harbourview land, however this development needs to be managed to ensure a well-designed marae that fits within the natural character is achieved. Consequently the development process will involve the creation of a Comprehensive Development Plan. This will be designed to take into account the unique qualities and characteristics of the environment including: existing and proposed Park development; landscape and heritage features; the coastal edge; the outlook over the harbour; amenity and design standards within and between areas of development; and the adequate provision of infrastructure.

## Methods

### District Plan Rules:

- Marae Special Area (Te Atatu)

## Policy 11.53

Lots 1 and 2 DP49129 and Lot 5 DP59154 are large contiguous sites in the Henderson Valley, which form part of the Foothills Environment. Limited subdivision of Lots 1 and 2 DP49129 and Lot 5 DP59154 is enabled, with an average lots size of 4 hectares, and a minimum lot size of 2 hectares. The averaging provision provides flexibility to the land owner to subdivide in a pattern that addresses the environmental constraints that exist, while ensuring that rural character and landscape values are not adversely

affected. Ecological linkages are to be maintained and where appropriate enhanced at the time of subdivision by planting. Subdivision also needs to be provide for the on-going management of any un-subdivided land.

#### Explanation

Lots 1 and 2 DP49129 and Lot 5 DP59154 are a substantial land area in the middle of Henderson Valley. Subdivision of this land needs to be carefully managed to ensure that the rural character, landscape values and ecological linkages are maintained and enhanced where appropriate. To achieve this, a four hectare average lot size is to be maintained, and balance lots are to be appropriately managed. This may mean that subdivision is clustered to address landscape, ecological and storm water issues. The location of the land provides an opportunity to implement an important section of the Foothills Walkway Project.

### Policy 11.54

Use and development of the Corban Estate Special Area shall enable:

- all forms of art and cultural activity, including but not limited to educational facilities for arts and cultural activity, and activities subsidiary to or supportive of arts and cultural activity
- maintenance of the identified heritage buildings and items, consistent with their heritage classifications, and ensuring that new development is sympathetic to and respectful of the heritage buildings and items, and of the heritage values of the Special Area
- maintenance and public enjoyment of the heritage values of Corban Estate
- maintenance and public enjoyment of the open space and natural character associated with the Opanuku Stream margins
- medium density housing within the area marked as Area A in the Corban Estate Concept Plan.

Use and development of the Corban Estate for other activities shall be allowed only if they do not conflict with the above.

### Policy 11.55

Urban development in Penihana North should be consistent with the Penihana North Urban Concept Plan, achieving:

- i. *medium density housing* within walking distance of the Swanson railway station and Swanson Town Centre that has a height of up to two storeys and predominantly comprises detached townhouses and/or semi-detached duplex houses;
- ii. interconnected road and pedestrian and cycle linkages particularly to the railway station, Swanson Town Centre and the open space network;
- iii. a transition in residential density where development adjoins the Foothills Environment, through the provision of a range of residential lot sizes, including larger residential lots; and
- iv. an appropriate roadscape to Christian Road that acknowledges the rural amenity of land in the Foothills Environment located opposite Penihana North.

#### Explanation

Policy Map X identifies Swanson (which includes the Penihana North land) as a 'neighbourhood node' and provides a 500 metre radius circle for intensification around the Swanson railway station. Policy 0.9 and Schedule Y identifies Penihana North as a growth area having priority for urban development after 2011.

Consistent with Policy 0.1, provision is made within part of Penihana North for *medium density housing*. This applies in the Living Environment (Penihana North) in the vicinity of the Swanson railway station and Swanson Town Centre, where a density of more than one dwelling for every 350m<sup>2</sup> of net site area is to be achieved. As such, the Plan only provides for subdivision to create sites large enough and appropriately shaped for future *medium density housing* proposals or for *medium density housing*, in which case a land use consent for *medium density housing* needs to precede or be made concurrently with subdivision.

Penihana North offers a unique opportunity to create new urban development within this 'greenfields' location which provides quality *medium density housing*. This is a response to and recognition of the suitability of this land for more intensive development and the recent 'double tracking' of the railway and the upgrading of the railway station for passenger transport. Policy 11.55 establishes a preference for the type of





*medium density housing* to be predominantly detached townhouses and/or semi-detached duplex houses. Some opportunities exist for higher density types of *medium density housing* within 250 metres of the Swanson train station, provided that the predominant form of housing remains as detached townhouses and/or semi-detached duplex houses. “Predominant form of housing” means occupying greater than 50% of the land within walking distance (500m) from both the Swanson Train Station (central point) and Swanson Town Centre (central point), as identified on the Penihana North Urban Concept Plan.

