

# NORTHERN AND WESTERN SECTORS AGREEMENT

Auckland Regional Growth Strategy



A joint agreement on  
managing sub-regional  
growth to 2021



October 2001

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# **Part I : Summary of Growth Opportunities and Key Strategic Issues**

## **1 Introduction**

### **1.1 REGIONAL GROWTH STRATEGY**

The Auckland Regional Growth Strategy (RGS) provides a vision for what Auckland could be like in 50 years' time with a population of two million. The purpose of the RGS is to ensure growth is accommodated in a way that meets the best interests of the inhabitants of the Auckland region. Key principles of the strategy are:

- A compact urban form, with most growth within existing metropolitan area focused round town centres and major transport routes to create higher density communities, with a variety of housing and mixed use activities to provide for employment, services and recreation;
- Limited managed expansion into greenfield areas outside of current Metropolitan Urban Limits (MUL) where environmental quality, accessibility and infrastructure development criteria can be met; and
- Protection of the coast and surrounding natural environment

### **1.2 MEMORANDUM OF UNDERSTANDING**

The Memorandum of Understanding signed by the Regional Growth Forum (RGF) members is designed to align the partners to the outcomes sought in the RGS. It commits the partners to the development of sector-based agreements to assess how local growth issues are to be addressed and how development in each of the sectors is aligned with the RGS. The sector planning approach provides for flexibility to address local issues, while at the same time ensuring that the vision, outcomes and principles of the RGS are met. Sector Agreements also ensure policy co-ordination across the region.

Four geographic sectors have been identified in the RGS. (Refer to Figure 1 at the end of Part I.) This document sets out the Northern and Western Sectors Agreement, in fulfilment of the responsibilities outlined in the RGS for North Shore City, Waitakere City and Rodney District Councils.

### **1.3 THE NORTHERN AND WESTERN SECTORS AGREEMENT**

The RGS has allocated future population growth capacities by sub-regional and territorial areas, based on analysis of population projections and application of the key principles of the strategy. The Northern and Western Sectors Agreement sets out how the allocated growth capacities for these two sectors can be accommodated in appropriate locations, form, and sequencing over the next 20 years. It also identifies the key issues associated with managing this growth, and sets in place agreed principles and methods/actions to address these issues.

Issues of interest between North Shore City and Auckland City Councils, and between Waitakere City and Auckland City Councils are identified in the Central Sector Agreement.

The Northern and Western Sectors Agreement has been prepared as a single document, as there is no definitive spatial "boundary" between the two sectors. There are issues that are common to, or will affect how growth is to be managed in both sectors, and there are common signatories for the two sectors. This single document approach will ensure that issues are dealt with in a comprehensive and integrated manner, and that cross boundary effects are taken into account in the development of growth management approaches for each sector.

The North Shore City, Waitakere City, Rodney District and the Auckland Regional Councils are signatories to the Northern and Western Sectors Agreement.

## 1.4 REVIEW PERIOD

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

## 2 Future Growth Capacities – 2021

The growth strategy has allocated a population growth capacity of 378,000 to the year 2050 for the Northern and Western Sectors. The share of this growth capacity between North Shore City, Waitakere City and Rodney District is shown below.

**Table 1: Regional Growth Strategy Allocation of Growth Capacities for the Northern and Western Sectors – 1996-2050**

Territorial Authority	1996 population	RGS Growth Allocation 1996-2050	Growth Capacity 1996 - 2050	% increase
North Shore City	172,000	292,000	120,000	70
Waitakere City	156,000	303,000	147,000	94
Rodney District	66,000	177,000	111,000	168
Total Northern and Western Sectors	394,000	772,000	378,000	96

Table 2 below provides a summary of the distribution of growth capacities for the period 1996 to 2021 for each of the territorial authorities in the Northern and Western Sectors. A detailed discussion of the form, location, capacity and sequencing of future growth for each of the territorial authorities is at Part II of the Northern and Western Sectors Agreement.

**Table 2 : Northern and Western Sectors Agreement - Summary of Distribution of Growth Capacities – 1996-2021**

Growth Location	North Shore City	Waitakere City	Rodney District
Existing Urban Area (1999 MUL)	75,510 (98%)	55,000 (74%)	49,874 (68%)
Future Growth Outside 1999 MUL)	0	13,000 (17%)	0
Rural	1,175 (2%)	6,500 (9%)	23,611 (32%)
<b>Total Additional Capacity</b>	<b>76,685 (100%)</b>	<b>74,500 (100%)</b>	<b>73,485 (100%)</b>

The location of the future growth areas is shown in Figure 2 at the end of Part I.

This growth capacity meets the Auckland Regional Council's medium population projection for the year 2021.

**Table 3 : Population Capacities and Population Projection Comparison 2021**

Population	North Shore City	Waitakere City	Rodney District
1996 Population	172,174	156,000	66,500
1996-2021 Additional Capacity	76,684	74,500	73,485
<b>Subtotal</b>	<b>248,858</b>	<b>230,500</b>	<b>139,985</b>
Auckland Regional Council Population Projection for 2021	242,589	229,972	116,946

Apart from providing for population capacities, the Northern and Western Sectors Agreement seeks to promote a better distribution of business and employment opportunities locally as part of growth management. Table 4 shows some key statistics relating to business zoned land and employment targets.

**Table 4 : Business Zoned Land and Employment Targets in the Northern and Western Sectors – 2021**

	Business zoned land in 1996 (hectares)	Number of jobs in area 1996 (full and part time)	Business zoned land in 2021 (hectares)	Target % of labour force employed in city
<b>North Shore City</b>	807	57,885	800.7	65%
<b>Waitakere City</b>	620	36,696	820	60% <sup>1</sup>
<b>Rodney District</b>	331	20,055	416	70%

Note<sup>1</sup>: Target figure for the year 2010 was set in Waitakere City Council's Strategic Directions in 1999. It is likely to be adjusted upwards as part of Council's next Strategic Review.

The broad distribution of employment areas in the Northern and Western Sectors is shown in Figure 3 at the end of Part I.

### **3 Alignment with the Regional Growth Strategy and Local Development Strategies**

The Northern and Western Sectors Agreement endorses the vision set by the RGS which is to sustain:

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

The RGS has also identified outcomes, which are:

- safe and healthy communities;
- diversity of employment and business opportunities;
- housing choice;
- high amenity of urban environments;
- protection and the maintenance of the character of the region's natural environment;
- sustainable use and the protection of the region's natural and physical resources (including infrastructure); and
- efficient access to activities and appropriate social infrastructure for all.

The Northern and Western Sectors Agreement seeks to provide outcomes that are consistent with the RGS as well as with local development strategies. Discussion of how the growth pattern for each of the territorial Sector Partners meets the RGS outcomes and local development strategies is provided in Part II of this document.

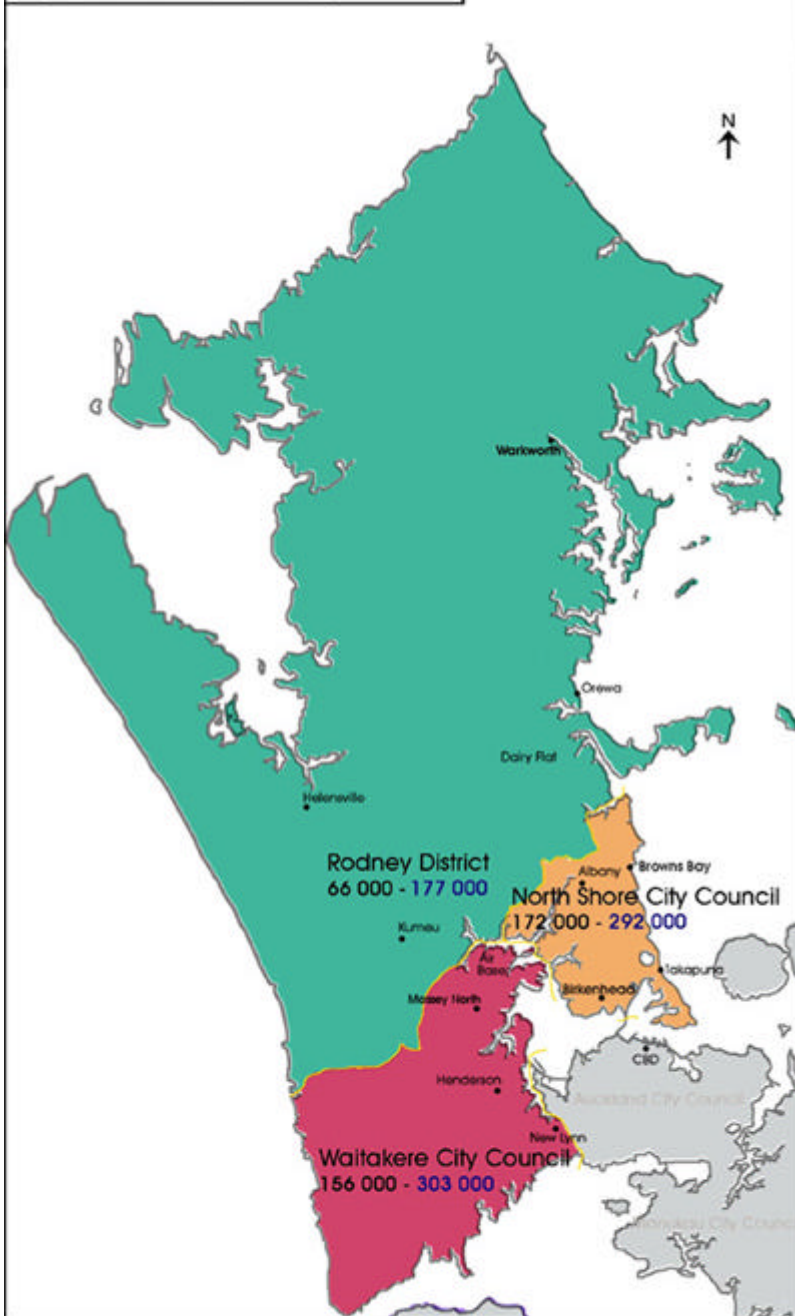
## **4 Key Strategic Issues for the Northern and Western Sectors**

Achieving the pattern and capacity of growth identified in the Northern and Western Sectors Agreement consistent with the RGS outcomes is contingent upon the resolution of a number of key issues that have cross boundary implications. The key critical success factors are:

- Wastewater management – capacity of the Western Interceptor and extension of trunk connections to service the north-western future growth areas in Waitakere City and Rodney District;
- Upper Waitemata Harbour – impact of future development on land within the catchment on the carrying capacity of the Upper Waitemata Harbour and appropriate water quality standards and stormwater management approaches;
- Transportation – upgrading passenger transport on the Western Rail Corridor, additional capacity on State Highway 16, including bus ways, and the North Shore Bus Rapid Transit system, and improving intra-city links;
- Open space and greenbelts – increased demand for open space to provide visual amenity and recreation facilities for intensification and future urban areas, and the use of greenbelts as buffers to protect rural character and enhance image and identity of urban areas;
- Business and employment opportunities – changing employment structure; and the demand for, and access to, a range of employment opportunities within town centres and other employment areas;
- Airbases - strategic economic development opportunities at Hobsonville airbase, future development options for Whenuapai airbase, and operational requirements of the airbase at Parakai and Dairy Flat; and
- Community development and facilities – need for a sub-regional approach to the provision of some facilities and opportunities for co-location and sharing of facilities for increased efficiency and effectiveness of service provision.

Each of these issues requires a consistent and complementary management approach among the sector partners to meet the desired outcomes of the RGS. The principles and actions agreed to by the sector partners to address these issues are discussed in Part II of this document.

**Figure 1 - Sector Map**



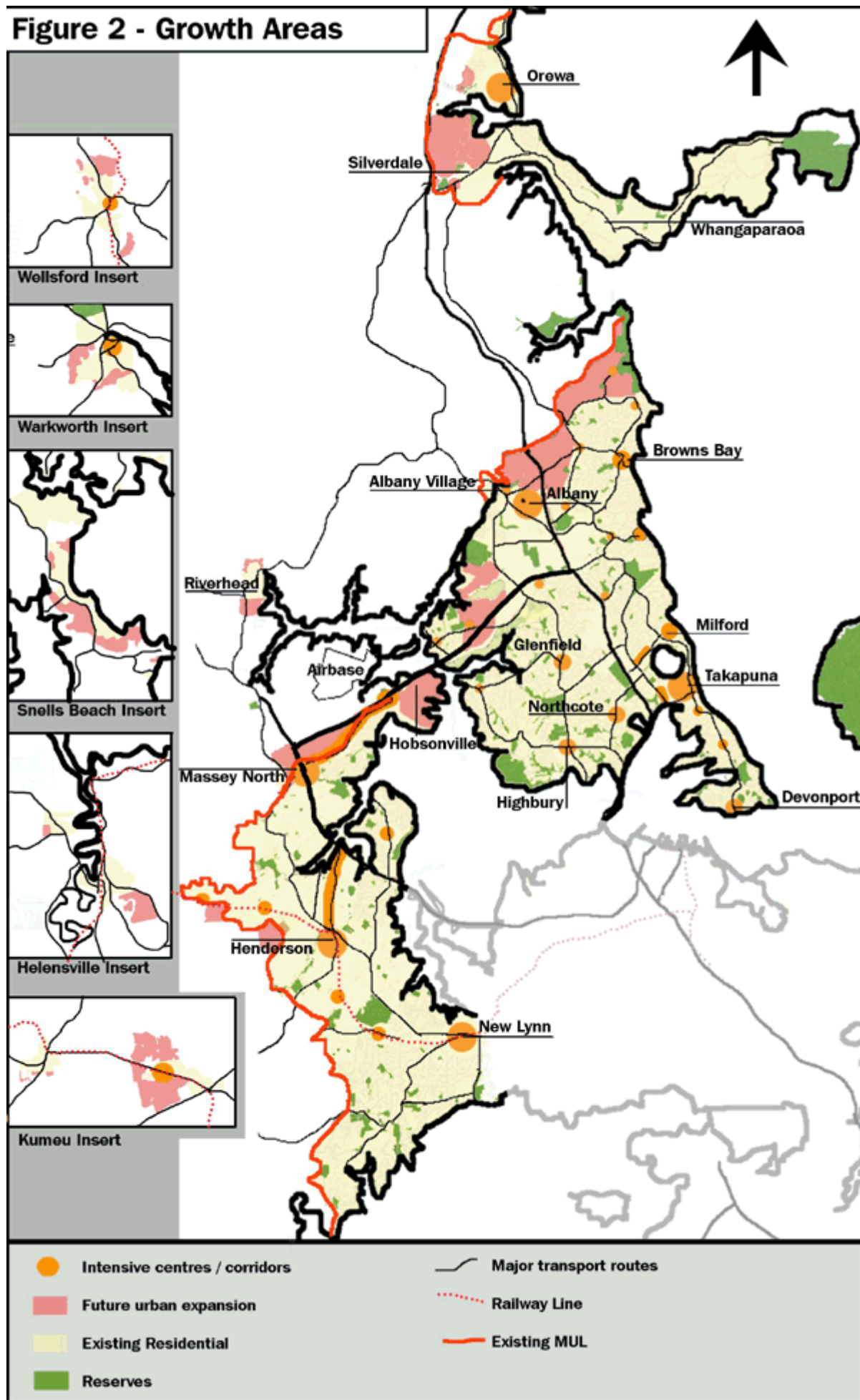
Local authority boundaries and allocation of RGS 2050 capacities

1996 population

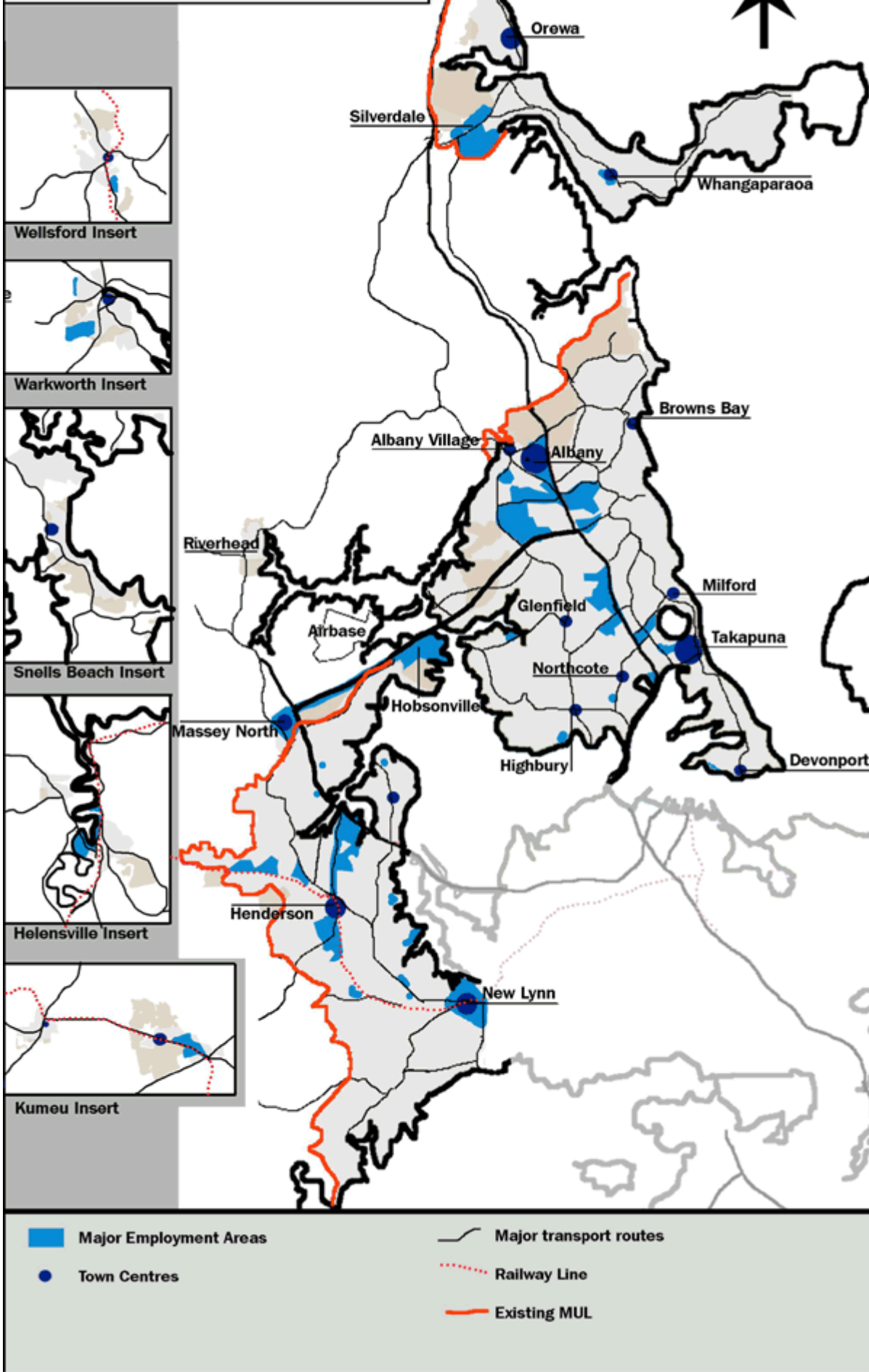
Total capacity 1996 - 2050

Population figures from the Regional Growth Strategy Nov 1999

**Figure 2 - Growth Areas**



**Figure 3 - Employment Areas**



## **Part II : Implications of Form, Location and Sequencing of Growth – Key Factors**

The nature, capacity, location and sequencing of growth have implications for individual sector partners in relation to infrastructure planning and timing and funding of infrastructure development. There are also issues of growth management which have broad strategic and cross-boundary implications.

### **1 North Shore City**

#### **1.1 SUMMARY OF GROWTH OPPORTUNITIES**

North Shore City Council is planning to enable the following future growth opportunities over the next 20 years:

- Intensification in and around town and village centres;
- Greenfield residential opportunities within Metropolitan Urban Limits;
- Infill housing in appropriate areas;
- Mixed use development on selected transit corridors;
- Business development in greenfield employment areas;
- Intensification of employment areas in central locations close to public transport;
- Opportunities for home based businesses; and
- Limited opportunities in rural areas.

In combination these growth opportunities are thought to provide sufficient capacity to accommodate predicted rates of growth subject to key provisos on matters such as infrastructure capacity and the outcomes of future community consultation.

In managing the release of future growth opportunities North Shore City Council will be seeking to modify current development trends. At present the City's greenfield and infill areas are major foci for development. In the future the rate of development in these areas may slow due to the finite supply of greenfield and infill sites, infrastructure constraints, and a desire to achieve higher environmental and design standards.

North Shore City Council sees intensification in and around the City's town and village centres as being of increasing importance in the future. Centres are an important element helping to organise the City's structure. They remain highly accessible and are characterised by a concentration of shops, services, entertainment and recreation facilities that provide a focus for a community. The Council will encourage more people to live in and around these centres.

Another key component of future planning is the planned Bus Rapid Transit (BRT) system that will radically improve passenger transport services in North Shore City. This will link the City's town and village centres using feeder services and a high speed central corridor. The central spine of the BRT system will be a major focus for business and mixed use intensification.

#### **1.2 CITY BLUEPRINT**

The North Shore City Council's City Blueprint (adopted July 2001) sets the framework for the growth and change of the city over the next 20 years. It identifies the future form and structure of North Shore City. The City Blueprint was prepared to guide the Council's responses to its Regional Growth Strategy commitments and to respond to the uneasiness of many in the North Shore City community with current development trends.

Key conclusions from the public consultation carried out during the development of the City Blueprint are:

- The fundamental importance of protecting and enhancing the natural environment;
- The value of the city's town and village centres to local communities, and the scope for residential development to support their viability;
- The need to support improvements to passenger transport by focusing development along public transport routes;
- A desire to encourage growth in technology and knowledge based employment;
- The opportunity to promote North Shore City as a visitor destination; and
- The wish for a good range of social and leisure facilities promoting active lifestyles.

