COUNTY OF WAITENATA

DISTRICT SCHEME

SCHEME STATEMENT

under the

Town and Country Planning Act 1953

and its amendments

TABLE OF CONTENTS

<table>
<thead>
<tr>
<th></th>
<th>INTRODUCTION</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1. Town Planning in Principle</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>2. Town Planning in New Zealand</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>3. Town Planning in Waitemata County</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>4. Matters to be dealt with in the District Scheme</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>5. Review of the District Scheme</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>6. Conclusion</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>LAND USE AND POPULATION</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. The County as Part of the Auckland Region</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>2. The Existing Land Use Pattern</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>5. Future Population</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>6. Summary</td>
<td>9</td>
</tr>
<tr>
<td>3</td>
<td>THE DEVELOPMENT PLAN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Purpose</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>2. The Relationship between Planning and Zoning</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>3. General Planning Policies</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>4. Outline Development Map</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>5. Staging of Development</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>6. Revision of Sequences</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>7. Development Control Objectives</td>
<td>15</td>
</tr>
</tbody>
</table>
8. Structure Plans
9. Transition from Rural to Urban Use
10. Conclusion

4. ROADING AND TRANSPORT
1. Regional Transport Requirements
2. The Function of Roads
3. The Basic Road Network
4. Road Reserve Widths
5. Interchanges and Intersections
6. Building Lines for Road Widening Purposes
7. Proposed Roads
8. Upper Harbour Crossing
9. Public Transport Routes
10. Railways
11. Airports

5. RECREATION AND OPEN SPACE
1. Recreation and Open Space Policies
2. Principles of Recreation and Open Space Development
3. Recreation Land Requirements
4. Private Open Space
5. Other Open Space Uses
6. Conclusion

6. UTILITIES AND SERVICES
1. Relationship to Urban Zoning
2. Proposals from other Authorities
THE ZONING PLAN

1. Relationship to the Outline Development Map
2. General Zoning Policies
3. Types of Zones
4. Rural Zones
   (a) Rural A Zone
   (b) Rural (Aerodrome Protection) Zone
   (c) Rural C Zone
   (d) Rural R.D. Zone
   (e) Rural I.D. Zone
5. Residential Zones
   (a) General development policies
   (b) Residential A Zone
   (c) Residential (Aerodrome Protection) Zone
   (d) Residential A1 Zone
   (e) Residential A2 Zone
   (f) Residential B Zone
   (g) Transitional Development Zone
6. Commercial Zones
   (a) General development policies
   (b) Commercial A Zone
   (c) Commercial B Zone
   (d) Commercial B1 Zone
   (e) Commercial B2 Zone
7. Industrial Zones
   (a) General development policies
   (b) Industrial A1 Zone
   (c) Industrial A2 Zone
   (d) Industrial B Zone
   (e) Industrial B1 Zone
   (f) Industrial C Zone
   (g) Industrial Cl Zone
   (h) Port Industrial Estate Zone
(i) Mineral Resource Zone
(j) Clay Pit Zone
(k) Laings Hill Clay Extraction Zone
(l) Zoning of Land Designated for Railway Purposes
(m) Height of Buildings - Special provisions relating to Auckland International Airport
(n) Height of Buildings and Objects - Special provisions relating to Whenuapai and Hobsonville Aerodromes
(o) Height of Buildings and Objects - Special provisions relating to Dairy Flat Aerodrome

8. Bulk and Location Requirements
9. Parking and Loading
10. Non-Conforming Uses
11. Zoning of Designated Land

8. AMENITIES
1. Purpose
2. Historical Sites and Monuments
3. Advertising Controls
4. Verandahs on Commercial Premises
5. Appearance and Maintenance of Land and Buildings

9. SCHEME STATEMENT SUMMARY

10. APPENDICES
1. Summary of Land Use
2. Summary of Zones
3. Schedule of Places of Historic or Scientific Interest or Natural Beauty
4. Schedule of Existing Structure Plans: Descriptive Maps and Brief Descriptions of main Characteristics
5. Schedule of Sequenced Areas, and Descriptions
SECTION ONE:

INTRODUCTION

The Scheme Statement, together with the Code of Ordinances and Planning Maps, comprise the District Scheme for the Waitemata County. The District Scheme covers the future development of the County for the next twenty years, 1968 to 1988 inclusive.

1. Town Planning in Principle

Town planning may be defined as the process of evaluating and regulating the development of the physical environment. More particularly, planning seeks to establish certain principles which can be used in guiding existing and future urban growth. It further seeks to determine those areas which should be protected against unnecessary urban encroachment in the best interests of a balanced community.

Planning should be viewed as a continuous process, rather than an ideal state of achievement. This process briefly encompasses:

(a) goal formulation and policy statements of intent;
(b) collection of data pertinent to goals;
(c) analysis of data as a basis for decision-making;
(d) preparation of plans based on goals and data analysis;
(e) implementation of plans;
(f) feedback and plan re-evaluation as part of the continuous process.

2. Town Planning in New Zealand

Town planning in New Zealand is carried out on three levels; the Government (Ministry of Works) on a national basis, Regional Planning Authorities and local Councils.

As the statutory basis of planning, the Town and Country Planning Act 1953, (and its amendments) requires Regional Planning Authorities to prepare regional schemes (Section 10) and Councils to provide district schemes (Section 19) for a period of not less than twenty years.
2. Scheme Statement
Section 1

The Regional Planning Authority therefore deals primarily with matters of regional significance, and secondly with providing guidance to local authorities in their own planning activities.

The general purpose of the district scheme is set forth in Section 18 of the Act:

"Every district scheme shall have for its general purpose the development of the area to which it relates (including where necessary, the replanning and reconstruction of any area therein that has already been subdivided and built on)

in such a way as will most effectively tend to promote and safeguard the health, safety, and convenience, and the economic and general welfare of its inhabitants, and the amenities of every part of the area,"

3. Town Planning in Waitemata County

In 1954 the Waitemata County Council gave public notice of its intention to prepare a district scheme for the County and subsequently in December 1957 the Minister of Works issued a gazette notice giving his consent to its preparation in three sections:

Section 1 was to divide the County broadly into urban and rural zones.

Section 2 was to deal with the detailed planning, zoning and designation of all land within the urban zones of Section 1; and

Section 3 was to deal with detailed planning matters within the rural zones of Section 1.

On 10th March 1959 Council recommended Section 1 pursuant to Section 21 (5) of the Act and on 1st June 1961 publicly notified it pursuant to Section 22 (1). Sections 2 and 3 of the District Scheme were never taken beyond the stage of being draft district schemes.

On 18th December 1967, Council resolved to prepare a new district scheme to cover the whole County and began afresh with all procedures laid down in the Act for the preparation of a new district scheme. This action was taken to overcome anomalies in the earlier sectionalised scheme and to enable account to be taken of changes that had occurred since Section 1 was adopted.
4. **Matters to be Dealt with in the District Scheme**

The Second Schedule of the Act sets forth specific matters which must be considered in the district scheme. Some of these matters are closely related to the physical environment, notably topography, climate, water supply, etc. Others concern themselves with intangible questions of building requirements, land use controls, staging of land development, preservation of suitable areas, etc. This latter group involves the interpretation of social needs of the community and is subject to wide ranges of public interest and opinion.

The zoning of land as required in the Act is the single most important matter affecting the individual. Zoning consists of the definition of land and application of controls of the use of land and buildings, the relationship of buildings to their sites and to each other, and the density of development. Within each zone, regulations must be uniform. The zoning controls are set out in the Code of Ordinances.

5. **Review of the District Scheme**

Council is required by Section 30 of the Act to review its scheme every five years, subsequent to becoming operative. It may, at its discretion, do so before the obligatory five year requirement. Reviews can be required because of unforeseen development not considered in the scheme; changes in technology which can improve development controls; changes in legislation and alterations in social habits; community living patterns, etc. The procedures for district scheme review are set out in Section 30A of the Act.

6. **Conclusion**

The Scheme Statement, in addition to providing factual information, sets down policy guidelines for realizing the most efficient, economic and balanced development of the Waitemata County. It increases the flexibility of the district scheme, by establishing a framework within which future planning proposals will be considered. As such the Scheme Statement assumes equal importance with the planning maps and the Code of Ordinances.
SECTION TWO:

LAND USE AND POPULATION

A series of planning data maps have been prepared as part of the district scheme. Existing physical characteristics of soils, soil productivity, geology, land forms and land uses have been shown. Other maps deal with present and future population distribution, major public transport routes, accident locations, and are concerned with the social questions involved in preparing the district scheme.

1. The County as Part of the Auckland Region

The County of Waitemata forms part of the Auckland region. The part of the County contiguous to the urban core contains the bulk of the population, while the largely rural balance is only sparsely populated.

For district scheme planning purposes, the County urban land is divided into two major areas - the west and the north shore - corresponding to Auckland Regional Authority planning sectors. The west incorporates the Boroughs of Henderson, Glen Eden and New Lynn, and the north shore, Birkenhead, Devonport, East Coast Bays and Northcote Boroughs and the City of Takapuna as well as parts of the Waitemata County.

In addition to the projected urban development of the west and north sectors, the district scheme forecasts a rapidly increasing growth rate for the County's northern beaches. This area, including Orewa County Town, Red Beach, Silverdale and the Whangaparaoa Peninsula, presently has a widely fluctuating transient and seasonal population. By 1986, a greater proportion of this population will be permanent residents, while the sector will continue to be a predominantly coastal resort and holiday centre serving the greater Auckland region.

Previous planning schemes outlined several small pockets of urban settlement in the County. These will remain for the present with only slight modification, as the very slow rate of growth precludes any major extension of the zones. They may at some future date provide nuclei around which ultimate Auckland urban population may be accommodated.
Many parts of the Waitemata County economy, notably commercial and industrial land requirements, must take into account regional influences, land uses and future proposals which lie beyond Council jurisdiction. Therefore, the Scheme Statement includes certain data on a regional basis, to provide for broader district scheme interpretation.

2. The Existing Land Use Pattern

Although urban development is stressed in the scheme, it will occupy less than 15% of the total County area by 1988. By far the greater portion of the 377,000 acres in Waitemata County will continue to be in agriculture and non-urban uses. The following table shows a breakdown of existing land uses in 1966:

<table>
<thead>
<tr>
<th>Land use Type</th>
<th>Acres</th>
<th>(%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>9,600</td>
<td>2.5</td>
</tr>
<tr>
<td>Commercial</td>
<td>240</td>
<td>0.1</td>
</tr>
<tr>
<td>Industrial</td>
<td>410</td>
<td>0.1</td>
</tr>
<tr>
<td>Community and Civic</td>
<td>19,700</td>
<td>5.2</td>
</tr>
<tr>
<td>Reserves</td>
<td>22,800</td>
<td>6.1</td>
</tr>
<tr>
<td>Motorways, roads and streets</td>
<td>7,900</td>
<td>2.1</td>
</tr>
<tr>
<td>General Farming</td>
<td>187,000</td>
<td>49.6</td>
</tr>
<tr>
<td>Intensive farming</td>
<td>8,550</td>
<td>1.7</td>
</tr>
<tr>
<td>Exotic forests</td>
<td>45,600</td>
<td>12.1</td>
</tr>
<tr>
<td>Bush, scrub and swamps</td>
<td>77,200</td>
<td>20.5</td>
</tr>
<tr>
<td></td>
<td>377,000</td>
<td>100.0</td>
</tr>
</tbody>
</table>

This dominance of non-urban land use can readily be seen. Many beach and bush areas serve the region and as such will be preserved from future urban encroachment.

In the western area of the County, highly specialised market gardens, commercial orchards and vineyards serve both Auckland and national markets. As such, they will continue to play a vital role in the local economy.

The County also contains extensive water supply catchment reserves administered by the Auckland City Council and the Auckland Regional Authority, and regional scenic and recreation reserves in the Waitakere Ranges. Extensive areas in the Riverhead, Helensville and Muriwai districts are used for exotic afforestation purposes.
The remainder of the County is largely devoted to dairy and sheep farming. Dairy farming predominates, producing part of the daily milk supply requirements for the Auckland urban area.

3. Population Growth

The rapid overall increase, and more particularly the urban population increase in Waitemata County can readily be seen from the following table,* (The source of all following tables is the New Zealand Government Census of Population).

<table>
<thead>
<tr>
<th>Census</th>
<th>Total Population</th>
<th>Intercensal Change</th>
<th>% Annual Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1945</td>
<td>16,215</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1951</td>
<td>21,007</td>
<td>4,792</td>
<td>4.8</td>
</tr>
<tr>
<td>1956</td>
<td>32,224</td>
<td>11,217</td>
<td>8.9</td>
</tr>
<tr>
<td>1961</td>
<td>53,136</td>
<td>20,912</td>
<td>10.5</td>
</tr>
<tr>
<td>1966</td>
<td>79,215</td>
<td>26,079</td>
<td>8.3</td>
</tr>
<tr>
<td>1971</td>
<td>103,769</td>
<td>24,554</td>
<td>5.6</td>
</tr>
</tbody>
</table>

Comparative growth rates for a 20 year period from 1945 - 1966 indicate that the Waitemata County grew at a rate nearly four times that of New Zealand as a whole and more than twice that of the Auckland Urban Area.

