Date: Tuesday 6 August 2019  
Time: 9.30am  
Meeting Room: Reception Lounge  
Venue: Auckland Town Hall  
301-305 Queen Street  
Auckland

Komiti Whakarite Mahere / Planning Committee

OPEN ATTACHMENTS

ATTACHMENTS UNDER SEPARATE COVER

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Drury-Opāheke and Pukekohe-Paerata Structure Plans</td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Drury-Opāheke Structure Plan 2019 (117 pages)</td>
<td>3</td>
</tr>
<tr>
<td>B.</td>
<td>Pukekohe-Paerata Structure Plan 2019 (138 pages)</td>
<td>121</td>
</tr>
<tr>
<td>11</td>
<td>Auckland Unitary Plan (Operative in Part) - Proposed Plan Change: Howick Business Special Character Area character statement</td>
<td></td>
</tr>
<tr>
<td>B.</td>
<td>Section 32 evaluation report (96 pages)</td>
<td>259</td>
</tr>
</tbody>
</table>

Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
1 Summary

The council’s strategic direction for growth in Auckland includes transforming the Future Urban Zone at Drury – Opāheke into a highly desirable urban place where people can live, work and play. The Drury – Opāheke Structure Plan 2019 (the structure plan) shows how this can be achieved taking into account constraints and opportunities. It indicates the arrangement of centres, housing, business areas, parks and infrastructure. It also shows how the area connects to adjacent urban areas and wider infrastructure networks.

Important cultural values, hazards, natural features and heritage values are also addressed. The structure does not rezone land, rather it will support council-initiated plan changes to provide urban zones. It will also guide the provision of key infrastructure.

Figure 1 shows the Drury – Opāheke Structure Plan 2019 land use map. The key features are:

- a main centre, and other centres
- industrial business areas
- residential areas
- indicative open space
- existing and indicative new transport networks
- flood plain and stream areas that are generally unsuitable for urban development.
Figure 1: The Drury - Opakāheke Structure Plan 2019 land use map 2019
2 Urban growth and the structure plan process

2.1 Urban growth in southern Auckland

The Auckland Plan (2050) signals that over the next 30 years Auckland could grow by another 720,000 people to reach 2.4 million. To meet the challenges associated with population growth in Auckland, the Auckland Plan anticipates that land for an additional 313,000 dwellings and about 263,000 additional jobs will be needed to support this growth. Part of that growth will occur in southern Auckland.

The Drury – Opāheke Structure Plan area is part of Auckland’s southern growth area. This area is approximately 20 kilometres south of Auckland’s city centre. The southern growth area includes the largest proportion of future urban areas in Auckland (45%). This includes the large future urban areas of Takanini, Drury - Opāheke, and Pukekohe-Paerata.

The rural settlements in the south include Oruarangi, Maraetai, Clevedon, Clevedon Waterways, Karaka North, Kingsseat, Clarks Beach, Gienbrook Beach and Patumahoe.

Together, the areas zoned for future urban growth comprise a large land area of about 6,706 hectares. The population in this southern growth area is anticipated to grow from 193,000 in 2016 to 353,000 by 2046.

Growth will also occur within Auckland’s existing urban areas through intensification and within the adjoining North Waikato.

The development of the Future Urban zones in Drury – Opāheke is part of the solution for addressing the growth challenge.

The Auckland Unitary Plan (Auckland Unitary Plan) established a Rural Urban Boundary (RUB) around Drury – Opāheke. The RUB was established to define the maximum extent of future urban development to help meet the growth projected in the Auckland Plan. The Future Urban Zone is applied to land located within the RUB. The land in the Future Urban Zone has been determined to be potentially suitable for urbanisation subject to more detailed investigations including those undertaken as part of the structure planning process.

The Future Urban Zone is a transitional zone. Land may be used for a range of general rural activities but cannot be used for urban activities until the site is rezoned for urban purposes by plan changes to the Auckland Unitary Plan.

2.2 The Drury – Opāheke structure plan area

The Drury – Opāheke structure plan applies to the land area coloured yellow enclosed by a black line in Figure 2. The total area is 1921 ha. It includes: Opāheke in the north east, Drury in the south east, and part of Karaka sometimes referred to as Drury West. It adjoins Drury Creek - Pahurehure Inlet and Te-Manukanaka-O-Hoturoa (Manukau Harbour). It is bisected by State Highway 1 (SH 1), the North Island Main Trunk Line railway, and Transpower’s transmission lines for Auckland. Land use is predominantly rural including
countryside living and some business uses. The existing Drury village is located near the middle but is not part of the Drury – Opāheke structure planning area.

Figure 2 Drury – Opāheke structure planning area
2.3 Process

By way of an overview, the main phases of the structure plan process were:

- analysis of opportunities and constraints in 2017
- a first phase of consultation on planning issues in September – October 2017
- analysis of land use options and selection of a preliminary option
- a second phase of consultation on the Drury – Opāheke Draft Land Use Plan in 2018
- preparation of a Draft Drury – Opāheke Structure Plan 2019
- final phase of consultation on the Draft Drury – Opāheke Structure Plan in April 2019

Plan changes to the Auckland Unitary Plan to provide urban zoning will be required to give effect to the Drury – Opāheke Structure Plan 2019. Also, the provision of infrastructure such as roads may require either new designations or alterations to existing designations.
3 The Drury – Opāheke Structure Plan

3.1 Vision

3.1.1 Vision for Drury - Opāheke

Drury – Opāheke is a sustainable, liveable, compact and accessible place with successful centres and residential options close to a variety of employment opportunities. It is well connected to the wider Auckland region through the rail and road networks. Cultural and heritage values are respected.

3.1.2 Key Outcomes

1. Community focus
   1.a Drury – Opāheke has a strong community focus with an accessible town centre, local and neighbourhood centres and provides business and employment opportunities for residents.
   1.b Employment areas and community facilities are located within short to medium distances from residential areas as well as elsewhere in Auckland.
   1.c Social infrastructure (such as education, healthcare, retirement village facilities) provision is provided and enabled.

2. Quality-built environment
   2.a A range of housing choices within Drury – Opāheke area recognising the diverse needs of communities and the changing demographics.
   2.b Drury – Opāheke has a compact urban form with increased residential densities close to centres and public transport services.
   2.c Integrated open space and parks in urban residential areas, linked by transport networks (roads, cycleways, footpaths).
   2.d Public spaces including parks and roads are safe and attractive.
   2.e Drury – Opāheke is a place that respects and celebrates its relationship with mana whenua and protects its historic heritage and character.
   2.f Te Aranga Māori Design Principles are adopted in the planning and development of Drury – Opāheke.

3. A well-connected Drury – Opāheke

3.a The transport network responds to anticipated economic growth by providing efficient, resilient and safe connections to employment areas, centres and other destinations within Drury – Opāheke and the wider Auckland region.

3.b Frequent, reliable and attractive public transport options provided by enhancing network connections to support the growth of centres and high-density residential development along key transport routes.

3.c Safe, well connected cycle and pedestrian network provide high amenity linkages between localised activities and surrounding areas.

4. Integration with infrastructure delivery

4.a Land development and infrastructure delivery is highly coordinated.
5. **Natural hazards**
   5.a The location and form of development avoids the impacts of natural hazards

6. **The natural environment**
   6.a Management of the natural environment in a way that respects and is guided by Māori tikanga.
   6.b Freshwater quality within the catchment is improved.
   6.c The quality of the marine receiving environment is maintained or improved.
   6.d The freshwater management functions of riparian margins are improved.
   6.e Protect and improve biodiversity.

### 3.2 Overview

The potential urban structure for Drury – Opāheke is set out in Figure 1 and the key features are listed in Section 1. These key features and other matters are described in the following sections.

Overall the development of the Drury – Opāheke structure plan area over 30 years is estimated to provide about 22,000 houses and about 12,000 jobs with a population of about 60,000. By comparison, this is a population similar in size to that of Rotorua or Napier.

These estimates are based on current development feasibility and excluding areas that may not be developable because of constraints. Social and economic circumstances could change in the future over the next 30 years and the actual number of houses and jobs that arise over time could be different.