North Shore City's quality of life is why people live in the city and their children and grandchildren choose to stay. The City Blueprint aims to influence future change in order to protect and enhance lifestyle. North Shore City needs to remain a good place in which to live, work and play.

The City Blueprint looks 20 years into the future. A long-term programme of action will be developed to implement the City Blueprint and the Northern and Western Sectors Agreement. This will highlight proposed changes to the District Plan. In the short term priority will be given to resolving current concerns over infrastructure capacity and the quality of development. Further consultation with the community will be essential in the future to make sure that detailed actions are appropriate.

### 1.3 GROWTH CAPACITIES AND ESTIMATES

#### 1.3.1 Growth Capacities

The following table provides an indication of the estimated capacity within North Shore City to accommodate population up to 2021.

**Table 5 : North Shore City 2021 Capacity**

	1996 Population	Census	2021 Population Capacity	Total	2021 Population Capacity	Additional
North Shore City	172,174		248,858		76,684	

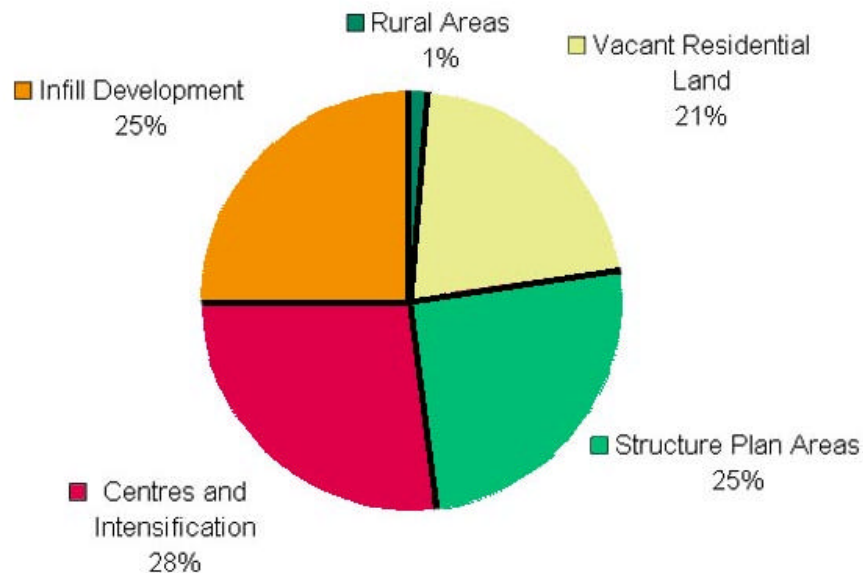
Source : North Shore City Council

In developing these population capacities assumptions have been made on household sizes. By 2021 the average size of North Shore City households is projected to decline from 2.79 in 2001 to 2.61 persons per household reflecting the implications of an aging population.

Intensification in and around North Shore City's town and village centres will be a major focus of development activity in the future. Figure 4 indicates the distribution of estimated dwelling capacity among different development types.

North Shore has a finite supply of business zoned land (800.7 hectares in 2001). After the remaining vacant sites have been developed, business and job growth will only be achieved through more intensive use of existing land and increased home-based employment.

**Figure 4-  
North Shore City - Additional Dwelling Capacity 2021**



### 1.3.2 Future Growth Assumptions

North Shore City Council does not have a policy of promoting population growth or any predetermined targets for growth in particular areas. However, it is important to predict the likely scale of future growth to inform long term planning. The following table indicates how population and employment growth could be provided for within the City Blueprint model if growth rates followed those currently predicted by the Auckland Regional Council (Medium Projection 242,500 by 2021).

**Table 6 : North Shore Growth Capacities – 2021**

	1996 Estimate		2021 Assumption	
	Population	Employment	Population	Employment
<b>Albany</b>	13,864	9,091	44,000 to 55,000	35,000 to 40,000
<b>Birkenhead/ Northcote</b>	37,491	8,904	44,000 to 47,000	10,000 to 12,000
<b>Devonport</b>	17,507	6,869	19,000 to 21,000	7,000 to 8,000
<b>East Coast Bays</b>	37,581	6,898	44,000 to 48,000	7,000 to 8,000
<b>Glenfield</b>	28,201	11,234	28,000 to 33,000	11,000 to 13,000
<b>Takapuna</b>	37,520	24,532	42,000 to 46,000	26,000 to 30,000
<b>City Total</b>	172,164	67,528	242,500	103,500

North Shore City Council intends to carry out further work to model future population, households and employment and this may vary the numbers above. The work will coordinate with infrastructure planning and address the balance between greenfield development opportunities and those within existing areas.

**1.3.3 Key Provisos**

Whether the predicted growth rates and estimates of capacity occur will depend on:

- Successful resolution of infrastructure issues, particularly wastewater, stormwater and transportation;
- An appropriate level of financial contribution from developers towards infrastructure provision;
- The successful implementation of the planned BRT system
- The outcomes of future community consultation exercises.

**1.4 SEQUENCING OF DEVELOPMENT**

The City Blueprint identifies an indicative sequencing of future growth according to growth type. This provides a useful indication of how the different types of growth will occur, and when within the next 50 years.

**Table 7: North Shore Indicative Sequencing of Development**

	Short Term (0 to 5 yrs)	Medium Term (5 to 10 yrs)	Long Term (10 -20 yrs)	Very Long Term (20 -50 yrs)
<b>Town and Village Centres</b>	-----	—————	—————	—————
<b>Albany Greenfield</b>	—————	—————	-----	-----
<b>Greenhithe Greenfield</b>	—————	—————	-----	-----
<b>Long Bay Greenfield</b>			—————	-----
<b>Infill Residential Development</b>	—————	—————	-----	-----
<b>Mixed Use Corridors</b>		-----	—————	—————
<b>Greenfield Employment Areas</b>	—————	—————	-----	
<b>Intensive Employment Areas</b>	-----	-----	—————	—————
<b>Home Based Business</b>	-----	-----	-----	-----
<b>Key:</b>	Major focus of development      ————— Minor focus of development      -----			

**1.4.1 Town and Village Centres**

Residential intensification in and around centres and transport nodes, is a valued component of North Shore City’s future planning. It is estimated that this could provide capacity for 8,500 dwellings over the next 20 years. The implementation of this intensification will require a long-term programme of planning initiatives including extensive community consultation. The relative importance of centre and node based intensification will increase over time as planning programmes progress.

#### **1.4.2 Greenfield Areas and Vacant Sites**

North Shore City has three key greenfield residential opportunities; the Albany, Greenhithe and Long Bay Structure Plan areas. All of these areas are within Metropolitan Urban Limits. Together these areas are estimated to provide a total capacity of around 9,000 dwellings. Development of the Albany and Greenhithe areas is already underway. It is expected that the development of the Long Bay area will not commence until between 2010 and 2012 based upon the timing of infrastructure provision. North Shore City Council is also keen to address infrastructure concerns, and achieve higher environmental and design standards, in greenfield areas and these factors may slow future rates of development.

There are still a number of vacant residentially zoned sites in North Shore City. These include sites in greenfield areas and sites within the existing urban area. The 1998 Capacity for Growth study estimated that vacant sites had a capacity for approximately 7,000 dwellings. Also adding to the City's dwelling capacity are the houses built over the last 5 years on greenfield business zoned sites.

#### **1.4.3 Infill Residential Development**

The North Shore City Proposed District Plan provides extensive development rights for infill housing. Consultation has highlighted widespread public concern with the effects of infill development. The North Shore City Council intends to investigate changes to the District Plan in order to reduce the impacts of infill housing where infrastructure constraints exist or where suburbs exhibit strong cohesive character that would be lost by further infill. These changes are expected to slow rates of infill development over time.

The 1998 Capacity for Growth study estimated that North Shore City had a theoretical capacity for an additional 19,000 infill dwellings. This level of infill development is seen as impractical and unsustainable. A more realistic estimate indicates a capacity of 8,500 dwellings, including the potential for minor residential units.

#### **1.4.4 Mixed Use Corridors**

Intensification along major transport corridors is seen as a longer term growth opportunity. The priority for intensification in the short and medium terms will be the city's centres and transport nodes.

#### **1.4.5 Employment Areas – Greenfield**

North Shore City still contains areas of greenfield business zoned land, although the extent of these areas is finite and the land will all be developed well within the next 20 years. Areas such as Smales Farm and Albany are currently developing and will provide strong business and employment growth in the immediate future. North Shore City Council will investigate a District Plan change to strengthen the protection of greenfield business zoned land from residential subdivision.

#### **1.4.6 Employment Areas – Intensive**

Providing for additional employment is a key part of North Shore City's future planning. The existing business and employment areas along the central BRT corridor are seen as having considerable potential for business intensification in the longer term. Once the Bus Rapid Transport system is fully operational, it is anticipated there will be strong support for business growth in these areas.

#### **1.4.7 Home Based Business**

It is anticipated that home based businesses will play an increasing contribution to employment growth in North Shore City over the next 20 years. Many business activities can comfortably exist in residential areas. Controls over these activities can provide a level of certainty that make some businesses very good neighbours.

## **1.5 LINK TO REGIONAL GROWTH STRATEGY OUTCOMES**

The RGS outlines desired outcomes, priorities and principles which the City Blueprint is seeking to achieve. These are specifically defined in Table 2 Auckland Regional Growth Strategy : 2050. The matrix at Appendix 1 assesses each of the anticipated outcomes identified in Table 2, with the growth patterns anticipated in North Shore City Council's City Blueprint. The matrix includes scores that indicate how successfully each growth type achieves the desired outcome, and an overall total is then calculated. When assessed against the break down of growth types in Figure 5 (see end of Part II), this shows how well the North Shore City Blueprint will achieve desired outcomes of the RGS.

## **1.6 KEY PHYSICAL INFRASTRUCTURE REQUIREMENTS**

### **1.6.1 Wastewater**

In some areas of North Shore City, existing wastewater capacity is insufficient to cope with additional wastewater loadings. On occasion, wastewater overflows can adversely affect streams and beach water quality. North Shore City Council will continue to upgrade wastewater infrastructure capabilities and proceed to identify areas with capacity shortfalls. It will consider restricting additional urban development in those areas where capacity is well below that required to adequately deal with wastewater, until the necessary infrastructure is in place.

### **1.6.2 Stormwater**

Stormwater run-off is a significant contributor degrading water quality in receiving environments in North Shore City. There are concerns with the ongoing increase of non-permeable surfaces throughout the city through widespread infill housing and the impact of development in greenfield areas. North Shore City Council recognises the need to adopt better management techniques to reduce the impacts of development on the water quality of receiving environments. The Council will continue with its programme to upgrade stormwater infrastructure. The Council also intends to review infill development rights in areas of infrastructure constraint and adopt comprehensive planning techniques in areas of major change.

### **1.6.3 Water Supply**

Watercare Services Ltd provides potable water supply to North Shore City. Additional water supply to greenfield developments and intensification areas highlighted in the City Blueprint is not considered problematic.

There is some pressure for additional subdivision in the northern part of North Shore around Paremoremo. Watercare does not presently supply potable water to this area. This area will remain rural and be part of a green belt between Rodney District and North Shore City. Therefore an extension to potable water supply here is unnecessary.

### **1.6.4 Transport**

Traffic congestion at peak periods is considered a growing problem for North Shore City. The rate of traffic growth is exceeding that of population growth. Commuters to and from Rodney District and Auckland City also contribute to congestion, as does continuing reliance on private cars.

The North Shore City Council is committed to implementing the Bus Rapid Transport (BRT) system. This provides a new and comprehensive public transport system for the North Shore. North Shore City planning recognises the value of the BRT and provides for future land use changes to support the BRT. In addition, the North Shore City Council will undertake traffic studies and modelling to monitor changes in capacity needs and to identify constraints to ensure city development patterns and transport infrastructure investments are appropriately

aligned. North Shore City Council will also address integration with the Ferry Strategy and the need to promote walking and cycling.

### **1.6.5 Open Space**

North Shore has a good range of open space types throughout the city but the open space network needs to be enhanced to cater for the demands of a growing population. An Open Space Strategy was published in 2000 and this sets a vision and framework for open space management, development and acquisition. North Shore City Council will undertake future work on open space requirements for intensive housing developments.

## **1.7 KEY SOCIAL INFRASTRUCTURE REQUIREMENTS**

### **1.7.1 Safety**

Well-lit, pleasant and safe public spaces and streets are important to North Shore City's communities. The North Shore City Council will encourage appropriate building development that provides overlook to streets and public spaces, and will undertake future work to investigate safety and amenity issues.

### **1.7.2 Streetscape**

Street amenity is an important contributor to North Shore City's attractiveness. Pleasant streetscapes will become increasingly important in more intensive urban areas. North Shore City Council has produced a 'Good Solutions Guide for Intensive Residential Developments' (North Shore City Council, September 2001), and will undertake future work on intensive housing types, streetscape and liveability.

### **1.7.3 Community Facilities**

Presently a wide range of community facilities is provided citywide, both by North Shore City Council and by other service providers. Additional facilities will be needed to support urban growth. North Shore City Council will continue to work with the appropriate service providers to ensure there are sufficient community facilities to support future growth. A city-wide leisure strategy will be prepared to identify and provide for the future demand for leisure facilities.

## **1.8 STATUTORY PLAN CHANGES**

North Shore City Council intends to contain future growth to 2021 within the confines of the existing metropolitan urban area. Therefore there are no changes proposed to the metropolitan urban limits.

The City Blueprint identifies a number of future significant changes to the form and function of North Shore City. Key concepts such as residential intensification around town centres, intensifying employment areas, the development of mixed use activities, and enabling more work from home opportunities, may require changes to be made to the proposed District Plan. In order to realise these and other key outcomes from the Sector Agreement, North Shore City intends to initiate a programme of future district plan changes.

It is intended that the future plan changes may include:

- Changes to raise design standards and reduce environmental effects;
- Support for residential intensification in selected town centres and around transport nodes;
- Strengthened protection of greenfield business zoned land from residential subdivision;
- Intensification of key employment areas;

- Mixed use developments in appropriate areas; and
- Changes to reduce the impacts of infill housing where infrastructure constraints exist or where suburbs exhibit strong cohesive character that would be lost by further infill.

## **1.9 FUNDING**

The current Long Term Financial Strategy (2001 to 2011) identifies funding for key Council provided infrastructure. This strategy will be reviewed to ensure that appropriate provision is made to implement the City Blueprint and the Northern and Western Sectors Agreement.

A key message from the North Shore public during the City Blueprint consultation programme was for the need for future development to pay for its own infrastructure needs and to avoid adverse environmental effects. This sits well with North Shore City Council's approach of seeking to recoup the costs of future development from developers where possible. The Council is taking action on a number of fronts on this issue. In particular, North Shore City Council has taken the lead role in a "Development Contributions Working Group" which made a submission to the Department of Internal Affairs on its discussion document to the review of the Local Government Act. The submission seeks the power to collect development contributions under the reviewed Local Government Act. It is hoped that such a change would enable local government to get more realistic developer contributions towards the cost of providing infrastructure. In addition North Shore City Council is in the process of addressing various practice issues across council functions with the objective of providing a more robust platform for the implementation of contributions under the reviewed Local Government Act of the Resource Management Act.

## 2 Waitakere City

The urban area of Waitakere City is narrow and linear. It takes up much of the area between the Waitakere Ranges and foothills in the west, and the shores of the Upper Waitemata Harbour in the east. This urban area is roughly 22% of the City's total land area, and contains 91% of the total population of the City.

Much of Waitakere City has been built in the last 20 years, with urban growth expanding outwards from Henderson, Glen Eden and New Lynn and occurring at the urban fringe.

### 2.1 ASSESSMENT OF DEVELOPMENT CAPACITIES WITHIN THE EXISTING URBAN AREA

As part of the preparation of the RGS, the Auckland Regional Council has undertaken a desk-top study of available growth capacities within the existing metropolitan urban areas in the region. Table 8 shows the available capacity for Waitakere City.

**Table 8 : Estimates of Growth Capacities (Dwellings) in Waitakere City 1996**

Location	Number of Dwellings
Vacant residential	12,700
Infill	5,400
Nodes	1,500
Greenfields within MUL	1,500*
Rural (approx)	2,000
Total Existing	23,100
Total Existing Urban	21,100

\* this assumed about 1000 dwellings can be developed in the Birdwood Special Area. This figure is likely to be significantly smaller in the light of recent Structure Plan work.

Between 1996 and 2000, the total number of residential building consents issued in Waitakere City was 7485, giving an average annual rate of residential development of around 1,500. These building consents included all permanent residential building types, including re-sited houses. This also included hostels, flats, flats attached to retail, retirement homes, etc. It excluded hotels, motels, campgrounds, etc which are of a temporary nature.

With the rate of residential building development since 1996, development capacity within Waitakere City will have been reduced to approximately 15,615 dwellings, or a population capacity of 43,700, assuming 2.8 persons per dwelling.

A desk-top study of population estimates and future growth scenarios undertaken by consultants for Waitakere City has allocated an additional population capacity of approximately 50,000 between 1999 – 2021 within the existing urban area. About 40% of this capacity is within intensification areas. (Table 3.4 : Waitakere City Population Growth 1999-2021, in report "Waitakere City Population Projections 1999 – 2021; 2021 to 2050", prepared by Hill Young Cooper Ltd and McDermott Fairgray Group Ltd, June 2000). The key intensification areas in Waitakere City and their estimated additional population capacity to 2021 are:

- New Lynn (9,000)
- Henderson (6,000)
- Glen Eden (2,700)

- Sunnyvale (300)
- Ranui (1,900)
- Sturges (800)
- Lincoln Road (transport corridor) (1,000)
- Total (21,700)

These calculations reflect an average, or likely scenario. They also reflect theoretical capacities, and do not take account of site-specific development constraints, economic viability of more intensive development or other factors which influence and contribute to landowners' or developers' decision-making. In reality a range of situations might occur, including more intensive development such as medium density housing.

Field survey work is underway to identify more accurately the development capacity, taking into account physical constraints and redevelopment potential of the existing urban area.

## **2.2 FUTURE URBAN GROWTH AREAS AND CAPACITIES**

Future urban growth areas outside the existing MUL identified in the RGS comprise:

- Hobsonville Corridor (201 ha);
- Massey North-Westgate (64 ha); and
- Redhills (329 ha). (Redhills is part of a larger river catchment which extends into Rodney District.)

Other future urban growth areas outside the existing MUL but not identified in the RGS comprise:

- Babich (78ha);
- Penihana (40ha); and
- Hobsonville Peninsula (315ha)

Figure 6 (see end of Part II) shows the location of the future urban growth areas.

The additional areas of future urban land not identified in the RGS but proposed to be included in this Sector Agreement are to meet local requirements. Both the Babich and Penihana land have previously been zoned for urban development and are within the inner drainage area. The Penihana land is at Swanson railway station, and therefore, is consistent with Council's policies to promote intensification around rail stations.

Hobsonville Peninsula has become available for consideration for future urban development as a result of Central Government's decision to release land at Hobsonville airbase for immediate development. This land release requires an early response to capture economic opportunities as well as to avoid deterioration and loss of the use of existing facilities, many of which have heritage value. The site offers unique opportunities for the development of a marine industry cluster, which will generate significant employment opportunities and other economic benefits, for both Waitakere City and the sub-region.

Another major consideration in the release of greenfield land for Waitakere City is the shortage of land for business development in the existing urban area. In 1996, 56% of Waitakere City's workforce commuted out of the City for employment. Council's strategic direction for economic development is to achieve a target of 60% of the labour force working locally. A recent survey (May 2001) identified about 47ha of vacant land in the Working Environment. Sites are small, scattered and generally located in the older industrial areas. While there is redevelopment potential of existing business land, additional areas need to be identified and released to support economic development initiatives and achieving local employment target of at least 60%.

Table 9 outlines the development scenarios for the future growth areas for Waitakere City.

**Table 9 : Development Scenarios for Future Growth Areas in Waitakere City**

Location	Total Land Area in Ha	Broad Land Use Assumptions (% of Residential, Business and Other)			Area for Res in Ha	Densities Assumptions Dwellings/ha (gross)	Devt Capacity Estimate Dwellings	Devt Capacity Estimate Pop'n
		R	B	O				
Babich (concept plan)	78					Concept plan - small area of medium density housing + suburban	660	2000
Penihana	40	80		20	32	18 (area of medium density housing and/or mixed use near Swanson station)	576	1600
Redhills	329	80		20	263	12 (assume relatively large lots)	3156	8840
Massey North	64	30	50	20	19	25 (medium density housing and mixed use)	475	1330
Hob Corridor	201	40	40	20	80	16 (assume range of lot sizes)	1280	3600
Hob Peninsula (concept plan)	315					Concept plan – marine industry cluster, heritage village, mixed use development, and range of residential densities	4000	12000
<b>Total</b>	<b>1027</b>						<b>10147</b>	<b>29370</b>

*Note: land use assumptions - if no employment or major areas of mixed use, assume 80:20 split between residential and other uses. Other uses include open space, riparian areas, community facilities and roading. Development capacity figures are rounded. Assume average household size of 2.8 for all areas.*

The above population capacities are estimates only, based on assumptions about development parameters. The population capacities will be changed when concept/structure plans or development proposals are prepared.

### 2.3 RURAL CAPACITIES

Key rural development areas are zoned Countryside Living and Foothills Environments in the Proposed District Plan. Policies for these rural areas aim at protecting and enhancing rural character and environmental values, especially water quality, significant landscape, native vegetation and natural habits. The minimum area for subdivision within these zones is 4ha.

Rural development is managed through the Structure Plan process. A more intensive pattern of rural development is provided for if it is in accordance with an approved rural structure plan. The structure plan process identifies an appropriate pattern and scale of development, taking into account stormwater management requirements, geotechnical constraints, roading capacity, landscape value, cultural value and other relevant factors.