<table>
<thead>
<tr>
<th>Area</th>
<th>1945</th>
<th>1966</th>
<th>Average annual increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Zealand</td>
<td>1,702,000</td>
<td>2,677,000</td>
<td>2.2%</td>
</tr>
<tr>
<td>Auckland Urban Area</td>
<td>287,000</td>
<td>542,000</td>
<td>3.0%</td>
</tr>
<tr>
<td>Waitemata County</td>
<td>16,215</td>
<td>79,215</td>
<td>7.8%</td>
</tr>
</tbody>
</table>

Since 1961, the urban portion of the County has increased at an even more significant rate. The urban zoned areas accounted for 82% of the 1961 - 66 intercensal population increase.

* updated to 1971 Census after public notification of district scheme.

A brief summary of 1966 Census data illustrates the following characteristics of the present population in the Waitemata County.

**Male - Female Structure (1966)**

<table>
<thead>
<tr>
<th>Area</th>
<th>Males</th>
<th>Females</th>
<th>Females (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glenfield C.T.</td>
<td>6,635</td>
<td>6,700</td>
<td>17.2</td>
</tr>
<tr>
<td>Green Bay C.T.</td>
<td>1,040</td>
<td>982</td>
<td>2.5</td>
</tr>
<tr>
<td>Kelston West C.T.</td>
<td>2,481</td>
<td>2,456</td>
<td>6.3</td>
</tr>
<tr>
<td>Orewa C.T.</td>
<td>648</td>
<td>709</td>
<td>1.8</td>
</tr>
<tr>
<td>Titirangi C.T.</td>
<td>2,769</td>
<td>2,799</td>
<td>7.2</td>
</tr>
<tr>
<td>Balance of County</td>
<td>22,610</td>
<td>25,386</td>
<td>66.0</td>
</tr>
<tr>
<td>Total</td>
<td>40,183</td>
<td>39,032</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Age Structure (Percentage Distribution) 1966**

<table>
<thead>
<tr>
<th>Area</th>
<th>0-4</th>
<th>5-14</th>
<th>15-64</th>
<th>65 &amp; over</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glenfield C.T.</td>
<td>18.4</td>
<td>23.1</td>
<td>55.7</td>
<td>2.8</td>
<td>100%</td>
</tr>
<tr>
<td>Green Bay C.T.</td>
<td>19.0</td>
<td>22.5</td>
<td>54.8</td>
<td>3.7</td>
<td>100%</td>
</tr>
<tr>
<td>Kelston West C.T.</td>
<td>18.9</td>
<td>27.3</td>
<td>51.1</td>
<td>2.2</td>
<td>100%</td>
</tr>
<tr>
<td>Orewa C.T.</td>
<td>9.1</td>
<td>16.0</td>
<td>56.6</td>
<td>18.3</td>
<td>100%</td>
</tr>
<tr>
<td>Titirangi C.T.</td>
<td>11.7</td>
<td>21.8</td>
<td>58.8</td>
<td>7.7</td>
<td>100%</td>
</tr>
<tr>
<td>Balance of County</td>
<td>14.9</td>
<td>24.4</td>
<td>55.2</td>
<td>5.5</td>
<td>100%</td>
</tr>
<tr>
<td>Total</td>
<td>15.6</td>
<td>24.0</td>
<td>55.2</td>
<td>5.2</td>
<td>100%</td>
</tr>
</tbody>
</table>
As a basis for comparison the population of the Waitemata County is younger (39.6% under the age of 14 years, as compared with 30.0% in the Auckland urban area and 32.6% for New Zealand as a whole) and has a relatively higher proportion of males to total population (50.8% as compared with 49.5% for the Auckland urban area and 50.2% for New Zealand).

**Occupational Structure (percentage distribution) 1966**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry etc.</td>
<td>0.8</td>
<td>1.3</td>
<td>3.1</td>
<td>4.5</td>
<td>1.0</td>
<td>13.0</td>
<td>9.0</td>
</tr>
<tr>
<td>Mining, Quarrying</td>
<td>0.1</td>
<td>0.2</td>
<td>0.5</td>
<td>0.3</td>
<td>0.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing</td>
<td>30.9</td>
<td>43.9</td>
<td>45.1</td>
<td>22.2</td>
<td>22.0</td>
<td>36.0</td>
<td>29.4</td>
</tr>
<tr>
<td>Construction</td>
<td>12.6</td>
<td>12.9</td>
<td>12.2</td>
<td>19.2</td>
<td>12.3</td>
<td>12.3</td>
<td>11.0</td>
</tr>
<tr>
<td>Electricity, Gas, Water</td>
<td>1.7</td>
<td>1.1</td>
<td>0.8</td>
<td>1.1</td>
<td>0.9</td>
<td>1.6</td>
<td>1.6</td>
</tr>
<tr>
<td>Commerce</td>
<td>22.2</td>
<td>16.1</td>
<td>14.1</td>
<td>19.0</td>
<td>19.5</td>
<td>18.5</td>
<td>16.5</td>
</tr>
<tr>
<td>Transport, Storage</td>
<td>11.2</td>
<td>8.8</td>
<td>10.5</td>
<td>9.2</td>
<td>7.7</td>
<td>8.4</td>
<td>9.6</td>
</tr>
<tr>
<td>Services</td>
<td>20.2</td>
<td>15.6</td>
<td>13.6</td>
<td>24.8</td>
<td>20.7</td>
<td>18.3</td>
<td>18.7</td>
</tr>
<tr>
<td>Not Specified</td>
<td>0.3</td>
<td>0.3</td>
<td>0.4</td>
<td>1.4</td>
<td>0.7</td>
<td>0.6</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>

**Household Structure (1966)**

<table>
<thead>
<tr>
<th>Area</th>
<th>Family Households</th>
<th>Non-Family Households</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Young Families</td>
<td>Middle Period</td>
</tr>
<tr>
<td>County</td>
<td>(31-34 years)</td>
<td>(35-64 years)</td>
</tr>
<tr>
<td>Towns:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glenfield</td>
<td>1,380</td>
<td>1,628</td>
</tr>
<tr>
<td>Kelston West</td>
<td>470</td>
<td>547</td>
</tr>
<tr>
<td>Green Bay</td>
<td>188</td>
<td>268</td>
</tr>
<tr>
<td>Titirangi</td>
<td>362</td>
<td>881</td>
</tr>
<tr>
<td>Orawa</td>
<td>71</td>
<td>195</td>
</tr>
<tr>
<td>Balance County</td>
<td>3,878</td>
<td>6,880</td>
</tr>
<tr>
<td>Total County</td>
<td>6,339</td>
<td>10,349</td>
</tr>
<tr>
<td>Auckland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metropolitan Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>31,200</td>
<td>74,100</td>
</tr>
</tbody>
</table>
From the above table it is evident that the percentage of young families in the County is greater than in the Auckland urban area as a whole. In 1966, 36% of the County families were in the 21 - 34 year age group, compared with only 26% for the region as a whole. Conversely only 5% of the families in the County were headed by persons over 65 years of age, compared with 12% for the region.

5. Future Population

Population growth estimates in the Waitemata County for the next twenty years have been derived largely from broad sector estimates prepared by the Auckland Regional Authority. The Auckland Regional Authority has estimated that by 1986 approximately 200,000 will be living in the western sector and 210,000 in the northern sector. In addition to the north and the west, the forecasts include the Hibiscus Coast sector. The population of this sector, while relatively small at this time, is expected to increase rapidly during the latter stages of the planning period.

Population estimates were prepared by five yearly intervals to coincide with Census dates.

Population Growth (1966 - 1986)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>49,370</td>
<td>67,000</td>
<td>92,000</td>
<td>123,000</td>
<td>160,000</td>
</tr>
<tr>
<td>North Shore</td>
<td>15,700</td>
<td>33,000</td>
<td>56,000</td>
<td>80,000</td>
<td>105,000</td>
</tr>
<tr>
<td>Hibiscus Coast</td>
<td>3,400</td>
<td>5,000</td>
<td>7,000</td>
<td>10,000</td>
<td>15,000</td>
</tr>
<tr>
<td>Balance of County</td>
<td>10,745</td>
<td>13,000</td>
<td>15,000</td>
<td>17,000</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>79,215</td>
<td>118,000</td>
<td>170,000</td>
<td>230,000</td>
<td>300,000</td>
</tr>
</tbody>
</table>

At the present time, only 40% of the urban population of the north and west sectors is within the Waitemata County. County population will account for approximately 65% of these two sectors by 1986. A combination of factors will be responsible for the rapid increase in County growth in relation to the surrounding urban area. Adequate room for additional population settlement, relatively less space in adjoining suburban Boroughs, and planned programmes of balanced community development, make growth inevitable. Population characteristics will tend to emphasise the need for a full range of urban facilities, such as houses for young and growing families, shopping centres, schools and active recreation grounds for children and adults.

6. Summary

Planning data is an essential part of the district scheme. It provides the basis upon which future plans are made. A population forecast of 300,000 for Waitemata County by 1986 is the starting point for the new district scheme provisions.
SECTION THREE:

THE DEVELOPMENT PLAN

1. Purpose

This section of the scheme statement refers to an "Outline Development Map" which lays down a broad framework of future land use proposals against which all development can be considered. It also provides planning procedures to control the transition of areas from rural use to urban use.

2. The Relationship between Planning and Zoning

Planning is basically a means of giving direction and intent to the future development of the community. It should always precede zoning, which is merely one tool through which planning is carried out.

Zoning plans without a prior land use plan have usually proven to be inadequate, the principal reason being that zoning tends to "freeze" land at a point in time and can preclude alternative development which may be warranted by changes in circumstances.

Because it is always difficult and sometimes dangerous to try to predict future development trends, detailed plans for the next twenty years and even the next ten years are likely to be somewhat uncertain. To zone notwithstanding this uncertainty is both unwise and unnecessary.

Areas which are expected to become urbanized during the planning period, should be planned now in a broad way. As development becomes imminent more detailed planning will become necessary. Zoning should ideally come into being after development has taken place to preserve the character of the area. It also may be used to conserve land and resources which the community considers of value.

Because of the dynamic nature of urban growth and especially in the case of a rapidly expanding area such as the Waitemata County, the differences between planning and zoning need to be kept constantly in mind. Planning should precede development; zoning should follow.
3. **General Planning Policies**

The Council has developed a series of policies relative to the planning of the Waitemata County for the next twenty years. These policies represent a general statement of purpose and intention and form the background for subsequent detailed planning proposals. They generally relate to urban structure and timing of growth, economic development and plan implementation. Other policies relating to specific land use are contained elsewhere.

The Council, in dealing with planning matters set forth in the district scheme, will be guided by broad policies relating to the following:

(a) balanced rural-urban development in all parts of the County;
(b) land requirements for future urban population growth;
(c) transport and road improvements;
(d) commercial and industrial development within the County;
(e) increased emphasis on amenities and open space;
(f) avoidance of unnecessary urban development in intensive agriculture land districts;
(g) extension of utilities and services in the urban area.

4. **Outline Development Map**

The Outline Development Map is displayed as Map 3201 attached to the Code of Ordinances. This map is not a zoning map but rather a broad classification of lands according to the uses to which they are best suited or could be adapted by the end of the planning period. The purpose of this map is to establish a broad framework of future land use proposals against which all development can be considered.

The main elements of the Outline Development Map are as follows:

(a) **Motorways and Arterial Routes** form a physical base to which other land uses are related. The Northern Motorway from Glenfield through Albany to Waikere will dictate much of the future North Shore development trends. Similarly in the Western Area the existing Northwest Motorway and the provision of an Upper Harbour Highway Limited access route will strongly influence urban growth patterns.
4. (b) **Rural Areas** occupy the greater part of the County and comprise all those areas not likely to be required for urban purposes during the planning period. Such areas include intensive agricultural lands which are to be preserved to as great an extent as possible in the West where market gardens, orchards, vineyards and wine production are already highly developed. The latter areas include parts of Henderson Valley, Oratia district and a rapidly growing farming area in the Kumeu - Huapai district stretching westwards to the vicinity of Waimauku.

(c) **Rural D Areas** are those areas which are at present rural in character and which could be required for urban use during the planning period. While it is envisaged that the greater portion of this area will be taken up with residential development (Rural R.D. on District Planning Map), the Outline Development Map indicates areas which could be required for industrial use (Rural I.D. on District Planning Map).

In determining the extent of the Rural D areas consideration was given to the following criteria:

(i) future population densities and distribution patterns

(ii) major physical barriers to development

(iii) economic extensions of services

(d) **Residential Areas** comprise those areas already developed for urban purposes or which enjoy the right to be so developed.

(e) **Other Urban Land Uses of significance**, either existing or determined by the abovementioned land use elements, are indicated on the Outline Development Map in accordance with the notation given.

(f) **Urban Land Requirements** in the Waitemata County have been provided for by zoning 27,000 acres for urban purposes in the district scheme. The total area that may be used for urban purposes during the planning period is approximately 49,000 acres. This represents an increase of more than 80% over the present total, the increase being provided by the possible urbanisation of the Rural D areas. The following table shows where this occurs:
### Scheme Statement

#### Section 3

<table>
<thead>
<tr>
<th>Area</th>
<th>Urban Land (1) in District Scheme (Acres)</th>
<th>Rural D Land in District Scheme (Acres)</th>
<th>TOTAL (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>14,900</td>
<td>9,100</td>
<td>24,000</td>
</tr>
<tr>
<td>North Shore</td>
<td>5,300</td>
<td>10,100</td>
<td>15,400</td>
</tr>
<tr>
<td>Hibiscus Coast</td>
<td>3,800</td>
<td>2,800</td>
<td>6,600</td>
</tr>
<tr>
<td>Other urban zones</td>
<td>2,900</td>
<td></td>
<td>2,900</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>26,900</strong></td>
<td><strong>22,000</strong></td>
<td><strong>48,900</strong></td>
</tr>
</tbody>
</table>

(1) Principally land within the Auckland Metropolitan Area.