The Drury – Opāheke structure plan area will have all the normal urban features and amenities to support a population of that size. This includes housing, centres, industrial business areas, parks, community facilities, schools, government services, transport and other infrastructure.

Indicative statistics for the area are summarised in Table 1. All figures are approximate.

<table>
<thead>
<tr>
<th></th>
<th>Estimated Net developable land area ha*</th>
<th>Estimated Houses</th>
<th>Estimated Population</th>
<th>Estimated Jobs</th>
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<tr>
<td>Residential</td>
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<td>21500</td>
<td>59000</td>
<td>3700</td>
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<tr>
<td>Centre</td>
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<td>1000</td>
<td>4500</td>
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<tr>
<td>Industry/business</td>
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<td>Totals</td>
<td>823</td>
<td>22000</td>
<td>60000</td>
<td>12000</td>
</tr>
</tbody>
</table>

*Net land area is the amount left over after allowance for land required for roads, parks, floodplains and streams that are not built over. This leaves about 45% of the land developable for building.

Table 1 Indicative statistics for the Drury – Opāheke structure plan area
3.3 Centres

New mixed-use centres will be important to the future society and economy of Drury – Opāheke. They will be the commercial, cultural and social focal points for the area. The plan in Figure 1 shows proposed centres for Drury – Opāheke. Centres, to varying degrees, include the following activities: retail, entertainment, commercial services (offices), housing, civic parks and community facilities. Mixed-use centres are an important location for employment and could provide about 4500 jobs.

Potential centres are shown on the plan located close to existing and potential future road and public transport networks and accessible to the surrounding area.

Work to date indicates that a large area of centre land will eventually be required for the future population of Drury – Opāheke (refer to Section 4.2.9). This includes centres of different sizes to service different parts of Drury – Opāheke to create a hierarchy of centres as the area develops over time.

A large main centre is required. The proposed location for this centre is shown close to and east of SH 1 at the existing Drury motorway interchange. It would be located near the existing Drury Village. This centre would serve the entire Drury – Opāheke structure plan area and also surrounding areas.

A large centre is also needed in West Drury, to the west of SH 1. This is shown in the plan west of SH 1 located on SH 22 near Jesmond Road. It will primarily serve the western part of the Drury – Opāheke structure plan area.

Additional smaller centres are also shown in the plan and located to service local areas. The number, position and scale of these is subject to ongoing refinement in preparation of plan changes to the Auckland Unitary Plan.

All centres should aim to provide for a mix of uses. Figure 3 illustrates a larger conceptual mixed-use centre with apartments, terrace houses, commercial buildings, shops, parks and public transport. Section 3.13 specifies the outcomes expected for these centres.
3.4 Industrial business land

Industrial business areas provide locations for businesses that are less likely to fit within town centres. They vary considerably in terms of the activities and the size and design of buildings. This can include large buildings and outdoor storage areas.

A large area of new industrial business land is needed in Drury – Opāheke to meet future demand. This takes into account the capacity in existing zoned industrial areas. The proposed industrial business land could provide about 3800 jobs. It is important to provide for business activities in the south to reduce south to north commuting and freight movement which affects congestion across Auckland as a whole.

Relatively flat stable land with good access to the road network is required. Three potential areas are proposed in Figure 1 on appropriate land with access to a future expanded road network.

One area is in north Opāheke, located adjoining the existing industrial area near Boundary Road. This light industry area could provide a buffer between existing heavy industry and
future residential areas to the south. This area will be accessible from the proposed Mill Road corridor.

The second area is located adjoining the existing zoned but undeveloped Drury South industrial area. This area will be accessible from the proposed Mill Road corridor.

The third area is located further south off Great South Road. This area is accessible from the existing Drury interchange and will be accessible from the proposed Pukekohe expressway interchange.

A high standard of design will be required for these areas, particularly where they are near areas frequented by the public and near streams. Figure 4 illustrates a concept for an industrial business area.

![Image]

Figure 4 Concept for an industrial business area.

3.5 Residential areas

Residential areas are provided for in the wider Drury—Opāhoko structure plan area as shown in figure 1. A wide range of densities will be enabled. Housing density will grade from lower density at the edges to higher densities near the centre of the area.

Lower residential densities are located at the remoter edges of the structure plan area and along sensitive stream and coastal areas. These areas could look as shown in Figure 5 where low density residential areas front onto a park-edge road and an esplanade reserve along a stream.
Medium to higher residential densities are provided near major public transport facilities and near or in centres as illustrated in Figure 3. These areas have a compact built form with smaller sections even when houses are only two storeys high as illustrated in figure 6. This helps to keep housing affordable.

This provides for housing choice. It also assists affordability. Higher density housing can be cheaper and locating higher density housing near public transport can reduce transport costs to individuals and transport agencies.
In locations where the Future Urban Zone adjoins an existing urban residential zone, a compatible residential density is proposed.

It is important that good neighbourhoods are developed. More information on good neighbourhood design is set out in the neighbourhood design report which is summarised in Section 4.2.15. Good neighbourhood design is a matter that will need to be considered in any future plan changes to the Auckland Unitary Plan.

### 3.6 Transport

Transport is a key issue for the future of the Drury – Opāheke and the wider southern Auckland area. This is being addressed in the Supporting Growth Programme.

The Supporting Growth Programme is a collaboration between the NZ Transport Agency, Auckland Transport and Auckland Council to investigate, plan and deliver the transport networks Auckland needs over the next 30 years to accommodate future urban growth.

In 2016, a high-level preferred network plan was produced for the South (and other future growth areas of Auckland) based on information from the Future Urban Land Supply Strategy (FULSS) and the Auckland Unitary Plan at the time.

In 2018, Te Tupu Ngātahi (the Supporting Growth Alliance) was formed to review the Supporting Growth 2016 preferred network in light of the new Government’s transport priorities and Auckland Council’s latest land use planning. Te Tupu Ngātahi has prepared an Indicative Business Case (IBC) with a long term (2048) high-level transport network to support the full extent of growth in the future urban areas of the south. The IBC has been approved and Te Tupu Ngātahi is now investigating individual transport projects in more detail. This will inform a programme of protection of important transport routes.

In parallel to this, Te Tupu Ngātahi has (on behalf of Auckland Transport (AT)) prepared an Integrated Transport Assessment (ITA) in support of both the proposed Drury-Opāheke and Pukekohe-Paerata structure plans.

The ITA is based on the strategic network being developed through the Te Tupu Ngātahi Business Case, with some added detail on land use integration, collector roads, and staging.

The purpose of the ITA is to outline at a high-level, the following transport networks and their integration with surrounding land uses:

- road networks
- active mode (walking and cycling) networks
- public transport networks (including rail, bus and park and ride).

The recommended network is outlined in Figure 7.

Public consultation in 2017, 2018 and 2019 indicated that transport was a significant issue for the Drury – Opāheke community. There are significant challenges in provision of transport infrastructure for the south. This includes transport within Drury – Opāheke and connections to other parts of Auckland and beyond. Land use and transport need to be
integrated. The recommended network shown in Figure 7 addresses those challenges to provide a well-connected efficient resilient network that provides for individual choice in how we travel.

The indicative transport network in the structure plan and ITA are described further in Section 4.2.11 of this report.
Figure 7 Proposed transport network

Source: Supporting Growth Drury – Opāheke ITA
3.7 Blue-green network

The purpose of the blue-green concept is to holistically address the “blue” aspects of the Drury – Opāheke area such as the rivers, floodplains, and coastal environments, and the “green” aspects of the environment, such as: areas of indigenous biodiversity and ecological significance, and the parks and reserves. Addressing the “blue” and the “green” aspects together, can create multiple benefits to the environment, society, and the economy. The blue-green network concept can also

- provide opportunities for the benefits to be realised in and extend beyond the Drury – Opāheke Structure Plan area.
- protect cultural values and sites
- protect and buffer significant ecological sites and create ecological linkages
- provide opportunities to restore and enhance the environment
- assist with management of flooding and the effects of future climate change.

The main components of this shown for the Drury – Opāheke Structure Plan in Figure 1 are the:

- Te-Manukanuka-O-Hoturoa (Manukau Harbour) and coastline
- floodplains, streams and their riparian margins including permanent and intermittent streams
- potential new open space
- existing open space.