A programme of rural structure plan preparation is being implemented. Prior to the completion of these structure plans, estimates of rural development capacity is based on adoption of average development scenarios of between 1.5ha and 2ha in the major rural catchments of :

- Brighams/Waiarohia
- Opanuku
- Oratia
- Pakinui
- Paremuka
- Swanson
- Totara

Rural development will be monitored and reviewed as structure plan preparation progresses and as development occurs in order to assess the cumulative effects particularly in regards to the integrity of the MUL. Rural structure plans completed or under preparation by Waitakere City Council include Oratia, Waiarohia and Swanson.

## 2.4 SEQUENCING OF FUTURE URBAN GROWTH AREAS - 2021

A key principle of Council's policies is to encourage intensification of development in town centres and along transport corridors, especially along the Western Rail Corridor to support the development of passenger transport. As the Proposed District Plan already provides for intensification of development within the existing urban area, discussion of sequencing of the intensification areas is not relevant. Intensification initiatives for New Lynn town centre are well established and have been firmly in place since the 1996 charrette. Review and assessment of further intensification opportunities for New Lynn will be progressively implemented.

Planning work for Henderson is programmed for 2001/02, with an emphasis on establishing a major tertiary education facility there, promoting intensification, upgrading quality of the urban environment, and promoting linkages to rail system.

The sequencing of the future growth areas is based on the assessment of a number of criteria, including availability and costs of infrastructure services, environmental considerations, employment opportunities, the degree of support of passenger transport initiatives, market considerations and complexity of processes. Appendix 2 shows the assessment of the future growth areas against the sequencing evaluation criteria.

This sequencing pattern also recognises the lead-time required to resolve complex issues relating to infrastructure planning and the development of environmental objectives and water quality standards for the Upper Waitemata Harbour.

**Table 10 : Sequencing of Future Growth Areas**

Sequence	Growth Areas
1 - 5 years	Babich, Penihana, existing airbase part of Hobsonville Peninsula
5 – 10 years	Massey North
10 – 20 years	50% of Hobsonville Corridor and 50% of Hobsonville Peninsula outside of existing airbase
20 years +	Rest of Hobsonville Corridor and Hobsonville Peninsula and Redhills

The above sequencing releases a "greenfield population capacity" of approximately 13,000 outside the current MUL in the first 20 year period (Babich, Penihana, Massey North and 50% each of Hobsonville Corridor and Hobsonville Peninsula), which represents 17% of the total growth capacity within the period to 2021.

The balance of growth capacities between the existing urban area and future urban growth areas proposed for the first 20 year is to avoid an over generous supply of greenfield land

which might stifle intensification initiatives. On the other hand, a too restricted land supply may increase development costs and discourage development investments in Waitakere City. The first 20 year greenfield capacity for Waitakere City also includes approximately 200ha of land for business development, and significant opportunities for mixed-use development.

In effect, the greenfield capacity may "last" longer than the 20 year period, as there is likely to be a time lag between planned sequencing of release, and actual development taking place. However, flexibility is also required, as the rate and capacity for intensification may be lower or higher than anticipated, necessitating a review of the sequencing of release of greenfield land. Given the 20 year planning period, and the commitment to undertake monitoring and periodic review of this Sector Agreement, there will be opportunities to adjust the timing and sequencing of release of growth capacities, should the need arise.

The growth areas of Redhills, Massey North, Hobsonville Corridor and Hobsonville Peninsula are adjacent to each other, and are part of larger water catchment areas. It is anticipated that the extent of these growth areas will be defined during concept planning, which is programmed to be carried out during 2001/02. For example, the boundaries of the Massey North growth area could extend into the adjacent Redhills area.

## **2.5 ALIGNMENT WITH VISION, OUTCOMES AND PRINCIPLES OF THE REGIONAL GROWTH STRATEGY**

The location and rate of release of future growth opportunities for Waitakere City is consistent with the RGS guideline of 60% of growth to be located with the existing MUL.

Each of the greenfield development areas has been assessed against the desired outcomes in the Regional Growth Strategy. As shown in the assessment matrix at Appendix 3, the managed expansion into greenfield areas outside of the current MUL can meet the various criteria set down in the RGS (Table 2, Auckland Regional Growth Strategy : 2050).

## **2.6 KEY PHYSICAL INFRASTRUCTURE REQUIREMENTS**

Initial investigation suggests that the main infrastructure services that will drive growth patterns in Waitakere City are transport and wastewater. Transport investment, such as the development of State Highways 18 and 16 and the rail corridor project, will lead growth by improving accessibility. Wastewater will potentially constrain the pace of growth, both because of the cost of upgrading wastewater systems and the lead time needed to provide new services. Stormwater issues are catchment specific and for the future growth areas from Redhills to Hobsonville Peninsula, need to be addressed in the context of strategic decisions for the Upper Waitemata Harbour. Provisions in the future Air, Land and Water Regional Plan, and outcomes of the regional discharge consent applications currently being processed will influence the design and timing of any required upgrading of stormwater facilities. Water supply is not a constraint on growth.

### **2.6.1 Wastewater.**

Within intensification areas, overall annual wastewater volumes conveyed to the Watercare Service Ltd system are expected to rise by 25% due to growth and asset deterioration. Pump settings at Watercare Services Ltd major pump stations can deal with dry weather flow into the Western Interceptor until 2020. Wet weather flows are and will continue to be problematic. Ecowater and Watercare are jointly working to address the problems. Significant budget allocation is being directed towards reduction of infiltration and inflow to improve capacities and provide for future growth. First priority is given to New Lynn, with Glen Eden being the next target area.

For the new growth areas, Babich and Penihana are within the inner drainage area, and connection to the existing system is not expected to cause problems. However, an upgrade to the Sturges sewer line will be required around 2016, actual timing depending on the rate of development.

A strategy for wastewater management is required for the new growth areas from Redhills to Hobsonville peninsula, and the rural settlements in Rodney at Kumeu/Huapai and Riverheads. The fundamental issue is the capacity of the Western Interceptor, which also serves Auckland City, and the need for Project West or other options.

Possible options, which are not mutually exclusive, to be examined, and agreed with relevant parties include:

- Non-engineering solutions – through reduction in water consumption and wastewater production through education and introduction of water saving devices
- Removal of bottlenecks and areas of under capacity
- Renewal of assets
- Storage of wastewater to contain wet weather flows and allow management of discharge to the trunk system
- Wet weather treatment to reduce environmental impact
- Community-based waste water recycling, treatment and disposal plants

Waitakere City Council and Watercare Services Ltd have begun discussions to investigate modelling and assessment of scenarios and options for waste water management for the growth areas from Redhills to Hobsonville Peninsula.

### **2.6.2 Stormwater**

For intensification areas, increased runoff can be expected because of the increase in impermeable areas. Waitakere City's application for renewal of stormwater discharge consents calculated a maximum probable impervious surface based on current Proposed District Plan provisions for maximum site coverage. A study has been commissioned to verify and refine the actual area of impervious surface over the whole city, by measuring the built-up areas from aerial photographs.

The existing stormwater infrastructure requires continuing maintenance and optimisation. However, this does not necessarily mean reliance on increasing its physical capacity. Waitakere City's Stormwater Strategy promotes sustainable stormwater management approaches, with the introduction of on-site stormwater detention and treatment methods and riparian planting for runoff attenuation and improved water quality. The Strategy has identified and prioritised 33 Stormwater Management Units in the City for the purpose of programming integrated stormwater catchment management plans and funding allocation for capital works. Priorities were determined by weighting the generic stormwater issues influencing the functioning of each of the stormwater management units. The greatest weighting was placed on land development potential (20%), flooding (20%), catchment ecology (15%) and community use (15%). Each project identified within the priority catchments is being assessed against stormwater objectives and cost/benefit criteria and prioritized for implementation.

Servicing the Babich and Penihana areas will require a variation to the comprehensive discharge consent for the existing urban area. For Babich, a stormwater management plan has been prepared as part of development concept plan work. Stormwater issues for Penihana have been addressed as part of the Swanson Structure Plan work. Discussions will be held with landowners to progress and finalise the development concept plan and associated stormwater management plan.

The growth areas of Redhills, Massey North, Hobsonville Corridor and Hobsonville Peninsula drain into different parts of the Upper Waitemata Harbour. A number of catchment management plans are being prepared or have been programmed for completion in the 2001/02 year. The plans for the Waiarohia and Totara catchments are affected by, and have taken into account, Transit New Zealand's plans for State Highway 18 and 16.

However, the issues of carrying capacity and impact of future development on water quality of the Upper Waitemata Harbour are complex, and resolutions of these issues are not expected in the short term.

Stormwater management for rural areas are addressed in rural structure plans. Structure Plans completed or under preparation by Council cover the Oratia, Waiarohia and Swanson catchments. Council has also prepared a code of practice for stormwater management based on the principle of hydrological neutrality to guide rural subdivision in the Foothills and Countryside Living Environments.

### **2.6.3 Water Supply**

Overall, the system is currently well served by Watercare Services Ltd's bulk water supply system and capacity is sufficient or can be readily generated as required. Upgrading of some bulk supply points and pipe work will be required for future growth areas.

### **2.6.4 Transportation**

Roading and transport networks can influence the form of urban development. Some key decisions which exert this influence are made by external agencies, such as construction of State Highway 18, 16, extension of State Highway 20, and forms and timing of passenger transport improvements.

Waitakere City Council will also carry out strategic studies to determine more accurately the network requirements within the City. For the future growth areas, negotiations are underway with Transit New Zealand regarding the construction of the ramps at Buckley Road connecting to State Highway 18. These ramps are seen as important for the servicing of Hobsonville Peninsula, but are currently not proposed by Transit New Zealand. Opening up Massey North and Redhills area will require extension and upgrades to the existing network. For the existing urban area, the most significant decision concerns the need for and location of the Whau River crossing. This project will influence the pattern of development in adjacent areas both in Waitakere City and Auckland City and is currently being assessed as part of Waitakere Auckland Rooding Connections Study, a joint study between Transit New Zealand, Auckland City and Waitakere City.

## **2.7 KEY SOCIAL INFRASTRUCTURE REQUIREMENT**

Assessment of social infrastructure requirement is based on demographic characteristics and community profiles, not just estimates of population capacities of future growth areas. It also requires an understanding of the catchment areas of community facilities, which are different from administrative or geographical boundaries.

### **2.7.1 Community Facilities**

Waitakere City Council has initiated an assessment of the current supply of community facilities, and the current and projected demands (2001-2021) for community facilities in the City. This study is to ensure that community facilities are provided to meet the needs of current and future residents, and hence to enhance the well-being of City residents.

This assessment will require consideration of a range of demand-oriented demographic, social, and cultural and locational variables, in conjunction with consideration of supply-oriented variables such as the location, quantity and quality of community facilities available.

The Ministry of Education has recently completed a roll growth report for secondary schools in Waitakere. The Waitakere Education Sector Trust (WEST) plans to hold a forum on roll growth in Waitakere in 2002, following release of the 2001 census results. The forum plans to look at cross boundary implications (Rodney, North Shore and Auckland) and cross boundary school planning. WEST is also planning a Future Schools forum to be held in November 2001, to discuss opportunities for collaboration and sharing of school/community facilities.

### **2.7.2 Open Space**

Waitakere City Council adopted a Parks Strategy in April 1999. The strategy sets in place a general direction for parks, as well as overall standards for parks provision, covering both quantity and quality requirements. It recognises the need to move away from a recreation focus to a position that also encompasses the ecological, visual amenity, urban design and well-being benefits of open space. At the same time, the strategy recognises the need to shift from a focus on quantity-based open space standards, to standards that also incorporate quality issues.

Intensification and future urban growth areas will increase the demand for open space and recreation facilities. The standards set out in the Parks Strategy for open spaces in the urban area of the City, such as suburban and medium density housing areas and commercial/mixed use developments need to be further developed so that they can form the basis for setting new fair and reasonable reserve contribution rules. A study has been initiated to carry out the review.

## **2.8 FUNDING**

Growth contributes a number of costs to the Council, as well as bringing in new ratepayers. Developers and new ratepayers cover only some of the costs of providing for city growth. Significant costs remain, to be covered by existing ratepayers. Currently these costs include most of the operational costs of planning for growth, and capital expenditure to provide infrastructure upgrades to cope with expected population increase. The two costs are related, because better planning for growth increases the Council's ability to recoup infrastructure costs from developers.

Although developers generally provide wastewater, stormwater and roading infrastructure within the development, the impacts of growth on the rest of the City's infrastructure is significant. Capacity upgrades in the rest of the network are needed to provide for growth, but the costs of these "downstream impacts" cannot be fully recovered from developers.

The Council charges financial contributions from developers towards these works, but is unable to recover the costs of:

- wastewater and stormwater works undertaken in anticipation of development
- any significant contribution towards impacts of city growth on the roading network beyond the development area
- any contribution at all towards the capital costs of libraries and community facilities

The Council is actively trying to amend its District Plan provisions to allow financial contributions to be taken to provide for these costs, but this work may require legislative change before it becomes enforceable. Meanwhile the Council needs to budget to cover these costs from loans, to be repaid from rates.

## **2.9 STATUTORY PLANNING CHANGES**

### **2.9.1 District Plan**

Waitakere City's Proposed District Plan policies already provide for a range of residential densities within the existing urban area. There are specific provisions for medium density housing and mixed use development within walkable catchments of town centres and passenger transport facilities and along transport corridors to support passenger transport.

The future urban growth areas are currently zoned Foothill, Countryside Living or Rural Village Environments. Changes under the Waitakere City District Plan will need to be promulgated to rezone the areas for urban development.

Changes will be notified to incorporate structure plan provisions for development in rural catchments in the Foothills and Countryside Living Environments.

### **2.9.2 Metropolitan Urban Limits**

Changes to the Auckland Regional Policy Statement will also be required to include the future urban growth areas of Babich, Penihana, Hobsonville Peninsula, Hobsonville Corridor, Massey North and Redhills within the MUL.

Minor changes to rationalise the location of the MUL at various locations will be proposed in conjunction with the major MUL changes. These minor changes are not related to growth capacities. They are adjustments to the alignment of the MUL to correct minor inconsistencies, eg with regards to physical features such as stream courses.

The timing of these statutory changes will be staged to reflect the sequencing outlined in this Sector Agreement. A programme will be discussed and agreed with the Auckland Regional Council to co-ordinate and streamline the statutory processes to avoid duplication of work and re-litigation of issues by potential submitters.

Applications to adjust the MUL will be supported by the relevant development concept plans and catchment management plans.

### 3 Rodney District

Rodney District Council reiterates the sentiments in Section 1.2 relating to the sector planning approach providing for flexibility to address local issues, while at the same time ensuring that the vision, outcomes and principles of the RGS are met. **The District Council views the sector agreement as a broad strategy and framework within which local issues can be addressed by local solutions.** The review process set out in Section 1.4 is important in enabling this to be achieved.

#### 3.1 SUMMARY OF RESIDENTIAL AND RURAL GROWTH CAPACITIES

Table 11 summarises the growth capacities within Rodney District. These are growth potential capacities which could be achieved, they are not actual population targets.

The table shows that by 2021 the District will have an additional urban population capacity of nearly 48,000 which can be accommodated within the 1999 Metropolitan Urban Limits for the Hibiscus Coast and the rural towns. In relation to the rural towns, the growth can occur and expand beyond the 1999 defined limits (the existing urban zones) provided it occurs through an integrated process. The Council's structure plan process and the subsequent District Plan review process represents such an integrated approach.

**Table 11 : Rodney District - Distribution of Growth Capacities to 2021 and 2050**

Rodney District	2001-2021 Additional Population Capacity	%Growth Within 1999 MUL	2021 - 2050 Additional Population Capacity	% Growth Within 1999 MUL
Existing Urban Areas (1999 MUL)	49,874	100%	<b>42,667</b>	99.99%
Future Growth Areas – Outside Existing MUL	0	0	500	0.01%
Rural Capacity	23,611	N/A	N/A <sup>2</sup>	N/A
Total Additional Capacity	73,485 <sup>1</sup>	100%	43,167	100%

N/A - Not Applicable

Note<sup>1</sup>: As the Council develops and pursues its policies in relation to tourism and education, particularly attracting overseas students, it needs to be recognised that such people may require additional provision over and above the resident population capacities set out above. It is predicted that the effective population will be between 8,000 and 12,000 higher than shown in this Table and Table 12 because of an increase in transient population made up of tourists and student homestays.

Note<sup>2</sup> : The rural population capacity of 23,611 people is based on the opportunities for subdivision and the creation of sites set out in the Proposed District Plan 2000. The types of subdivision which make this up are set out in Section 3.3 below. The rural capacity as shown in the period 2001 - 2021 could already meet the Regional Growth Strategy expectations for rural Rodney.

Table 12 shows the additional population capacity and the estimated population at 2021. This shows that:

- In the urban areas the estimated population (89,502) is less than the projected capacity (90,024).
- Virtually all of the required additional capacity in 2021 could be met from within the existing Metropolitan Urban Limits (MUL's) from existing zonings and future urban areas shown in the adopted Structure Plans.

- Further capacity for another 43,000 people can be delivered after 2021. Subject to zonings being altered over time to allow for it, this yield could be from the continued growth of greenfield areas as well as intensification of Orewa, intensification of selected nodes on the Whangaparaoa Peninsula and in the Huapai and Kumeu centres. High quality urban design is a key issue that the Council is addressing to ensure that intensification will result in urban areas with high amenity values.
- Rural capacity provided by the Proposed District Plan 2000, is theoretically sufficient to exceed even the 2050 Regional Growth Strategy capacity requirements.
- The anticipated growth from 2021 to 2050 can be accommodated largely within existing towns and within the MUL. The Council will continue to monitor and review this.

**Table 12 : Growth Capacity and Population Projections to 2021 and 2050**

Location	Popn 1996	Additional Popn Capacity to 2021	Total Capacity at 2021 (B)	Estimated 2021 Popn	% of 2021 Capacity within 1999 MULs	Additional Popn Capacity 2021 to 2050 (A)-(B)	Total Capacity at 2050 <sup>1</sup> (A)
Existing Urban Areas (Inside MUL)	40,150	49,874	90,024	89,502	100%	42,667	132,691
Urban Areas Outside MUL						500	500
Rural	26,350	23,611	49,961 <sup>2</sup>	27,444	N/A	0	49,961
Totals	66,500	73,485	139,985	116,946		43,167	181,152 <sup>2</sup>
ARGS Projection							177,500

<sup>1</sup> Source Rodney District Development Strategy 1999 Chart 5

<sup>2</sup> Exceeds Regional Growth Strategy requirement

### 3.2 URBAN GROWTH CAPACITY

Table 13 provides a more detailed breakdown of the expected population capacity in 2021 (Column F) of the Hibiscus Coast and the main towns in Rodney District and the ability of that capacity to meet forecast population (Column G). Figures 7 and 8 show the location of the growth areas in the District. Table 13 shows that as a whole, the District is expected to be able to accommodate population growth to 2021 although capacities in some centres such as Kumeu and Helensville are insufficient to meet the projected growth at that date.

The major implications will be for Orewa, indicated in the Regional Growth Strategy as a sub-regional centre, and for the Whangaparaoa Peninsula. The main growth areas are the greenfield areas of Orewa West and Silverdale. However, the Whangaparaoa Peninsula remains the largest populated area and has considerable planned capacity for growth yet to be taken up. The growth capacity on the Hibiscus Coast is therefore sufficient to meet the Regional Growth Strategy growth projections to 2021 without the need for intensification over and above the zoning shown in the notified Proposed District Plan 2000.

Although the quantities of growth in the smaller centres may not appear substantial in regional terms, they represent very significant growth for each of these centres and the surrounding countryside. Snells Algies has the greatest capacity and Helensville has the largest predicted population by 2021. In terms of proportional growth Kumeu Huapai has the greatest increase

and is projected to grow from a 1996 urban population base of only 1,000 persons to a population of 6,400 by 2021.

**Table 13 : Rodney District Population Capacity to 2021**

A	B	C	D	E	F	G	H
Area	1996 Popn	Capacity in Urban Zoned Land within MUL at 2000	Additional Zoned Rural Capacity at 2000	Additional Capacity in Future Growth Areas 2021	Total Popn Capacity 2021	Forecast Popn 2021	Popn Increase 1996 - 2021
Orewa/Orewa West/Silverdale	8,500	8,120 <sup>▲</sup>	0	9,000 <sup>M</sup>	25,620	18,827 <sup>∅</sup>	10,327
Whangaparaoa	18,500	14,000	0	0	32,500	32,608 <sup>∅</sup>	14,108
Wellsford	1,700	500	0	930 <sup>⊕</sup>	3,130	2,786 <sup>SP</sup>	1,086
Warkworth	2,500	500	0	3,842 <sup>⊕</sup>	6,842	5,605 <sup>∅</sup> (4,551 <sup>SP</sup> to 2016)	3,105
Snells Algies	3,500	500	0	4,776 <sup>⊕</sup>	8,776	9,194 <sup>SP</sup>	5,694
Kumeu Huapai	1,500	0	0	1,034 <sup>⊕</sup>	2,534	6,420 <sup>SP</sup>	4,920
Riverhead	950	0	0	2,041 <sup>1</sup>	2,991	2,991	2,041
Helensville	3,000	500	0	4,131 <sup>⊕</sup>	7,631	11,071 <sup>SP</sup>	8,071
<b>TOTAL URBAN</b>	<b>40,150</b>	<b>24,120</b>	<b>0</b>	<b>25,754</b>	<b>90,024</b>	<b>89,502</b>	<b>49,352</b>
Rural	26,350	0	23,611 <sup>λ</sup>	0	49,961	27,444 <sup>∅</sup>	1,094
<b>TOTAL DISTRICT</b>	<b>66,500</b>	<b>24,120</b>	<b>23,611</b>	<b>25,754</b>	<b>139,985</b>	<b>116,946</b>	<b>50,446</b>

<sup>▲</sup> Includes 1996 estimated spare capacity of 5,000 plus Orewa Town Centre Policy Area in the Proposed District Plan with an estimated yield of 1,200 units(3,120 people) assuming a maximum build out which is unlikely to occur - total 8,120

<sup>M</sup> Shared between Silverdale North Structure Plan area and Orewa West Structure Plan area with a combined capacity of 13,500.