The amount of land set aside for future urban development will vary widely from sector to sector. For example, the difficulty of predicting future growth trends in the Hibiscus Coast sector will require a need for more land being set aside to accommodate unforeseen growth increases.

The present urban zoned land as shown in the table above could accommodate approximately 180,000 persons. The additional urban land resources would increase the population capacity to approximately 350,000. This figure is well in excess of the likely urban population at the end of the planning period (say 280,000, assuming for this purpose the maintenance of present growth rates over a twenty year period). The amount and distribution of land actually used for urban purposes will be decided progressively throughout that period by the process of structure planning provided for in this Outline Development Plan.

Not all of the future urban zoned land will be required for residential development. In keeping with Council's intent to provide ample space for industry, commerce and open space, a relatively greater proportion of the additional land coming into urban use will be for non-residential development than was the case in the past.
5. **Staging of Development**

Map 2 attached to the Scheme Statement divides all Rural D zoned land into three categories, called Sequence 1, Sequence 2 and Sequence 3, according to its present ripeness for development and the likelihood that it will be developed for urban purposes within the planning period. The basis of this classification is as follows:

**Sequence 1:** Generally all that land which in the opinion of the Council is most ready for urban development by reason that -

1. it is serviced with main water reticulation and main sewer drainage, or can readily be so serviced in the near future without undue financial strain: and
2. it will readily form an integrated part of the Urban area, with particular reference to transportation routes: and
3. it is likely to supply an existing demand or a demand likely to arise within not more than five years for residential or other urban accommodation of conventional or special character: and
4. there are no paramount planning considerations which would render it unsuitable for early development, such considerations including the distribution and compatibility of land-uses, and any other matter properly considered under the Act.

**Sequence 2:** Generally all that land which, while not being classifiable as part of Sequence 1, is likely to become so classifiable when the land in Sequence 1 has been fully or substantially developed for urban purposes, or when imminent changes in the configuration of main water and sewer services, or of transportation routes, or changes in demand render its development logical -

**Sequence 3:** Generally all that land which, not being classifiable as part of either Sequence 1 or Sequence 2, is likely to become suitable for eventual urban development within the next 20 or 30 years; that is, all the remaining land within the Rural D zones.

The areas classified in this way are each separately described as to location, boundaries, topography, bulk services and development in Appendix 5 of Section 10 of this Scheme Statement.
6. **Revision of Sequences**

Urban development will not be permitted in land classified as either Sequence 2 or Sequence 3 except in pursuance of the discretionary powers conferred on the Council by the Town and Country Planning Act 1953. It is therefore necessary to provide for the revision of the staging of development from time to time as the land classified as Sequence 1 is progressively developed. Every such revision will be achieved by way of a change to the District Scheme pursuant to Section 29 of the Act.

The criteria that will be used to determine what and how much land shall be so reclassified are those listed under the description of "Sequence 1" above. An investigation into these matters will be conducted prior to any such change, and a summary of the findings of that investigation will be available for inspection at the time of public notification of the change.

In general, only land classified as Sequence 2 shall be reclassified as Sequence 1. However, if the investigation reveals that certain Sequence 3 land should be so reclassified, then in this case only that may be done.

The supplies of Sequence 2 land depleted by changes as above will normally be replenished by reclassifying Sequence 3 land as Sequence 2.

By this process the Council undertakes to ensure that at all times the undeveloped land zoned Residential A together with the undeveloped land classified as Sequence 1 will be sufficient to supply the needs of the public in general and land developers in particular for a minimum of eight years. The Council will further ensure that structure plans are prepared for all lands in Sequence 1.

7. **Development Control Objectives**

The Structure Plans provided for in this part of the Scheme Statement are a form of planning procedure aimed at increasing the flexibility available to land owners in developing new areas for residential purposes.

The procedure is intended to:
7. (i) secure the integrated planning by the public sector of their various components of urban development, through the involvement in the structure planning process of representatives from Central Government Departments (e.g. Education Department, Ministry of Works etc.) and other local authorities (e.g. Hospital Board, Education Board, Auckland Regional Authority, etc.)

(ii) facilitate the prevention or mitigation of any likely undesirable consequences of urbanisation (e.g. to prevent such eventualities as stormwater flooding problems and the like).

(iii) promote consolidation of urban development by preventing scattered sporadic development which may result in demands for public services which cannot economically be provided.

(iv) secure a logical transportation pattern.

(v) ensure the conservation or preservation of valuable landscape features (e.g. areas of native bush, flat areas suitable for sports grounds and elevated sites which offer extensive views).

8. **Structure Plans**

Before urban development proceeds within a Rural R.D. zone a structure plan must be prepared in respect of it and be included in this district scheme.

While the structure plan will be an integral part of the district scheme and consequently have the force and effect of the district scheme (having been included therein pursuant to either Section 22A or Section 29 of the Town and Country Planning Act 1953), it is not intended that it should be bound in its entirety in the book of the district scheme.

Instead, upon the structure plan becoming operative, a descriptive map and brief description of the main characteristics of the structure plan will be appended to the Scheme Statement in Appendix 4. The full structure plan will be bound separately, and be available for inspection pursuant to Section 28 (3) of the Act and Regulation 28 (7) thereunder.

(a) **Structure Plan Areas**

The transportation, recreation and public utility networks, together with topographical features, shall be used to define structure plan areas. For planning purposes, structure plan areas will be treated as units of development, and no urban
8. (a) Development will take place within them except as hereinafter provided. The delimitation of any structure plan area will be based as far as possible on the following criteria:

(i) community of interest:

(ii) economy of servicing with water, sewerage and other public utilities:

(iii) size, particularly taking into account the likely term for substantially complete development, and whether or not such development will form a sufficient base on which to support the necessary services:

(iv) the likely overall effect on the general economy and resources of the district and of the region.

(b) Structure Plan Statement:

The structure plan statement shall be the first of the two major parts of a structure plan, being a document setting out:

(i) a physical description of each major component of the land area, including a statement of the types of use for which it is best suited or can best be adapted:

(ii) criteria used in the formulation of the plan, a justification of the properness of such criteria, and a demonstration that the plan meets them:

(iii) general policies relating to the implementation of the plan, including references to -

- stages and times of development -
- preservation of special characteristics of the structure plan area -
- provision of public open spaces -
- provision of public utilities -
- population density -
- any other relevant matter

(iv) specific policies, being sufficient to render certain the effect of the Transitional Development Zone in respect of the structure plan area, as to the following matters:
8. (b) (iv) site area -
site frontage -
off-street parking -
bulk and location of buildings -
number of buildings per site -
height of buildings -
permitted uses

(c) Structure Plan Map

The structure plan map shall be the second of the two major parts of a structure plan, being a map showing diagrammatically the main outline of proposed development with special reference to:

(i) relationship to main communications network:

(ii) main distributor roads (particularly bus routes):

(iii) approximate location and scale of local commercial, educational, and recreational facilities:

(iv) the suitability of the various parts of the area for specified purposes, including residential development to various densities.

9. Transition from Rural to Urban Use

The Rural D zones extend over areas which are at present rural in character but which may be required for urban purposes during the planning period. The Rural D zoning ordinance sets out the uses which are permitted up until the time that development for urban purposes is undertaken. No urban development shall be permitted to proceed in any Rural R.D. zone except in land classified as Sequence 1.

(a) Development within Rural R.D. Zone:

When a structure plan has been prepared to provide for new urban development within a Rural R.D. zone it will be necessary to rezone the land affected so as to permit the establishment of urban uses. This is achieved by means of a Transitional Development zone which is to be introduced into the district scheme simultaneously with the related structure plan by way of variation to the scheme under Section 22A of the Act or by way of change pursuant to Section 29, whichever is applicable.
9. (a) The Transitional Development Zone goes only so far as to set out the uses which may be permitted within the zone, leaving the final determination of predominant and conditional uses within any part of the structure plan area and the conditions to which they will be subject, to be determined by the structure plan.

The criteria used in the design of the Transitional Development zone were as follows:

(i) flexibility, but not to the point of uncontrollability;

(ii) scope for the introduction of satisfactory alternatives to the present rather arbitrary methods of controlling subdivisional standards, bulk and location of buildings, coverage factors, building heights, number of buildings per site, and other matters:

(iii) the desirability of not having to set too many minimum standards (which, for certain types of development, become also maximum standards);

(iv) above all, the use to maximum advantage of structure plans, in a way which prevents the structure plan from becoming just another zoning map.

When development in a structure plan area is substantially complete the Transitional Development zone will have outlived its usefulness and any commercial or industrial uses will be confirmed in commercial and industrial zones, while residential areas will be given either a regular residential zoning or a special residential zoning, whichever is appropriate.

Reference should be made to Section 7 of this scheme statement for a more complete description of the Transitional Development zone and explanation of its effects.

In any case where the public interest will be best served by land being excluded from a Rural R.D. zone and included in an urban zone, notwithstanding that there may be no structure plan relevant to the land, the zoning may be changed from Rural R.D. to an urban zoning.
9. (b) **Development Within Rural I.D. Zone:**

In the case of a Rural I.D. Zone, rural uses are permitted until land within the zone is to be developed for industrial purposes of an urban character. Prior to such development being undertaken, however, it will be necessary to effect a zoning change to introduce an appropriate industrial zone. Although this district scheme does not require the preparation of a structure plan, the same careful consideration of all relevant planning factors should be given.

10. **Conclusion**

The development plan emphasises the increasing importance of urban development in the Waitemata County and indicates the need for flexibility in development programmes. It stresses the importance of planning as a constantly evolving process rather than the graphic portrayal of a static master plan, created and preserved through zoning measures.

The determination of future growth areas, the laying down of a basic framework for development and the institution of flexible planning procedures to encourage new and better forms of development are a vital part of the planning process.

By dealing only with the broader issues in the Outline Development Map and by ensuring that representations of the public and private sectors are consulted in the preparation of structure plans, Council will be able to allow for greater initiative to be exercised in detailed urban design and development.
SECTION FOUR: 

ROADING AND TRANSPORT

1. Regional Transport Requirements

The 1963 report by De Leuw Cather & Company outlined the basic principles for a comprehensive regional transportation system for the Auckland urban area. The report included recommendations on a highway network, part of which is included within the Waitakere County. It also included proposals for a co-ordinated bus-rail transit system which, if implemented, will significantly affect the physical structure and growth rate of the urban areas under Council's control.

2. The Function of Roads

Roads provide one of the most important elements of the transportation system and serve two basic functions: firstly, the movement of traffic and secondly, the provision of access to abutting properties. These two purposes can be in conflict. The free movement of traffic can be restricted by grades, curves, narrow lanes, poor road surfaces, etc. Traffic flow is also affected by factors related to property use such as on-street parking and turning movements.

The road network is constructed with these problems in mind. At one extreme, motorways provide a high level of service by prohibiting or restricting access and maximising traffic flows. At the other extreme, local residential streets are designed to slow down traffic and discourage through movement.

The relationship between traffic movement and land use requires careful study to provide a satisfactory road network. As land uses change, so do the demands on the roads change. It is obvious that urban area needs differ from rural, and that the service level requirements of a given road may change dramatically over a period of time.

A road network must be related to future land use development and make provision for widening and improvements, even though full development of the area may not take place for some time.
3. **The Basic Road Network**

The district scheme classifies roads into three categories:

(a) **Primary** - the main function of which is to move traffic

(b) **Secondary** - those which collect and distribute traffic to the primary system, but in keeping with the character of the local environment.

(c) **Tertiary** - including all other local streets, access and service ways which serve abutting properties.

(A) **Primary Roads**

The primary road network is further subdivided into:

(a) **Motorways** - which have fully controlled access at specifically designed intersections.

(b) **Major arterials** - which provide a high level of through service, while allowing limited access to abutting properties.

(c) **Arterials** - which are composed primarily of existing major roads serving already developed areas where a higher standard is not possible.

(B) **Secondary Roads**

The secondary or feeder-collector network is divided into two sub-categories:

(a) **Collectors (Class I)** which provide a slightly higher level of service than

(b) **Collectors (Class II)**. The primary difference between the two secondary classifications is in carriageway widths.

4. **Road Reserve Widths**

For the purposes of the district scheme the basic roading system has been shown on planning maps in the appropriate notation. Where practical, the following road widths should be preserved -
4. Primary

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Reserve Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorways</td>
<td>200 feet</td>
</tr>
<tr>
<td>Major Arterials</td>
<td>114 feet</td>
</tr>
<tr>
<td>Arterials</td>
<td>99 feet</td>
</tr>
</tbody>
</table>

Secondary

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Reserve Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collectors (I)</td>
<td>80 feet</td>
</tr>
<tr>
<td>Collectors (II)</td>
<td>66 feet</td>
</tr>
</tbody>
</table>

5. Interchanges and Intersections

Because 50% of all accidents occur at points of traffic intersection it is extremely important to control not only roadway design, but also land use at these points. It is known that high traffic generating land uses often prefer to locate near major intersections. The full use of a road is dependent upon the ability of these intersections to operate to design capacity. The Council will take into consideration all traffic factors as well as other planning issues in order to optimise intersection movement.

In particular, the Council has introduced into the Code of Ordinances a procedure applying to the establishment and development of landuses in the vicinity of motorway interchanges. In respect of defined "Interchange Control Areas" Ordinance 26 provides that such activities will require the approval of the Council. In cases where agreement cannot be reached between the applicant and the Council, conditional use procedures may be used.