Additional components of this include:

- existing terrestrial and marine significant ecological areas (SEA)
- ecological linkages
- ecological restoration opportunities.
- landscape values
- recreational values including walking and cycling
- heritage values.

Some of these components are shown in Figure 8.
Blue-Green Network Map

Figure 1 Proposed blue-green network
Collectively, these form a network that extends from the harbour through the Drury – Opaheke structure plan area. Maintenance and enhancement of these areas is important to the ongoing sustainability of the future urban Drury – Opaheke environment.

The streams identified in the plan (as green lines) have been identified through recent stream survey work undertaken by Auckland Council. This includes both permanent and intermittent streams. The extent of these is indicative and will need to be determined during plan change and resource consent stages. The structure plan generally proposes a 20m riparian restoration margin along streams. However, the actual width of the riparian restoration margin will be subject to more detailed investigation at the plan change stage and may differ from 20m.

Maintenance and enhancement of streams and their margins is particularly important. It is proposed that riparian margins in the Drury – Opaheke structure plan area will be protected by either esplanade reserves or other methods. Also, the plan generally proposes lower density development near the major streams.

Stream connectivity has been identified as an issue during the stream survey process and as such presents an opportunity during development to daylight and restore stream connectivity. Opportunities also exist for riparian enhancement to improve both water quality and ecological values and provide ecological linkages across the landscape.

‘Local Paths’ (also known as Greenways) are plans developed by local boards with a shared vision to greatly improve walking, cycling, and ecological connections throughout the region.

The aim of a local paths plan is to provide aspirational cycling and walking connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve this, connections may cross existing areas of parkland, farmland and bush, and follow street connections between such areas. It is anticipated that future esplanade reserves resulting from development of the Drury – Opaheke structure plan area could provide effective and efficient linkages as part of any future local paths plan for the area. This network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

There are two adopted local path plans of relevance for the Drury – Opaheke structure plan area.

The Papakura Greenways – Local Paths Plan was released in September 2016. The proposed Greenway Network extends to Drury to the edge of the structure plan area through the coast, stream reserves and local parks. Their proposed and existing connections will be considered as part of the future open space network for Drury.

The Pupekohe–Paerata Paths Plan was adopted in December 2018. Of relevance to Drury–Opaheke is to demonstrate how the northern end of the Pupekohe–Paerata Paths Plan will connect to open spaces proposed in the Drury–Opaheke structure plan area.

A future project will need to develop a greenways network for the Drury – Opaheke structure plan area.
3.8 Open Space

Public open space is an important component of the urban environment. The Drury—Opāheke Structure Plan shows potential components of an open space network for the future. The main components of this are:

- Coastal esplanade reserves. Most of the Drury—Opāheke coastline is already protected by an esplanade reserve.
- Stream esplanade reserves along the main streams. These are usually acquired at the time of development and the full extent of these will be determined at that stage.
- Neighbourhood parks. These are small parks of about 0.3 to 0.5 ha located within walking distance of residential areas. Potential neighbourhood parks are shown on the plan, but the location is indicative.
- Suburban parks and sports parks. These are larger (3 to 5ha) and less numerous. Some of these may provide for new sports fields and could be as large as 10ha. Indicative locations are shown on the plan. These locations may change.
- Civic parks. These are small parks associated with town centres.

These are illustrated in Figures 1 and 8. More information on proposed open space can be found in Section 4.2.7.

As residential areas increase in density, residents have less private garden space. Therefore, it is particularly important that medium to high-density residential areas are well integrated with parks as illustrated in Figure 9. Providing trees in parks and roads is also particularly important in these areas.

![Concept for medium density housing integrated with a park.](image)

3.9 Heritage

Historic heritage and archaeological aspects are dealt with in Section 4.2.3. The Historic heritage report provides a historical overview of the structure plan area, compiles a list of known historic heritage places that are protected and recorded, and addresses issues and opportunities relating to historic heritage.
3.10 Managing hazards

3.10.1 Flood hazards

Flood hazards are the most prominent risk associated with urban development in Drury – Opāheke.

There are significant floodplains associated with the major stream catchments that run through the area. The major floodplains are shown in Figures 1 and 8. Coastal inundation can also cause flooding and is included in these floodplain maps.

All forms of flooding will be increased in the future by climate change. The predicted increases have been included in the floodplain maps. These may be reviewed in the future if more information becomes available.

Auckland Unitary Plan policy for urban greenfield land requires that building be avoided within floodplains. In particular, urban land uses may be unsuitable for much of the large 260ha Otuawaroa (Slippery Creek) floodplain.

More information on flood hazards can be found in the background report on stormwater and flooding produced by Healthy Waters and in Section 4.2.5. Land use zoning within floodplain areas will need to be reviewed as part of future plan change processes.

3.10.2 Geotechnical hazards

Geotechnical hazards also exist in Drury – Opāheke. These are addressed in Section 4.2.2.

3.10.3 Land contamination

There are also possible land contamination risks which are addressed in Section 4.2.10.

3.11 Mana whenua

Māori cultural values are inextricably connected with the environment. Their cultural and traditional relationships with their ancestral lands, water, sites, waahi tapu, and other taonga are a matter of national importance under the Resource Management Act 1991. The council acknowledges that there are multiple mana whenua customary interests across the Drury – Opāheke structure plan area. Throughout the structure planning process, the council has sought ongoing engagement with mana whenua to discuss their concerns and aspirations for the future development and urbanisation of the structure plan area.

Four iwi with mana whenua customary interests over the structure plan area have actively been engaged with the council. They are Ngāi Tai Kī Tāmaki, Ngāti Tamaho, Ngāti Te Ata and To Ākitai Waiohua. Huakina Development Trust has also been involved with this engagement.

A key outcome identified by mana whenua is to ensure their cultural interests and resources are protected and managed appropriately so that future generations can
continue to utilise and benefit from these. Maintaining and enhancing the life supporting capacity and mauri of their taonga is fundamental to this. This means that the future urbanisation and development of the structure plan areas should have positive environmental and cultural effects.

Key matters of importance to Mana Whenua that can be addressed in a structure plan process have been taken into account and are summarised below.

Maintaining and enhancing the life supporting capacity and mauri of the lands and waters is very important. It is proposed that streams and the coastline be protected by a minimum 20-metre riparian margin with the protected width to be subject to more detailed investigations. It is also proposed that floodplains be kept free of urban development in accordance with Auckland Unitary Plan rules. Both of these matters are reflected in Figures 1 and 8. The specific methods of implementation will need to be considered in more detail during the plan change process and will include consideration of esplanade reserves. Environmental restoration of stream habitats will need to be funded and implemented.

Additional regulatory controls on stormwater discharges, protection of riparian margins and earthworks may be required and will need to be considered in the development of plan changes.

Additionally, development density has been reduced in the vicinity of streams and the coast in most locations to take into account the impact of the development on the cultural and natural environment. Exceptions to this have been made where it is desirable to provide for intensification near railway stations and business zones near main highways. In these cases, additional design controls will need to be considered in the plan change process to ensure that intensive building and development does not adversely affect the cultural and other values of the margins of these water bodies, particularly for industrial areas.

Cultural values, the ongoing history and the status of mana whenua need to feature proactively in the design and development of the new urban environment. This can be achieved via Te Aranga Māori Design principles. This will need to be considered in the preparation of plan changes and other development processes.

The planning principles used to develop the structure plan specifically recognises the fundamental relationship between Māori cultural values and the natural environment. Many of the other planning principles, especially those relating to valuing the natural environment also align with values and aspirations identified by mana whenua.

In response to the feedback from mana whenua the structure plan:

- proposes riparian restoration margins along all streams in recognition of the multiple cultural and environmental values these streams and their riparian margins can have
- identifies areas subject to floodplains and proposes these be kept free from buildings
identifies the indicative location of indigenous vegetation and recommends that these values are recognised and considered in future planning and development
where possible proposes lower density residential zones near streams and the coastline to reduce the impact of development on cultural values
encourages the use of Te Aranga Macri Design Principles throughout future planning and development
recognises the opportunities to integrate future open space, potential greenways/local paths, the proposed riparian buffers along permanent and intermittent streams, and areas subject to floodplains
proposes land uses that will provide for a variety of housing and employment opportunities that potentially can support mana whenua and the wider community.
includes transit-orientated development principles for centres.
This can have positive cultural, environmental and social benefits.
Refer to Section 4.3.2 for further information.