<sup>⊕</sup> Source: Structure Plan Residential Unit Yields X 2.6 – "C and M Numbers"

<sup>∅</sup> Source: District Development Strategy 1999

SP: Structure Plan Projection 2020

<sup>λ</sup> Rural Capacities Study Rodney District Council, May 2001

<sup>1</sup> Future Urban Area Riverhead (72ha)

The "Additional Capacity" data for urban areas in Column C does not relate to all of the Future Growth areas shown in Figures 7 and 8 but relates to the areas identified in the structure plans as suitable for residential development.

The "Additional Capacity" data for urban areas in Columns C and E of Table 13 also does not include potential capacity from various initiatives already underway to address longer-term housing delivery, but not yet reflected in the District Plan. These include:

- Intensification investigations for Orewa (in parts of Orewa outside the Town Centre Policy Area) and in selected nodes on the Whangaparaoa, reflected in the document *Urban Development Scenarios Orewa and the Whangaparaoa Peninsula, April 2000*; and
- The Kumeu Huapai Central Area Plan, which promotes sustainable design of residential development in the Huapai and Kumeu centres.

### **3.3 RURAL GROWTH CAPACITY**

The Proposed District Plan 2000, sets out the proposed subdivision and development opportunities for the rural area. These include subdivision for:

- Countryside Living Town;
- Countryside Living Rural;
- Protection of Natural Areas (Significant Natural Areas and Wetlands);
- Significant Enhancement Planting;
- Significant Land Rehabilitation;
- Creation of Esplanade Reserve;
- Creation of Additional Public Reserve Land; and
- Farm Parks.

The Council will also be considering the options of "Hamlets" in the rural area through the Proposed District Plan process. This would be an alternative option to achieve the expected rural growth capacity.

Estimates for site and dwelling yields using these policy allowances offer significant opportunities for further subdivision. The estimates show the potential maximum yield from properties meeting the required conditions for each subdivision type in each of the zonings in the Proposed District Plan 2000.

Table 14 below summarises the possible population which could result if all the opportunities for subdivision were taken up. It suggests potential capacity yields in the order of 9,000 new rural lots capable of accommodating over 23,000 people.

**Table 14 : Potential Subdivision Yield in Rural Rodney**

Subdivision Type	Sites which could potentially be created	Population at 2.6 persons per household
SNA Subdivision (Bush)	1,231	3,201
SNA Subdivision (Wetland)	0	0
Significant Enhancement Planting	1,333	3,466
Significant Land Rehabilitation	2,932	7,623
Farm Parks	1,128	2,933
Esplanade Reserves	0	0
Additional Public Reserve	969	2,519
Countryside Living Rural	1,057	2,748
Countryside Living Town	431	1,121
TOTAL	9,081	23,611

As can be seen in Table 14 much of the additional capacity would come from incentive type subdivision through protection of natural bush and wetlands, land rehabilitation, enhancement planting and additions to reserve land (approximately 6,465 lots). However, in these categories, it is difficult to predict the degree of take-up that will actually occur.

Estimates for rural areas indicate that without even including the subdivision opportunities for Significant Natural Areas, Enhancement Planting, Land Rehabilitation and Reserve Creation, an estimated 2,616 sites, (enough for a population of 6,800), will provide for all anticipated rural growth up to 2021. This yield would come from the Countryside Living and Farm Park policy provisions, and is likely to be more readily taken up than incentive subdivision opportunities. With the inclusion of the other subdivision types, the yields for rural Rodney District will easily exceed even the expected 50-year rural requirement.

In certain cases, data was not available to allow analysis of certain policy areas such as for the SNA (Wetland) Policy area. A Nil return on yield has been recorded until further data is available.

At the time of preparing this agreement the Proposed Plan has not yet been through the hearing process so the rule packages could change. It is also difficult to predict what the degree of uptake will be for some of the subdivision opportunities. However, quite clearly it can be said that the District Plan provisions could already meet the Regional Growth Strategy expectations for rural Rodney District.

The Council will continue to monitor rural subdivision to determine the uptake of the various forms of rural subdivision and to assess the effects of non-complying subdivisions which may occur.

### **3.4 EMPLOYMENT**

The Regional Growth Strategy also requires that opportunities for employment be addressed in the sector agreements. Rodney District Council is taking a more proactive approach to encouraging business to locate in the District and at the time that this agreement was signed, the Council was working on several initiatives. One of these is developing an Economic Development Strategy. This is looking at a wide range of economic issues including investigating and working on means of promoting tourism and education involving overseas students in the District which will add to the employment opportunities. The Council is also looking at opportunities for developing employment parks which may involve identifying additional areas of business land. This may also mean re-evaluating growth capacities through the sector agreement review process.

Table 15 shows the additional land which has been identified to date in the District for business activity. Much of this additional land has been identified from the Council's structure plan processes.

**Table 15 : Employment**

	<b>Business Zoned Land in 1996 (hectares)</b>	<b>Number of Jobs 1996 (full and part time)</b>	<b>Business Zoned Land in 2021 (hectares)</b>	<b>Target % of labour force employed in city</b>
<b>Rodney District</b>	331	20,055	416	70% <sup>1</sup>

Note<sup>1</sup> : Rodney District Council has set a target of 25,000 new jobs by 2021.

Table 16 shows a more detailed break down of the business areas in each of the main centres. It also shows the additional area of business land which has resulted from the Proposed District Plan 2000 and the amount of vacant land. In 1998 there was a total of 145 hectares of vacant business zoned land in the District.

The amount of vacant land will have reduced slightly as development on some sites, particularly at Silverdale, has occurred since 1998. However the amount of vacant business land is still significant.

The Silverdale North Structure Plan identified an area of approximately 14 hectares for business activity which could include large format retail activity, smaller scale retail activity and associated non-retail services. The Silverdale South Structure Plan also identified an area for business activity of approximately 10 hectares and identified that this area would comprise retail, offices, services and entertainment type activity.

**Table 16 : Business Areas in Rodney District Proposed Plan and Operative Plan Compared**

<b>BUSINESS AREAS</b>	<b>Zones Proposed District Plan 2000</b>			<b>Operative District Plan Total</b>	<b>Additional Business Zoned</b>	<b>Vacant 1998</b>	<b>Total Vacant (1998 Vacant plus Future Urban)</b>
	<b>Total Business Zoned Land</b>	<b>Future Urban*</b>	<b>Total</b>				
<b>Wellsford</b>	35.2	20	55.2	31	24.2	13.5	33.5
<b>Snells</b>	0	2.5	10	7.5	2.5	0	2.5
<b>Warkworth</b>	0	17	65.2	50	15.2	19.5	36.5
<b>Orewa</b>	0		9.9	9	.9	.5	.5
<b>Whangaparaoa</b>	0		40.8	55	14.2	26.4	26.4
<b>Silverdale</b>	0	24	121.9	86	35.9	35	59.9
<b>Helensville</b>	0	1	51.6	40	11.6	17.7	18.7
<b>Kumeu/Huapai</b>	0		61.1	48	13.1	32	32
<b>Total</b>	<b>0</b>	<b>64.5</b>	<b>415.7</b>	<b>331.5</b>	<b>84.2</b>	<b>144.6</b>	<b>210</b>

\* Future Urban land likely to get a business zoning in the future.

The Warkworth Structure Plan identified approximately 17 hectares of future urban land which is likely to become industrial land and also identified additional business land in the town centre of approximately 1 hectare. The Wellsford Structure Plan identified approximately 20 hectares of additional industrial land and the Snells-Algies Structure Plan identified approximately 2.5 hectares of additional business land.

The Orewa intensification proposals and the rules included in the Proposed District Plan also offer additional business potential. The key change is that development is proposed to be able to occupy 90 percent of a site, an increase from the 50 percent permitted in the Operative District Plan.

This shows that the Council has increased the actual and potential supply of industrial land. It also shows that a significant proportion of the land is vacant. There are therefore opportunities for business to move to Rodney and thus enhance the resident-employment balance. The amount of vacant land suggests that there are factors other than just the availability of land to business's decisions where to locate. The Council is taking a more proactive approach to encouraging business to locate in the District.

### 3.5 SEQUENCING

Most of future growth areas identified through the structure plan process have been given a Future Urban Zoning in the Proposed District Plan 2000.

The timing of the release of land is guided by the availability of infrastructure services and the market demand for land. In relation to the provision of infrastructure, the issue for Rodney District Council is not just achieving the physical capacity of the infrastructure, but also the ability to pay for it. With growth occurring in a number of settlements there are multiple expectations and demands on the funding of infrastructure. As each of these areas are unique and essentially different land markets, it is a difficult issue to prioritise where the expenditure should go. It is not unreasonable to expect that all of the centres should be able to grow. The timeframes for servicing identified in Table 17 therefore need to be treated as guides only and the Council needs to be able to respond to where growth pressures occur, within the broad constraints of the urban limits, and direct expenditure accordingly.

Table 17 shows the anticipated timeframe for the development of the growth areas identified. The infrastructure requirements are set out in detail in Section 3.6 below. The estimates are based on current servicing proposals which are outside of the current Long Term Financial Strategy (LTFS). The LTFS is being reviewed in part in response to the growth which needs to be financed.

**Table 17 : Timeframe for Servicing Future Growth Areas**

<b>GROWTH AREA</b>	<b>TIMEFRAME (Years)</b>
<b>Silverdale North</b>	0-5
<b>Orewa West</b>	0-15
<b>Kumeu</b>	5-10
<b>Riverhead</b>	5-10
<b>Helensville</b>	10-20
<b>Warkworth</b>	3-10
<b>Wellsford</b>	10-20
<b>Snells/Algies</b>	10-20

The timeframes are the window within which services are currently estimated to be able to be provided to the growth areas. The timeframes do not relate to all of the Future Growth areas

shown in Figures 7 and 8 but relate to the areas identified in the structure plans as suitable for residential development. The timeframe for servicing Silverdale North and Orewa West is shown as 0-5 and 0-15 respectively because parts of these areas can be serviced now and the rest can be serviced progressively into the future as demand and funds determine.

## **3.6 STRATEGIC PHYSICAL AND SOCIAL INFRASTRUCTURE**

### **3.6.1 Key Physical Infrastructure Requirements**

The key infrastructure needed to accommodate the projected growth is set out below for each of the key growth areas. Such infrastructure is important to address some of the environmental effects of the projected growth, particularly effects on water quality and other issues of sustainable management.

#### **3.6.1.1 Hibiscus Coast**

- Sewerage - The Orewa systems can be progressively upgraded to meet the projected population of 81,000 in 2050.
- Water supply - The ability to service 2020 growth is dependent on additional water supply.
- Stormwater - Additional work will be required for treatment of existing discharges and new facilities will be required for greenfield areas.
- Roading – Roading capacity to the Whangaparaoa Peninsula needs to be upgraded to service the increased population, and completion of State Highway 1 motorway to Puhoi is required.

#### **3.6.1.2 Wellsford**

- Bulk water supply is critical beyond 2 years. A new supply source has to be identified and new treatment plant established.
- Roading – A State Highway 1 bypass is desirable before the full growth capacity of the town can be realised.

#### **3.6.1.3 Warkworth**

- Water supply - Projected growth to 2020 can be accommodated from existing sources.
- Sewerage - Projected growth to 2020 can be accommodated by upgrading the existing treatment plant.
- Roading - A State Highway 1 bypass is desirable before the extent of the western growth areas of the town can be established and before the future of other land, particularly possible business areas, can be determined due to the effects on the existing State Highway through the town.

#### **3.6.1.4 Snells-Algies**

- Sewerage - Treatment plant needs to be upgraded, which is likely to occur beyond the 10 year time horizon subject to financial review.
- Water supply - This is critical beyond 5 years and an alternative source is required.
- Stormwater – Work will be required in relation to stormwater, particularly in relation to the Mahurangi Estuary.

#### **3.6.1.5 Kumeu-Huapai**

- Sewerage - The key strategic issue facing growth in this area is the provision of sewage treatment. This may be achieved either by connection to wider sub-regional schemes or through the provision of a dedicated town scheme.

- Water supply - Further growth in this area is also dependent on the establishment of a town water supply.
- Stormwater and flood management - Work is also required to address stormwater and flooding.
- Roading - The extension of the State Highway 16 motorway to Kumeu including a bypass of the town.

#### 3.6.1.6 Helensville

- Sewerage - Treatment capacity restricts growth beyond a population of 5,000, which is predicated to occur before 2021.
- Water supply – Current capacity can only service a population of 5,000.
- Stormwater and flood management - work is also required to address stormwater and flooding.

#### 3.6.1.7 Riverhead

- Sewerage – The key strategic issue facing growth in this area is the provision of sewage treatment. This may be achieved either by connection to wider sub-regional schemes or through the provision of local alternatives.
- Water supply – Further growth in this area is also dependent on the establishment of a town water supply.
- Stormwater and flood management – Work is also required to address stormwater and the potential effects on the Upper Waitemata Harbour.

As identified above, a factor in the development of Kumeu, Warkworth and Wellsford is the timing of possible state highway by-passes. Land which could be in the path of such by-passes can not be released for development until the possible alignments of routes can be determined. The issue also relates to the release of land which accesses the existing state highways. In some cases such release is not desirable for traffic safety reasons until the state highways are realigned.

The completion of the motorway could also influence the timing of development in the towns to the north of the Hibiscus Coast, such as Warkworth.

### **3.6.2 Key Social Infrastructure**

#### 3.6.2.1 Recreation and Community Facilities

The provision of recreation and community facilities, eg libraries, has been considered as part of the Council's ongoing assessment of community needs. The preparation of structure plans for the key growth areas has given focus to the need to ensure that land is identified for open space and recreational and community activities.

The completion of the motorway could also influence the timing of development in the towns to the north of the Hibiscus Coast, such as Warkworth.

#### 3.6.2.2 Health and Education

Through the process of preparing structure plans for the growth areas education and health providers have been consulted and involved in the process. They are therefore aware of the growth projections and are able to take these into account in their long term planning. In several cases the structure plan process has prompted the Ministry of Education to actively pursue the purchase of sites for schools in greenfield areas eg Silverdale North. Private education providers eg the Catholic Church have also been proactive in identifying school sites in greenfield areas.

### **3.7 FUNDING**

The key components of the infrastructure required to accommodate growth are to generally be funded in the following way.

Using procedures set out in the Financial Contributions provisions of the District Plan, the Council will determine, for all new capital works projects, which shall include capital works necessary to support the outcomes of the sector agreement, the separate portions of project costs:

- to be used for funding improved levels of service to existing residents and businesses; and
- to be used for the funding of additions to capacity to serve incoming residents and businesses.

In general:

- the portion of capital works project costs necessary for funding improved levels of service shall be sourced from rates; and
- the portion of capital works project costs necessary for funding growth, shall be sourced from financial contributions by subdividers and developers.

At all times, the Long Term Financial Strategy shall be used to determine what projects the Council can afford to undertake regardless of the ability to recover a portion of costs from financial contributions.

### **3.8 STATUTORY PLANNING CHANGES REQUIRED**

#### **3.8.1 Metropolitan Urban Limit Changes**

The Auckland Regional Policy Statement identifies a Metropolitan Urban Limit in Rodney District for the Hibiscus Coast. As a result of moving the MULin 1999 westward to the Albany to Puhoi motorway, the area of land available for urban development significantly increased and places the District in a good position to accommodate the projected future growth.

As a result of the structure plan processes for the Silverdale South area and the Orewa West area, two minor changes to the Metropolitan Urban Limit are proposed. These are shown in Figure 9.

The first area is in Silverdale South and is a piece of land south of the Hibiscus Coast Highway bounded to the west by the motorway (State Highway 1) and to the east by East Coast Road. The area covers approximately 84 hectares. It was identified through the structure plan process as being suitable for business and residential activity.

The second area is in the Orewa West Structure Plan area and is located west of Hatfields Beach. It includes a piece of land immediately west of the existing residentially zoned area and is bounded to the west by an unformed road. It comprises approximately 5 hectares.

In relation to the rural and coastal settlements in the District, the Regional Policy Statement limits them to the existing urban zones at the time of notification of the RPS (Policy 2.5.2 (3)). However, the policies (Policy 2.6.1 (2)) and the methods (Method 2.6.2 (7)) set out processes for the review of the limits. The management of development is to be undertaken through an integrated process. Where this has occurred expansion of rural and coastal settlements in district plans beyond the limits applying at the date of notification of the Regional Policy Statement are deemed to be provided for.

The process of preparing structure plans for a number of the rural and coastal settlements in the District and incorporating the land use changes identified by the structure plans into the Proposed District Plan 2000 is a substantial step in satisfying this method.

### **3.8.2 District Plan Changes**

The Rodney District Council notified its Proposed District Plan 2000 in November 2000. This plan incorporated policies and zonings which reflect the need to accommodate the growth contemplated by the Regional Growth Strategy. If the Metropolitan Urban Limit is successfully changed as recommended above then the Proposed District Plan would need to be varied to zone the new areas as Future Urban or residential.

## **4 Strategic Issues : Agreed Principles and Approaches**

In addition to the implications of future growth management on key infrastructure facilities, the sector partners have identified a number of strategic growth management issues, and have agreed to adopt a set of principles and actions in the implementation of the Northern and Western Sectors Agreement to address these issues. The aim is to ensure that issues are dealt with in a complementary manner, and cross boundary effects are taken into account in the development of growth management approaches.

### **4.1 OPEN SPACE AND GREEN BELT**

#### **4.1.1 Agreed Principles**

Sector Partners will:

1. Recognise that Open Space performs a range of functions, including to:
  - Provide a wide range of recreational facilities, that reflect people's changing needs and that is accessible to all;
  - Protect biodiversity;
  - Improve the quality of stormwater run-off and air quality; and
  - Enhance the amenity of the built environment, and particularly of the intensification areas.
2. Align district and regional open space strategies.
3. Promote the role of regionally significant urban parks.
4. Acknowledge the importance and role of existing open space and important landscape features - beaches, harbour, indigenous bush, coastline, volcanic cones, etc.
5. Provide amenity landscaping along key transport corridors.
6. Ensure community health and safety aspects are taken into consideration in the design of open space facilities.
7. Use Green-belts to:
  - Check the unrestricted sprawl of urban areas;
  - Prevent neighbouring towns from merging into one another;
  - Assist in safeguarding the countryside from encroachment;
  - Protect biodiversity; and
  - Improve the quality of stormwater runoff.
8. Acknowledge that a range of methods/tools is required to implement the green belt concept; eg use of rural zoning, development of network of reserves, use of riparian areas.

(Note : Greenbelts are areas which provide an edge or buffer between districts and/or between urban/rural areas to protect rural character and enhance the image and identity of urban areas. Land may be in public or private ownership, and not necessarily designated as reserve.)

#### **4.1.2 Agreed Actions**

Each Territorial Authority in the Northern and Western Sectors will:

1. Prepare an inventory of open space and recreational assets in their area, using consistent definitions of open space.

Territorial Authorities in the Northern and Western Sectors will jointly:

2. Work with relevant agencies to develop key transport corridors planting plans.
3. Identify and develop management approaches for cross-boundary green belt areas.

Sector Partners will jointly:

4. Investigate the development of an integrated network of coastal reserves and parks along the Upper Waitemata Harbour.
5. Investigate opportunities for progressing regionally significant urban parks.
6. Participate in the preparation of the Open Space Strategy for the Auckland region.

## **4.2 WATER QUALITY**

### **4.2.1 Agreed Principles**

Sector Partners will:

1. Work toward an integrated land use/water management approach for water quality in Northern and Western Sectors waterways.
2. Work together to recognise and provide for high ecological and recreational water quality standards.
3. Acknowledge cultural values and work with iwi in water management.
4. Pursue joint further studies/research to determine the state of sensitive and threatened environments and adopt a precautionary approach to land use development in the interim.
5. Acknowledge the Upper Waitemata Harbour and Long Bay/Okura marine reserve as sensitive and threatened environments.
6. Adopt an integrated land use/water catchment management approach for new development areas.
7. Share technical knowledge and work co-operatively on innovative approaches for managing stormwater and wastewater.

### **4.2.2 Agreed Actions**

Each Territorial Authority in the Northern and Western Sectors will:

1. Recognise the Upper Waitemata Harbour and the Long Bay/Okura marine reserve as areas with high ecological and recreational values in their appropriate statutory documents.

Territorial Authorities in the Northern and Western Sectors will jointly:

2. Investigate synergies and options for wastewater management.

Sector Partners will jointly:

3. Participate in regional studies to investigate the environmental values and carrying capacity of the Upper Waitemata Harbour.
4. Develop appropriate policy framework and management approaches to guide future development in the Upper Waitemata Harbour catchment.

## **4.3 TRANSPORTATION**

### **4.3.1 Agreed Principles**

Sector Partners will:

1. Recognise there are strong links between population growth, employment distribution and transport capacity.
2. Acknowledge key capacity constraints, such as congestion on the harbour bridge, and provision for freight movement, can be addressed through the Regional Land Transport planning and review process.
3. Recognise traffic congestion contributes to adverse effects on air and water quality and has other adverse environmental effects.
4. Recognise managing land use changes can be an effective way to manage local transport demand.
5. Set clear goals for transport outcomes such as - air emissions, safety, pedestrian usage, levels of public transport use, etc.
6. Seek to protect future transport options now - particularly key transport corridors.
7. Recognise and provide for public choice in Public Transport options.
8. Support the ferry strategy.
9. Co-ordinate the provision of Public Transport with the sequencing of land-use change and development.
10. Acknowledge that land use/transport planning needs to be complementary.

### **4.3.1 Agreed Actions**

Sector Partners will jointly:

1. Participate in reviewing and supporting the Regional Land Transport Strategy to protect future transport options, including corridors and facilities for public transport.
2. Investigate the preparation of a "Joint Northern and Western Sectors Transportation Plan".