Interchange Control Areas will be included in the District Scheme by way of a change thereto or a review thereof as and when required by the Minister of Works in respect of interchanges for motorways the responsibility of the National Roads Board, or by the Auckland Regional Authority in respect of interchanges for motorways the responsibility of that body.

6. Building Lines for Road Widening Purposes

Council has adopted a policy of showing building lines on the district scheme where future road widening is considered necessary. These lines in fairness to property owners must be logical and consistent in their application, clearly showing the intent to relate the future street to the overall roading network.
The purpose of the building line is to decrease the ultimate cost of the roadway to the community. It lessens property acquisition costs and provides adequate setback distances to preserve amenity after widening has been constructed. Roads affected by building lines in the scheme are listed in Appendix C of the code of ordinances.

7. Proposed Roads

In order to clarify the overall road network, several proposed Primary and Secondary roads have been shown on the planning maps. The precise locations of these proposed routes are in most cases still to be determined.

8. Upper Harbour Crossing

The proposal to link the north shore and the western area of the County is not only an essential part of the planned road network but is of major significance insofar as land use proposals are concerned. The location of two major industrial areas in close proximity to this route will enable each of them to draw employment from a population of 400,000 anticipated by the end of the planning period.

The Upper Harbour Crossing is to be constructed in two stages; Stage I being a bridge across the upper reaches of the harbour and Stage II the completion of the limited access route from Massey to Albany.

9. Public Transport Routes

Planning data maps have been prepared to illustrate the location of existing public transport routes and the level of service provided. Some areas lie beyond 1/3 of a mile (easy walking distance) from any bus route. These areas would need to be served as further urban development takes place and the proposed road network was prepared with this need in view.

10. Railways

At the present time, the Waitemata County is served by the North Island main trunk railway passing through New Lynn, Henderson and Helensville. Further rail extensions by Government may be undertaken. It is anticipated that expanded rail facilities will contribute to the increased accessibility and diversification of the local economy. The Outline Development Map includes provision for a possible rail link from Taupaki to serve the proposed
industrial complex in the Whenuapai - Hobsonville area.

11. **Airports**

The continued use by the military and the possibility of expanded commercial use of air bases and airports in the County at Whenuapai, Hobsonville and Dairy Flat will require land use control in the interest of air safety.
SECTION FIVE:

Section 5 of the Scheme Statement, dealing with Recreation and Open Space, is not operative, but retains the status of proposed district scheme until such time as certain appeals have been disposed of. See note on page hereof.

RECREATION AND OPEN SPACE

The provision of recreation and open space is an important part of the district scheme. Waitemata County is fortunate that within its boundaries are a wide range of physical features such as beaches, bush areas, lakes and hot springs which provide a recreation nucleus for the entire Auckland metropolitan.

For the County, both organised recreation and passive needs are catered for in the district scheme. To provide for the requirements of young, vigorous and rapidly expanding communities the scheme gives special consideration to organised sport areas.

These recreation grounds generally require firm, dry soils and are actively sought for other uses. Hence, the need to preserve them well in advance of actual development. Other open spaces based on recognised scenic attractions can be acquired more readily, while small play areas are secured through land subdivision provisions.

1. Recreation and Open Space Policies

   (a) Council will develop recreation areas in keeping with the intent of the 20 year development plan.

   (b) Where feasible, multiple use of large sites will be encouraged.

   (c) A strip of land approximately one chain wide around the fore-shores of the County within the urban and rural D zones has generally been designated as "Public Proposed Reserve for Recreation and Open Spaces". The acquisition of land so designated will normally be effected only when the land on which it lies is subdivided under the Counties Amendment Act 1961.
1. (c) In this case so much of the designated land as is contained within new allotments of less than 10 acres will vest in the County as Esplanade Reserve pursuant to Section 29 of that Act. Except where there exists a specific Council resolution to purchase particular pieces of such land, the Council has no intention of purchasing the foreshore strip of land designated in this way.

However, the practical effect of this designation is to ensure that buildings are located no closer to Mean High Water Mark than the width of the designated land plus normal yard requirements. In any case where normal development on a site is rendered impracticable by this policy, and the Council refuses to issue a Building Permit in respect of that site, then compensation will be payable.

2. Principles of Recreation and Open Space Development

(A) Open space in the Waitomata County may be conveniently divided into three basic categories:

1. Organised recreation grounds
2. Amenity and scenic reserves
3. Regional reserves

Organised recreation grounds include a wide range of reserves where active participation is stressed. These may include playing fields, playgrounds for younger children, sports halls and associated uses and may vary in size from two acres upwards to approximately 100 acres or so.

Amenity and scenic reserves include small planted spaces, native bush stands, and other attractions with little or no organised recreation. These areas too can vary widely in size.

Large regional reserves are outside the Council’s jurisdiction although they can and do contribute vitally to the total recreation needs of County residents. Such areas as Shakespear, Wenderholm, Long Bay regional reserves and Auckland Centennial Park serve the total Auckland urban area. In many instances these reserves are multiple purpose in nature, e.g. water catchment areas, buffers against industrial nuisances, etc.
2. (B) Workable open space standards should be flexible to take into account local population densities and characteristics, future growth trends, site and locational characteristics, and trends in games sports. For this reason general standards may be modified in the light of local requirements.

(C) For the purposes of structuring the development plan, large, active recreation grounds are considered important. In the Waitemata County a standard of one playing field per 2,500 persons has been adopted for planning purposes.

3. Recreation Land Requirements

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>49,700</td>
<td>14</td>
<td>160,000</td>
<td>64</td>
</tr>
<tr>
<td>North Shore</td>
<td>13,700</td>
<td>6</td>
<td>105,000</td>
<td>42</td>
</tr>
<tr>
<td>Hibiscus Coast</td>
<td>3,600</td>
<td>3</td>
<td>15,000</td>
<td>6</td>
</tr>
<tr>
<td>Balance of County</td>
<td>12,200</td>
<td>6*</td>
<td>20,000</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>79,200</td>
<td>29</td>
<td>300,000</td>
<td>120</td>
</tr>
</tbody>
</table>

* does not include small under-developed playing fields in all outlying urban zones.

4. Private Open Space

Certain parts of the total open space requirements in the Waitemata County are satisfied by the private sector. Where appropriate, the district scheme has designated these lands as "private open space".

5. Other Open Space Uses

In addition to organised recreation uses, reserve land is used for a wide range of more passive activities. These cannot be determined on the basis of any standard, but are added to the district scheme at such time as their need becomes disclosed.

These uses may include among other things:

Swimming Pools
Marinas
Golf Courses
Zoological and Botanical Gardens
Museums and Art Galleries
Amusement Parks
Stadiums and Indoor Sports Halls
6. Conclusion

Increased income, mobility and leisure-time availability of the future County population will mean a greater demand for recreation and open space. The district scheme seeks to satisfy these important community needs.
SECTION SIX

UTILITIES AND SERVICES

1. Relationship to Urban Zoning

The district scheme emphasises a policy of full provision of essential utilities and services to land zoned for urban purposes in the next 20 years. Such major uses as pumping stations, water storage reservoirs, telephone exchanges, radio and T.V. towers, etc., are shown on the district scheme as designated public works sites. The planning data maps also show broad areas serviced by water, sewer, gas, electricity and telephone.

2. Proposals from other Authorities

It is not possible to determine all utility and service requirements which must be considered during the planning period. Many of these requirements would be related to National or Regional works. Proposals for natural gas extensions, oil pipelines and nuclear power stations are in the preliminary planning stages. Details of these projects will be incorporated within the district scheme as information comes to hand.

The full provision of utilities and services, particularly in the urban areas can only effectively be accomplished through the coordination of the activities of all local authorities concerned. The district scheme will provide an effective vehicle for this purpose.
SECTION SEVEN

THE ZONING PLAN

1. **Relationship to the Outline Development Map**

The zoning plan adopted as part of the district scheme reflects both past and present trends of development in the Waitemata County. The original plan was amended many times. However, constantly changing conditions and improving town planning techniques render it obsolete.

The zoning plan is based upon the broad land use elements set out in the Outline Development Map. Zoning seeks to stabilise existing urban neighbourhoods and preserve land for those important elements which shape longer term growth.

2. **General Zoning Policies**

(a) Future development in the Waitemata County will be so directed as to:

(i) avoid the indiscriminate mixture of incompatible land uses;

(ii) economise in the servicing of the district;

(iii) maintain the stability of individual property values;

(iv) maintain and provide amenities appropriate to every locality;

(v) avoid, as far as practicable, the encroachment of urban uses upon land of high actual or potential value for food production.

(b) Urban development will be consolidated as far as practicable in areas already urban in character or clearly defined for urban development in the next twenty years, in preference to permitting expansion beyond the urban zone.

(c) The predominant and conditional uses permitted in each zone are set forth in the code of ordinances which forms part of the district scheme.
2. (d) To avoid sporadic development during the planning period with consequential demands for uneconomic services, certain areas have been zoned for deferred residential and industrial use. These areas are defined on the district planning map.

(e) Each zone is identified on the district planning map by the appropriate notations.

3. Types of Zones

Ordinance 9 of the code specifies the types of zones within the district, predominant and conditional uses within each zone, and the bulk and location requirements for predominant uses.

The zoning plan sets out the following zones for development covering all of the Waitakere County. Each has a special character which it is designed to preserve or create.

- Rural A - general agricultural uses
- Rural (Aerodrome Protection) - Whenuapai and Hobsonville Aerodromes
- Rural C - probable bush and scenic areas
- Rural R.D. - general future industrial
- Rural I.D. - general single-family residential
- Residential A - special residential, bush preservation
- Residential A1 - special residential more restricted than Residential A
- Residential A2 - medium to high density residential
- Residential B - general structure planning
- Transitional Development - general neighbourhood shops
- Commercial A - general community shopping districts
- Commercial B - planned community shopping centres
- Commercial B1 - automotive retail centres
- Commercial B2 - restricted intensive light industry
- Industrial A1 - special orcharding and viticulture industry
- Industrial A2 - general manufacturing industry
- Industrial B - restricted general manufacturing industry
- Industrial B1
3. Industrial C
   Industrial Ct
   Port Industrial Estate
   Mineral Resource
   Laings Hill Clay Extraction
   Clay Pit Zone
   Railway Land
   - heavy industry
   - restricted heavy manufacturing industry
   - port-oriented industry
   - general mining
   - special clay extraction
   - special quarrying uses
   - zoning of land designated for railway purposes

4. Rural Zones
   (a) Rural A Zone

   The Rural A zone permits farming uses associated with the rural environment. It also allows limited types of development where the rural character is not changed and where Council would not incur additional demands for urban services as a result of development.

   In order to discourage the premature subdivision of land for urban purposes, a minimum subdivision standard of 50 acres has been incorporated. Council of course has wide powers of dispensation in cases where subdivision is required to provide for appropriate rural development.

   NOTE: The Rural B zone set out in earlier schemes has been discontinued and all land shown in this category is now zoned urban.

   (b) Rural (Aerodrome Protection) Zone

   The Rural (Aerodrome Protection) zone has been designed to give the maximum protection to the navigational areas of the Whenuapai and Hobsonville Aerodromes by limiting rural development to activities which do not cause smoke, dust, glare, electrical interference, or other elements that would prejudice the safe and satisfactory conduct of aerodrome operations. Many uses will be conditional upon the prior written consent of the Deputy Secretary of Defence (Air).

   In order to prevent intensive development, subdivision of land may not include any lot of less than 10 acres without the prior written consent of the Deputy Secretary of Defence (Air).
4. (c) Rural C Zone

Rural C zoned land is principally found in the Waitakere area where it is used to encourage the retention of native bush.

This land is relatively unproductive for general farming and grazing purposes. Much of the adjoining land has been designated for water catchment and recreation reserves.

The Rural C zone is primarily intended to provide for an area of extensive open space where urban development is subordinate to the amenities of the area.

Subdivision standards of 80 perches for front and corner sites and 120 perches for rear sites ensure the retention of the present high level of amenities.

(d) Rural R.D. Zone

The uses contained in this zone are basically similar to those in the Rural A zone, with the exception that industrial and other uses incompatible with residential uses have been excluded.

The minimum area is 50 acres and frontage is 10 chains. It is desirable that no further subdivision of this zone be undertaken in order to preserve land in large holdings for comprehensive development.

(e) Rural I.D. Zone

The uses contained in the zone are basically similar to the Rural R.D. and Rural A zones. All industrial uses are conditional and subject to Council approval. They must relate to the rural character of the area, although Council will consider the establishment of certain industries in the zone which it is unable to accommodate elsewhere.

Subdivision standards are the same as in the Rural A zone, 50 acre minimum site size with 10 chain minimum site frontage.

5. Residential Zones

(a) General Development Policies

(i) The Waitemata County urban population is projected to reach approximately 280,000 by 1988. Assuming modest increases in residential densities, between 20,000 and 25,000 acres will need to be in residential land uses.
5. (a) (ii) In order to achieve the most efficient and harmonious development of the residential environment, the development policy is based on -

(1) full provision of public services and facilities to the neighbourhood;

(2) provision for more flexible zoning techniques;

(3) encouragement of diversified housing types and densities.

(iii) The district scheme provides for structure plans and Comprehensive Residential Development Area schemes where the above policy can be instituted. Where urban residential development is to be staged over the 20 year planning period, structure plans may permit wide variations from the standards set forth in the code.