3.12 Affordability

Appendix 1 of the Auckland Unitary Plan requires an ‘affordability assessment’ relating to the implementation of the structure plan. This is taken to include affordability in the wider sense of affordability for the future community that will live in Drury – Opāheke and all other individuals and agencies that are involved with Drury – Opāheke.

Discussion of affordability often focuses on housing affordability. However, people’s living costs also include expenditure on other goods and services. Also, many of the costs facing households are not within the council’s control, or the structure plans influence. Therefore, the following analysis addresses only those aspects of affordability that the structure plan can influence.

Housing affordability is addressed by providing:

- A potential housing yield that meets and exceeds that anticipated in the Future Urban Land Supply 2017 for the Drury – Opāheke structure plan area and thus consistent with the intent of strategic policy to provide for ongoing housing supply.
- Extensive provision for medium to high-density housing. This reduces the land cost component of housing costs and enables lower cost housing options in the form of more intensive housing. This includes small house sites, duplex units, terraced houses and apartments. This increases the potential to provide affordable housing but does not guarantee that all houses will be ‘affordable’. Other initiatives may also be appropriate to improve affordability.

The affordability of goods and services that require a commercial premise is addressed by:

- Providing sufficient area of business land to meet the projected demand for land for business activities in the Drury – Opāheke structure plan area and thus consistent with the intent of the strategic policy for ongoing business land supply.
- Providing for a range of different business activities via mixed-use centres, light industry and heavy industry business areas.
• Providing for residential areas that allow varying degrees of business activity in accordance with Auckland Unitary Plan provisions.
• Locating proposed mixed-use centres and industrial areas for commercial success and minimal locational cost. This includes access to the proposed transport network.

The affordability of transport is addressed by:
• Providing for proposed transport infrastructure sufficient to meet projected demand for both personal and freight movement as set out in the Integrated Transport Assessment.
• Providing a multimodal transport network that will provide for access to efficient public transport, cycling and walking networks. This can potentially reduce costs associated with car ownership and operation.
• Locating intensive housing and employment areas close to public transport, that enables cost efficient public transport networks and travel
• Providing a transport network that enables both efficient short, medium and long-distance travel so that the future population will have efficient access to a wide range of destinations and a choice of transport modes to use.
• Providing for a package of proposed transport options that has a positive cost benefit ratio as set in the Integrated Transport Assessment.

Affordability is affected by people’s ability to pay for goods and services. This is in turn dependent on incomes and the ability to earn income through employment. Employment opportunity is addressed by:
• Providing sufficient proposed business land to meet the projected demand for land for business activities and thus jobs in the Drury – Opāheke structure plan area.
• Providing for proposed residential zoning that allows varying degrees of business activity in accordance with Auckland Unitary Plan provisions.
• Providing for proposed transport infrastructure that enables efficient travel to employment both within and outside the structure plan area. This improves job choice and the potential to access better incomes.
• Overall, about 12,000 jobs could be provided in the structure plan area.

Infrastructure costs are still being assessed (see Section 4.2.13).

3.13 Key outcome areas

This section describes the key outcomes expected of specific land use areas identified in Figure 1 for Drury – Opāheke. These matters should be addressed in future planning and development of Drury – Opāheke. They should be considered in conjunction with the provisions of the neighbourhood design statement.

3.13.1 Main centre

This centre and surrounding high-density residential area should be located, sized, designed, zoned and serviced to:
serve the needs of the future population of the entire Drury – Opāheke structure plan area and surrounding rural areas, as it grows over time, and in conjunction with other centres in that area.

- provide high densities aiming to achieve at least 110 persons per ha within a walkable distance of the railway station.
- provide high job numbers, particularly close to the station and Frequent Transport Network (FTN), but elsewhere as well.
- ensure that residents will be able to access all the services and facilities they need within no more than 10 minutes’ walk.
- provide for vertical mixed-use, i.e. business on the ground floor and residential above, along the:
  - Walhoe Road part of the FTN corridor.
  - area between the town centre core and residential areas to the east.
- enable offices where they will have good walkable access (within 400m) to the station entrances.
- provide for the centre core to be located on land adjacent to that part of Flanagan Road opposite and south of the Firth Street section of Great South Road.
- confine large format retail to a sub-area to the south of the centre core.
- provide for affordable housing.
- provide for integration with the existing Drury centre and nearby industrial areas.
- provide an attractive, well-connected, walkable street environment with emphasis on pedestrian and cycle connectivity to the:
  - town centre core.
  - station.
  - FTN route.
  - surrounding residential areas.
  - the industrial business areas to the north and south.
  - areas west of SH 1.
- provide for community and social infrastructure.
- provide an attractive mixed-use urban environment with a high standard of design.
- promote the cultural and heritage values of the area.
- protect and enhance the blue-green network that supports the area including through water sensitive design, tree planting, parks, greenways and riparian enhancement margins.
- promote a high standard of design along the margins of the Hingaia Stream and tributaries including avoiding bulky buildings close to the stream edges.
- avoid urban development in the 1 in 100-year floodplain.

3.13.2 Western centre and surrounding high-density residential areas

This centre and surrounding high-density residential area should be located, sized, designed, zoned and serviced to:
serve the needs of the future population of the western half of the Drury – Opōheke structure plan area as it grows over time in conjunction with other centres in that area

- provide high densities aiming to achieve at least 110 persons per ha within a walkable distance of the railway station
- provide high job numbers, particularly close to the station and FTN, but elsewhere as well
- be adjoining SH22 between Jesmond Road and Burberry Road
- provide for provide for vertical mixed-use, i.e. business on the ground floor and residential above between SH22 and the station
- ensure that residents will be able to access all the services and facilities they need within no more than 10 minutes’ walk
- provide an attractive, well-connected, walkable street environment with emphasis on pedestrian and cycle connectivity to the:
  - centre core
  - station,
  - FTN route,
  - surrounding residential areas
  - industrial business areas to the east
- provide for community and social infrastructure
- provide for affordable housing
- provide an attractive mixed-use urban environment with a high standard of design
- promote the cultural and heritage values of the area
- protect and enhance the blue-green network that supports the area including through water sensitive design, tree planting, parks, greenways and riparian enhancement margins
- promote a high standard of design along the margins of the Hingaia Stream and tributaries including avoiding bulky building close to the stream
- avoid urban development in the 1 in 100-year floodplain.

3.13.3 Opōheke Centre

This centre and surrounding medium-density residential area should be located, sized, designed, zoned and serviced to:

- serve the needs of the future population of the surrounding Opōheke residential and industrial area as it grows over time
- be on or within a short walking distance of the FTN route
- provide medium to high densities within a walkable distance of the FTN route
- provide for community and social infrastructure
- provide for a vertical mixed-use environment, i.e. business on the ground floor and residential above, with a high standard of design
- provide an attractive, well-connected, walkable street environment with emphasis on pedestrian and cycle connectivity to the:
  - FTN route,
o surrounding residential areas
o industrial business areas to the north
• promote the cultural and heritage values of the area
• protect and enhance the blue-green network that supports the area including through water sensitive design, tree planting, parks, greenways and riparian enhancement margins.
• avoid urban development in the 1 in 100-year floodplain.

3.13.4 Drury south-west centre

This centre and surrounding should be located, sized, designed, zoned and serviced to:

• serve the needs of the surrounding industrial area as it grows over time
• be on Great South Road close to the Pukekohe Expressway end of the road
• provide for a high standard of design
• provide an attractive, well-connected, walkable street environment with emphasis on pedestrian and cycle connectivity to the:
  o surrounding industrial areas
  o residential area to the west
• promote the cultural and heritage values of the area
• protect and enhance the blue-green network that supports the area including through water sensitive design, tree planting, parks, greenways and riparian enhancement margins.
• avoid urban development in the 1 in 100-year floodplain.