## **4.4 STRATEGIC EMPLOYMENT**

### **4.4.1 Agreed Principles**

Sector Partners will:

1. Recognise that the north and west of the Auckland region will grow through increased employment development for all.
2. Recognise their distinctive and shared competitive advantages which can be built on to promote economic development.
3. Protect appropriate rural and urban employment opportunities.
4. Provide for a range of employment uses in and around town centres.
5. Promote good spatial distribution and a range of employment opportunities at different skill levels.
6. Recognise the importance of transport links to improve access to employment opportunities.
7. Encourage low impact, high value-added and high technology industries.

8. Recognise and provide for tourism as an important component of the sub-regional economy.

#### **4.4.2 Agreed Actions**

Each Territorial Authority in the Northern and Western Sectors will:

1. Develop employment strategies, branding exercises etc to maximise opportunities for employment growth in their respective areas.

Territorial Authorities in the Northern and Western Sectors will jointly:

2. Contribute to the development of the Regional Economic Development Strategy.
3. Participate in Regional Economic Development Strategy initiatives.

### **4.5 FUTURE OF FORMER AIRBASE LAND AND REMAINING AIRFIELDS**

#### **4.5.1 Agreed Principles**

Sector Partners will:

1. Recognise Hobsonville as a strategic area for employment.
2. Ensure that any future development enhances the strategic accessibility of the Hobsonville site.
3. Recognise the current role of Whenuapai as a military airbase and keep options open for its future use.
4. Recognise the current role of Dairy Flat and Parakai as high volume, private airfields.

#### **4.5.2 Agreed Actions**

Territorial Authorities in the Northern and Western Sectors will:

1. Consult each other regarding any changes to the status of development proposals for Hobsonville, Whenuapai, Parakai and Dairy Flat.

Territorial Authorities in the Northern and Western Sectors will jointly:

2. Investigate options for the future use of Whenuapai airbase taking into account their feasibility and potential positive and negative effects.

### **4.6 COMMUNITY DEVELOPMENT AND FACILITIES**

#### **4.6.1 Agreed Principles**

Sector Partners will:

1. Recognise the regional and sub-regional nature of key services eg police, health.
2. Recognise regional initiatives while supporting local solutions for local needs.
3. Support and participate in the Regional Growth Forum's Social Infrastructure Group.
4. Promote community well-being through participative design, community involvement, planning for a healthy and safe environment.
5. Recognise the link between education, skills and economic development.
6. Recognise the role of education in encouraging and supporting the development of economic clusters.
7. Encourage closer relationships with local communities and support lifelong learning.

#### **4.6.2 Agreed Actions**

Each Territorial Authority in the Northern and Western Sectors will:

1. Work co-operatively with service and facility providers regarding information sharing and service delivery.
2. Develop good urban design principles and practices to ensure high levels of safety, community interaction and easily accessible public facilities.

Sector Partners will jointly:

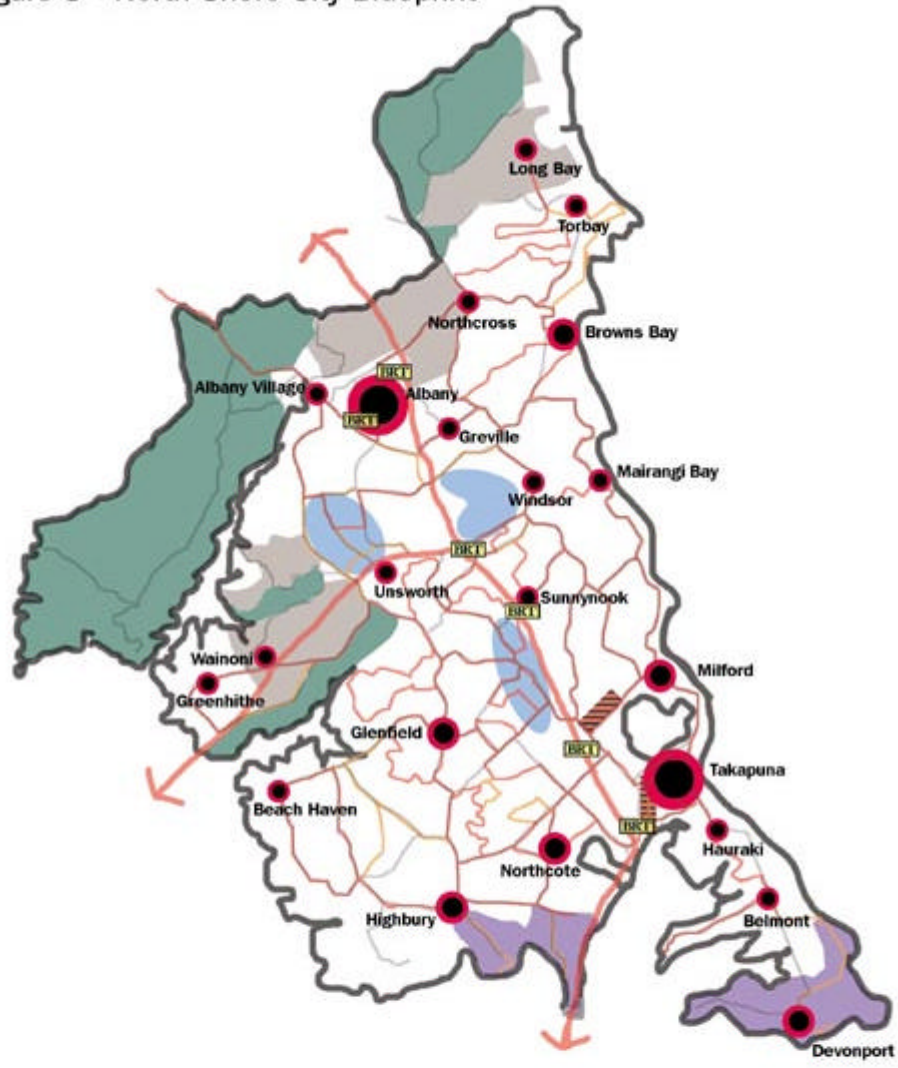
3. Participate in the Regional Growth Forum's Social Infrastructure Group to investigate regional issues, including :
  - The links and thresholds for the provision of local and regional facilities;
  - Opportunities for co-location for a range of community and education facilities;
  - Initiatives to address demand and public investment for community facilities;
  - Design issues; eg construction standards, local amenity, public space, environmental quality, safety and the location of public facilities.

5 Sector Agreement

The undersigned hereby agree to implement all of the above aspects of the Northern and Western Sectors Agreement in partial fulfilment of the Regional Growth Strategy.

	Signatures	Date
Mayor of North Shore City Council		9 Oct 2001
CEO of North Shore City Council		8.10.01
Mayor of Waitakere City Council		3.10.01
CEO of Waitakere City Council		
Mayor of Rodney District Council		11.10.2001
CEO of Rodney District Council		10.10.01
Chairman of Auckland Regional Council		08.10.01
CEO of Auckland Regional Council		

Figure 5 - North Shore City Blueprint



- |  |   |   |                                      |   |                   |
|--|---|---|--------------------------------------|---|-------------------|
|  | Intensive forms of housing in and around commercial centres |  | Major business areas                 |  | Motorway / Busway |
|  | Intensive mixed-use corridor development                    |  | Rural and landscape protection areas |  | BRT stations      |
|  | Structure plan areas / Future urban expansion               |  | Character areas                      |  | Bus routes        |
|  |   |   |                                      |  | Main roads        |

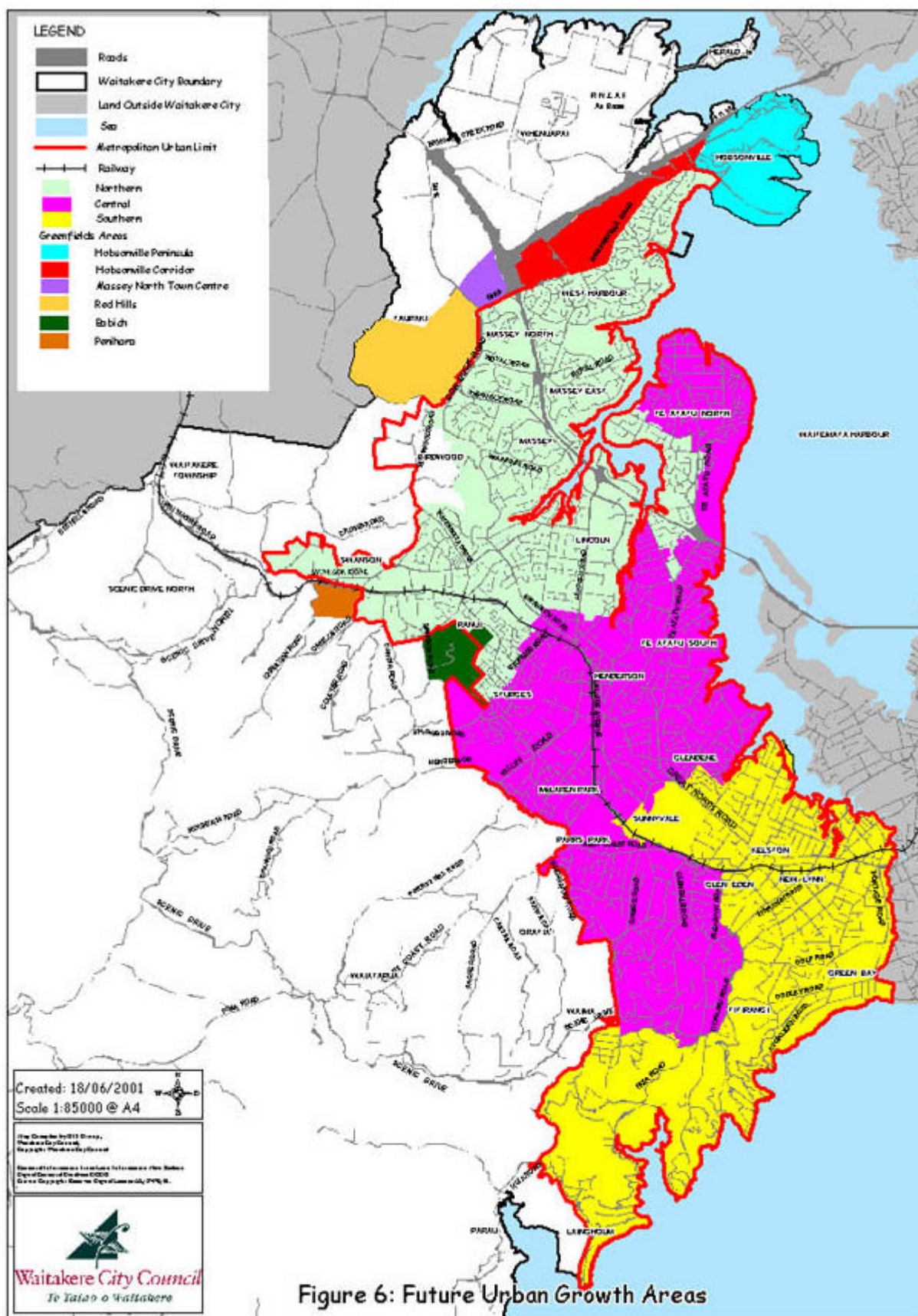
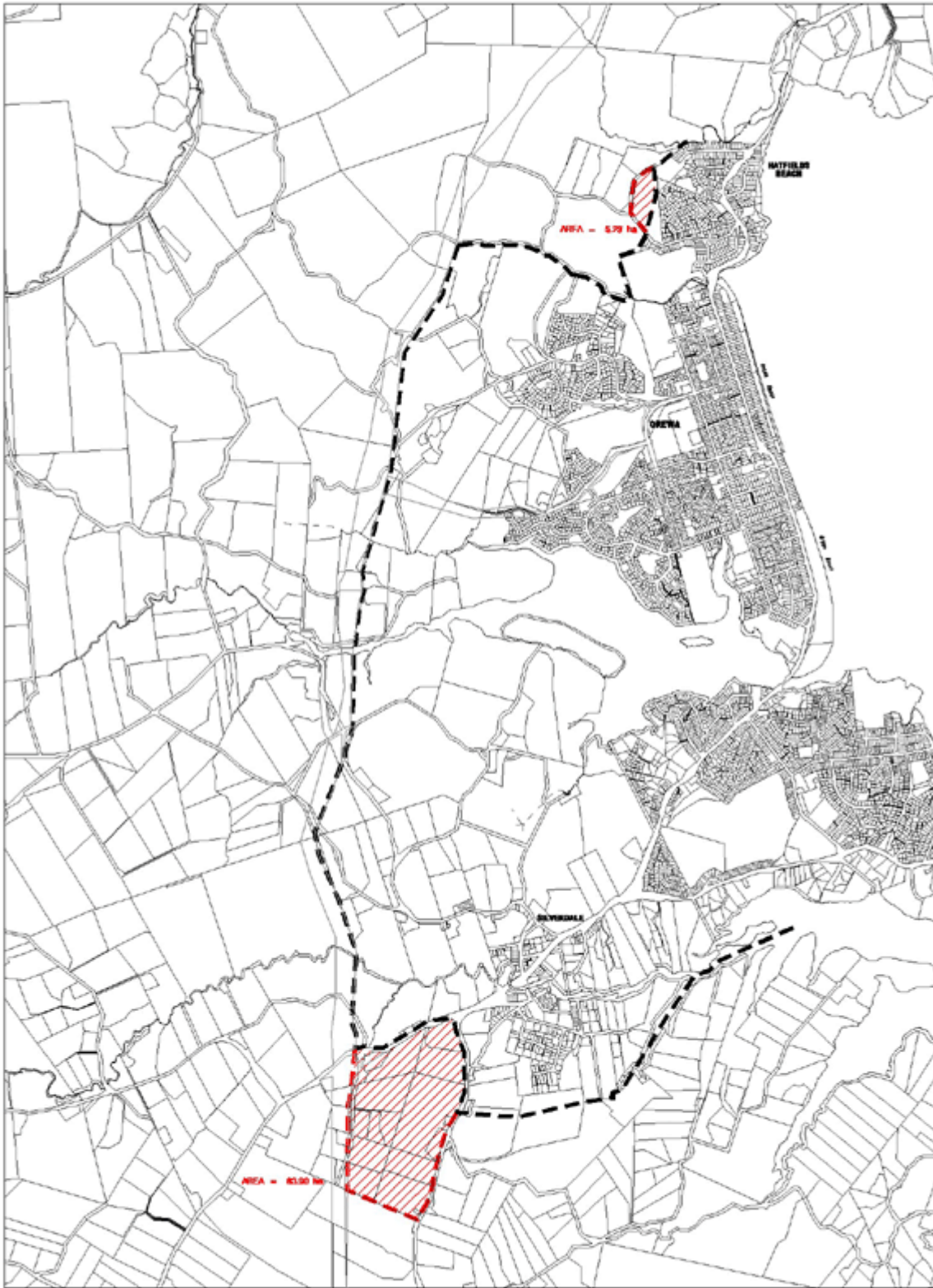


Figure 6: Future Urban Growth Areas





**Rodney**  
DISTRICT

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This plan was prepared by the Local Information Service  
RODNEY DISTRICT COUNCIL, 2007/08/07  
CADASTRAL INFORMATION Cadastral Information Unit  
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- currency date April 2007

**Metropolitan Urban Limits  
at Hibiscus Coast**

- LEGEND**
- Metropolitan Urban Limits (MUL)
  - Proposed Amendment of the MUL
  - Suburban Designation
  - Proposed Area to be Included within MUL

D/TE: May 2004  
SCALE: 1:50,000 @ A1

**RDC 15663 Figure 9**

## **Part III : Background Information**

This part provides further information that supports the preparation of this Sector Agreement.

### **1 North Shore City**

#### **1.1 DEVELOPMENT STRATEGY**

North Shore City Council's City Blueprint sets a framework for managing growth and change in North Shore City over the next 20 years. It will also enable the council to meet its commitments to the RGS. The city strategy focuses on providing for growth whilst ensuring the North Shore remains a great place to live, work and play. Key outcomes of the city strategy include:

- Maintaining a high quality environment;
- Providing a choice of living environments;
- Encouraging business growth in key areas;
- Increasing employment and encouraging economic growth;
- Enhancing leisure and recreation opportunities; and
- Improving travel and accessibility.

To achieve these outcomes, the City Blueprint identifies a number of key elements that will shape the future for North Shore city:

- Support for existing communities and commercial centres through intensification of commercial centres and by providing a range of living opportunities in such centres.
- Protection of appropriate land for future business development.
- Attract value added and service industry businesses to the North Shore.
- Encourage working from home.
- Protection of key environments and ecosystems.
- Maintaining a high city-wide environmental quality.
- Improving traffic capacity on main routes and the provision of alternative transport options such as the ferry, buses, cycleways.
- Encourage residential intensification around traffic nodes and main routes to support public transport.
- Expansion of recreation opportunities around the coast and in parks and reserves.

North Shore City Council recognises that it is the North Shore community, which can best determine the future of their city. Therefore, the successful implementation of the City Blueprint will depend upon ongoing support and continued input from the North Shore community.

#### **1.2 KEY PARTIES**

##### **1.2.1 Forum Members**

Clear roles have been identified in Part II of the sector agreement for sector partners. These include separate and joint actions to achieve sector agreement outcomes.

### **1.2.2 Implementation Agencies**

Agencies such as Watercare Services Ltd, Infrastructure Auckland, etc provide a crucial link between outcomes in the sector agreement and the provision of adequate infrastructure. For the sector agreement to succeed, there needs to be strong support and cooperation between these agencies and sector partners. An integrated approach by sector partners, as advocated in this sector agreement, is likely to provide a united front to implementation agencies.

### **1.2.3 Government Agencies**

Central government agencies play an important role to support the Regional Growth Forum, and by association the sector agreements. They can also provide useful guidance documents that can support sector agreement outcomes – ‘Principles of Urban Design – Ministry for the Environment, for example. These provide impetus for documents like the City Blueprint, as well as the sector agreement. Central government agencies will also play an important role in contributing to outcomes identified in the sector agreement, for example the provision of community services will continue to be between councils and central government service providers.

### **1.2.4 Landowners and Developers**

Landowners and developers will play the key role in implementing the sector agreement and City Blueprint. It will be important for North Shore City Council and sector partners to work hand in hand with landowners and developers, to ensure these groups take up outcomes identified in the City Blueprint and sector agreement.

### **1.2.5 Iwi**

Maori will play an increasingly important role in participating in City Blueprint and sector agreement outcomes. Particular outcomes have been identified as specifically important for Maori, for instance management of land uses that affect water quality in the Upper Waitemata Harbour. Liaison with iwi will play an important part in the successful implementation of the City Blueprint and the sector agreement.

### **1.2.6 Roles of Council**

The governance and leadership responsibility of the Council requires it to make decisions and set directions for the best interests of its communities.

North Shore City Council can only achieve the 20-year vision contained in the City Blueprint and broader sector agreement outcomes, progressively over time in partnership with others. The Council has a number of key role to play however to deliver results for current and future generations. Council roles include:

**Leader** – leading by informed and balanced decision making, by example and by working with the community.

**Advocate and facilitator** – representing the interests of the city’s communities, creating the right environment to get things done.

**Provider of community services** – making sure the essential community services and programmes reach residents and businesses.

**Owner of infrastructure and facilities** – providing adequate infrastructure to serve the city and looking after public assets.

**City Manager** – managing activities by developing, monitoring and enforcing rules, providing encouragement and incentives, and providing community education and empowerment.

**Partner** – working with others in partnership to help them get things done or assisting with the provision of facilities or services, to maximise benefits to the community.

### **1.3 ALIGNMENT WITH OTHER COUNCIL POLICIES**

The Northern and Western Sectors Agreement and City Blueprint are consistent with the outcomes of the North Shore City Strategy Plan. Development of the City Blueprint and key inputs into the sector agreement has involved close liaison with Council divisions. Particular effort has been made to align the City Blueprint and sector agreement outcomes with the following Council work programmes:

- Stormwater – particularly a potential future plan change, and incorporating low impact stormwater design into future developments city-wide.
- Wastewater – existing and future wastewater capacity work and beach water quality outcomes.
- Transport - provision of a comprehensive public transport system based on the BRT. Also future transport capacity work and cycling and walking strategies.
- Parks and reserves – particularly the open space strategy.
- Forward planning policy – land use changes, zoning, and the development of stronger environmental controls to the Proposed District Plan.

Outputs and work programmes identified in the City Blueprint and sector agreement will need to feed into future reviews of the Annual Plan and Long Term Financial Strategy. The Council intends to have a Long Term Financial Strategy clearly identifying and supporting the implementation of the Sector Agreement and Regional Growth Strategy by the 2003-4 financial year.

A detailed action plan to implement the sector agreement and City Blueprint and develop a monitoring programme will be prepared by June 2002.

### **1.4 CONSULTATION**

The development of the City Blueprint has been based on extensive consultation that has occurred at the front end of the planning process. The consultation techniques used to prepare the City Blueprint are summarised below:

#### **1.4.1 Project 2020 Newsletter**

There have been five issues of the Project 2020 newsletter distributed to the community to date, each with its own specific purpose:

- Issue 1: to provide the community with information about Project 2020 and planning/growth issues, to raise awareness and stimulate debate within the community and to advertise the Community Planning Forum. The newsletter included a feedback form that was used to gain general information from the community on what was thought to be important to the future of North Shore City.
- Issue 2: to provide the community with results of the Community Planning Forum.
- Issue 3: to provide the community with results of feedback that the Project 2020 team has received to date from the feedback form (Issue 1) and café cards.
- Issue 4: to provide the community with details of various scenarios for the city's future and to gain feedback on the direction and form of future development in North Shore City.
- Issue 5: to provide the community with feedback on consultation results.

#### **1.4.2 Café Cards**

Café cards were used in the initial phase of the consultation process in a visual attempt to arouse the community's interest in the important aspects of the future development of North

Shore City, and to gain feedback. The aim was to reach the middle-younger age group who may not have so much time to write a more detailed form of feedback, attend a local workshop or to read a newsletter.