The provision of *medium density housing* is subject to specific design criteria for *Penihana North* (Design Element J), which includes a limitation on the *height of development* to two *storeys*. Comprehensively designed *medium density housing* applications will be subject to the detailed design criteria, in addition to the District Plan’s Urban Design Rules which necessitate the provision of a detailed site and neighbourhood analysis, with the analysis needing to identify, amongst other matters, any notable natural or heritage features.

Recognising that *Penihana North* adjoins the *Foothills Environment* and the Waitakere Ranges Heritage Area, the *Living 2 Environment (Penihana North)* on the southern part of the *land* provides a range of conventional and larger residential *lots* as a density transition to the rural edge. *Medium density housing* is not provided for in the *Living 2 Environment (Penihana North)* and *subdivision* applications for *lots* should have a minimum size of 600m<sup>2</sup>. A minimum *lot* size of 1200 m<sup>2</sup> is required in Area A illustrated on the *Penihana North Urban Concept Plan*. Specific *roadscape designs* are required to Christian Road to acknowledge the rural *amenity* of this *road*.

The *Penihana North Urban Concept Plan* provides a framework for the *subdivision* and *development* of the *land*. The *Urban Concept Plan* recognises existing environmental characteristics of the *land* including the Blewitt Gully stream and an area of *Managed Natural Area* (in regenerating *native vegetation*) and seeks to protect and enhance these features. The *Urban Concept Plan* identifies the primary, secondary and indicative secondary roading links to provide connections between the *land* and the surrounding neighbourhood, including a direct connection to the Swanson railway station which is to be established when *subdivision* development occurs in *Penihana North*. Neighbourhood *reserves* are identified, along with pedestrian and cycle linkages. Stormwater is to be managed through identified stormwater

management areas (stormwater treatment and disposal systems).

Specific Subdivision Design Criteria for *Penihana North* require consideration to be given to design elements that expand upon the elements illustrated in the *Penihana North Urban Concept Plan*. The focus is on “movement networks”, “block size and lot type”, “design of roads” and “design of reserves”. Where a *land use* consent application precedes or is processed concurrently with a *subdivision* application the relevant matters shall apply to the assessment of that land use application.

## ANTICIPATED ENVIRONMENTAL RESULTS

The preceding Objective and Policies relating to the protection of the City’s amenity values are expected to achieve the following:

- integration of development proposals with surrounding landscape elements, landscape character and neighbourhood character of each part of the City, such that the significance of the latter for the City is retained;
- relation of the overall open and vegetated landscapes, local areas and neighbourhoods as a significant factor in defining the amenity of the City;
- increased variety of housing and location of housing within the urban area of the City;
- vibrant, interesting town centres which provide a full range of shopping and service facilities;
- accessible, safe and attractive pedestrian networks into and through the town centres;
- integration of natural and built features within new subdivisions and older parts of the City;
- retention and enhancement of the range and quality of streetscapes within the City; and the links between street and private land;
- safe, attractive public open space.

## MONITORING

In order to assess the suitability and effectiveness of the Objectives, Policies and Methods in achieving the anticipated environmental results relating to amenity values, the Council will develop and maintain a monitoring programme which will include the following monitoring indicators:

- undertaking surveys of people’s perceptions of the quality and amenity values of the



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environment, neighbourhood character, local area character and their access to open space and recreational facilities;

- monitoring Council's complaints register for nuisance issues relating to vegetation removal and signs;
- monitoring resource consents relating to: vegetation removal, signs, building height, form and location, traffic, noise, including the number of applications granted consent, compliance with consent conditions and the effectiveness of those conditions.

## Methods

### ***District Plan Rules***

- *Penihana North Urban Concept Plan*
- Subdivision Rules and Subdivision Design Criteria for *Penihana North*
- Provision for *Medium Density Housing* and *Penihana North* design criteria in Design Element J
- *Living Environment* rules
- Urban Design Rules



## 5.12 ISSUE - EFFECTS ON HERITAGE

Part 3 identified a range of places, objects, buildings and other structures, streets and waahi tapu which the City's residents and iwi value to the degree that they would like to see them passed on intact to future generations. In the case of such things as cemeteries and urupa (burial grounds), they would wish also to protect them out of respect for the dead and for the continued spiritual significance of the site.

Effects on archaeological sites (see glossary for definition) and many waahi tapu have included disturbance of the site itself to the point that the original features have been lost, or exposure to the weather has increased so that the natural processes of weathering are hastened. Sites such as middens are particularly vulnerable to even the most limited earthworks while the larger sites such as pre-european settlement gardens, kainga and pa sites, are affected by such things as excavation, quarrying and ploughing. Waahi tapu (sacred sites) associated with battles or rituals, have been affected by inappropriate use or by discharges.

