

17 April 2019

Papakura Local Board feedback on the draft Drury-Opāheke Structure Plan 2019

Auckland Council has prepared a draft structure plan to guide the future urban development of Drury-Opāheke. Structure planning informs future plan changes to the Auckland Unitary Plan to provide zoning for housing, centres, industry and open space. It also provides the opportunity to identify key infrastructure required to support the area. The 2019 draft structure plan has been prepared taking into account feedback received on the 2018 draft land use plan.

Comparison with the earlier 2018 draft land use plan:

- The north west boundary of the structure plan area is amended to exclude land that has recently been given an operative urban zoning under Private Plan Change 6: Auranga B1 Drury West.
- The area of industrial land is increased. This is to provide more local employment opportunities, and reduce commuting and wider freight congestion.
- A large main centre is retained located on the eastern side of the Drury Motorway Interchange.
- The two previous western local centres have been replaced by one indicative western local centre located on SH22 (Karaka Road) near Jesmond Road. Work to refine the location of this centre is ongoing.
- Smaller local and neighbourhood centres are added to serve local communities.
- The pattern of increased residential density near centres and public transport is retained. Some changes to the draft residential zoning are made to respond to the proposed centres and transport infrastructure.
- Indicative transport infrastructure is shown in accordance with the Integrated Transport Assessment 2019.
- The blue-green network concept: streams, floodplains and parks are retained with some changes to the indicative parks.

Papakura Local Board feedback

The Papakura Local Board provides the following feedback on the draft Drury-Opāheke Structure Plan 2019:

| Topic | Papakura Local Board feedback |
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| <p>General</p> <p>1(a) What do you like about the plan?</p> | <p>The Papakura Local Board is pleased with the proposed structure plan. Given the pace of development it makes sense to zone for future land use now.</p> <p>The board is pleased that the Mill Road route has been identified with two options incorporated. Although has concerns about how that links into the north.</p> <p>The board is also pleased with the two proposed rail stations.</p> |

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| | <p>The board agrees with the recommended main arterial roads and collector roads. However the board does have a concern about residential road widths in new developments.</p> |
| <p>1(b) Is there anything you want changed?</p> | <p>The board has a concern about how the Mill Road route will link from Dominion Road through Papakura to the north. The roading network north of the Clevedon Road, Papakura, would not have the capacity to accommodate a main arterial road. The planning for this part of the Mill Road route is also crucial.</p> <p>The board has a concern about the road widths within residential developments being two narrow. They do not allow for cars to be parked on either side of the road and two-way traffic to move down the road. This is also an issue for emergency vehicle access and future potential bus routes.</p> |
| <p>Centres</p> <p>2. Do you agree with the potential centres shown on the plan?</p> | <p>Agree / Disagree / Other</p> <p>The board agrees with the town centre zone being aligned with the existing Drury Village.</p> <p>The Papakura town centre is zoned as a metropolitan centre. The board is concerned about the potential impact on the Papakura town centre in terms of the scale and amenity of the town centre and local centre zoned areas.</p> <p>Experience has shown that the development of other centres has already impacted on the Papakura Town Centre, in particular developments in Takanini and most recently Takanini village which a number of Papakura Town Centre retailers have relocated to.</p> <p>The board is asking for reassurance that the new centres will not have a similar negative impact on Papakura Town Centre, by way of peer reviewed economic reports, along with reassurance that Auckland council will be putting measures (including investment) in place to ensure that the regeneration of Papakura into a new metropolitan center takes place.</p> |
| <p>Industrial business areas</p> <p>3. Do you agree with the potential industrial business areas shown on the plan?</p> | <p>Agree / Disagree / Other</p> <p>The board generally supports the location of heavy and light industrial zoned areas.</p> <p>The board does have a concern about industrial areas bordering residential developments. The board would like to ensure there are green belt buffers zones in place to mitigate any adverse affects. This would also link in with the Ngāhere Urban Forest Strategy.</p> |

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| <p>Residential areas</p> <p>4. Do you agree with the potential residential densities shown in the plan?</p> | <p>Agree / Disagree / Other</p> <p>The board agrees with the proposed residential zoning in the structure plan. Apartments and terraced houses should be close to the main centre and transport hubs.</p> |
| <p>Other Comments</p> | <p>Climate Change / Flood plains</p> <p>The board is concerned how the natural streams will be dealt with. This will also be of interest to mana whenua. These streams are tributaries to the Manukau Harbour.</p> <p>Housing built near floodplains should be built to withstand the worst-case scenario, i.e: ground floor levels should be raised to ensure no inundation from weather events. As more intensive weather events become the norm. The impact of global warming should also be considered.</p> <p>Special care should be taken when development occurs to ensure silt run-off does not impact on the streams and the harbour.</p> <p>The streams should be retained in their natural state or enhanced with riparian planting.</p> <p>Transport</p> <p>Greenways – The board believe it would be useful to indicate the proposed greenways routes on the Drury map.</p> <p>Third and Fourth Rail Line - The board believe a third rail line is essential as a dedicated freight route so that it eases the pressure on the passenger link. Adding a fourth line would be desirable.</p> <p>Public transport</p> <p>The board believe:</p> <ul style="list-style-type: none"> - that public transport should be planned for within the structure plan to ensure people use public transport from day one and that the roading network can cope with buses. - that the planned park locations also need to be accessible by public transport. <p>Pedestrian / Cycleways / Roads</p> <p>The board believe that:</p> <ul style="list-style-type: none"> - the roading network must be able to support heavy transport/freight particularly around manufacturing areas. - the primary produce freight routes also need to be taken into account. - shared pedestrian and cycleway overbridges will be required to cross the motorway. - accessibility to parks is important. There is a need to ensure there are cycleway connections between parks. |

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| | <p>Suburban Parks</p> <p>The board is pleased that suburban park areas have been identified in the structure plan. The board want any future parks to complement the existing park network.</p> <p>Community facilities</p> <p>The provision of community facilities also needs to be planned for. Community facilities are an important part of the community. A holistic approach should be undertaken when considering community facilities. Any provision of community facilities should consider the Community Facility Network Plan guidelines and should complement any existing nearby facilities.</p> |

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Date: 26 APRIL 2019