Four designs, each one depicting a different issue (built and natural environment, housing choice, city life and recreation) were distributed to cafes across the North Shore, in Auckland's CBD and to local libraries, leisure centres, movie theatres, gyms, medical centres, educational facilities and the Council's Area Offices.

#### **1.4.3 Community Planning Forum**

This key consultation event took place on 4<sup>th</sup> November 2000 at the Takapuna War Memorial Hall. The purpose of the Community Planning Forum was to provide the community with information about Project 2020, the Regional Growth Strategy, planning/growth issues within North Shore City, to raise awareness and to stimulate debate.

Over 200 people turned up to the event to listen to a variety of speakers and student-councillor debates, to participate in workshops and to have their say on the interactive displays.

#### **1.4.4 Project 2020 Internet Site**

The Project 2020 Internet site was originally set up in mid-October 2000 to both inform the community about the project and to advertise the Community Planning Forum. The site was updated in late December 2000 to include a 'post a comment' and community comments page for the public to send through their views by using interactive café cards and to read the comments of others.

Displays from the Community Planning Forum, links to other New Zealand towns and cities overseas which are experiencing similar issues of growth and change and previous Project 2020 newsletters can also be viewed. A recent addition is a range of scenarios illustrating different aspects of Live, Work and Play in the future development of North Shore City.

#### **1.4.5 Local Workshops**

Local workshops were held over a 2-week period in each of the 6 wards (Albany, Birkenhead/Northcote, Glenfield, Takapuna, Devonport and East Coast Bays).

The aim of the local workshops was to consider scenarios for the future development of the city. It offered the community a chance to discuss issues and concerns both within their local area and the city as a whole and to contribute to the development of a City Blueprint for managing growth and change in North Shore City.

#### **1.4.6 Open House Events**

Two open house events were held in July 2001 in Glenfield and Takapuna. These interactive workshops began in the mid-morning and ran into the early evening. The workshops provided feedback to the North Shore public about the how their comments had fed into the Draft City Blueprint, and sought their additional comments to fine-tune the City Blueprint.

#### **1.4.7 Tangata Whenua Consultation**

Through the development of the City Blueprint and the Northern and Western Sectors Agreement contact was made with a number of interested iwi groups. The key issue that emerged was the need for the Council to develop a long term relationship with Tangata Whenua that enables a constructive dialogue on the City's change and growth. Another key issue was the need to identify and protect cultural heritage sites.

## **1.5 RISKS AND CONTINGENCIES**

There are a number of risks and contingencies in implementing the Northern and Western Sectors Agreement:

### **1.5.1 Resource Management Act Implementation**

Many of the actions identified will need to be supported by changes to the Council's District Plan. These changes will need to satisfy an assessment made under Section 32 of the Resource Management Act and they will also be subject to submissions and appeals by other parties.

### **1.5.2 Social and physical infrastructure capability**

The Council is moving towards an integrated planning approach to align the City Blueprint, and the Northern and Western Sectors Agreement with social and infrastructure provision. A failure to match development rights with appropriate infrastructure could undermine the successful management of growth and change and lead to adverse environmental effects.

### **1.5.3 Funding**

The Northern and Western Sectors Agreement identifies some key actions that will require Council funding. In addition funding will also be required to provide for additional infrastructure. Both of these need to be considered in conjunction with the timing and phasing of the changes required implementing the City Blueprint.

### **1.5.4 BRT System and Passenger Transport upgrade**

Both the Northern and Western Sectors Agreement and the City Blueprint assumes a significant improvement in the city's passenger transport system to cater for travel demand. Future land use patterns proposed have been designed to support and rely on an enhanced passenger transport system.

### **1.5.5 Poor Quality Developments**

Adverse public reaction to poor quality examples of development is a significant risk to the sector agreement and City Blueprint. The Council is implementing a range of actions to raise the standards of intensive housing throughout the city.

### **1.5.6 Market Preferences**

Unforeseen changes in market preferences and/or market demand could impact upon the identified sequencing of the future city form as outlined in the sector agreement and City Blueprint.

### **1.5.7 Legislative Change**

The review of the Local Government Act is likely to lead to changes to how Councils can take financial contributions from new developments. It is hoped this will enable Councils to ensure developers contribute more fully to mitigating any adverse effects from future developments.

## 2 Waitakere City

### 2.1 DEVELOPMENT STRATEGY

Much of Waitakere City has been built in the last 20 years, with urban growth expanding outwards from Henderson, Glen Eden and New Lynn and occurring at the urban fringe.

In the early 1990's, Council developed an Urban Development Strategy to provide for and manage the effects of urban expansion. Nine options focusing on different locations and forms of urban growth were evaluated, taking into consideration demographic, socio-economic, lifestyle and technological changes. An urban village concept offering a compact and connected city form and housing choice was chosen.

The key elements of the Urban Development Strategy are:

- urban containment with development to be focused primarily within current urban boundaries;
- expansion into greenfield areas where strict environmental criteria can be met;
- maximum protection to the Waitakere Ranges and preservation of the rural character of the foothills of the Waitakere Ranges;
- a range of residential densities, with intensification at selected town centres and along transport corridors, and with opportunities for rural residential development;
- flexibility for mixed use development to provide for local employment opportunities and reduce commuting to work;
- affordable infrastructure development to determine the rate, type and direction of urban growth; and
- energy efficiency, affordability, accessibility and high amenity values.

In spatial terms, Waitakere City's urban development strategy components are as follows

- Develop/expand New Lynn, Henderson and Massey North/Westgate as town centres.
- Develop smaller centres in the medium to longer term, such as Glen Eden, Sunnyvale, Ranui, and Sturges.
- Develop Lincoln Road and Hobsonville Road as mixed use transit-oriented corridors.
- Expand the urban area into the Redhills/Hobsonville area, promoting a mix of densities, and with a focus on employment activities.

Figure 10 (at the end of Part III) shows the key elements of Waitakere City's Urban Development Strategy.

### 2.2 KEY PARTIES

Implementation of this Sector Agreement involves a number of agencies, including central and local government agencies, as well as individuals. The key parties who have a primary active implementation role and their main responsibilities are identified below.

#### 2.2.1 *Waitakere City Council*

Waitakere City Council is the key implementation agency. The principal responsibilities include, but are not restricted to the following:

- Scoping, development of work programme and seeking resources through the Annual Plan process to carry out identified actions for Council and Sector Partners regarding strategic issues;

- Scoping, development of work programme and seeking resources through the Annual Plan process for Council to carry out further planning for the reeinfeld and intensification growth areas, Asset Management Plan preparation and associated Long Term Financial Strategy review, District Plan and MUL changes;
- Co-ordination and joint work with utility/facility and service providers regarding information sharing, infrastructure planning and development; eg Council's Intersector Group, Watercare Services;
- Monitoring and review of the location, rate and capacity of development areas to feed into the RGF's monitoring programme;
- Communications and discussions with the community, professional groups and interest groups to provide on-going dialogue regarding growth management approaches and to enhance community understanding and buy-in of sector agreement directions as more detailed development planning work is carried out; and
- Discussions and negotiations with landowners and developers regarding concept plan work and development proposals to achieve RGS/Sector Agreement outcomes.

### **2.2.2 Sector Partners**

The Sector Agreement has identified a number of joint action areas for sector partners (refer Part II section 4).

### **2.2.3 Auckland Regional Growth Forum**

The RGF maintains an overview of all the Sector Agreements and growth management issues for the Auckland Region. It is the key agency for monitoring and review of the RGS, and the capacities and sequencing of development identified in the sector agreements.

### **2.2.4 Iwi**

Following on from the consultation that has begun, iwi representatives, Te Taumata Runanga and Council will develop process and protocols for implementation of the Sector Agreement. It is envisaged that work will focus on water management policies and approaches, community facilities planning, and concept plan work for new growth areas, particularly with regards to protection of cultural values and sites of cultural significance.

## **2.3 ALIGNMENT WITH OTHER COUNCIL POLICIES**

Accurate identification of, and planning for, future development costs are key factors in setting fair and reasonable financial contributions to ensure that growth is managed with intergenerational equity.

As part of the technical assessment on sequencing of the future growth areas, Waitakere City Council has undertaken a study to evaluate the cost impacts of alternative sequencing of options. This study has looked at broad indicative costs with analysis at a fairly coarse level. The findings provide a robust measure of the relative costs of physical infrastructure development to service future growth in different parts of the City.

Waitakere City is currently reviewing Annual Plan and Asset Management Plans to ensure that future formats will reflect the costs of growth and funding methods. As detailed infrastructure planning to service growth in the City is progressively undertaken, more definitive costs of growth will be assessed to provide input to the review and update of Council's Asset Management Plans. This planning also ensures that growth areas are released or upgraded in a coherent sequence, and that land development is co-ordinated with timely infrastructure development.

Both the Rating Powers Act (2001) and Local Government Act Review (2001) are expected to impact on the way each TLA engages in the process of community consultation and information regarding annual and long term planning. Initial regional work to identify the needs for full disclosure in TLA planning and financial documents by 2003/04 has begun in 2001, and these expected legislative changes will be incorporated into the work undertaken regionally to address these issues on a regionally consistent basis.

## **2.4 CONSULTATION ON SECTOR AGREEMENT DIRECTIONS**

Waitakere City Council's adoption of the international Agenda 21 programme in 1993 has been a significant influence on Council's policies and how these policies have been put in place. A key component of Agenda 21 is the importance of the role of the community in making decisions which affect them, and Waitakere City Council has a policy of undertaking community consultation on a wide range of topics.

For issues around growth management and urban development, consultation was first initiated in the mid 1990's. Processes such as design workshops, charettes, city wide consultation exercises, public information distribution systems, focus groups, and surveys are all used.

### **2.4.1 Community Input**

#### **2.4.1.1 Urban Development Strategy and District Plan Policies**

The Waitakere City provisions in the Northern and Western Sectors Agreement is supported by the proposed District Plan policies, which in turn have incorporated the City's Urban Development Strategy.

The Waitakere City Proposed District Plan has had extensive consultation in the years 1994 to 1996. This was focussed on the issues of future growth options and desired city form. This included over 150 public meetings, a number of newspaper articles, information through reminders to the public, leaflets, response forms, and Annual Plan submissions. It is expected that the District Plan will become operative in the year 2002.

#### **2.4.1.2 Strategic Review**

Development policy directions were updated and re-confirmed in 1999. Waitakere City undertook, as part of its Strategic review, a city wide consultation programme. Residents were asked about Council's strategic objectives as regards urban development, transport, water, business development, well-being initiatives, green network and parks, solid waste, democracy and investing. All key sectors of the community took part. This exercise demonstrated strong community support for the process of developing vibrant town centres, increased walkability, increased access to services, high level of safety, integrated passenger transport systems and planning among other objectives. The full range of desired objectives are contained in the document "This is Our Future Today" Waitakere City Council, 1999.

#### **2.4.1.3 Other Policies**

Other policies which impact on Urban Development in Waitakere City have also had public consultation processes as part of their development e.g. Parks Strategy, Urban Stormwater strategy, Walking and Cycling Strategy (in development).

#### **2.4.1.4 Town Centres Revitalisation Programme and Design Workshops**

Within the context of the Urban Development Strategy, Proposed District Plan policies and the Strategic Review, Waitakere City has undertaken a number of town centre revitalisation programmes between 1995 and 1999. Each initiative has had a community-based design programme, the largest exercise being the New Lynn charrette in 1995. This was a week long intensive design exercise bringing local, international, professional and community expertise together in a joint planning exercise. Results were broadcast via public agenda items, brochures and newsletters widely distributed, and supporting a town centre project

manager for some years active in advocacy, liaison and continued planning. This process has been followed in principle for all successive nodal development projects e.g. Henderson, Titirangi, Glen Eden, Swanson, Ranui, Te Atatu Peninsula and Green Bay.

A major planning and design programme for Henderson is planned for 2002. A review of intensification opportunities and development initiatives for New Lynn is also planned. Both these initiatives will have a community-based and participatory focus.

#### 2.4.1.5 Concept/Structure Plans

Waitakere City Council also uses the Concept/Structure Planning approach which is heavily reliant on a participative community process to plan for future growth. Council initiated Concept/Structure Plans completed or in progress cover Oratia, Waiarohia, Swanson, Birdwood, and Babich areas.

#### 2.4.1.6 Future Growth Areas

The RGS identified the Hobsonville corridor, Massey North and Redhills areas as future growth areas. This Strategy has had regional public scrutiny. Council has also undertaken consultation in this area over recent years. In 1998, Council held a Hobsonville Planning workshop in order to assess the impact of the proposed SH18 on the corridor and the village area. This was a four-day programme which included 3 public meetings and meetings with key stakeholders to assess impacts and options at the Hobsonville end of the proposed motorway development.

Subsequent to the Ministry of Defence announcement regarding the release of the Defence land on Hobsonville Peninsula, Waitakere City Council instituted a Mayoral Task Force during 1999/2000 which included local iwi, heritage, business representatives, central government representatives, and regional mayors. This Task Force published the Hobsonville Peninsula vision document which has been widely presented to the public. Council has also recently (March 2001) undertaken a public planning and consultation exercise for Hobsonville Peninsula. There have been subsequent presentations to the local community, public meetings, the Northern and Western Sectors Agreement partners, and the Regional Growth Forum.

Further community consultation is planned in the 2001/02 year to address development and design issues for the Massey North/Hobsonville Corridor areas. As with previous community planning exercises, Council is planning to invite key interest groups such as landowners, heritage groups and other stakeholders to participate.

The Northern area of Waitakere City was also part of the communications for the Annual Budget 01/02. The Waitakere City News, delivered to all households monthly, carried a mid April 01 special Annual Budget edition which asked for submissions on the planned growth in the area. One submission only for the North West was received. Other submissions (9) about growth issues were mostly focussed on medium density housing issues which were largely based on needing better design.

### **2.5.1 Political Input**

In the preparation of this Sector Agreement, joint subregional Councillor meetings with sector agreement partners have been held regularly during 2001 to keep political representatives well aware of proposals and to provide opportunities to discuss and make decisions regarding the content of the agreement.

### **2.5.2 Iwi Consultation**

Iwi consultation has been ongoing since March 2001, and this process has sought to establish protocols for continuing to work with local iwi on growth issues that affect these groups. It is useful to note that iwi groups are not consistent with TLA boundaries, and every effort will be made to ensure that these processes are as inclusive as possible. Waitakere City Council has a standing committee Te Taumata Runanga which has had opportunities to comment on sector agreement provisions.

### **2.5.3 Other Stakeholders Input**

Waitakere City has developed a strategy of establishing partnerships with key service providers in the City. Discussions on the Sector Agreement work have been held with Waitakere Education Sector Trust and Waitakere City Council's Intersector Group which consists of the major service providers in the region e.g. Police, Health and Work and Income New Zealand.

Other major infrastructure providers such as Transit New Zealand and Watercare Services Ltd have attended meetings regarding their particular area of interest. Transit New Zealand has also engaged landowners directly affected by motorway designations for SH16 and SH18 in extensive consultation.

## **2.6 IMPLEMENTATION RISKS AND CONTINGENCIES**

There are a number of risks for Waitakere City associated with the implementation of this Sector Agreement.

### **2.6.1 Development Capacities**

There is potential for over or under estimate of demand (population growth, employment growth) and supply (land development capacity). Field surveys to identify more accurately development opportunities and constraints and preparation of concept plans to refine development capacities will be undertaken. Monitoring of the rate and location of development will enable the need for adjustments to bring forward or defer the release of new development areas to be identified. This monitoring work will contribute to the review of this Sector Agreement.

### **2.6.2 Market Demand**

There has been a strong uptake of opportunities for intensification in Waitakere City in recent years. Regional and local research has also confirmed that there is a demand for low-maintenance, conveniently located medium density housing. However, analysis to promote better understanding of the longer-term market trends and housing needs, the impact of the availability of greenfield areas on the rate of intensification and redevelopment, both within Waitakere City and elsewhere in the region, and market mechanisms/triggers for redevelopment is required.

### **2.6.3 Intensification and Quality of Medium Density Housing**

While previous consultation with the community has indicated support for intensification, the design and layout of some medium density housing developments have raised concerns about urban amenities and quality of urban living. This may reduce community acceptance of intensification in future. This is a major concern for Waitakere City as approximately 40% of future growth capacity in the period to 2021 is from intensification. Furthermore, if the timing of greenfield development was to be advanced to meet future demand, there will be implications on the Long Term Financial Strategy as infrastructure costs would be brought forward.

More advocacy work to focus on good practice guides on site layout, building design, building materials, landscape treatment, and information on medium density living and lifestyles would help promote support for medium density housing and intensification.

### **2.6.4 Timing of Passenger Transport Improvements**

A key principle of Council's policies is to encourage intensification of development in and around town centres and along transport corridors, especially along the Western Rail corridor to support the development of passenger transport.

Delays to improvements to rail service and implementation of an integrated passenger transport system will undermine the attraction of intensification.

### **2.6.5 Timing and Costs of Physical Infrastructure**

The release of the future growth areas in the north-western part of the City is dependent upon timely agreement with Watercare Services Ltd to provide wastewater disposal services to these areas. The available lead time for planning and negotiations is variable for different growth areas. Alternative interim solutions may be required to enable priority areas to be released for development.

The requirements of the future Air, Land and Water Regional Plan and conditions of renewal of discharge consents may set standards which have higher cost implications for new and replacement physical infrastructure.

### **2.6.6 Upper Waitemata Harbour**

It is acknowledged that the Upper Waitemata Harbour is a sensitive and fragile environment. Issues of the carrying capacity of the receiving environment and impacts of land development within the catchment on water quality are complex. The scope and content of environmental studies on the Upper Waitemata Harbour are yet to be discussed and agreed among relevant parties, and their resolution will take time.

The outcomes of the studies may require the nature, scale and sequencing of development of growth areas on the Redhills to Hobsonville Peninsula corridor to be changed. Flexibility in the review period for this Sector Agreement will be required to enable any necessary adjustments to growth capacities to be made.

### **2.6.7 Time Frame for Release of Defence Land**

The release of Hobsonville airbase land through the Public Works Act for future development is a long and complex process which may delay development on the peninsula. Also, decisions regarding the future of Whenuapai may impact on development scenarios for Hobsonville Corridor. These processes may require adjustment to the nature, scale and sequencing of the future growth areas.

### **2.6.8 Time Frame for Statutory Processes**

The release of land for future urban development requires statutory changes. These changes could trigger challenges to the nature, scale and sequencing of development which could prolong the statutory process. A communication and consultation strategy is required to promote and explain the policy changes. Co-ordination with the Auckland Regional Council's process for changes to the Auckland Regional Policy Statement regarding MUL changes will also stream-line the process and avoid re-litigation of the same issues.

## 3 Rodney District

### 3.1 RODNEY DISTRICT DEVELOPMENT STRATEGY

Rodney District's strategy for the growth of the District was essentially adopted in 1994 with the Rodney District Development Strategy. This was reviewed and updated in 1999. In terms of growth the key objectives of the strategy are to:

- Encourage sound environmental management in managing development processes;
- Manage the effects of growth in the rural areas on rural character and amenity;
- Ensure that the sequencing of development in the District, and in particular in greenfield and intensification development on the Hibiscus Coast, is carried out in a manner that leads to the optimum and efficient use of infrastructure;
- Ensure that financial contribution policies are in place prior to the release of new areas and prior to steps being taken to allow the intensification of existing urban areas;
- Manage growth in keeping with the ability to provide and upgrade rural and urban roads;
- Pursue the implementation of key passenger and private transport routes necessary to support the growth of the District; and
- Manage the effects (including cumulative effects) of the growth of rural areas on existing infrastructure and manage the demand for new infrastructure.

In spatial terms the key components are as follows:

#### **Hibiscus Coast**

- Commit greenfield sites in the west and south-west to long term urban development;
- Reduce urban development pressures and impacts east of Tindalls Beach while recognising commitments at Gulf Harbour;
- Maintain current overall residential densities between Tindalls and the Whangaparaoa town centre;
- Allow for the development of the Whangaparaoa Shopping Centre as a medium-size centre;
- Provide for increased residential densities west of the Whangaparaoa Centre, perhaps on a "neighbourhood" basis, in association with improved residential amenities;
- Recognise Orewa's role as the commercial and visitor centre for the Hibiscus Coast; and
- Reinforce Silverdale's role as the principal long term employment centre for the Hibiscus Coast.

#### **Northern**

- Encourage the development of Wellsford and Warkworth as the key employment and settlement nodes in the north; and
- Focus coastal residential development on existing settlements; with provision for significant expansion at Snells Beach.

#### **Western**

- Focus residential development in the west on the key settlements of: Kumeu-Huapai, Helensville and Riverhead; and
- Encourage the development of Helensville-Parakai as a key employment and settlement node.

This strategy has formed the basis for the Council's approach to the growth of the District and its consideration of its approach to the RGS. Much of the strategy has also been incorporated into the Proposed District Plan 2000.

In 1995 the Council commenced a programme of preparing structure plans for the greenfield areas identified in the District Development Strategy and for the main settlements in the District. These provided a more local and detailed consideration of how the areas should develop and grow. The subsequent structure plans have identified the specific growth areas and highlighted the issues which need to be addressed to accommodate the growth.

The Sector Agreement requires an indication of each sector partner's ability to achieve the sector estimates to 2021 set out by the RGS. Clearly the sector partners will not yet have planned for the full 50-year capacity requirements. District Plan policies, with a 10-year time frame, do not yet achieve the Regional Growth Strategy 50 year suggested capacities. However, Rodney District has taken a longer outlook through its structure plan process. The 15 to 20-year outlook of the adopted structure plans means that they also (with the exception of Snells Beach) do not yet achieve the total numbers expected for the 50 year time frame. In most cases, areas for further residential growth are shown in the adopted structure plans and have been carried through as either residential and business zones or future urban zones in the Proposed District Plan 2000.