Buildings and other structures are, of course, vulnerable to complete removal as landowners seek to release the site for other uses. Within Waitakere City there is some impact from expansion of commercial and retail activities around the town centres, as older, mainly residential buildings are replaced by new commercial ventures. But the greater pressures are found within the older residential areas undergoing intensification. The results are two-fold: the removal of larger, older buildings from a site and their replacement with an increased number of units, and the subdivision and cross-leasing of a section and the placement of a new building in a way that dominates the older heritage building, and destroys the context of gardens or space around it.

Further pressure is placed on buildings where property owners either change the existing features, such as ornamentation, cladding or joinery, or add to the buildings in a way that is at odds with their existing form, scale and detailing. For example, new or additional rooms within the roof line of an older villa are often added in a way that the roof line or the line of any dormer windows, is set at a different angle. Often, new materials are used which are inappropriate. The cumulative effect of these changes is to undermine the heritage values of buildings, especially where the architectural style or features have been a factor in their identification as heritage items.

These changes to heritage sites, objects and buildings, result in the following significant resource management issues for the City:

### General:

- the loss/destruction of places, buildings, trees and objects which are part of the environment's heritage values;
- the modification of structures and sites to a degree that the integrity of the heritage values is lost.

### Specific:

- earthworks and removal of materials from a heritage site;
- coverage of a site by buildings or impermeable surfaces;
- trampling of heritage sites by stock;
- removal of buildings, structures, trees and materials associated with waahi tapu;
- use of materials, joinery and ornamentation on heritage buildings, in a way that is in conflict with the key elements that contribute to the heritage values of the building;
- additions to and modification to the basic scale, form, layout and roof line of any structure, in a way that is in conflict with the key elements that contribute to the heritage values of the building;
- the placing of new structures, objects or vegetation on or over any waahi tapu or other heritage site, in a way that undermines the spiritual and heritage significance of that site;
- loss and degradation of natural resources;
- modification to key landscape elements.

## Objective 12

**To manage the effects of activities on the City's valued heritage in a way that:**

- maintains its variety and complexity;
- recognises and protects its national, regional and local significance;
- protects the links between particular heritage objects and the surrounding context;
- integrates heritage with people's everyday lives where possible and appropriate.

## Policy 12.1

Activities should be carried out in a way that avoids or minimises adverse effects on the City's valued natural heritage, including the extent and range of species. Particular regard shall be had for protecting native vegetation and fauna habitat, and rare or threatened fauna species.

### *Explanation*

Because a considerable number of the City's natural features have been lost in the City's lowlands, and modified in Waitakere Ranges and coastal areas, the remaining native vegetation and fauna habitat is highly valued. It contributes to the sense of identity of many residents, and is a strong part of the memories of many older residents. What remains in the urban and lowland areas is especially significant in terms of heritage values, although the ecological values of some remnant vegetation areas have been compromised. Exotic trees and vegetation are also highly valued, especially in the urban area. This policy emphasises the importance of these features from a heritage perspective.

## Methods

### *District Plan Rules:*

- Heritage Rules
- Vegetation Clearance Rules

## Policy 12.2

Activities must be carried out in a way that avoids demolition or partial demolition of a Listed Heritage site, building or object. If an applicant will suffer unreasonable hardship by reason of restrictions on demolition or partial demolition, Council may adopt one of the following courses of action:

- take steps to acquire any scheduled item and any land on which it is situated;
- enter into any other agreement which is mutually acceptable to the Council, the applicant and/or owner of the listed item, and the Historic Places Trust as appropriate;
- offer any other suggestions or assistance which would be likely to reduce any hardship suffered by the applicant or owner. and will take account of:
- whether there is any change in the circumstances that has resulted in a

reduction of significance since the item was listed in the District Plan;

- whether any building can be economically adapted for re-use;
- whether any item can be relocated on or off-site, and the impact that relocation would have on the heritage significance of the object;
- whether any alteration to the area can be made that retains the heritage significance of the object;
- whether any alteration to the area can be made that retains the heritage significance of the item while accommodating the objectives of the applicant.

### *Explanation*

An inventory of heritage sites, objects and buildings is held by Waitakere City Council. From this inventory, a list of buildings which are important for historical, architectural, community, visual, pattern (patterns of settlement), and landmark reasons, have been selected for protection under the District Plan. This policy is concerned with the retention, intact, of those items. However, it does recognise that in some circumstances, demolition or partial demolition may be warrantable. The criteria ensure that the circumstances of the applicant may be taken into account alongside the heritage value of the item.