3.13.5 Other small centres

These centres should be located, designed, zoned and serviced to:

• serve the needs of the future population of the surrounding neighbourhoods as they grow over time
• be well located on the movement network to provide for commercial viability
• provide an attractive, well-connected, walkable street environment with emphasis on pedestrian and cycle connectivity to the surrounding residential areas and any public transport routes
• promote the cultural and heritage values of the area
• protect and enhance the blue-green network that supports the area including through water sensitive design, tree planting, parks, greenways and riparian enhancement margins
• avoid urban development in the 1 in 100-year floodplain.

3.13.6 Residential Frequent Transit Network (FTN) corridors

Residential high-density areas within 500m of the FTN corridors should be designed, zoned and serviced to:

• provide medium to high densities aiming to achieve at least 60 persons per ha within a walkable distance of the FTN routes
- provide an attractive, well-connected, walkable street environment with emphasis on pedestrian and cycle connectivity to the:
  - FTN route
  - stations
  - centres
  - surrounding residential areas and
  - parks
  - schools
- provide an attractive urban environment with a high standard of design
- provide for affordable housing
- provide for businesses that support the local neighbourhood and FTN route while not undermining the business function of centres
- promote the cultural and heritage values of the area
- protect and enhance the blue-green network that supports the area including through water sensitive design, tree planting, parks, greenways and riparian enhancement margins
- avoid urban development in the 1 in 100-year floodplain.

### 3.13.7 Other residential areas

Residential areas should be designed, zoned and serviced to:

- provide low to medium densities with low densities located near streams and medium density in all other locations
- provide an attractive, well-connected, walkable street environment with emphasis on pedestrian and cycle connectivity to:
  - all public transport
  - centres
  - industrial areas
  - parks
  - schools
- provide for affordable housing
- provide parks of varying scales to cater for the needs of the surrounding population
- promote the cultural and heritage values of the area
- protect and enhance the blue-green network that supports the area including through water sensitive design, tree planting, parks, greenways and riparian enhancement margins
- avoid urban development in the 1 in 100-year floodplain.

### 3.13.8 Northern industrial area

This industrial area should be designed, zoned and serviced to:

- provide a buffer between the existing heavy industry area and future residential areas
• provide for new heavy industry subject to the buffering requirement above
• encourage heavy vehicle traffic to use the proposed Mill Road corridor to access the industrial area rather than accessing it through the adjoining residential areas
• protect and enhance the blue-green network that supports the area including through water sensitive design, greenways, riparian enhancement margins and avoiding bulky buildings and outdoor storage areas close to streams
• provide for a high standard of building design amenity where the industrial zone boundary is either: on a street (with a residential zone on the other side of the street), or is adjoining an open space zone; including avoidance of excessively bulky buildings close to the street or open space
• promote the cultural and heritage values of the area
• provide for good walking and cycling connections to the FTN route, nearby residential areas and centres
• encourage higher employment density activities and a higher urban design amenity near the FTN route
• avoid urban development in the 1 in 100-year floodplain.

3.13.9 South eastern industrial area

This industrial area should be designed, zoned and serviced to:
• encourage heavy vehicle traffic to use the proposed Mill Road corridor to access the area rather than accessing it through the adjoining residential areas
• protect and enhance the blue-green network that supports the area including through water sensitive design, greenways, riparian enhancement margins and avoiding bulky buildings and outdoor storage areas close to streams
• provide for a high standard of building design amenity where the industrial zone boundary is either: on a street (with a residential zone on the other side of the street), or is adjoining an open space zone; including avoidance of excessively bulky buildings close to the street or open space
• promote the cultural and heritage values of the area
• provide for good walking and cycling connections to the nearby residential areas and centres
• avoid urban development in the 1 in 100-year floodplain.

3.13.10 The south western industrial area

This industrial area should be designed, zoned and serviced to:
• promote an innovative and employment focussed creative business environment
• achieve high employment densities in locations that are within walking distance of the stations
• protect and enhance the blue-green network that supports the area including through water sensitive design, greenways, riparian enhancement margins and avoiding bulky buildings and outdoor storage areas close to streams
• provide for a high standard of building design amenity where the industrial zone boundary is either: on a street (with a residential zone on the other side of the street), or is adjoining an open space zone; including avoidance of excessively bulky buildings close to the street or open space
provide for a high standard of building design amenity and landscaping adjacent to SH 1 as viewed from SH 1

provide a high standard of building design and amenity along the main Great South road spine and particularly around the proposed centre on Great South Road

promote the cultural and heritage values of the area

provide for good walking and cycling connections to the nearby residential areas and centres

avoid urban development in the 1 in 100-year floodplain.

3.13.11 Blue-green network

This area includes all the parks and reserves, awa (streams), riparian margins, floodplains, significant ecological areas, the coastal edge, estuaries, Te-Manukanuka-O-Hoturoa (Manukau Harbour) and aquifers. Development in these areas or on land potentially discharging to these areas should be designed, zoned and serviced to:

- maintain and enhance the cultural, recreational and life-supporting capacity of the streams, the harbour and aquifers
- avoid urban development in the 1 in 100-year floodplain and areas subject to coastal inundation and coastal erosion
- provide for restoration and enhancement of riparian margins and floodplains
- maintain and enhance biodiversity including through wetland and native forest restoration
- provide for an interconnected network of walking and cycling greenways.

3.14 Potential matters to be addressed in plan changes

There are matters identified through the structure planning process that may need to be addressed in precincts in future plan changes. These are listed in Appendix 3. This identifies the outcome desired and the extent to which existing Auckland Unitary Plan provisions address the outcome. These are indicative and further evaluation will be required at the plan change preparation stage.
4 Developing the Drury – Opāheke Structure Plan

This section provides a summary of the process of development of the Drury – Opāheke Structure Plan between 2017 and 2018. It also references summary reports, specialist and technical reports that are listed in Appendix 1.

4.1 Strategic and policy context

There are statutory and non-statutory documents that are relevant and must be considered in the development of structure plans, in accordance with Appendix 1 of the Auckland Unitary Plan. The key outcomes sought by each document, where relevant to the Drury – Opāheke Structure Plan, are summarised below.

4.1.1 Strategic development documents for Auckland

4.1.1.1 The Auckland Plan 2050

The Auckland Plan 2050 provides a long-term spatial plan for Auckland looking ahead to 2050. It considers how we will address our key challenges of high population growth, shared prosperity, and environmental degradation. It contains a development strategy that describes the council’s approach to managing growth across Auckland including Future Urban zoned areas such as Drury – Opāheke.

The Drury – Opāheke Structure Plan has taken the Auckland Plan into account. In particular, the Southern Structure Planning Area Neighbourhood Design Statement referenced in Section 4.2.15 summarises how the Auckland Plan’s six outcomes should be addressed in the future development of Drury.


This Auckland Council document informs the sequencing and timing of future urban land for development over a 30-year timeframe in accordance with the Auckland Development Strategy referred to above. The FULSS 2017 sequences the release of urban land with the supply of infrastructure over 30 years for the entire Auckland area. The intended staging and estimated dwelling yields for growth in southern Auckland as set out in the Future Urban Land Supply 2017 where:

- That part of Drury – Opāheke structure plan area west of State Highway 1 and north of State Highway 22 (Karaka Road) are to be development ready from 2022.
- The remainder of the Drury – Opāheke structure plan area is to be development ready by between 2028 and 2032.

In this context, development ready means that urban zoning and bulk infrastructure is provided.
4.1.1.3 The Council’s Long-term Plan

The council’s Long-term Plan 2018–2028 is the council’s 10-year budget. It prioritises funding for investment in the services and infrastructure that the council provides. This includes services and infrastructure in new growth areas such as the Drury – Opāheke structure plan area.

4.1.2 National policy statements and environmental standards

These are RMA national policy and regulatory documents prepared by Government. The council gives effect to these documents through provisions in the Auckland Unitary Plan. Accordingly, the Drury – Opāheke Structure Plan demonstrates an urban structure that can give effect to relevant national policy statements and environmental standards. The relevant ones are summarised below.

4.1.2.1 New Zealand Coastal Policy Statement 2010

The New Zealand Coastal Policy Statement (NZCPS) sets out the policies for sustainably managing the coastal environment. It is a relevant because Drury – Opāheke is adjacent to the coastal waters of Te-Manukanuka-O-Hoturoa (Manukau Harbour) and coastline. Also, the Drury – Opāheke catchment drains to Te-Manukanuka-O-Hoturoa via the many awa (streams) of the area.