## **3.2 IDENTIFICATION OF KEY PARTIES**

### **3.2.1 *The Community***

One of the key parties to the implementation of the sector agreement is the community of the District. The community has to be prepared to accept the levels of development in a physical sense and also in terms of paying to manage the effects of development. They are therefore crucial to the implementation of the RGS. As outlined in section 3.5 below on Risks and Contingencies the community's views and perceptions could impact on the effectiveness of the strategy.

### **3.2.2 *The Council***

Rodney District Council has a key role in implementing the sector agreement and has a number of key roles. These include:

- Consulting with the community on its vision and values for the District and advocating these in a regional context;
- Providing infrastructure to serve the growth which will occur in the District;
- Providing community facilities for the people of the District;
- Planning for the growth areas, including Asset Management Plan preparation and associated Long Term Financial Strategy review, District Plan and MUL changes;
- Co-ordinating with other utility, facility and service providers regarding infrastructure planning and development; eg, with Watercare Services, Transit;
- Monitoring and reviewing the location, rate and capacity of development areas to feed into the RGF's monitoring programme;

### **3.2.3 *Auckland Regional Growth Forum***

The RGF maintains an overview of all the Sector Agreements and growth management issues for the Auckland Region. It is the key agency for monitoring and review of the RGS, and the capacities and sequencing of development identified in the sector agreements.

### **3.2.4 Forum Members**

The Sector Agreement has identified a number of joint areas for sector partners. These include separate and joint actions to achieve the sector agreement outcomes.

### **3.2.5 Infrastructure Providers**

Agencies such as Watercare Services Ltd, Infrastructure Auckland, Transit and other network providers such as the power and phone companies, provide a crucial link between outcomes in the sector agreement and the provision of adequate infrastructure. For the sector agreement to succeed, there needs to be strong support and cooperation between these agencies and sector partners. An integrated approach by sector partners, as advocated in the sector agreement, is likely to provide a united front to implementation agencies.

### **3.2.6 Central Government Agencies**

Central government agencies such as the Ministry for the Environment and the Department of Conservation play an important role to support the Regional Growth Forum, and by association the sector agreements. They can also provide useful guidance documents that can support sector agreement outcomes eg 'Principles of Urban Design project being run by the Ministry for the Environment. These provide guidance for documents such as the District Plan, as well as the sector agreement. Central government agencies will also play an important role in contributing to outcomes identified in the sector agreement, for example the provision of community services will continue to be between councils and central government service providers.

### **3.2.7 Landowners and Developers**

Landowners and developers will play the key role in implementing the sector agreement and the District development strategy. It will be important for Rodney District and sector partners to work hand in hand with landowners and developers, to ensure these groups take up outcomes identified in the sector agreement.

### **3.2.8 Iwi**

The Council is seeking to reinforce and further develop its relationship with iwi and this will include implementing the sector agreement outcomes.

## **3.3 PROCESS FOR ALIGNMENT OF SECTOR BASED AGREEMENT WITH OTHER STRATEGIC AND FUNDING POLICIES**

The Memorandum of Understanding requires that the processes for the alignment of the sector strategy with other Council strategic and funding policies be addressed. The Council's commitment to the RGS involves an alignment of its key strategies, plans and policies to the RGS.

The general process to ensure alignment with all Council documents is shown in Figure 11.

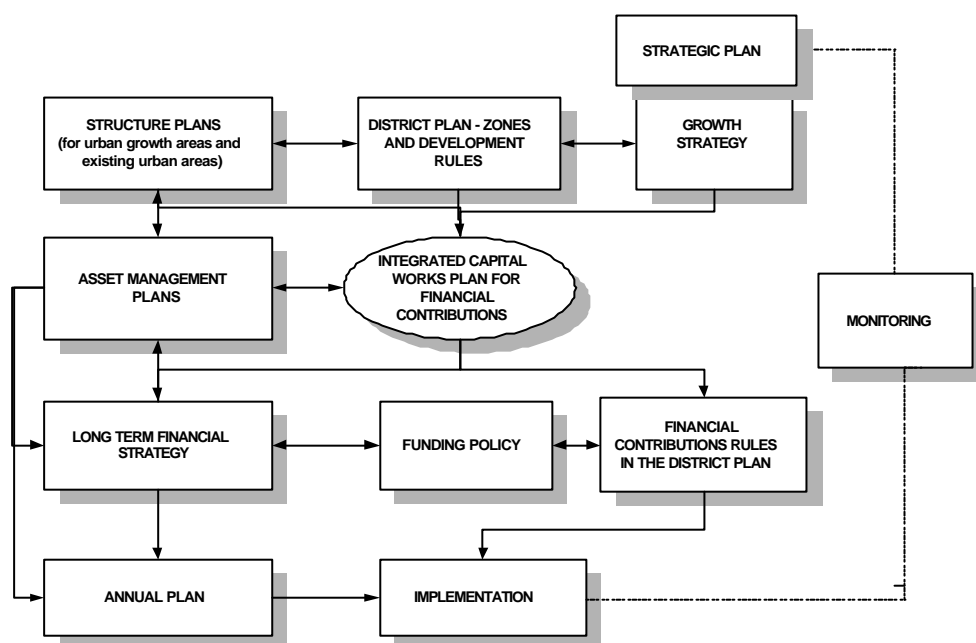
- 1 The Development Strategy and each Structure Plan will reflect (or be amended to reflect) the requirements of the Sector Agreement in a way that shows:
  - Where the populations set out in the Sector Agreement will be accommodated;
  - When those population numbers will be accommodated; and
  - The infrastructure projects needed to service the population and the timing of those projects.
- 2 The Development Strategy and each Structure Plan will require a statement to be included as to the extent to which it addresses the contents of the Sector Agreement.
- 3 The Asset Management Plans will reflect the infrastructure works identified in the District Development Strategy and in Structure Plans for particular areas where these

have been prepared and adopted. Each Asset Management Plan will require a statement to be included as to the extent to which it addresses the contents of the Development Strategy and each Structure Plan.

- 4 The cost of new capital works projects, in each Asset Strategy, will be allocated between those necessary to fund improved levels of service to existing residents and those necessary to fund growth. The Council will consider:
  - The ability to fund the improved level of service costs; and
  - The extent of financial contributions that will be required to fund new growth.

The Council may however remove projects that cannot be sustainably funded in terms of its Long Term Financial Strategy, regardless of requirements of the Sector Agreement.

**FIGURE11 : Council Plans and Policy Linkages**



- 5 The Council will prepare its Long Term Financial Strategy which shall contain a statement disclosing the extent to which the Council is able to fund projects necessary to support the Sector Agreement.
- 6 The Council will include in the first Annual plan prepared after the signing of the Sector Agreement, a disclosure of projects to be carried out to support the Sector Agreement.

### 3.4 CONSULTATION

In arriving at the strategies that underpin the Rodney District Council's approach to implementing the RGS, a number of consultation processes have been involved. These are also ongoing in terms of determining the wider vision and direction for the District.

The Rodney District Council undertook a considerable amount of community consultation in preparing the 1994 District Development Strategy. This included surveys of interest groups and residents, focus groups and submissions on reconnaissance reports.

The structure plan process has also involved community consultation with the local communities concerned. A consultative community forum was established for each of the structure plans prepared for the existing settlements. Various publicly advertised meetings

were held during the course of the structure plan projects. Submissions were also received and hearings held to consider community views.

The District Plan review process, which resulted in the Proposed District Plan 2000, also involved community consultation with issues papers, workshops and residential and rural futures working groups. The statutory submission process is also a key opportunity for in community input into the future management of growth in the District.

At the time of preparing this sector agreement the Council is embarking on preparing a new District Strategy. This is to be very much community driven to identify the issues the community are concerned about and to develop a vision that the community want for their District. This will involve surveys, focus groups and area forums.

### **3.5 RISKS AND CONTINGENCIES OF IMPLEMENTING THE STRATEGY**

There are a number of risks and contingencies in implementing the Northern and Western Sectors Agreement.

#### **3.5.1 Infrastructure Delivery Risks**

Rodney District Council has, for some years, stated that the achievement of Strategy outcomes is highly contingent on its ability to sustainably provide for:

- a growing road network and reticulation systems for water, sewerage and stormwater; and
- identified major infrastructure projects and bulk works.

There is a real risk that outcomes will not be achieved unless these works can be provided. This in turn will largely be dependent on the successful implementation of a financial contributions policy under the Resource Management Act (RMA). The ability to take contributions under RMA is under debate and is under review through the Local Government Act review process. It is important that the Regional Growth Forum monitor progress and provide input in this crucial area, particularly in settling matters under RMA or in framing new legislation. A wait-and-see approach will not be sufficient for this crucial success factor.

An integral part of the issue of infrastructure delivery is the Long Term Financial Strategy (LTFS). At the time of preparing this agreement the Council still had to review its LTFS and this process could impact on the ability of the Council to implement the RGS. It is the intention of the Council that the RGS be reflected in the LTFS, but until the process is complete this remains a risk that needs to be acknowledged.

#### **3.5.2 Potential Process Risk.**

A significant risk to achieving outcomes of the Strategy may lie in difficulties in process arising from:

- strict adherence to timed development growth “quotas” particularly as the Strategy progresses;
- delays in relocating the Metropolitan Urban Limits and
- delays in achieving Plan Changes, consents and designations under the RMA to support Strategy outcomes.

The Growth Forum will have to monitor development activity and be receptive to change in order to avoid “stalling” the Strategy in cases where developments, particularly greenfield developments, are running in advance of intensification initiatives.

The Forum will also have to monitor administrative and legislative efficiency as the Strategy progresses. There is the potential for, for example, zoning changes or designations for key infrastructure to be delayed through the statutory process, particularly if references are lodged with the Environment Court.

### **3.5.3 Community Opposition to Medium Intensity Residential Activity**

There is the risk of widespread opposition to more intensive forms of residential activity in existing urban nodes and the success of the Strategy will be contingent upon a successful attitude change to this form of development, coupled with an ever improving quality of developments that are delivered.

### **3.5.4 New District Development Strategy**

As indicated in the Section 3.4 above, the Council is embarking on a new District Strategy which is to be community driven. The outcomes could therefore impact on how the Community believes the District should approach the RGS.

## **3.6 OTHER WORK CARRIED OUT BY RODNEY DISTRICT COUNCIL**

### **3.6.1 Structure Plans**

#### ***Introduction***

In 1995 the Council commenced preparing structure plans for the greenfield growth areas of the Hibiscus Coast identified in the District Development Strategy. Preparing structure plans is a means of addressing the effects which the growth and development of new areas has on the environment. A structure plan is an outline plan of how an area will be developed. It provides a comprehensive framework for development recognising existing environmental, landscape, cultural and general amenity values. It also sets out the primary road network and areas for various activities such as residential and commercial development and areas of open space. It will assist in the cost effective provision of services such as water, sewerage and stormwater.

In 1996 the Council also commenced the preparation of a series of structure plans for the main settlements in the District. The purposes of these structure plans is to:

- define a vision for the future growth and development of the town;
- provide guidelines for the integration of physical components (eg land use, engineering services, roads) in the future;
- provide an overall framework for assessing and evaluating land use and built form developments; and
- provide a basis for the co-ordinated programme of projects and budgets, and thereby a mechanism for day to day management.

Each of the structure plans has identified future growth areas and their capacities, and the constraints to development that need to be addressed including infrastructure requirements.

The following structure plans have been prepared and are adopted:

- Silverdale North
- Silverdale South
- Kumeu Huapai
- Helensville
- Warkworth
- Snells Beach Algies Bay
- Wellsford
- Orewa Concept Plan

The following were in preparation at the time that this report was prepared:

- Orewa West

- Matakana Omaha
- Muriwai

### **3.6.2 Urban Development Scenarios: Orewa and the Whangaparaoa Peninsula**

In May 2000 the Council initiated a study to look at development scenarios for the development of the Hibiscus Coast. The purpose of the investigation was to generate development scenarios to determine whether:

- an additional 15,000 people can be accommodated in Orewa; and
- an additional 5,000 people can be accommodated on the Whangaparaoa Peninsula.

The study looked at:

- the type of development that could be expected;
- suitable or preferable locations for this growth; and
- the implications of additional growth for roads and services.

The study concluded that in order to accommodate an additional population in Orewa of 15,000 people, the existing densities within identified areas would have to increase substantially. Various high intensity nodes would have to be accommodated on the Whangaparaoa Peninsula to accommodate the additional 5,000 required by the Regional Growth Strategy.

More detailed structure or centre planning is required to ensure that any growth can be accommodated in a way which minimises adverse effects on the environment, ensures quality urban environments are created and the necessary infrastructure is provided.

### **3.6.3 Rodney District Rural Development Scenarios**

In April 2000 the Council initiated another study to look at the effects of a changing rural policy framework on the outcomes suggested in the District Development Strategy (Draft) 1999. This study used the policy proposals that were being considered for the new District Plan at the time and assessed the capacity that could be accommodated in the rural area. The study concluded that the additional capacity would exceed the growth projections of the RGS.

Subsequent to this study the policy proposals that were actually included in the District Plan were different to those used in the study. A further investigation of the implications of the policies actually included in the District Plan was carried out. The findings were used to determine the rural capacities set out in Section 1.4.

### **3.6.4 Orewa Building Height and Density Options Discussion Paper**

A further investigation of relevance related to considering options for increasing building height and density in the Orewa commercial area. The study concluded that a significant increase in height and density is justified in Orewa and that this needed to be accompanied by a higher level of regulatory control to manage the effects of the taller buildings and more intense development. The possible yield could be of the order of 800 to 1000 household units.

### **3.6.5 Proposed District Plan 2000**

The Proposed District Plan 2000 was notified in November 2000. This sets out the Councils planning vision for the District for the next ten years. Some of the outcomes of the above investigations have been included in the Proposed District Plan.

In particular the land use outcomes of the structure plan processes have been reflected in the Proposed District Plan either with "live" residential or business zonings or future urban zonings.

A package of rules has also been included relating to intensification in the Orewa Town Centre.

New rural policies are also included in the Proposed District Plan. In broad terms these enable subdivision opportunities where there are environmental benefits. For example the protection of significant natural areas, enhancement planting or the retirement of land. Countryside living opportunities also exist in the south of the District and around some of the towns.

At this stage only a limited amount of the residential intensification identified as necessary in the Hibiscus Coast to meet the Regional Growth Strategy projections has been included in the Proposed District Plan. This position will be reviewed once submissions to the Proposed District Plan are received and as more detailed structure or centre plans are prepared.

## **Technical Appendices**

- Appendix 1 : Regional Growth Strategy Vision and Outcomes Assessment Matrix – North Shore City Council
- Appendix 2 : Assessment of Sequencing of Future Growth Areas – Waitakere City Council
- Appendix 3 : Regional Growth Strategy Vision and Outcomes Assessment Matrix – Waitakere City Council
- Appendix 4 : Regional Growth Strategy Vision and Outcomes Assessment Matrix – Rodney District Council
- Appendix 5 : - Lists of reference material

Appendix 1

Regional Growth Strategy Vision and Outcomes Assessment Matrix – North Shore City

Score : 0 (very poor) to 4 (excellent)

Assessment Criteria:	Intensification	Infill	Rural	Vacant land	Structure Plan Areas
<b>Water Quality</b>	Relatively small/defined areas for future intensification mean that water quality is little affected. For additional intensive development, future stormwater controls and low impact design can further reduce future impact.	Ongoing infill city-wide has the capacity to adversely affect water quality. It is difficult to address such stormwater quality issues.	Insignificant changes to rural areas proposed, but retaining some areas as rural will benefit water quality.	Potential for significant change. Additional stormwater controls and low impact design are required to prevent additional adverse effects on water quality.	Mitigation measures built into planning for structure plan areas, but effective implementation required.
<b>score</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>3</b>
<b>Access and transport efficiency</b>	Located in main centres and adjacent to key transport nodes.	City-wide infill can occur away from key public transport routes exacerbating vehicle use and congestion	Low level of additional development but generally very poor public transport.	Uptake of vacant land occurs throughout the city, access to public transport can be poor.	Comprehensive planning in structure plan areas helps, but public transport services are poor in the short term.
<b>Score</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>
<b>Coastal environment</b>	Most proposed intensification is located away from the coast. Sensitive development in areas such as Takapuna and Browns Bay could enhance coastal environment.	Existing coastal planning controls help to limit impacts on coastal character.	Generally little effect, although even an additional single dwelling in a sensitive coastal area can have adverse effects.	Most coastal vacant land already built on.	Impacts on the coastal environment are an important consideration in structure planning.
<b>Score</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Air quality</b>	Intensive developments in key areas will lead to more people and traffic, adversely affecting air quality. But location close to public transport nodes should reduce car usage and pollution caused by congestion.	Additional pressure on roads contribute to pollution from congestion	Minimal effects, but retention of rural vegetation likely to aid air quality	Some potential for additional air quality degradation.	Some potential for additional air quality degradation.
<b>Score</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>
<b>Sustainable use of resources</b>	Centre based intensification helps support valued community centres and provides opportunities to reduce traffic congestion. Low impact design enables greater efficiency in resource use etc.	Can provides better efficiency than greenfield development, but not as efficient as intensification. Recognises changing lifestyles.	Little additional pressure so maintains lifestyle opportunity as an alternative to urban living. Revegetation associated with rural living can enhance ecosystems.	Utilises vacant sites within the existing built up area and in greenfield locations. Provided sufficient infrastructure is supplied and there is adequate mitigation of stormwater runoff etc – acceptable levels of sustainability.	Locates development in currently undeveloped areas but does provide good opportunities to design higher than usual sustainability concepts into structure plan areas.
<b>Score</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>
<b>Employment choice</b>	Intensification of existing centres will provide support for retail, services, and other employment opportunities.	Work from home opportunities will provide increased employment opportunities throughout the city	Maintenance of rural activities in rural zones.	Remaining vacant business zoned sites provide a range of different business environments.	Structure Plan areas are largely residential.
<b>Score</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>
<b>Business opportunity</b>	More intensive residential centres provide scope for retail and associated services.	Work from home opportunities throughout the city	Limited business opportunities in rural zones.	Significant vacant land specifically identified for future business development.	Business opportunities within structure plan developments are limited.
<b>Score</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>
<b>Urban Amenity</b>	Provides opportunities to improve amenity, in particular the inter-relationships between residential, business and public space.	Need to protect identified character areas from adverse effects of infill. Seek to enhance key amenity characteristics on development sites and in public space eg- open space	Rural green-belt provides open space and division between TLA's. Also maintains rural countryside character	There are current concerns over the design and quality of recent developments.	Effectiveness of amenity controls is currently a significant issue.
<b>Score</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>

<b>Safe, healthy communities</b>	More people living in and around centres provides diversity and improves safety	Can help reinforce existing communities and support local communities.	Provides a rural community lifestyle alternative.	Potential for the creation of new communities. Some reliance on existing community facilities. Safety linked to adequacy of design.	Build in community infrastructure. Opportunity to provide a greater focus on pedestrians and walkability.
<b>Score</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>
<b>Housing choice/affordability</b>	Good potential for a range of smaller intensive housing types. Costs reduced for mixed-use developments.	Continuation of suburban housing types. Price reliant on supply and demand. Provides more affordable accommodation in popular areas	Rural lifestyle alternative - a restricted alternative. Low supply may in time increase prices.	Opportunity for a range of housing opportunities in various areas.	Structure plans provide for a range of housing opportunities
<b>Score</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>Cultural heritage</b>	Intensification in key centres continues theme of North Shore seaside village culture. Little threat to cultural heritage.	Some threat to character of established communities	Some risk to unidentified heritage. By farming practices	Some risk to unidentified heritage.	Comprehensive planning recognises cultural heritage.
<b>Score</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>
<b>Habitat</b>	Low impact design can support the little amount of remaining habitat situated in centres.	Probability that increased infill will lead to a reduction in remnant areas of habitat.	Maintenance of rural areas enhances habitat, particularly if linked to revegetation.	Possible reduction of habitat as remaining sites are developed.	Comprehensive planning should retain key habitat areas
<b>Score</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>3</b>
<b>Open Space</b>	Intensification in key centres enables contributions to fund open space acquisition, but difficult to find appropriate opportunities.	Development reduces existing private open space but enables contributions to fund new open space acquisition.	Maintains existing rural character and private open space	Development reduces existing private open space but will add new public open space.	Open space provided for as a key part of development.
<b>Score</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>4</b>
<b>Rural Amenity</b>	Very little effect on rural amenity	Very little effect on rural amenity.	Reinforces rural amenity.	Reduces some rural amenity in areas already largely urbanised.	Reduces some rural amenity in new catchments.
<b>Score</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>
<b>Physical and social infrastructure</b>	Capacity of physical infrastructure may need to be enhanced. Good opportunity to improve social infrastructure	Puts additional strain on infrastructure.	Rural development may lead to pressure for service extension.	Additional infrastructure servicing required to service new sites.	New infrastructure required but can be comprehensively planned for.
<b>Score</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>
<b>Cultural identity</b>	Little impact on cultural identity. Potential to recognise and provide for historical cultural sites. New developments encourage cultural diversity	Development may impact on distinct character of local areas.	Continuation of rural activities unlikely to affect cultural identity.	Opportunity to provide for cultural diversity.	Opportunity to provide for cultural diversity.
<b>Score</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>
<b>Total Score</b>	<b>51</b>	<b>40</b>	<b>45</b>	<b>41</b>	<b>41</b>

Appendix 2

Assessment of Sequencing of Future Growth Areas – Waitakere City

Score : 0 (poor) to 4 (good)