## Methods

### *District Plan Rules:*

- Heritage Rules

### *Other Methods:*

- Possible incentives through Council's funding and rating systems to promote heritage protection.

## Policy 12.3

Alterations and additions to the exterior of any heritage item listed in the City Wide Rules Heritage Appendix of the District Plan and the interior of any heritage item where that protection is provided for in the Heritage Appendix of the Plan, should be carried out in a way that is consistent with the heritage values for which it has been listed and any Conservation Plan required for a Category I



item, and is sympathetic to and protects the following features:

- street elevation and streetscape;
- style and character of the building;
- interior quality of the building;
- scale, form and detailing, including roof form, roof angles and eaves;
- the heritage significance of the building;
- historic fabric, significant materials and original craftsmanship;
- original materials including cladding profiles, coloured texture;
- original setting, including protection and maintenance of surrounding trees and gardens.

## Methods

### *District Plan Rules:*

- Heritage Rules

### *Other Methods:*

- provision of design guidelines;
- provision of design advice.

## Policy 12.4

Activities on sites containing heritage items listed in the District Plan, should be managed and located, and be of a scale, form and appearance which does not detract from the appearance and integrity of the listed heritage item. Particular regard should be had for signs, structures and exterior lighting placed on or adjacent to a heritage item, the location of vehicle access points and parking areas, the design of paths, fencing and gates and the retention of vegetation. Subdivision should be managed to ensure that any land closely associated with the value or significance of a heritage item in the Plan, is maintained within the same site.

### *Explanation*

A heritage item does not exist in isolation from the surrounding area. In particular, the scale and location of any adjacent structures, the design of gardens and the retention of trees can affect heritage values. In areas of intensive settlement, where surrounding sites are undergoing further development, the impacts on heritage items can be marked. The domination of a heritage item(s) and the reduction of surrounding space such that the

original relationship of a building with a site is lost, can be a particular issue.

## Methods

### *District Plan Rules:*

- Heritage Rules
- Subdivision Rules

## Policy 12.5

Activities on sites adjacent to sites containing listed heritage items shall be designed, located and carried out in a way that minimises:

- physical domination of the listed heritage item;
- loss of the original setting, including surrounding trees and gardens;
- incompatibility with the scale and form of any heritage building, including roof form and roof angles.

### *Explanation*

A heritage item does not exist in isolation from the surrounding area. In particular, the scale and location of any structures on adjacent sites, the design of gardens and the retention of trees, can affect heritage values. In areas of intensive settlement, where adjacent sites are undergoing further development, the impacts on heritage items can be marked. The domination of a heritage item(s) and the reduction of surrounding space such that the original relationship of a building with a site is lost, can be a particular issue. This policy gives emphasis to the impacts of decisions by surrounding landowners.

## Methods

### *District Plan Rules:*

- Heritage Rules

## Policy 12.6

Activities should be carried out in a way that avoids the clearance of any listed heritage vegetation, provided that any such vegetation may be cleared where:

- the vegetation is a threat to the health and safety of residents;
- the vegetation has been certified as carrying a disease contagious to other vegetation, and/or is dying.

### **Explanation**

This policy is concerned with the protection of heritage vegetation from clearance. However, it recognises that there may be circumstances where a tree presents a danger to life or property. In this situation, the felling of the tree will be considered.

## **Methods**

### **District Plan Rules:**

- Heritage Rules
- Vegetation Clearance Rules

A resource consent must be sought for the clearance of any item listed on the Heritage Vegetation List. The application will be assessed in terms of the state of the tree and the danger it presents.

## **Policy 12.7**

Activities within the dripline of any listed heritage tree should avoid any adverse effect on the health of the tree including:

- altering the soil levels or water table by addition to or excavation or compaction of soils;
- damage to root systems;
- damage to the tree from fires or storage of materials;
- release of toxic substances;
- introducing environmentally damaging plants.

### **Explanation**

This policy is concerned with the protection of heritage trees from activities that may cause damage to or death to the tree. The dripline of a tree usually signifies the outward spread of the tree's root system. Therefore, the limitation of activities within the dripline provides protection to both the root system and those parts of the tree above ground.

## **Methods**

### **District Plan Rules:**

- Heritage Rules
- Vegetation Clearance Rules

### **Other Methods:**

- design advice and advice about the protection of the tree.