The Drury – Opāheke Structure Plan responds to the NZCPS by promoting:

- water sensitive design
- riparian reserves and buffers along the coastal edge and streams
- reduced density along the coastal edge
- protection from coastal inundation and erosion hazards.

4.1.2.2 National Policy Statement for Freshwater Management 2014

The National Policy Statement for Freshwater Management (NPSFM) provides direction for the council on the management of freshwater. As part of this structure planning process, an assessment of the watercourses within the Drury – Opāheke has been undertaken. Watercourses were assessed:

- for indicative watercourse classifications (permanent, intermittent, transitional, ephemeral, wetlands);
- to provide baseline information on the existing condition of waterways (ecological health, infrastructure condition, flooding).

In addition, a stormwater management plan (SMP) for the Drury – Opāheke structure plan area has been prepared.

The Drury – Opāheke Structure Plan responds to the NPSFM by promoting:

- water sensitive design
- riparian restoration reserves and buffers and streams
- reduced urban density along some stream edges
• protection from flood hazards.
Refer also to Sections 3.7 and 4.2.5.

4.1.2.3 National Policy Statement on Electricity Transmission 2008
The council gives effect to the National Policy Statement on Electricity Transmission through the National Grid Corridor overlay provisions in the Auckland Unitary Plan. No additional response is considered necessary. However, the existing transmission corridor that runs through Drury – Opāheke has been taken into account in consideration of land uses.

4.1.2.4 National Policy Statement on Urban Development Capacity 2016
The National Policy Statement on Urban Development Capacity (NPS-UDC) is relevant to the Drury – Opāheke structure plan process. The NPS-UDC directs local authorities to provide sufficient development capacity in their resource management plans, supported by infrastructure, to meet demand for housing and business space. Development capacity refers to the amount of development allowed by zoning and regulations in plans that is supported by infrastructure. This development can be ‘outwards’ (on greenfield sites) and/or ‘upwards’ (by intensifying existing urban environments).

The NPS-UDC requires that high growth councils (of which Auckland Council is one) must produce a future development strategy that demonstrates there will be sufficient, feasible development capacity in the medium and long terms and that the minimum targets will be met. For the greenfield expansion areas of Auckland, the council has produced the Future Urban Land Supply Strategy 2017 that identifies the location, timing and sequencing of future development capacity.

The Drury – Opāheke Structure Plan responds by providing residential and business capacity that is consistent with the Future Urban Land Supply Strategy 2017 and therefore is consistent with the NPS-UDC.

4.1.2.5 National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES) provides a national environmental standard for activities on pieces of land where soil may be contaminated in such a way as to pose a risk to human health. Any sites where activities on the Hazardous Activities and Industries List (HAIL) have occurred must be identified. This NES provides a nationally consistent set of controls and soil contaminant standards to ensure land affected by contaminants in soil is appropriately identified and assessed before it is subdivided or developed.

A high-level investigation of contaminated land within the Drury – Opāheke structure plan area has been undertaken as part of the structure plan process and a summary is provided in section 4.2.10.
4.1.3 Treaty settlement legislation

Treaty settlements acknowledge the agreements reached between the Crown and iwi to recognise some of the cumulative effects of breaches of the Treaty of Waitangi and its principles on the economic, social, physical, cultural and spiritual wellbeing of mana whenua. Treaty settlement legislation enacts the deed of settlement between the Crown and iwi that contain relationship, cultural and commercial redress relevant to iwi. Statutory acknowledgements and deeds of recognition are part of cultural redress relevant to the iwi who are represented by their settlement bodies.

Structure planning provides for the council to take into account Treaty settlements. The relevant Deeds of Settlement (awaiting enacting legislation) and Treaty settlement legislation have been taken into account. For further information about Treaty settlement legislation relevant to the structure planning areas refer to Mana Whenua Engagement Summary, Auckland Council 2019.

4.1.4 Iwi planning documents

Iwi management plans may express environmental, cultural, economic, spiritual aspirations and values, areas of cultural significance and outline how the iwi / hapu expects to be involved in resource management practices.

The council’s structure planning process provides for any iwi management plan that an iwi authority has lodged with the council, where it is relevant to the region / district / rohe, to be taken into account. Not all mana whenua involved in the structure planning areas have an iwi management plan prepared at this stage.

For further information about iwi management plans relevant to the structure planning areas refer to Mana Whenua Engagement Summary, Auckland Council 2019.

4.1.5 The Auckland Unitary Plan Operative in Part (Auckland Unitary Plan)

The Auckland Unitary Plan is the council’s combined statutory Resource Management Act plan for Auckland. It includes the Regional Policy Statement (RPS) which sets out the overall strategic framework for Auckland. Sections B1 to B10 of the RPS all have relevance to structure planning and in particular section B2 - Urban growth and form sets out objectives and policies for urban form and growth. Future plan changes to create urban zones for Drury – Opāheke must give effect to the RPS.

Appendix 1 of Auckland Unitary Plan also sets out specific guidelines for structure planning which have been followed in preparation of the Drury – Opāheke Structure Plan. Refer to Appendix 2 for a list of chapters that address specific parts of Appendix 1 of the AUP.

A variety of other Auckland Unitary Plan provisions are also relevant as summarised below.

The Drury – Opāheke Structure Plan area is mostly zoned Future Urban, with some small areas zoned Open Space, and Strategic Transport Corridor (SH1). The Future Urban Zone
is applied to greenfield land that has been identified as suitable for urbanisation. The Future Urban Zone is a transitional zone. Land may be used for a range of general rural activities but cannot be used for urban activities until the site is rezoned for urban purposes through a plan change process.

The following Auckland Unitary Plan overlays apply to the area:

- Significant Ecological Areas - Terrestrial Overlay
- Significant Ecological Areas – Marine 1 and 2
- High-Use Stream Management Areas Overlay
- High-Use Aquifer Management Areas Overlay
- Quality Sensitive Aquifer Management Areas Overlay
- Notable Trees Overlay
- High Natural Character Overlay
- Historic Heritage and Special Character Overlay Extent of Place
- National Grid Corridor Overlay – National Grid Yard Uncompromised
- National Grid Corridor Overlay – National Grid subdivision corridor
- Infrastructure: Airport Approach Surface Overlay - Auckland Gliding Club

The following controls apply to the study area:

- Coastal Inundation Control – 1 per cent AEP Plus 1m control
- Macroinvertebrate Community Index – rural
- Macroinvertebrate Community Index - exotic
- Macroinvertebrate Community Index – native
- Macroinvertebrate Community Index – urban
- Vehicle access restriction controls adjacent to level crossings

The designations listed in Table 2 below apply in the structure plan area:

<table>
<thead>
<tr>
<th>Designation Number</th>
<th>Description</th>
<th>Requiring Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>3006</td>
<td>Opāheke Substation (9 Ponga Road, Opāheke)</td>
<td>Counties Power Limited</td>
</tr>
<tr>
<td>6302</td>
<td>North Island Main Trunk Railway Line</td>
<td>KiwiRail Holdings Limited</td>
</tr>
<tr>
<td>6700</td>
<td>State Highway 1 – Drury to Bombay</td>
<td>NZTA</td>
</tr>
<tr>
<td>6706</td>
<td>State Highway 1 – Takanini to Drury</td>
<td>NZTA</td>
</tr>
<tr>
<td>6707</td>
<td>State Highway 22 – Karaka to Takarimu</td>
<td>NZTA</td>
</tr>
<tr>
<td>7543</td>
<td>Runciman Telecommunication Site (180 Flanagan Road, Drury)</td>
<td>Spark New Zealand Limited</td>
</tr>
<tr>
<td>9104</td>
<td>Pupekohe to East Tamaki Gas Pipeline</td>
<td>First Gas Limited</td>
</tr>
<tr>
<td>9566</td>
<td>Drury Pump Station (103 Flanagan Road, Drury)</td>
<td>Watercare Services Limited</td>
</tr>
</tbody>
</table>

Table 2 Designations
4.1.6 Local board plans
The Papakura Local Board Plan 2017 and the Franklin Local Board Plan 2017 are relevant to preparation of the Drury – Opāheke Structure Plan. Both Local Boards focus on five key outcomes for their Local Board areas and these outcomes have been considered in preparing the structure plan. Greenways plans from both local boards are included in Figure 8 but do not yet extend across the structure plan area.