(iv) The district scheme also seeks to promote a wide range of housing types. Residential A zone provisions include allowances for flats on corner sites and sites where the increased densities will not detract from the amenities of the neighbourhood.

(b) Residential A Zone

Residential A is the principal residential zone in the urban area. This zone accommodates the typical single family detached housing subdivision which predominates throughout the County. In order to provide for a greater variety of housing types the district scheme permits the erection of apartments or flats containing two household units as of right on conforming front and rear sites.

One household unit for every 10 perches up to a maximum of three units, will also be permitted on corner sites. Where a greater number of units are required the conditional use procedure is to be adopted.

Although greater varieties of housing will be encouraged, it appears that the basically young population of the Waitemata County will continue to demand lower density housing than would be found in older areas. While the number of flats will increase, the single family detached house will provide the greater part of the housing supply.
5. (b) Subdivision requirements for the Residential A zone have been reduced in keeping with the demand for smaller section sizes. Front sections have been reduced from 26.7 to 24 perches and rear sections from 40 to 32 perches. Changes have also been made in the provision of rear site access strips to facilitate the subdivision of more difficult land.

(c) Residential (Aerodrome Protection) Zone

The Residential (Aerodrome Protection) zone has been designed to give maximum protection to the navigational areas of the Whenuapai Aerodrome whilst still permitting the continued development of established residential areas.

(d) Residential A1 Zone

Residential A1 is a special residential zone in the Titirangi area. It was created as the result of objections to the previous district scheme. Its primary function is to maximise the preservation of bush areas within the urban zone. Higher subdivision standards and wide discretionary powers of Council ensure the retention of the basic qualities of the Titirangi area.

The minimum subdivision area per section for both front and rear sites is half an acre, with a minimum frontage of 80 feet for front sites. The use provisions are similar to those of the Residential A zone.

(e) Residential A2 Zone

Residential A2 is a special zone in the Hatfields Beach area, created as a result of objections to this district scheme. Its function is to preserve a low density character without intrusion of commercial uses. Subdivisional requirements are as for Residential A zones.

(f) Residential B Zone

The Residential B zone is designed to encourage comprehensive development for medium and high density residential purposes. No provision is made for subdivision of land in this zone. It is proposed that all development be dealt with through CRDA scheme procedure.

This zone is generally intended to be located in areas where a full range of community, cultural and recreation facilities is already present or is to be provided.
5. (g) **Transitional Development Zone**

This zone, used only in conjunction with structure plans, is designed to allow new peripheral urban development to proceed without unnecessarily restricting its form, or preventing the consideration and possible introduction of innovatory housing concepts.

To achieve the objectives outlined in Clause 9 of Section 3 of this Scheme Statement, and at the same time remain within the intention of the Town and Country Planning Act 1953, it has been necessary to indicate the predominant and conditional uses of the Transitional Development Zone in other than the normal manner. A list of uses which may in certain circumstances become predominant or conditional uses has been drawn up as usual, but the conditions attaching to them (pursuant to Clause 1 of the Second Schedule to the Town and Country Planning Act 1953) have not actually been specified in the Ordinance.

The determination of the predominant uses will be achieved through a structure plan prepared under and included in this District Scheme. This will enable specific uses to be allocated to specific sites or localities, taking into account the particular demands and effects of the use and matching them to the particular characteristics of the site or locality.

The end product of this process will be an efficient use of land in that the natural characteristics of the land (which may be on a very small scale, varying quite sharply within short distances) will be utilised to best advantage. Further, a more harmonious juxtaposition of different land uses may be achieved by this process than by the immediate imposition of normal urban zones.

The effect of this zone on any area will vary with the characteristics of the structure plan pertaining thereto. In order that the public interest is served, and that public rights of objection and appeal are preserved, both the zone and the related structure plan will be introduced into the district scheme simultaneously by way of a variation to the scheme under Section 22A of the Act, or a change to the scheme under Section 29 of the Act, whichever is applicable.
5. (g) The structure plan must be so devised that when it is taken together with the Transitional Development zoning, an adequate description of the predominant and conditional uses attaching to any part of the relevant land is obtainable. Thus these uses are subjected to public scrutiny, and after the change or variation has been finally introduced into the scheme, the owner of land has rights of development.

6. Commercial Zones

(a) General Development Policies

Commercial centres are located at points of maximum accessibility in relation to the areas they serve. Commercial development generally precedes other civic cultural and recreational uses that could with advantage be integrated with it. Commerce is therefore one of the more important elements in the district planning scheme.

For the purpose of considering the existing and future pattern of commercial development in the County the following hierarchy of centres is recognised.

(i) C.B.D. or Regional Centre

The Central Business District of Auckland is the main centre of commercial, administrative and cultural activity serving principally the Auckland urban area and could appropriately be described as the Regional Centre.

Auckland's population is likely to double during the next 20 years but it is unlikely that floor space within the Central Business District will increase proportionately. A decentralisation of functions is therefore expected.

(ii) Sub Regional Centres

Such decentralisation would be most appropriately dealt with by providing for one major centre in each of the outer sectors of the urban area. These sectors are expanding rapidly and it is essential that extensive sites be set aside to accommodate the full range of uses appropriate to a sub-regional centre. Retail uses, as previously mentioned, would form the basic nucleus about which other commercial and community uses would be planned.
6. (a) (ii) The retail section of a sub-regional centre would be devoted primarily to providing for more specialised comparison goods merchandise.

(iii) Suburban Centres

With the wide variation in topography, population distribution and growth rates, there will be considerable variation in the type and scale of shopping centres to be planned for. Suburban centres will generally fall into either of two categories:

(1) Community Centres - with floorspace in the vicinity of 100,000 sq. ft. or more, and

(2) Neighbourhood Centres - having floorspace varying generally between 20,000 and 40,000 square feet.

(iv) Local Shopping

In the past, provision was made for small groups of shops to serve the needs of residents living within easy walking distance. With the greater mobility provided by high vehicle ownership, these local shopping groups may gradually disappear in new areas in favour of neighbourhood centres; dairies fulfilling the more local needs.

(v) Zoning

Where development already exists or where preliminary planning considerations have been finalised, commercial zones have been established.

(b) Commercial A Zone

Commercial A zones include generally the small local neighbourhood shops of up to 2,000 square feet of floor space. They are usually located near important collector streets where they can serve the immediately surrounding neighbourhood and minimise the traffic generation effects on residential development.

Subdivision of land in the Commercial A zone is not permitted until shops have been erected. Comprehensive development of the site is encouraged to enhance continuity of design.
6. (c) Commercial B Zone

Larger commercial districts serving several neighbourhoods are zoned as Commercial B. These districts primarily include established commercial areas which have developed without an overall plan.

Commercial B zones allow those uses permitted in Commercial A, plus car sales premises, garages, hotels and other uses which can generate heavy vehicular traffic.

Subdivision of land in the Commercial B zone is set forth in Ordinance 10 (10) of the code.

(d) Commercial B1 Zone

Planned shopping centre development in the district scheme is provided in the Commercial B1 zones. Predominant and Conditional uses are the same as the Commercial B zone.

The conditions set forth in the code generally include comprehensive development as one holding, provisions for off-street parking, and overall planned designs relative to layout, vehicular and pedestrian access, buildings, landscape and open space provision.

(e) Commercial B2 Zone

This zone is primarily intended to cater for the automotive retail trade. No uses are predominant. Conditional use requirements are designed to eliminate the use of open yards for retail purposes.

7. Industrial Zones

(a) General Development Policies

(i) Industrial land requirements are based upon large sector needs established by the Auckland Regional Authority. In general the A.R.A. has determined that the west and north shore sectors will each require 1,100 acres in industrial land use and 2,200 acres in industrial zoned land by 1986.

(ii) In the Waitakere County, the shortage of prime industrial land and the unique labour force requirements have resulted in a modification of suggested A.R.A. provisions.
(iii) Council will endeavour to accommodate all types of industrial activity as a matter of policy. The district scheme provides specific zones where industrial development should take place. These zones are large in area to allow for optimum development of utilities and promote inter-industrial linkages.

(iv) Industrial zoning will be utilised to ensure that the heavier, more noxious type of industry is in the interior part of the zone and lighter service industry on the outer fringe. Where possible, amenity strips will be provided between industry and adjoining uses.

(v) It may be necessary in the interests of County development to restrict industry which is likely to cause undue discomfort and disruption to surrounding areas. Appendix A in the code of ordinances sets out those industries which are subject to nuisance control.

(vi) For the ultimate development of 226 acres for deep-water port facilities by the Auckland Harbour Board, at Te Atatu and in certain instances to increase the local supply of industrial land, the reclamation of land for industrial use is proposed in the district scheme.

(vii) Because of the special long term requirements of industry, areas have been set aside as Rural I.D. zones. These zones are primarily intended to be developed at some future date. However, the Council may, at its discretion, allow development that does not prejudice the ultimate industrial character of the area.

* Updated (1972) to take account of objection decisions.

<table>
<thead>
<tr>
<th>Area</th>
<th>Land in Use</th>
<th>Zoned*</th>
<th>Additional Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>72</td>
<td>1158</td>
<td>1659</td>
</tr>
<tr>
<td>North Shore</td>
<td>60</td>
<td>329</td>
<td>900</td>
</tr>
<tr>
<td>Hibiscus</td>
<td></td>
<td></td>
<td>371</td>
</tr>
<tr>
<td>Coast</td>
<td>16</td>
<td>133</td>
<td>272</td>
</tr>
<tr>
<td>Kumeu</td>
<td>-</td>
<td>85</td>
<td>85</td>
</tr>
<tr>
<td></td>
<td>148</td>
<td>1705</td>
<td>2916</td>
</tr>
</tbody>
</table>

Scheme Statement
Section 7
(b) **Industrial A1 Zone**

The Industrial A1 zone consists primarily of light manufacturing uses having a high density of employment likely to benefit from a central location. Uses are highly restricted to ensure compatibility with a residential environment.

Subdivision standards include a minimum site size of half an acre, with 75 feet frontage.

(c) **Industrial A2 Zone**

The Industrial A2 zone is principally concerned with the manufacturing uses associated with orcharding and viticulture. As in the A1 zone, there are no predominant uses.

(d) **Industrial B Zone**

The Industrial B zone is a general manufacturing zone allowing a range of industrial uses, parking buildings and car parks, licensed hotels and other industrial uses which will not unduly detract from the amenities of the area. It expressly prohibits these industries listed in Appendix A and B of the code.

Subdivision requirements include a minimum site size of 40 perches for front sites and half an acre for rear sites. The minimum frontage for front sites is 60 feet and for rear sites, 20 feet.

(e) **Industrial B1 Zone**

The Industrial B1 zone includes the predominant and conditional uses of the Industrial B zone as conditional uses. As such it is a more restricted zone where the relationship to abutting zones requires greater control. Conditions may include control of nuisances, design and construction of buildings, spacing of buildings and car parking location.

Subdivision standards of 75 foot minimum frontage and half an acre in area are designed to permit greater spacing of buildings and allow plantings to increase the amenities of the zone.

(f) **Industrial C Zone**

The Industrial C zone caters for heavier industrial uses than allowed in other zones, and excluding noxious types listed in Appendix A. Principally bulk stores, warehouses and other large space-using industries are included in the zone.
7. (f) Minimum subdivision standards are the same as found in the Industrial B zone. On a hierarchy basis, the Industrial C zone would be most segregated from other non-industrial land uses.

Although in this code no specific provision is made in any zone for industries listed in Appendix A it should be noted that in Industrial B and C zones any industry which would not give rise to undue disturbance to the amenities of the neighbourhood could be permitted as a conditional use.

(g) Industrial C1 Zone

This zone is identical to Industrial C in uses and bulk and location requirements, but development in this zone will be subject to compliance with a comprehensive development plan adopted by Council. The purpose of this zone is to provide for development of industry in areas where it is desirable to maintain extra control over possible detracton from amenities of nearby land uses.

Subdivision in Industrial C1 zones is not permitted except with Council’s consent.

(h) Port Industrial Estate Zone

The Port Industrial Estate zone provides for special uses associated with upper port development proposals made by the Auckland Harbour Board.

Subdivision standards are the same as for Industrial C zones.

(i) Mineral Resource Zone

The Mineral Resource Zone is a special use zone primarily for the protection, extraction and primary processing of mineral resources and, at the same time, minimising the deleterious effects of the resultant workings on the surrounding lands and ensuring restoration of the areas to a standard suitable for appropriate future use.

(j) Laings Hill Clay Extraction Zone

This is created specially to take cognisance of the Appeal Board’s decision - See Titirangi Ratepayers and Residents Association (Inc.) v. Waitomata County Council, February 1960.
7. (k) Clay Pit Zone

The clay pit zone is a special use zone expressly for the purpose of minimising the deleterious effects of clay winning on surrounding land and ensuring the ultimate restoration of the land to a standard suitable for residential development.

(1) Zoning of Land Designated for Railway Purposes

In order to obviate difficulties in map presentation of the zoning of land designated for Railway purposes, provision is made in Ordinance 9 on page 43 of the Code of Ordinances whereby the zoning of such land may be precisely determined.

(m) Height of Buildings – Special Provisions relating to the Auckland International Airport

The Civil Aviation Division of the Ministry of Transport has issued a specification designed for the purpose of the safeguarding of the scheduled navigational areas of the several aircraft approach and take-off flight-paths relating to the Auckland International Airport.

This specification (a copy of which is available at the Council Office) is based upon the international standards of the International Civil Aviation Organisation.

In order to safeguard these navigational areas it has been necessary to limit the height of all structures in the vicinity of those flight-paths lying within the District.