## **Policy 12.8**

Activities should not cause adverse effects to the physical structure and integrity of any archaeological site listed in the District Plan, including adverse effects arising from:

- the removal, addition, excavation or compaction of any soil, rock or other materials, on or in the vicinity of the listed archaeological site;
- the planting of vegetation on or in the vicinity of any listed archaeological site;
- the removal of vegetation from a listed site in a way that causes adverse effects on the stability of the site, the form, structure, and materials of the site, and the overall integrity of its heritage values;
- subdivision of the site or adjoining sites in a way that causes adverse effects on the value or significance of the listed archaeological site.

### **Explanation**

There are a limited number of archaeological sites which are listed in the District Plan. Key impacts on these sites arise from earthworks (including quarrying), and the placement of inappropriate structures in the vicinity. This policy is concerned with protecting the actual structure of the site and its integrity in terms of heritage values. This involves consideration of the way a site might be modified and the extent of any proposed modification.

## **Methods**

### **District Plan Rules:**

- Heritage Rules
- Subdivision Rules

The Historic Places Trust has primary responsibility for the regulation of activities relating to the protection of archaeological sites. The District Plan does not duplicate this process, except where particular sites have been identified as being of particular heritage value to the City. In those cases, a resource consent is required to assess, amongst other matters, impacts on the site's heritage values. This approach does not, in any way, imply that other archaeological sites





protected via the Historic Places Trust are not of intrinsic value to the City. Rather, the duplication of regulatory processes carried out by the Historic Places Trust is recognised, and Waitakere City Council's own resource consent processes ensure that the issuing of a resource consent for any activity on a site that has not received consent from the Trust is prevented. Waitakere City Council will continue to monitor the effectiveness of this process.

## Policy 12.9

**Natural and cultural resources of national, regional or local significance that are located on public open space must be sustainably managed to ensure their long term protection. These resources on public open space are:**

- Outstanding natural features, landforms, geological sites and soils
- Outstanding landscapes
- The natural character of the coast and margins of lakes, rivers and wetlands
- Significant and outstanding native vegetation and fauna habitat
- Rare and threatened plants
- *Waahi tapu* and other archaeological sites of significance to Maori
- Buildings, sites, artefacts and trees of historical significance

They are identified on the Maps (City and Tangata Whenua) and Appendices in the Policy Section to the District Plan.

## Methods

### *District Plan Rules:*

- Natural Areas Rules - Vegetation Clearance Earthworks and Establishment of Vegetation
- Open Space Environment Rules
- Heritage Rules
- Policy Maps and Appendices

### *Other Methods:*

- Reserve Management Plans
- Management Protocols between public agencies/organisations
- Public education programmes
- Pest eradication
- Fencing or excluding public access for short periods to allow restoration or breeding programmes to be implemented

- Non-regulatory support to voluntary organisations involved in projects

### *Explanation*

The outstanding natural resources together with the historical and cultural heritage in Waitakere have created a unique identity for the City. Many of these natural and cultural resources are located in the City's parks and reserves and contribute to the recreation opportunities and leisure of its residents and for future generations. The protection and enhancement of natural and cultural resources is an important aspect in the management of parks and reserves. Iwi and the public agencies that administer the parks have a responsibility and important role to provide leadership in the management practices and protection of the City's natural and cultural heritage resources.

Special interest groups and private individuals also make an important contribution to the conservation, understanding and appreciation of these resources. Public involvement in projects such as coastal restoration, the preparation of reserve management plans and education programmes is also an important part of the process of appreciating and learning about the City's natural and cultural resources. The sharing of ideas, scientific knowledge and information between all parties in the community will achieve the best outcome for the City's natural and cultural heritage resources.

It should be noted that there is no inventory of endangered and uncommon plants in the District Plan. However, Stanley de Lange and Cameron 2005 (Auckland Botanical Society Journal 60(2): 152-157) contains a list. The Department of Conservation, the Auckland Botanical Society Journal(s) and/or recognized experts may be consulted on this matter.

## ANTICIPATED ENVIRONMENTAL RESULTS

The preceding Objective and Policies relating to the protection of the City's heritage are expected to achieve the following:

- retention of the qualities of each heritage item that contributes to its heritage value;
- retention of the number, range and quality of items that have been identified as contributing to the City's heritage value

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## MONITORING

In order to assess the suitability and effectiveness of the Objectives, Policies and Methods in achieving the anticipated environmental results relating to heritage, the Council will develop and maintain a monitoring programme which will include the following monitoring indicators:

- monitoring Council's register of heritage sites by reviewing the heritage resource data base as appropriate;
  - surveying people's perceptions of the effectiveness of heritage protection mechanisms and the amenity value of heritage sites;
- monitoring resource consents on heritage sites relating to earthworks, vegetation removal, development and building modification, including the number of applications granted consent, compliance with consent conditions and the effectiveness of those conditions.