4.1.6.1 Papakura Local Board Plan 2017
The Local Board Plan focuses on five outcomes to guide the board’s work and make Papakura a better community for everyone. The Papakura Local Board area includes part of Opāheke west of the railway line.

4.1.6.2 Franklin Local Board Plan 2017
The Local Board Plan focuses on five outcomes to guide the board’s work and make Franklin a better community for all. The Franklin Local Board area includes all the rest of the structure plan area.

4.1.7 Infrastructure strategies, plans and initiatives

4.1.7.1 Supporting Growth Programme
The Supporting Growth Programme is a collaboration between the NZ Transport Agency, Auckland Transport and Auckland Council to investigate, plan and deliver the transport networks Auckland needs over the next 30 years to accommodate future urban growth (the programme formerly known as the Transport for Future Urban Growth programme). Transport has an important role to play in enabling urban development and helping ensure Drury – Opāheke continues to be an enjoyable place to live.

In 2016, a high-level preferred network plan was produced for the South (and other future growth areas of Auckland) based on information from the Future Urban Land Supply Strategy (FULSS) and the Auckland Unitary Plan at the time.

In 2018, Te Tupu Ngātahi (the Supporting Growth Alliance) was formed to review the Supporting Growth 2016 preferred network in light of the new Government’s transport priorities and Auckland Council’s latest land use planning. Te Tupu Ngātahi has prepared an Indicative Business Case with a long term (2043) strategic view to defining a high-level transport network to support the full extent of growth in the future urban areas of the south. A set of recommended transport projects is being determined and then the specific routes will be route protected (i.e. designated). Refer to Section 4.2.11 for further information on transport.

4.1.7.2 Regional Land Transport Plan 2018-2028
The Regional Land Transport Plan sets out the funding programme for Auckland’s transport services and activities over a 10-year period. Planned transport activities for the next three years are provided in detail while proposed activities for the following seven
years are outlined. The Regional Land Transport Plan is jointly delivered by Auckland Transport, the New Zealand Transport Agency and KiwiRail, and forms part of the National Land Transport Programme.

The key directions of the Regional Land Transport Plan include to:

- better connect people, places, goods and services;
- increase genuine travel choices for a healthy, vibrant and equitable Auckland;
- maximise safety and environmental protection.

The key committed projects included in the Regional Land Transport Plan, as relevant to the Drury-Opatheke Structure Plan, include:

- The SH1 Southern Corridor Improvements project between Manukau and Papakura;
- The SH1 Papakura-to-Bombay project which builds on the improvements being delivered as part of the Southern Corridor Improvements project and forms an early priority for the Supporting Growth Programme;
- The SH22 Drury to Paerata short-term improvements project which is being investigated through the Safe Roads and Roadsides Programme. This project aims to prevent crashes on this road, and ensure that if a crash happens, people are less likely to be killed or seriously injured;
- The proposed Mill Road corridor, which will provide an additional strategic north-south corridor for southern Auckland, connecting Manukau and Drury with a route parallel to the east of SH1. Te Tupu Ngātahi is undertaking a detailed Prioritisation Assessment to confirm the location, indicative concepts and proposed timing for improvements on the corridor within current funding allocations;
- The electrification of the rail line to Pukekohe station, additional electric trains, and rail corridor improvements between Wiri and Quay Park which will collectively enable frequent trains to Pukekohe.

4.1.7.3 Regional Public Transport Plan 2018 – 2028

The Regional Public Transport Plan 2018 describes the public transport network proposed by Auckland Transport over the next ten years and identifies the services integral to that network. The plan outlines a hierarchy of service layers and aspirational levels of service for each service layer. These include Rapid services (operating at least every 10 minutes between 7am-7pm on a dedicated right-of-way – e.g. rail and the Northern Busway), Frequent services (operating at least every 10 minutes between 7am-7pm), along with a complementary network of connector and peak services.

There are numerous services described in the Regional Public Transport Plan, including the planned extension of electrified rail services from Papakura to Pukekohe, and several bus routes. These services utilise Papakura Train Station as a hub, and generally do not serve the Structure Plan area at present given the current land use remains rural (though the Plan provides for extensions to coincide with urbanisation, for example to Auranga). Bus services include:

- Frequent service 33 – which runs between Papakura and Otāhuhu.
4.1.7.4 Watercare Asset Management Plan 2016-2036

Watercare’s asset management plan shows how it will operate, maintain and renew existing water and wastewater assets, and provide new assets to meet future demand as Auckland grows.

The location, size and timing of new development directly influence the infrastructure required to service that development. The council has worked closely with Watercare throughout the structure planning process to ensure development in Drury – Opāheke is aligned with the timing of water and wastewater infrastructure provision.

Further detail on the water and wastewater strategy for the Drury – Opāheke Structure Plan is provided in Section 4.2.12 of this document.

4.1.8 Other Auckland Council plans and strategies

4.1.8.1 Low Carbon Auckland 2014

Low Carbon Auckland sets out a 30-year pathway and a 10-year plan of action to transform to a greener, more prosperous, liveable, low carbon city. A city that is powered by efficient, affordable, clean energy and using resources sustainably.

The plan focuses on five key areas of transformation being:

- the way we travel
- the way we generate energy
- our built environment and green infrastructure
- zero waste
- forestry, agriculture and natural carbon assets.

It is noted that the council is currently developing Auckland’s Climate Action Plan, and this will supersede Low Carbon Auckland once adopted.

The Drury – Opāheke Structure Plan responds to Low Carbon Auckland in the provision for housing intensification, walking and cycling, public transport, and the identification and protection of a blue-green network throughout the area.

4.1.8.2 Auckland Urban Ngahere (Forest) Strategy 2018

Auckland’s urban ngahere is defined as the network of all trees, other vegetation and green roofs – both native and naturalised – in existing and future urban areas. It includes trees and shrubs in road corridors, parks and open spaces, green assets used for stormwater management, community gardens, green walls and roofs, and trees and plants in the gardens of private properties.

The strategy is a comprehensive regulatory and non-regulatory approach to enhancing our urban forest and green infrastructure by increasing the tree canopy cover around the city.
A key target of the strategy is to increase canopy cover across Auckland’s urban area up to 30 per cent, with no local board areas less than 15%.

The Drury – Opāheke Structure Plan responds to the strategy by providing for significant area for a blue - green network (see Section 3.7) for protection and rehabilitation (where required). The green network will over time create corridors of native habitat connecting fragments of native vegetation. This network should provide enough land to achieve the 15% target in conjunction with vegetation cover that will be provided in private landscaping and in roads and in other parts of the local board areas.

4.1.8.3 Auckland Council’s Indigenous Biodiversity Strategy 2012.

This strategy sets out the council’s approach to maintaining and enhancing Auckland’s biodiversity. The Drury – Opāheke Structure Plan responds to the strategy by protecting existing significant ecological areas and by promoting the blue – green network.

4.1.8.4 Auckland Growing Greener 2016

Auckland growing greener describes council’s priorities for achieving good environmental outcomes as Auckland grows. It sets four priority areas:

- urban transformation
- zero waste
- restoring nature
- healthy waters.

The Drury – Opāheke Structure Plan responds to these with a land use concept that provides for:

- quality intensification
- public transport, walking and cycling
- a blue-green network to protect our streams and harbour.

4.1.8.5 Auckland Design Manual

The Auckland Design Manual (an online tool) is a non-statutory best practice guide for designing Auckland’s neighbourhoods, buildings and spaces. It is a valuable tool for identifying appropriate typologies that can be utilised within Drury – Opāheke. The Neighbourhood Design Statement, discussed further in Section 4.2.15, refers to best practice examples provided by the Auckland Design Manual. The plan change processes that follows the structure plan will consider more specific provisions required to implement a quality-built environment in Drury – Opāheke.