The height to which any structure may be erected above the datum of Mean Sea Level is governed by Ordinance 4 (3), details being shown on Map B.

(n) Height of Buildings and Objects – Special Provisions relating to the Whenuapai and Hobsonville Aerodromes

The Ministry of Defence has specified height restrictions designed to protect the several aircraft approach and take-off flight-paths in respect of the Whenuapai and Hobsonville Aerodromes.

To safeguard these navigational areas, it has been necessary to limit the height of all structures, and objects in the vicinity of those flight-paths.

The height to which any structure may be erected above the datum of mean sea level is governed by Ordinance 4 (4), details being shown in Appendix E and on Map A.
7. (n) The height to which any structure may be erected above the datum of Mean Sea Level is governed by Ordinance 4 (4), details being shown in Appendix E and on Map A.

(o) Height of Buildings and Objects - Special Provisions Relating to the Dairy Flat Aerodrome

Notwithstanding that the aerodrome is at present privately owned, it now has and will in the future increasingly have public interest. Extensions to the facilities will be necessary well within the planning period. The provision of protective height controls is a necessary measure. However, since no requirement under s.21 of the Act in respect of the aerodrome has yet been received by the Council, the height restrictions are not for the meantime operative below 35 feet above ground level, and all other confiscatory provisions are suspended.

8. Bulk and Location Requirements

The general intention of bulk and location requirements as set out in Ordinance 9 is to control the intensity of development, particularly in the urban area. Other related requirements such as number and siting of buildings, yard requirements and building height restrictions are necessary to ensure satisfactory access to properties, provide for ventilation, lighting and privacy and to maintain reasonable standards of safety.

Ordinances 13, 14 and 15 provide for modification of bulk and location requirements, regulation of rear sites for commercial and industrial buildings and specify the number of residential buildings on a site.

9. Parking and Loading

Council's general intentions are to provide for the parking of vehicles in the following ways:

(a) by off-street parking lots;

(b) by requiring adequate provision to be made by the owners and occupiers in or about new and existing buildings.

10. Non-Conforming Uses

Ordinance 20 of the code provides for the alterations to existing non-conforming buildings so long as they do not delay the effective operation of the district scheme.

11. Zoning of Designated Land

All designated lands in the County are shown with the appropriate underlying zone notation on the planning maps, except in the case of railway land where provision is made in Ordinance 9.
SECTION EIGHT

AMENITIES

1. **Purpose**

   The district scheme (Ordinance 21) provides for the designation and preservation of certain places and objects of interest which are prominent in the Waitemata County. It also includes controls which are likely to affect the full use and enjoyment of those amenities and areas of special interest.

2. **Preservation for Historic or Scientific Interest or Natural Beauty**

   On the District Planning Map Council has designated certain places for preservation as areas of historic or scientific interest or natural beauty. Appendix 3 sets out a schedule of such designated areas. Particulars thereof are entered in a register kept at the office of the Council.

3. **Advertising Controls**

   For the purpose of controlling the amenities of the Waitemata County as well as for safety reasons, the control of outdoor advertising has been incorporated into the district scheme (Ordinance 22).

4. **Verandahs on Commercial Premises**

   Ordinance 23 provides for the control of verandahs on commercial premises to provide continuity.

5. **Appearance and Maintenance of Land and Buildings**

   Ordinance 24 and 25 provide that land and buildings be maintained to reasonable standards of amenities.
SECTION NINE

SCHEME STATEMENT SUMMARY

1. As a general statement of Council policy, the scheme statement sets out the broad framework within which more detailed town planning decisions are made.

2. The scheme statement outlines the relationships between the long range policy plan for a 20 year period and the more immediate goals as shown in the zoning plan.

3. The scheme statement supplements the zoning map and code of ordinances by suggesting means of implementation which are permissible in the Act, but not set forth specifically in the map or code.

4. The scheme statement emphasises the basic zoning requirements of the urban areas, but also seeks to define and preserve those resources, amenities and special qualities in the rural areas which are vital to balanced County development.
## APPENDICES

### APPENDIX 1

**SUMMARY OF LAND USE AREAS (acres)**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Urban Areas</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>West</td>
<td>N.Shore</td>
<td>Ribiscus</td>
<td>Coast</td>
<td>Balance</td>
<td>Total Urban</td>
<td>Rural</td>
<td>Total County</td>
</tr>
<tr>
<td>1. Residential</td>
<td>4,356</td>
<td>1,447</td>
<td>1,493</td>
<td>808</td>
<td>8,104</td>
<td>1,498</td>
<td>9,602</td>
<td></td>
</tr>
<tr>
<td>2. Commercial*</td>
<td>85</td>
<td>19</td>
<td>91</td>
<td>32</td>
<td>227</td>
<td>18</td>
<td>245</td>
<td></td>
</tr>
<tr>
<td>3. Industrial</td>
<td>72</td>
<td>60</td>
<td>18</td>
<td>18</td>
<td>166</td>
<td>242</td>
<td>408</td>
<td></td>
</tr>
<tr>
<td>4. Community &amp; Civic</td>
<td>599</td>
<td>92</td>
<td>67</td>
<td>57</td>
<td>815</td>
<td>18,862</td>
<td>19,677</td>
<td></td>
</tr>
<tr>
<td>5. Reserves</td>
<td>688</td>
<td>296</td>
<td>461</td>
<td>334</td>
<td>1,779</td>
<td>20,995</td>
<td>22,774</td>
<td></td>
</tr>
<tr>
<td>6. Motorways, street &amp; railway</td>
<td>1,327</td>
<td>521</td>
<td>461</td>
<td>326</td>
<td>2,635</td>
<td>5,295</td>
<td>7,930</td>
<td></td>
</tr>
<tr>
<td>7. General farming</td>
<td>3,612</td>
<td>2,000</td>
<td>1,031</td>
<td>1,098</td>
<td>7,741</td>
<td>178,704</td>
<td>186,445</td>
<td></td>
</tr>
<tr>
<td>8. Int. farming</td>
<td>1,463</td>
<td>86</td>
<td>-</td>
<td>38</td>
<td>1,587</td>
<td>4,960</td>
<td>6,547</td>
<td></td>
</tr>
<tr>
<td>9. Exotic forests</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>45,550</td>
<td>45,550</td>
<td></td>
</tr>
<tr>
<td>10. Bush and scrub</td>
<td>2,372</td>
<td>753</td>
<td>212</td>
<td>197</td>
<td>3,534</td>
<td>73,925</td>
<td>77,459</td>
<td></td>
</tr>
</tbody>
</table>

|               | 14,574      | 5,274   | 3,832   | 2,908 | 26,588     | 350,049 | 376,637 |

* Commercial land use totals include uses not zoned for commercial purposes, e.g. service stations, hotels, motels, camping grounds.
## APPENDIX 2

### SUMMARY OF ZONES

#### URBAN AREAS

<table>
<thead>
<tr>
<th>Zone</th>
<th>West Shore</th>
<th>North Coast</th>
<th>Hibiscus Coast</th>
<th>Balance</th>
<th>Total Rural</th>
<th>Total County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Res. A</td>
<td>7,967</td>
<td>3,714</td>
<td>2,620</td>
<td>1,920</td>
<td>16,221</td>
<td>16,221</td>
</tr>
<tr>
<td>Res. A1</td>
<td>2,070</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,070</td>
<td>2,070</td>
</tr>
<tr>
<td>Res. A2</td>
<td>-</td>
<td>-</td>
<td>71</td>
<td>-</td>
<td>71</td>
<td>71</td>
</tr>
<tr>
<td>Res. B</td>
<td>113</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>113</td>
<td>113</td>
</tr>
<tr>
<td>Transitional</td>
<td>677</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>677</td>
<td>677</td>
</tr>
<tr>
<td>Rural R.D.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>13,076</td>
<td>13,076</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10,827</td>
<td>3,714</td>
<td>2,691</td>
<td>1,920</td>
<td>19,152</td>
<td>13,076</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>32,228</td>
</tr>
<tr>
<td>Com. A</td>
<td>19</td>
<td>11</td>
<td>4</td>
<td>-</td>
<td>34</td>
<td>1</td>
</tr>
<tr>
<td>Com. B</td>
<td>13</td>
<td>5</td>
<td>12</td>
<td>11</td>
<td>41</td>
<td>41</td>
</tr>
<tr>
<td>Com. B1</td>
<td>17</td>
<td>21</td>
<td>13</td>
<td>10</td>
<td>61</td>
<td>61</td>
</tr>
<tr>
<td>Com. B2</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>37</td>
<td>29</td>
<td>21</td>
<td>137</td>
<td>138</td>
</tr>
<tr>
<td>Ind. A1</td>
<td>64</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>64</td>
<td>64</td>
</tr>
<tr>
<td>Ind. A2</td>
<td>13</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>13</td>
<td>13</td>
</tr>
<tr>
<td>Ind. B</td>
<td>93</td>
<td>155</td>
<td>13</td>
<td>3</td>
<td>264</td>
<td>264</td>
</tr>
<tr>
<td>Ind. B1</td>
<td>331</td>
<td>19</td>
<td>24</td>
<td>2</td>
<td>376</td>
<td>376</td>
</tr>
<tr>
<td>Ind. C</td>
<td>258</td>
<td>144</td>
<td>67</td>
<td>95</td>
<td>564</td>
<td>564</td>
</tr>
<tr>
<td>Ind. C1</td>
<td>70</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>P.I.E.</td>
<td>275</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>275</td>
<td>275</td>
</tr>
<tr>
<td>Rural I.D.</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,275</td>
<td>1,275</td>
</tr>
<tr>
<td></td>
<td>1,104</td>
<td>318</td>
<td>104</td>
<td>100</td>
<td>1,626</td>
<td>1,275</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,901</td>
<td></td>
</tr>
<tr>
<td>Clay Pit</td>
<td>43</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>43</td>
<td>43</td>
</tr>
<tr>
<td>Mineral Resource</td>
<td>41</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>41</td>
<td>41</td>
</tr>
<tr>
<td>Laings Hill Clay Pit</td>
<td>94</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>94</td>
<td>94</td>
</tr>
<tr>
<td>Schools</td>
<td>369</td>
<td>146</td>
<td>49</td>
<td>24</td>
<td>588</td>
<td>219</td>
</tr>
<tr>
<td>Community &amp; Civic</td>
<td>554</td>
<td>60</td>
<td>15</td>
<td>21</td>
<td>650</td>
<td>62,153</td>
</tr>
<tr>
<td>Motorways</td>
<td>94</td>
<td>87</td>
<td>46</td>
<td>-</td>
<td>227</td>
<td>747</td>
</tr>
<tr>
<td>Roads &amp; Streets</td>
<td>1,145</td>
<td>524</td>
<td>461</td>
<td>280</td>
<td>2,410</td>
<td>4,809</td>
</tr>
<tr>
<td>Reserves</td>
<td>1,335</td>
<td>406</td>
<td>426</td>
<td>498</td>
<td>2,665</td>
<td>27,050</td>
</tr>
<tr>
<td>Railway</td>
<td>76</td>
<td>-</td>
<td>-</td>
<td>48</td>
<td>124</td>
<td>466</td>
</tr>
<tr>
<td>Rural A</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>237,330</td>
</tr>
<tr>
<td>Rural C</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2,006</td>
</tr>
<tr>
<td></td>
<td>15,732</td>
<td>5,292</td>
<td>3,821</td>
<td>2,912</td>
<td>27,757</td>
<td>349,132</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>376,889</td>
<td></td>
</tr>
</tbody>
</table>

(a) Rural C zoning total does not include Auckland Centennial Park land with underlying Rural C zone classification.

(b) Difference of 252 acres between land use and zoning totals is due to areas of reclaimed land zoned for future industry and designated as open space.
## SCHEDULE

of

### OBJECTS AND PLACES OF HISTORICAL OR SCIENTIFIC INTEREST OR NATURAL BEAUTY

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Nature &amp; Description</th>
<th>Owner &amp; Occupier</th>
</tr>
</thead>
<tbody>
<tr>
<td>26/8/69</td>
<td>Brightside Road</td>
<td>Stanmore Cottage</td>
<td>Astley - Owner</td>
</tr>
<tr>
<td></td>
<td>Stanmore Bay, Ref: 312/80 - 1380</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26/8/69</td>
<td>State Highway No. 1</td>
<td>The building known as ORAWA HOUSE</td>
<td>Arundale Park (Inc.)</td>
</tr>
<tr>
<td></td>
<td>Orewa Arundale Park, Ref: 1124/330 - 1675</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26/8/69</td>
<td>Hillcrest Road, Orewa</td>
<td>Maori Pa Site</td>
<td>W.C.C. &amp; others</td>
</tr>
<tr>
<td></td>
<td>Adjoining north of Eaves Bush Scenic Reserve</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ref: 1124/350 - 1685</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26/8/69</td>
<td>Overlooking Karepiro</td>
<td>Maori Pa Site</td>
<td>Balle &amp; Jenkins</td>
</tr>
<tr>
<td></td>
<td>Bay - cliff between Arkles Bay &amp; Wade River</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ref: 314/110 - 1270</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26/8/69</td>
<td>Cnr. Oraha Road &amp; State Highway No. 16 - Ruapai</td>
<td>St. Chads Church</td>
<td>St. Chads Church Trust</td>
</tr>
<tr>
<td></td>
<td>Ref: 1622/975 - 580</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26/8/69</td>
<td>West Coast Road</td>
<td>Old Farr Homestead (ex Town &amp; Country Road House)</td>
<td>Harre</td>
</tr>
<tr>
<td></td>
<td>Oratia, Ref: 734/640 - 180</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26/8/69</td>
<td>Riverhead - adjacent to Rangitopuni Creek</td>
<td>Foresters Arms</td>
<td>Dominion Brewers-ies Limited</td>
</tr>
<tr>
<td></td>
<td>opposite end of Queen Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ref: 934/740 - 655</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26/8/69</td>
<td>State Highway No. 16</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Kaukapakapa - ½ mile south</td>
<td></td>
<td>The Dye Homestead</td>
</tr>
<tr>
<td></td>
<td>Ref: 1943/1170/-1420</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1) The following is a complete list of structure plans approved in terms of Clause 8 of Section 3 of this Scheme Statement. These structure plans form part of the Approved District Scheme of the County of Waitemata. The description and maps set out in this Appendix are not necessarily part of the structure plans to which they refer, and are included herein for descriptive purposes only. For further information, the structure plans themselves should be consulted. These are available in separate volumes, and may be inspected at any office of the County during normal office hours.