Assessment Criteria	Hobsonville Peninsula	Massey North/Westgate	Hobsonville Corridor	Redhills	Babich	Penihana
<b>Physical infrastructure</b>	New facilities, but also existing contract with Watercare	Extension to existing facilities, some new facilities	New facilities, connect to West Harbour	New facilities, shared catchment with Rodney	Extension to existing facilities	Extension to existing facilities
<b>score</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>Social infrastructure</b>	Existing buildings and facilities, some heritage assets and parks, new facilities also required, and partly to provide for existing shortfall in the City	Some existing facilities, and build up as 3 <sup>rd</sup> town centre	Some existing facilities, and also shared facilities with Hobsonville Peninsula and Massey North	Some local facilities existing in adjacent areas, but new facilities required as major expansion area.	To be serviced by existing facilities in Swanson, Ranui and Sturges area	Part of Swanson village, to be serviced by facilities in Swanson
<b>score</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Support rail + passenger transport</b>	Served by major transport corridor + ferry	Confluence of 2 major transport corridors (Lincoln Road and SH18/16, and planned bus lane for NW motorway), Centre for Park and Ride facilities	Adjacent to major transport corridor	Not on major transport corridor, requires extension to local and district network to connect to SH16	Near Ranui station, but elevated sites	Adjacent to Swanson Station
<b>score</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>
<b>Environmental issues</b>	Stormwater management and impact on Upper Harbour, but discharge to more open part of Upper Harbour. Also existing contract with Watercare for waste water .	Stormwater management, drains into Totara Stream and Brighams Creek – more sensitive part of Upper Harbour. But catchment disturbed by motorway development	Stormwater management and impact on “middle” Upper Harbour	Important landscape buffer to prevent urban sprawl, difficult to “define” new MUL boundary on landscape grounds, stormwater issues as drains through rural catchment to top end of Upper Harbour, erosion problems	Stormwater drains to existing urbanised Paremuku catchment, landscape impact can be contained	Stormwater drains to existing urbanised catchment, landscape impact can be contained
<b>score</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>Employment, land use, support town centre</b>	Important for employment, and supports neighbourhood centre and 3 <sup>rd</sup> town centre	Important for employment, and strengthens 3 <sup>rd</sup> town centre	Possible mix of employment and residential, support 3 <sup>rd</sup> town centre	Range of residential densities, including rural residential development, support 3 <sup>rd</sup> town centre	Range of residential densities, support neighbourhood centre	Range of residential densities, possible for mixed use development, support neighbourhood centre
<b>score</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>Market segment</b>	Industrial, mixed use, mdh and other residential. Good views and access to water, good access to motorway	Mixed use/town centre, mdh, good access to motorway	Range of residential desirability, but could be attractive for employment	Mix of lot sizes and market segments, 1 large landowner	Similar to Sturges development, with small area of mdh	Proximity to Swanson village, and mdh close to Swanson station, but adjacent to railway line
<b>score</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Process complexity</b>	High complexity, not identified as future growth area in RGS, disposal under Public Works Act, Treaty claim, staged District Plan variation/change and MUL change, catchment management plan required to support MUL change. However wide political support and logical extension to future urban area	Medium complexity, identified as future growth area in RGS, need to define and defend boundary as could include part of Redhills, District Plan variation/change, MUL change and catchment management plan required to support MUL change, need to “define” catchment as could include part of Redhills.	Identified as future growth area in RGS with boundary defined by SH18, District Plan variation/change, require catchment management plan to support change to MUL	High complexity, with cross boundary issues and shared catchments with Rodney, but one major landowner, adjacent to Massey North town centre, District Plan variation/change, require joint catchment management plan with Rodney to support change to MUL, also require wastewater management approaches	Contiguous to existing urban area, not identified as future urban area in RGS but commitment to urbanisation given by RGF, outstanding District Plan appeal, could be settled by consent order, variation to comprehensive discharge permit required, change to MUL required	Contiguous to existing urban area, not identified as future urban area in RGS, outstanding District Plan appeal, variation to comprehensive discharge permit required, change to MUL required
<b>score</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>
<b>Total score</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>19</b>	<b>22</b>
<b>Suggested sequence</b>	Part 1-5 years (employment areas), 50% 10 – 20 years, rest 20+ years	5 years – 10 years	50% 10 – 20 years, rest 20+ years	20+ years	1-5 years	1-5 years

Appendix 3

Regional Growth Strategy Vision and Outcomes Assessment Matrix - Waitakere City

Score : 0 (poor) to 4 (good)

Assessment Criteria	Hobsonville Peninsula	Massey North/Westgate	Hobsonville Corridor	Redhills	Babich	Penihana
<b>water quality</b>	Near "mouth" of Upper Harbour	partly urbanised catchment, drains into Brighams Creek at the top end of the Upper Harbour	adjacent to new SH18, drains into mid Upper Harbour, catchment disturbed by motorway development	currently rural catchment, shared catchment with Rodney, drains into top end of Upper Harbour	Paremuka catchment already developed, local stormwater management to support development, variation to comprehensive drainage discharge required	currently mainly rural catchment, with some rural residential development, relatively flat topography, can be connected to existing stormwater reticulation
<b>score</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>
<b>access/trans port efficiency</b>	along identified regional rapid transit network, new SH18 link, integrated land use transport plan with bus and ferry, major employment centre planned, with mixed use local centres supported by community facilities	road connections required to both SH16 and SH18, town centre location for park and ride facilities	along identified regional rapid transit network, new SH18 link, integrated land use transport plan with bus, mix of employment and residential, serviced by existing and planned facilities in Massey North	requires major new roading network and improvements to existing network required - Dunlop Road extension and access from Don Buck and Redhill Roads	improvements to existing roading network required, parts within walking distance of Ranui station, but uphill	some roading improvements required, served by Swanson railway station and bus routes
<b>score</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>Impact on coastal environment</b>	coastal riparian margins planned, modification to visual amenity in areas with urbanisation	coastal environment not affected	coastal environment not affected	coastal environment not affected	coastal environment not affected	coastal environment not affected
<b>score</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>air quality (base line includes motorway)</b>	significant increase in level of development and traffic, but good air circulation near coast	significant increase in level of development and traffic, confluence of 2 major SH's	significant increase in level of development and traffic	significant increase in level of development and traffic, higher ground, good air circulation	increase in level of development and vehicle movement	adjacent to rail and road corridor
<b>score</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>
<b>sustainable use of resources (logical and efficient use)</b>	Decision made to close existing airbase, opening up new development area with new infrastructure requirements, reduces future option	development of third town centre, extensive rural catchment area	adjacent to new motorway, opening up new development area with new infrastructure requirements, reduces future option	currently rural, opening up new development area with new infrastructure requirements, reduces future option	logical extension to Sturges urban area	logical extension to Swanson village
<b>score</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>4</b>
<b>employment choice</b>	provides range of new employment opportunities, coastal location offers opportunity for marine cluster	provides range of new employment opportunities	some new employment opportunities possible, extent depends on final land use choice	little opportunity for employment except home-based work	little opportunity for employment except home-based work	opportunity for mixed use development close to village centre and rail
<b>score</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>business opportunity</b>	good opportunities for business investment	good opportunities for business investment	opportunities for business investment, extent depends on final land use choice	Very limited opportunities for business investment	very limited, other than retention of Babich vineyard	good opportunities for business investment as close to village centre
<b>score</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>urban amenity</b>	new development area, heritage assets	new development area, opportunity to improve existing situation	new development area, need to mitigate effects of new SH18	new development area, major rural/urban buffer, suburban environment	suburban environment	new development area, close to village centre and amenities
<b>score</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>

<b>safe, healthy communities</b>	potential, with range of facilities planned	potential, with range of facilities planned	potential, with range of facilities planned, good access to facilities nearby	lower density development, rely on adjacent areas for community facilities	close to established communities	good connectivity to village centre and facilities
<b>score</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>
<b>housing choice, affordability</b>	potential for range of housing densities for different market segment	potential for mixed use and medium density housing	shape of corridor and location next to SH18, plus existing housing development (rural residential) may limit future housing choice	limited choice, likely to be lower density development, rural residential	range of development densities and housing choice	opportunity for mix of development densities and housing choice
<b>score</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>
<b>cultural heritage</b>	loss of airbase, but protection of significant heritage buildings and sites, new heritage of marine industry cluster	rural landscape and economy already changed	cultural and heritage values progressively eroded	cultural and heritage values progressively eroded	viticulture heritage already eroded, but Babich vineyard to be retained	strong local identity, could be seen as different to existing village environment
<b>score</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>
<b>habitat</b>	riparian margins to be enhanced	riparian margins to be enhanced	disturbed by SH18 construction	existing habitat disturbed by urban development, need protection of riparian margins	riparian margins to be enhanced	previously orchard area, habitat disturbed, opportunities for protection of riparian margins
<b>score</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>open space</b>	loss of open space associated with SH18 and loss of open character with urbanisation, but opportunities for new open spaces to be provided	loss of open space/rural character associated with SH16 and urbanisation, opportunities for new open spaces to be provided	loss of open space associated with SH18 and loss of open character with urbanisation, some opportunity for new open spaces to be provided	important rural/urban buffer, loss of rural/open character with urbanisation, opportunity for new open spaces to be provided	maintains open outlook, opportunity for additional public open space and links to riparian margins	opportunity for open space to link to station and riparian areas
<b>score</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>
<b>rural amenity</b>	rural character and amenity already eroded by airbase development	rural character and amenity already eroded with motorway development	rural character and amenity already eroded with motorway development	loss of rural character and amenity	surrounding areas east of Simpson Road urbanised, becomes edge of MUL, vineyard retained	loss of rural character and amenity
<b>score</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>physical and social infrastructure</b>	some existing facilities to be used, new infrastructure required	some existing facilities to be used, new infrastructure required, 3 <sup>rd</sup> town centre	some existing facilities but new infrastructure also required	new infrastructure required, adjacent to 3 <sup>rd</sup> town centre	connect to existing infrastructure	part of Swanson village, served by existing infrastructure
<b>score</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>
<b>cultural identity</b>	neutral	neutral	neutral	neutral	neutral	neutral
<b>score</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Total score</b>	<b>50</b>	<b>46</b>	<b>35</b>	<b>23</b>	<b>35</b>	<b>43</b>

## Appendix 4

## Regional Growth Strategy Vision and Outcomes Assessment Matrix - Rodney District

Score : 0 (poor) to 4 (good)

Assessment Criteria	Silverdale North	Orewa West	Kumeu Huapai	Helensville	Warkworth	Snells Algies	Wellsford
<b>Water quality</b>	Currently rural catchments, one main continually flowing stream, remaining intermittent. Affected by SH 1 motorway bypass. Opportunities for riparian and water quality enhancement. Stormwater treatment required.	Currently rural catchments. Affected by SH 1 motorway bypass. Orewa West Stream and Nukumea Streams have high instream habitat values. Riparian margins degraded. Opportunity for enhancement. Stormwater treatment required.	Partly urbanised catchments. Drain to Kumeu River. Stormwater treatment required.	Drains to Awaroa Stream and then to Kaipara River. Partly urbanised catchment downstream of growth area. Stormwater treatment required.	Drains to Mahurangi River and Estuary. Catchment urbanised down stream of urban growth areas. Stormwater treatment required.	Drains to Mahurangi River and open coast. Involves urbanised and rural catchments. Stormwater treatment required.	Drains to Kaipara Harbour, Rural catchments down stream of the town. Stormwater treatment required.
<b>Score</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>
<b>Access/transport efficiency</b>	New roading network proposed including access to Hibiscus Coast Highway. Close to Silverdale interchange on SH 1. Structure Plan identifies need for Interchange for direct access to the growth area at Wainui Road. Good access to Silverdale business area.	New roading network proposed. Access to Grand Drive connection to motorway. Good access to Orewa.	Located on SH 16. Conflict between state highway role and local access role. Extension of motorway and bypass options under investigation. Enhance access to West Auckland. On northern trunk railway line.	Located on SH 16. Conflict between state highway role and local access role. By-pass needs to be investigated. On northern trunk railway line. Some distance from metropolitan Auckland.	Located on SH 1. Conflict between state highway role and local access role. Bypass being investigated. New roading proposals and road improvements to enhance circulation in town centre and to connect growth areas.	One main access to Warkworth. Needs upgrading to accommodate projected traffic volumes. Main arterial through the area also needs upgrading.	Located on SH 1 and SH16. Conflict between state highway role and local access role. Bypass being investigated. New roading proposals and road improvements to enhance traffic and to connect growth areas. On northern trunk railway line.
<b>score</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>
<b>Impact on coastal environment</b>	Drains to Orewa Estuary. Estuary has been assessed as being able to cope with the effects of development provided mitigation measures put in place.	Drains to Orewa Estuary and open coast via Nukumea Stream. Estuary has been assessed as being able to cope with the effects of development provided mitigation measures put in place. Open coast high energy coast.	Coastal environment not affected.	Coastal environment not affected.	Coastal environment of upper Mahurangi Estuary affected.	Part of future growth area drains to the ecologically sensitive Mahurangi Estuary. Growth is conditional upon a study stormwater modelling and a more detailed catchment management plan. Other areas drain to Snells Beach, Algies Bay and Goldsworthy Bay.	Coastal environment not affected
<b>score</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>4</b>
<b>Air quality (base line includes motorway)</b>	Increase in development and traffic but air circulation good.	Increase in development and traffic but air circulation good.	Increase in development and traffic but air circulation good.	Increase in development and traffic growth area in sheltered valley but circulation still good.	Increase in development and traffic but air circulation good.	Increase in development and traffic but air circulation good.	Increase in development and traffic but air circulation good.
<b>score</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Sustainable use of resources (logical and efficient use)</b>	New area and new local infrastructure required. Can utilise upgraded trunk services being constructed for the rest of the Hibiscus Coast. Stormwater treatment required.	New area and new local infrastructure required. Can utilise upgraded trunk services being constructed for the rest of the Hibiscus Coast. Stormwater treatment required.	New sewerage and water supply systems required. Major flood management works required. Stormwater treatment required.	Initially can utilise existing infrastructure but additional water supply and sewage treatment required before 2021. New local infrastructure required in greenfield area. Stormwater treatment required.	Builds on existing infrastructure. Water supply adequate to 2020. Sewage can be accommodated to 2020 by upgrading the existing treatment plant. Stormwater treatment required.	Builds on existing infrastructure. Water supply and sewage systems need to be upgraded. Stormwater treatment required.	Builds on existing infrastructure. Water supply required, critical beyond 2003. Stormwater treatment required.
<b>score</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>
<b>Employment choice</b>	Close to Silverdale business area. New commercial areas identified in the growth area and in an area adjoining Silverdale.	Close to Orewa town centre and Silverdale.	Existing town centre. Business land available, much of it still vacant, especially industrial land. Mixed use development proposed for town centre.	Existing town centre. Range of business activity. Significant area of undeveloped industrial land available.	Existing town centre. Range of business activity. Undeveloped industrial land available.	Small existing business area and opportunities for employment in holiday accommodation exist. Main employment area is Warkworth.	Existing town centre. Range of business activity. Undeveloped industrial land available.
<b>score</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>
<b>Business opportunity</b>	Opportunities for business investment in new business areas.	Immediate opportunities limited due to terrain, but the area is close to Orewa and Silverdale.	Business land available, much of it still vacant. Commercial area underdeveloped.	Existing town centre. Commercial land limited. Significant area of undeveloped industrial land available.	Existing town centre. Commercial land limited. Area of undeveloped industrial land available also likely future urban land available for business activity once SH 1 realigned.	Small existing business area. Can accommodate local convenience shopping needs.	Existing town centre. Commercial land limited. Area of undeveloped industrial land available.
<b>score</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>

Assessment Criteria	Silverdale North	Orewa West	Kumeu Huapai	Helensville	Warkworth	Snells Algies	Wellsford
<b>Urban amenity</b>	New development area. Structure Plan identifies areas of open space. Opportunities for good urban design in new areas.	New development area. Structure Plan identifies areas of open space. Opportunities for good urban design in new areas.	Some new development areas. Redevelopment of existing areas proposed. Structure Plan identifies areas of open space. Opportunities for good urban design in new areas.	For greenfield areas, new development and Structure Plan identifies areas of open space. Opportunities for good urban design in new areas.	For greenfield areas, new development and Structure Plan identifies areas of open space. Opportunities for good urban design in new areas.	For greenfield areas, new development and Structure Plan identifies areas of open space. Opportunities for good urban design in new areas. High quality coastal environment.	For greenfield areas new development and Structure Plan identifies areas of open space. Opportunities for good urban design in new areas.
<b>score</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Safe, healthy communities</b>	Significant open space and sports fields proposed. Other facilities provided generally in the Hibiscus Coast. One school exists in the area, two others proposed. One additional school may be required.	Significant areas of open space proposed. Other facilities provided generally in the Hibiscus Coast. A school may be located in the area.	Additional school and community facilities required. Sports well catered for and other areas of open space exist. Community facilities spread out need consolidation.	School capacity good for next 20 years. Health facilities required and are being planned. Other civic and community facilities exist. Sports facilities well catered for.	A new primary school required as well as additions to the high school. Other civic and community facilities exist. Sports facilities well catered for.	Primary school required, site is designated. Health facilities limited. Community facilities limited.	Existing schools need to expand. Health facilities limited. Other community facilities provided in the town.
<b>score</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>
<b>Housing choice, affordability</b>	Differing housing densities proposed, low to medium.	Differing housing densities proposed, low to medium.	Differing housing densities proposed, low to medium with mixed use in the town centre.	Differing housing densities proposed, mainly low density residential, some medium proposed at Parakai	Differing housing densities proposed, low to medium. Limited areas of medium.	Differing housing densities proposed, low to medium. Comprehensively designed medium intensity area identified.	Limited to low intensity development.
<b>score</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>
<b>Cultural heritage</b>	Heritage sites identified, mainly on proposed open space areas.	Heritage sites identified, mainly on proposed open space areas.	Further work required to assess cultural heritage resources.	Existing town has cultural heritage values, investigation need of greenfield areas.	Town centre has historical and special character which is sought to be retained.	High known concentrations of heritage sites. Further investigations required.	Investigation of greenfield areas needed.
<b>score</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	
<b>Habitat</b>	Estuarine and riparian margins to be protected. Significant areas of vegetation, native and exotic to be protected.	Estuarine and riparian margins to be protected. Significant areas of native vegetation to be protected. Significant area of native vegetation proposed to retain a rural zoning.	No significant habitat.	No significant areas of native vegetation within the urban growth areas. Areas of native vegetation retained in areas identified for countryside living. Riparian margins to be protected.	No significant areas of native vegetation within the urban growth areas. Riparian margins to be protected.	Significant areas of native vegetation identified. Recommended to be protected, much will be protected in riparian margins. Mahurangi Estuary a sensitive habitat.	Remnant vegetation in valleys also wetlands. Identified in structure plan as open space areas or areas for protection.
<b>score</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>4</b>
<b>Open space</b>	Significant area of open space to be provided in Metro Park and esplanade reserves. Also proposal for passive domain and riparian open space network.	Significant area of open space to be provided in riparian open space network and areas of native vegetation. Other facilities available in Orewa.	Open space network proposed, additional open space identified. Sports well catered for and other areas of open space exist.	Sports facilities well catered for which contribute to open space. Open space network proposed. Additional open space identified.	Sports facilities well catered for which contribute to open space. Open space network proposed. Additional open space identified.	Area well catered for including a regional park. Additional open space areas identified in greenfield areas.	Open space exists but not well connected.
<b>score</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>2</b>
<b>Rural amenity</b>	Loss of rural character and amenity.	Loss of rural character and amenity. Significant area of native vegetation proposed to retain a rural zoning.	Loss of rural character and amenity.	Loss of rural character and amenity.	Loss of rural character and amenity.	Loss of rural character and amenity. However, urban development has been contained to protect the rural character of views from the Mahurangi Estuary.	Loss of rural character and amenity. In the context of the setting of the town minimal impact. Low intensity residential development and countryside living retained on steeper land which surrounds and extends into the central part of the town.
<b>score</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>
<b>Physical and social infrastructure</b>	New area and new local physical infrastructure required. Can utilise upgraded trunk services being constructed for the rest of the Hibiscus Coast. Stormwater treatment required.	New area and new local physical infrastructure required. Can utilise upgraded trunk services being constructed for the rest of the Hibiscus Coast. Stormwater treatment required.	New sewerage and water supply systems required. Major flood management works required. Stormwater treatment required.	Initially can utilise existing infrastructure but additional water supply and sewage treatment required before 2021. New local infrastructure required in greenfield area. Flood management works required. Stormwater treatment required.	Builds on existing infrastructure. Water supply adequate to 2020. Sewage can be accommodated to 2020 by upgrading the existing treatment plant. Stormwater treatment required.	Water supply and sewage systems need to be upgraded. Stormwater treatment required.	Water supply required, critical beyond 2003. Stormwater treatment required.
<b>score</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>
<b>Cultural identity</b>	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
<b>score</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Total score</b>	<b>56</b>	<b>53</b>	<b>45</b>	<b>45</b>	<b>50</b>	<b>40</b>	<b>45</b>

## **Appendix 5 - Lists of Reference Material**

### **1 North Shore City Council**

1. The North Shore City Blueprint – 2001.
2. North Shore Strategic Plan – 2001.
3. North Shore City Proposed District Plan.
4. The Community's Vision for the Future of North Shore City – December 1999.
5. The Good Solutions Guide for Intensive Residential Developments – September 2001.

### **2 Waitakere City Council**

1. Proposed Waitakere City District Plan – amended by Council decisions, December 1998.
2. This is Our Future Today, Strategic Review Consultation, 1999.
3. Waitakere Qty Population Projections 1999 – 2021; 2021 – 2050, prepared by Hill Young Cooper Ltd and McDermott Fairgray Group Ltd, June 2000.
4. Landscape Review of Metropolitan Urban Limit, prepared by LA4, April 2001.
5. Industrial Land Availability Survey, prepared by Waitakere City Council, May 2001.
6. Sequencing of Development, prepared by Hill Young Cooper Ltd and Fraser Thomas Ltd, July 2001.

### **3 Rodney District Council**

1. Orewa Building Height and Density Options, Rodney District Plan - Discussion Paper 2000.
2. Rodney District Proposed District Plan 2000.
3. Rodney District Development Strategy 1994.
4. Rodney District Development Strategy (Draft) 1999.
5. Rodney District Rural Development Scenarios, Rodney District Council 2000, Prepared by Urban Initiatives
6. Urban Development Scenarios: Orewa and the Whangaparaoa Peninsula, Rodney District Council 2000, Prepared by Urban Initiatives