The dates on which each of the structure plans became operative are shown.

2) SCHEDULE OF EXISTING STRUCTURE PLANS:

<table>
<thead>
<tr>
<th>Name</th>
<th>Operative Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. West Harbour</td>
<td>15. 2. 1973</td>
</tr>
</tbody>
</table>

3) DESCRIPTIVE MAPS AND BRIEF DESCRIPTIONS OF MAIN CHARACTERISTICS:

A) West Harbour:

The West Harbour Structure Plan applies to approximately 690 acres (excluding roads) in the Luckens Road area at Hobsonville, being part of the West Harbour Sequence 1 area more fully described in Appendix 5 in this Section of the Scheme Statement. Special features include:
3) A) 1) division of the area into eight units, each having slightly different ordinances, so as to encourage a variety of housing types and densities;

ii) the predominant use rights of each allotment, while conforming with the above ordinances, will be finally determined by a Local Uses Scheme, which is approved at the same time as the scheme plan of subdivision — in this way, lots may be tailored to their uses.

iii) a new form of bulk and location control which requires that each lot be treated on its merits and in relation-ship to surrounding lots by determining a defined building area and a maximum building altitude in such a way as to take account of the aspect and topography of the site concerned and the area surrounding it, and also, as far as possible, the visual and aural privacy of existing and future residents.

iv) a 320 - boat island marina to be formed in a small bay;

v) a high density (40 persons per acre) area on the slopes leading down to the marina;

vi) a 35,000 square foot commercial centre.
STRUCTURE PLAN OUTLINE
SHOWING UNITS GENERAL LAND USES
AND CONTOURS

MAP 4/A
APPENDIX 5

SCHEDULE OF SEQUENCED AREAS, AND DESCRIPTIONS:

In accordance with Clause 5 of Section 3 of the Scheme Statement, the areas scheduled hereunder have been classified for future development. Map 2 delineates the areas, gives the sequence numbers and shows the names by which the areas are referred to in this schedule.

Acreages given are approximate only, and are intended to include the areas of roads, streams, lakes, and all other land, so as to be a gross figure. Where dates are indicated, they are approximate only, and do not represent Waitomata County Council policy, or strategic targets. The actual time of development of an area will depend on supply and demand together with other planning principles, and cannot be forecast with accuracy.

SCHEDULE
(as at September, 1972)

<table>
<thead>
<tr>
<th>Sequence</th>
<th>Name</th>
<th>Area (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Albany South</td>
<td>2,500</td>
</tr>
<tr>
<td>1</td>
<td>West Harbour</td>
<td>1,200</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td>3,700</td>
</tr>
<tr>
<td>2</td>
<td>Albany North</td>
<td>2,000</td>
</tr>
<tr>
<td>1</td>
<td>Brigham</td>
<td>2,000</td>
</tr>
<tr>
<td>2</td>
<td>Orewa West</td>
<td>470</td>
</tr>
<tr>
<td>2</td>
<td>Parau</td>
<td>350</td>
</tr>
<tr>
<td>2</td>
<td>Sturges</td>
<td>1,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5,820</td>
</tr>
<tr>
<td>3</td>
<td>Birdwood</td>
<td>1,800</td>
</tr>
<tr>
<td>3</td>
<td>Greenhithe - Schnapper Rock</td>
<td>2,350</td>
</tr>
<tr>
<td>3</td>
<td>Whangapararua East</td>
<td>1,300</td>
</tr>
<tr>
<td>3</td>
<td>Okura - Long Bay</td>
<td>2,300</td>
</tr>
<tr>
<td>3</td>
<td>Waiti</td>
<td>800</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3,350</td>
</tr>
<tr>
<td></td>
<td>TOTAL AREA:</td>
<td>17,870</td>
</tr>
</tbody>
</table>

Descriptions:

The descriptions follow in the order set out in the schedule above.
SEQUENCE 1: ALBANY SOUTH

Location and Boundaries:

The Albany South area is on the North Shore, north of Glenfield and west of East Coast Bays. It contains approximately 2,500 acres and lies about 10 miles by road from the Chief Post Office, Auckland. It is bounded on the east by Residential A zoning a section's depth west of East Coast Road, and in the south by Residential A zoning a section's depth north of Sunset Road. Schnapper Rock Road divides the area from Greenhithe (Sequence 3) to the southwest. To the north the area is bounded by the Albany North area (Sequence 2).

Topography:

The Albany Basin is a major topographical feature on the North Shore, covering about 5,400 acres. It drains to the west via the Oteha Stream and Lucas Creek into the Waitemata Harbour. The Basin is bounded in the north by the Lonely Track Road ridge, in the east by the East Coast Bays Road ridge, and in the south by the Sunset Road - Schnapper Rock Road ridge.

The main internal features of the Basin are two valleys, a spur ridge separating them, and two man-made lakes. The northern valley, along which the Albany - Browns Bay Road runs, is drained by the upper reaches of the Lucas Creek. Rosedale Road runs the length of the southern valley, and this is drained by the Oteha Stream flowing immediately below a steep, 150 - 200 foot high bush-covered escarpment. This escarpment forms the southern edge of the Spencer Road ridge, which separates the two valleys. The two lakes are located in the Rosedale Valley, and act as oxidation ponds for the North Shore Drainage Board's sewage treatment works. The lakes are a wildlife sanctuary. For staging of development purposes the Albany Basin has been split into three parts, namely Albany South (Sequence 1), Albany North (Sequence 2) and the Schnapper Rock Road vicinity which forms part of the Greenhithe - Schnapper Rock area (Sequence 3).

The topography of Albany South is generally flat to undulating, reaching gradients of 1 : 8 or more in the steeper parts of the valley heads below the State Highway. The outlook is generally northerly.

Bulk Services:

The area contains generally those lands that can connect directly to the North Shore Drainage Board trunk sewer which serves East Coast Bays Borough and the North Shore Drainage Board trunk sewer which is intended to serve the University. The University is due to be opened in February 1976, so it may be assumed that this sewer will be completed by the end of 1975.
Scheme Statement
Section 10

An Auckland Regional Authority storage reservoir at Cuthill and associated reticulation mains to serve the University will ensure that bulk water supply is readily available.

Development:

In addition to the ready availability of sewerage and water supply connections, this area has been identified as Sequence 1 for the following reasons:

(a) it contains land proposed for industrial development -
(b) it offers the opportunity to provide a significant amount of land for recreation -
(c) it offers a varied choice of residential environment capable of accommodating a wide range of housing types.
(d) it is well served for subdivisional development by the main roads that will be improved to cater for traffic generated by the University -
(e) the relationship between the proposed sub-regional commercial, civic, cultural and recreational centre and the rest of the area is such that the development of each can be staged in co-ordination.

SEQUENCE 1: WEST HARBOUR

Location and Boundaries:

The West Harbour area is in the Western Sector, and lies across the Henderson Creek to the north of To Atatu Peninsular. It contains some 1,200 acres, and is approximately 12 miles by road from the Chief Post Office, Auckland. In the south the area is bounded by Residential A zoning a section's depth north of Royal Road and Moire Road, and by Lawson's Creek. Hobsonville Road bounds the area to the north, and separates it from the Rural A zoning associated with Whenuapai Airport. The Hobsonville Residential A zoning adjoins the area to the north-east, and the Waitakata Harbour Coast is the eastern boundary. The Brigham area (Sequence 2) beyond Don Buck Road lies to the west. The existing North-western Motorway traverses the western end of the area.
Topography:

Main features of the area are the Don Buck Road, Hobsonville Road and Luckens Road ridges, Lawson’s Creek running through the south-western end and a small bay in the eastern coastline. The land rises from mean sea level to more than 250 feet A.M.S.L. Slopes vary from a rolling 1:10 gradient to steep valleys and cliffs. Much of the land has a northeast or easterly aspect, and enjoys broad views of the Auckland Harbour and Bridge.

Bulk Services:

The greater part of the West Harbour area can be serviced with main sewerage by the construction of a pipe bridge across Lawson’s Creek and a tunnel through the Luckens Road ridge to extend the Auckland Regional Authority’s existing branch sewer northeastward from Massey. This presents no major technical difficulties, and it is expected that full services will be provided by 1975. (In the meantime temporary pumping stations may be used). The provision of full bulk water supply to the area presents no problems.

Development:

A large portion of the area is already subject to a structure plan (West Harbour Structure Plan, 1971, covering a gross area of about 720 acres). It is expected that development will begin on this in 1972. Proposals, including an island marina, are outlined in Appendix 4 to this Scheme Statement. The development of the remaining two pieces of the area may proceed as soon as demand arises.

Location and Boundaries:

The Albany North area is on the North Shore, and is within the Albany Basin. It lies to the north of Albany South and to the west of East Coast Bays. It is distant about eleven miles by road from the Chief Post Office, Auckland, and contains approximately 2,000 acres. Albany North is bounded in the north by Lonely Track Road, beyond which the land is zoned Rural A. On the eastern boundary it is separated from East Coast Bays Road by a section’s depth of Residential A zoning. The area extends westwards to touch the Residential A zoning of Albany Township, and is bounded in the south by Albany South (Sequence 1).
Topography:

The Albany North area forms part of the 5,400 Albany Basin more fully described under "SEQUENCE 1: Albany South - Topography" above. The land is relatively steep in the vicinity of Lonely Track Road, gradients of 1:4 being not uncommon. However the greater part of the Albany North area has flat to rolling slopes. The Lonely Track ridge has a southerly aspect, while the remainder tends to slope towards the north and west.

Bulk Services:

The area will require the construction of either additional North Shore Drainage Board or Waitemata County Council trunk sewer mains before development can take place. The provision of bulk water supply is unlikely to present any problem.

Development:

This area is a logical progression from Albany South (Sequence 1) as it is well related to other land uses that will be established in the Albany Basin to serve that area, and ensures the consolidation of development in the Basin. In the early 1980's it will be necessary to increase the size of the sub-regional commercial, civic, cultural and recreational centre mentioned under the heading "SEQUENCE 1: Albany South". This will encourage residential and industrial development in the Albany North area.

SEQUENCE 2: BRIGHAM

Location and Boundaries:

The Brigham area lies in the western sector of the metropolitan area west of West Harbour (Sequence 1) and north of Birdwood (Sequence 3). It contains more than 2,000 acres, and is about eleven miles by road from the Chief Post Office, Auckland. The area is bounded in the east by Don Buck Road and State Highway No. 16. The western boundary of the northern part of the area zoned Rural I.D. is the Ngongotepara Stream, Nixon Road and Red Hills Road bound the part of the area zoned Rural R.D. in the west and south. Apart from the West Harbour and Birdwood sequenced areas and the Massey Residential A zoning, the Brigham area is surrounded by Rural A zoning. This is due largely to the extensive Rural A zoning surrounding Whenuapai Airport, which lies to the northeast of the area.
Topography:
The area is surrounded on the western, southern and eastern sides by ridges, forming a valley system draining generally to the north via the Ngongotepara Stream into Brighams Creek. Though broken by many small valleys, particularly in the vicinity of the watershed ridges, the country has a large proportion of rolling slopes eminently suitable for housing. The aspect is generally to the north.

Bulk Services:
Because of its position relative to other areas having or requiring main sewerage and sewage treatment the Brigham area may be served with these facilities in more than one way, either by Mangoro Sewage Treatment station or by some other permanent treatment plant. In either case the capital cost will be considerable with some dead running of trunk sewer. Before development can occur in this area this matter must be finally resolved by the appropriate drainage authority. The provision of bulk water services does not present a problem.

Development:
Notwithstanding the drainage question, this area has been classified as Sequence 2 for the following reasons:

(a) it contains at its northern end a substantial amount of proposed industrial land (about 350 acres);

(b) it offers the opportunity to provide a significant recreational area to the south of the industrial area;

(c) the characteristics of the area are such that it is likely in the future to generate considerable demand for urban use;

(d) it is well suited, both intrinsically and by virtue of its relationship to other land uses, for urban use.

The central portion of the area lies directly in line with the main runway of Whenuapai Aerodrome, and between 1½ and 3 miles distant from the south-western end of that runway. Noise could be a factor in the vicinity for this reason particularly if the runway is extended. However the land most subject to this possibility is suitable for recreational use, as mentioned above.
SEQUENCE 2: OREWAwEST

Boundaries:

The Orewa West area contains about 470 acres all told, the greater part of which, 340 acres, lies to the west of the proposed Northern Motorway. The motorway itself takes 37 acres from the area and splits the remainder into two blocks, approximately 41 acres west of Hatton Road, and 53 acres west of the District High School on the river. Generally, the Orewa west area is bounded by the residential zoning of Orewa township to the east, the Orewa River to the south and by a ridge to the west. It lies about 25 miles by road from the Chief Post Office, Auckland.

Topography:

The land rises from the Orewa River in the south and from the existing urban area in the east to become quite steep along its western and northern extremities. The western boundary has been drawn so that the whole of the future residential area will have views to the sea. In this way the character of Orewa will be preserved as a water-oriented settlement.

Bulk Services:

The Orewa township was connected to a sewage treatment plant on the southern bank of the Orewa River in 1972. This plant was designed to serve the whole of the Orewa County Town area, from Hatfields Beach in the north to Red Beach in the south, including the Orewa West Sequence 2 area, in due course. However there are long term bulk water supply problems which will have to be solved before full development can occur.

Development:

The Orewa township is and will continue to be a popular resort area. It is envisaged that in the future it will be used increasingly for permanent residential purposes, while retaining its resort character. The Residential A zone contains significant amounts of undeveloped land. However, as it is intended that other beaches in the immediate vicinity will remain purely residential in character, and as there is an expanding demand for resort accommodation and facilities in the general area, resort uses will tend to be concentrated in Orewa. The timing of development of Orewa West will depend to some degree on this demand.
Location and Boundaries:

The Parau area is in the southern part of the western sector, and is the next block of future residential land south of Laingholm. Parau adjoins Big Muddy Creek and Manukau Harbour. The area contains about 350 acres and lies approximately sixteen miles by road from the Chief Post Office, Auckland. Parau is completely surrounded by publicly owned land, being bounded on the north by the Auckland Regional Authority Water Supply Area and in the west by the 1,800 acre Cornwallis Park.

Topography:

The country is in places steep and broken, but with significant areas of rolling slopes, particularly in the vicinity of Huia Road. The northern slopes towards the ridge on the boundary of the water catchment area, and the steeper country at the southern end have little agricultural value.

Services:

The Parau area lies well outside the Auckland Regional Authority's Inner Drainage Area, and there is no prospect of it being included therein in the foreseeable future. Sewage disposal for the whole area could either depend on septic tanks, or be achieved by a local sewage treatment plant. The latter would require a permit to discharge effluent into the Manukau Harbour, and may be influenced by possible classifications of the Harbour under the Water and Soil Conservation Act 1967.

Development:

The area generally is suitable for the kind of residential use typical of Titirangi, containing moderately steep slopes, some bush and extensive views. When sufficient demand arises to justify development, the area is likely to retain a semi-rural character, being surrounded by and including native bush. It is not envisaged that demand for residential uses at Parau will be significant until Laingholm to the north has been substantially developed.
SEQUENCE 2: STURGES

Location and Boundaries:

The Sturges area is in the Western Sector immediately to the west of Henderson. It is about 1,000 acres in area and approximately twelve miles from the Chief Post Office, Auckland. It is bounded on the north by, but does not include, a 275 acre area zoned Rural I.D. To the northwest, east and southeast the Sturges area abuts land zoned Residential A, the Opanuku Stream forming the southeastern boundary. Simpson Road and Candia Road in the west and Henderson Valley Road in the south separate the area from the Rural A zone.

Topography:

The area falls from the Simpson Road - Candia Road ridge down into two catchments separated by the Sturges Road ridge. The northerly catchment drains to the Haruhuru Creek, and the southerly drains via the Opanuku Stream into the Henderson Creek. The slopes are generally steep near the ridges, becoming rolling to flat in the valley floors.

Services:

The Sturges area can be readily serviced from existing main sewers, though the northwestern part of it will require extensions to the Auckland Regional Authority's Henderson Valley Branch and Ranui Branch sewers. The provision of bulk water services presents no problem.

Development:

The land zoned Rural I.D. to the north of the Sturges area has not been sequenced, and will come into industrial use by way of a district scheme change or review when demand justifies this step. This, together with the proposed motorway which will have a junction at Sturges Road, will precipitate demand for residential uses.
SEQUENCE 3 : BIRDWOOD

Location and Boundaries:

The Birdwood area is in the Western Sector to the north of Swanson and to the west of Massey. It contains nearly 1,800 acres and lies about twelve miles by road from the Chief Post Office, Auckland. To the north Red Hills Road separates Birdwood from the Brigham area (Sequence 2) while in the west, McEntoe Road and Sunnyvale Road form the boundary with the Rural A zone. The boundary to the east is the Residential A zone lying to section's depth to the west of Don Buck Road, and that to the south is the Residential A zoning of Swanson - Ranui, bounded by the Swanson Stream and Birdwood Road.

Topography:

The area is surrounded in the west and north by ridges, and contains a further ridge (Crows Road) running generally parallel to the Swanson Stream in the south. Thus the area falls into two catchments, the northerly one being drained by the tributary along Birdwood Road, the southerly draining directly into the Swanson Stream and thence into the Huruhuru Creek. Much of the area is steep, broken and unsuitable for rural uses other than afforestation.

Services:

The servicing of this area with main sewerage and with bulk water presents no problems.

Development:

It is estimated that about 30% of the Birdwood area is unsuitable for urban development by reason of its steep and broken nature. Moreover, the remaining 70% will be relatively difficult to develop, and will require costly road construction and larger than average section sizes. The eventual urban use of this land can only be for residential purposes. No demand is foreseen for urban development in this area before perhaps the late 1980's.
SEQUENCE 3: GREENHITHE - SCHNAPPER ROCK

Location and Boundaries:
The Greenhithe - Schnapper Rock area contains about 2,350 acres, of which some 300 acres are devoted to the North Shore Golf Course (215 acres) and the Schnapper Rock Cemetery (87 acres). The area is on the North Shore, northwest of Glenfield and Birkenhead, and southwest of Albany. It lies 10 to 11 miles by road from the Chief Post Office, Auckland. The boundaries are in the north, the golf course, Appleby Road and the No. 1 State Highway, in the east, a section's depth from Glendhu Road, in the south the Oramo Creek, and in the west, Lucas Creek and the Residential A zoning of Greenhithe Township.

Topography:
The land generally is rolling to steep, and forms a basin draining down into the To Wharau Creek from the View Road ridge in the south and the Schnapper Rock Road ridge in the north. The aspect is northerly to westerly, looking across the Lucas Creek to the steep banks of Paremoremo.

Bulk Services:
At present (1972) there is no main sewer serving the Greenhithe-Schnapper Rock area. Greenhithe Township is wholly dependent on septic tanks for sewage disposal. There are no major technical problems associated with the provision of sewage and bulk water services. They will be provided when the necessary capital outlay can be justified by a sufficient demand for full urban development in the area, that is, when the area becomes classifiable as Sequence 1.

Development:
The Greenhithe - Schnapper Rock area is the third stage in the development of the North Shore. Government works in the Albany Basin to the northeast together with the relative expensiveness of providing bulk services to Greenhithe are contributing factors in the classification of the area as Sequence 3. It is likely that the area will be developed for urban purposes towards the middle 1980's. It will be largely residential in character, though some industry may need to be provided for.
SEQUENCE 3: WHANGAPARAOA EAST

Location and Boundaries:

The Whangaparaoa East area lies twenty-nine miles by road north of the Chief Post Office, Auckland, and about two thirds of the way along the Whangaparaoa Peninsula in the Hauraki Gulf. It contains approximately 1,300 acres not including the golf course. The area is bounded in the north by the coast, the Residential A zoning a section depth south of Whangaparaoa Road, and the golf course, in the east by Okoromai Bay, in the south by the southern coast and Hobbs Bay, and in the west by the Residential A zoning along Roberts Road.

Topography:

The land form is flat to rolling, generally surrounded by steep cliffs along the water's edge. The area drains principally into Hobbs Bay.

Bulk Services:

No bulk water is reticulated to the area at present, or likely to be so in the next few years. Consequently there are no main sewage or sewage treatment facilities available to the land. The provision of reticulated bulk services to the Whangaparaoa East area presents problems that are common to the whole of the Whangaparaoa Peninsula, Waiti and Okura - Long Bay. A good source of water must be located. Both the method and site of disposal of sewage must be designed after full technical and environmental consideration.

Development:

The area is bounded on two sides by existing (1972) Residential A zoning. The balance of its boundaries are coastline, being Fishermans Rock in the north and Hobbs Bay and Okoromai Bay in the south. Hobbs Bay offers the possibility of being developed for boating facilities. Those characteristics, together with the nearness of the Shakespear Regional Reserve to the east, may result in a demand for early development. However, the area has been classified as Sequence 3 because the existing Residential A zones on Whangaparaoa Peninsula contain at the present time (1972) a considerable amount of unbuilt-on land, and because water, sewage and sewage treatment facilities are unavailable as yet. The provision of these services by the appropriate authorities is not programmed within the next few years.
SEQUENCE 3: OKURA - LONG BAY

Location and Boundaries:

The Okura - Long Bay area occupies the 2,300 acres between the Okura River in the north and East Coast Bays Borough in the south. It is bounded in the east by the Long Bay coast on the Hauraki Gulf, and in the west by Okura Beach Road and the rear boundaries of certain allotments fronting thereto. Included in the area is the Long Bay Regional Reserve stretching the full two miles along the eastern coast of the area. This reserve is about 290 acres in area. Not included in the area is the Okura settlement, which is zoned Residential A, and which contains a further 40 acres (gross).

Topography:

The area is similar in type and outlook to the East Coast Bays area, being a little higher, a little steeper and a little better oriented to the north. It is served by three ridgeline roads (1972), Okura Beach Road in the west, Vaughans Road through the middle, and Glenvar Road in the south. These roads generally radiate out and descend away from the area's highest point (above 350 feet A.M.S.L.) in the southwest corner. The major Vaughans Road ridge runs from this point to meet the sea in cliffs which are in places over 100 feet high. The land both on the ridges and in the valleys is generally rolling, gradients of 1:10 to 1:6 predominating. The greater part of the area is oriented towards the sun and enjoys views of the Hauraki Gulf and / or the Okura River Estuary.

Bulk Services:

At the present time (1972) no bulk water or main sewerage is available in this area, which lies in the North Shore Drainage Board's No. 3 area. Subject to the exercise of the Board's powers under Section 27 (7) of the North Shore Drainage Act 1963, the Okura - Long Bay area may be served with main sewerage either by connecting it to the existing North Shore system, or considering it in conjunction with the Whangaparaoa and Waiti areas, or otherwise. Bulk water supply to the area also requires investigation, and may in the long term be provided, either from the Auckland Regional Authority's existing system to the south, or from the north in conjunction with Whangaparaoa and Waiti, or otherwise. Neither main sewerage nor bulk water supply for the Okura - Long Bay area is at the present time programmed by the appropriate local authorities.
Development:

From the local government standpoint in relation to a logical programme for the provision of public works, it is likely that this area will be developed after the Albany Basin has been substantially populated. This may not be before the mid-1980's. The degree to which the East Coast Bays Borough is built up will also have a bearing. The presence of the Long Bay Regional Reserve, the quality of the beach and the general character of the land in respect of aspect and views will tend to encourage a high standard of development in the area. It is expected that for these reasons developers will be able to afford even greater attention to the environment than is normally required.

SEQUENCE 3: WEITI

Location and Boundaries:

The Weiti area lies some eighteen miles north of the Chief Post Office, Auckland, on the Hauraki Gulf coast just south of Whangaparaoa Peninsula. It contains about 600 acres of land zoned Rural R.D. about 560 acres of which is part of Weiti Station. The area is bounded in the north by the Residential A zoning of Stillwater, in the east by the Weiti River and Karapiro Bay, in the south by the Okura River, and in the west by the higher ground of the remainder of Weiti Station.

Topography:

The area rises from sea level to more than 200 feet A.H.S.L. on its western boundary. It is divided by a valley running in a northwest - southwest direction down to Karapiro Bay. This valley contains about 50 acres of flat land. The rest of the area to north and south of the valley is relatively steep, ranging in grade from 1:6 to 1:3. The western boundary of the area was drawn so that the whole would retain a view of the sea and have generally a northerly or easterly outlook. Except for the beach where the valley meets the sea the coastline is largely in cliffs and steep bush-clad slopes. At the southern end the view of this bush is of considerable amenity valley to Okura and the northern half of the Okura - Long Bay area.

Bulk Services:

There are at present no bulk water or main sewerage facilities available in the Weiti area. The provision of these services will depend to a great degree on the development of the Whangaparaoa area, as it is there that the services will probably originate. No engineering works to provide the Weiti area with bulk services are at present (1972) programmed.
Development:

At the present time (1972) the only road access to the area is via the subdivisional roads of Stillwater. Eventually the area will be opened up by the future road shown on the Outline Development Map running between the Northern Motorway and the Whangaparaoa commercial centre. As this link requires a substantial high level bridge across the Wade River, it is unlikely to be built until the Whangaparaoa traffic warrants it. It is expected that Whiti will be developed at the end of the planning period, using for access either the above major link or perhaps a low level bridge from Okura across the Okura Estuary. The possibility of building a road in cut through the bush-clad northern banks of the river rising to the ridges above, thus affording a spectacular scenic drive linking all the coast areas together, should be examined. The amount of development in this area is limited by the geological conditions to the west, where there is a large expanse of Onorahi Formation. Construction of houses on such land can be risky due to earthmovement. Part of the area zoned Rural R.D. is also on Onorahi Formation, so that its development may need to be subject to special conditions, such as the requirement of a satisfactory certificate from an engineer before a building permit is issued.