4.1.8.5 Code of Practice for Land Development and Subdivision

The Code of Practice for Land Development and Subdivision, or any subsequent updates of that document, will be a relevant consideration at the time of subdivision and development.
4.1.8.7 Parks and Open Spaces Strategic Action Plan 2013
This strategy sets our key areas of focus for Auckland’s future park network. Sections 3.8 and 4.2.7 of the Drury – Opāheke Structure Plan and the open space topic reports outlines how the structure plan gives effect to the strategy.

4.2 Background research and environment context
The structure planning process started in 2017. This started with an analysis of opportunities and constraints for future land use in Drury – Opāheke.

A series of background technical reports were commissioned by the council to understand the opportunities, constraints, planning issues and concepts for urban development within Drury – Opāheke. The technical reporting programme completed in 2017 included the following topics:

- ecology
- geotechnical hazards
- historic heritage and archaeology
- landscape values
- stormwater, flooding and management of freshwater and marine environment
- community facilities
- open space and recreation
- sustainability.

Refer to Appendix 1 for a list of technical reports. Some of these reports were updated in 2018 and 2019.

Additional research work started in 2017 but reported on later included the following topics:

- business land demand and location (2018)
- contaminated land (2018)
- urban design (2018)
- transport (2019)
- health (2019)
- water and wastewater supply (2019).

The technical reporting is summarised in the sections below.

4.2.1 Ecology
The ecology of the area is reported in: Nathan, E., (2017). Ecology assessment - Drury structure plan. Auckland, New Zealand: Auckland Council. The Drury – Opāheke structure plan area is a highly modified landscape. Very little remnant native vegetation still exists, consisting mostly of small and isolated areas. Freshwater systems within the structure plan area, including both streams and wetlands, are highly modified from their original condition. The coastal marine area is largely unmodified however the terrestrial coastal edge has been mostly cleared of native vegetation.
Protection and enhancement of biodiversity is proposed in the structure plan. A ‘blue-green network’ is proposed which seeks to provide contiguous ecological linkages, connecting significant terrestrial and marine ecological areas through restored riparian margins as well as other restoration opportunities. Providing for healthy streams is a key focus of the ‘blue-green network’ plan. More detail about the ‘blue-green network’ can be found in Section 3.7.

4.2.2 Geotechnical hazards

Riley Consultants Ltd was commissioned to update earlier geotechnical assessments. This assessed any new geotechnical information that was available, assessed coastal erosion risks and improve mapping of the Drury faultline relative to the structure plan area eastern boundary. Their report of July 2018:

- improved geotechnical cost premium mapping
- assessed coastal erosion risk
- located the Drury fault relative to the structure plan area
- confirmed previous conclusions.

Broadly the report concludes that most of the reviewed area is of medium geotechnical cost premium, i.e. suitable to a wide range of development types with some geotechnical constraints (e.g. low to moderate risk of instability, settlement and/or liquefaction potential). The report also recommends a:

- site-specific coastal erosion assessment along the shore area
- site-specific seismic hazard assessment together with specific liquefaction assessments due to the proximity of the Drury fault
- lateral spread risk assessment including the coastal foreshore and sections of watercourse considered to be at risk.

These matters will need to be addressed in future plan changes and development.


4.2.3 Historic heritage and archaeology

A historic heritage report was prepared by Plan Heritage Limited for the Drury – Opāheke structure plan area. This report outlines a historical overview of the area, lists known historic heritage places that are protected and recorded, and provides issues and opportunities relating to historic heritage within the structure plan area.

The historic heritage report is intended to provide an evidence-based analysis to inform and guide the structure planning process for the area. The exploration of nine historical themes provides a basis to recognize and celebrate the area’s heritage through future place-shaping and interpretation of historic heritage places. These themes include geology and topography, early Maori settlements, early European settlements, the village of Drury,
land wars, transport, mineral based industries, rural agriculture in early 20th century, and World War II sites.

Key recommendations include:

- Determine whether potential places of interest may be of sufficient value for scheduling or any other formal protection.
- Develop a character and context analysis to inform structure planning, design principles and guidance for future development.
- Enhance remotely accessible information through updates to the Cultural Heritage Inventory and New Zealand Archaeological Association Archsite database.

Further research was undertaken by Auckland Council in December 2017 on the Drury Industrial Tramway to give effect to the historic heritage report in relation to the early tramway and subsequent railway which is partly within the structure plan area. The scope of this work was limited to targeted historical research, observations based on aerial photography and brief site visits from the public realm.

Key recommendations include:

- Parts of the tramline/mineral railway route are in the structure plan area and likely meet the criteria for inclusion in the heritage schedule based on the historical significance criterion. However, evaluation for scheduling is not recommended because the route is almost 4km and passes through multiple properties.
- The route is not well suited to public interpretation or use as a public walkway/cycle way/bridle path. It is almost entirely on privately owned land.

The following recommendations apply to features just outside the eastern boundary of the structure plan area:

- The house of former manager of the coal/clay works and tramway is at 93 Drury Hills Road, which is just outside the structure plan area. This property should be considered for evaluating for potential inclusion in the Auckland Unitary Plan Schedule of Historic Heritage.
- Macwhinney Reserve at 78R Macwhinney Drive, Drury includes part of the tramway route outside of the structure plan area. At present, the installation of interpretive material is not recommended as the reserve receives very little public use. However, this could change in the future.
- The findings of this study include the location of tramway and coal pit associated with 1859-mine, and features associated with the subsequent clay industry. This information will be recorded in ArchSite and the Auckland Council HHI.

More information can be found in the background reports:

4.2.4 Landscape values

In Drury East, the landscape character is strongly influenced by the Hunua Ranges which rise on the eastern side. The lower slopes of the Hunua Ranges create a buffer of intermediate land cover between the sparsely developed hills and the plains.

In Drury West, between the Drury Creek and Burtt Road, the landscape is flat to gently undulating. It is expressive of the underlying land-shaping processes associated with the lower stream and gully catchments. Along the northern and eastern coastal edges, the coastal margins with their associated mangroves and salt marshes give this area a distinctly coastal character. Islands within the inlet contribute to a high amenity landscape setting.

The southern part of Drury West rises to higher hill and gully landforms with associated ridges, spurs and valley floors. The broad, flat valley of the Ngakoroa stream and its second order streams in the headwaters strongly define the landscape character of the area. Two major ridgelines encircle the area. The south west end of one of these rises to the highest point within Drury West and features a visually prominent knoll.

These landscape elements have been considered in the proposed land use of the area, particularly regarding the siting of open space and residential land use – with visual amenity being a strong focus. Landscape values have also informed the creation of the blue-green network plan.

Landscape values are reported in: Hamilton, C., (2017). Landscape and visual assessment report - Background investigation for Auckland Council (Report No. 3AL240.00). Auckland, New Zealand: Opus International Consultants Ltd.

4.2.5 Stormwater, flooding and management of freshwater and marine environments

The Drury – Opāheke structure plan area includes parts of four stream catchments:

- Oira Creek
- Ngakoroa Stream
- Hingaia Stream
- Otuwairoa (Slippery Creek).

Te-Manukanuka-O-Hoturoa (Manukau Harbour) is the main receiving environment for all catchments and is particularly sensitive to development due to its low energy estuarine characteristics. Contaminants can rapidly accumulate because there is little mixing or dispersing as a result of coastal processes. This sensitivity means that water quality, hydrological, watercourse management and sediment and erosion control measures will need to be exemplary.

The key stormwater constraints relating to development of the structure plan area include:

- existing flooding of parts of the structure plan area and existing urban areas such as Drury township
• extensive flood plains in the Otuairoa (Slippery Creek) and other parts of the structure plan area
• stream erosion within the natural watercourses.

4.2.5.1 Flooding

Extensive modelling is used to determine the effect of future urban development on the floodplain. This modelling allows for maximum probable development and takes into account climate change effects during a 1 in 100-year storm event. The floodplains and catchments interact with each other, so the flood modelling work is complex and ongoing.

Key findings to date can be summarised as:

• Floodplain extent is primarily determined by the large catchment upstream of the Future Urban Zone area rather than the effect of additional impervious area created by anticipated urban development.
• Options to address the flooding are limited as the downstream area of Drury Creek is a flow constraint. This means that water ponds in the creek and runoff from the contributing catchments can’t discharge freely to the creek resulting in water ‘backing up’ the streams with a resultant rise in flood water levels.
• Climate change will further exacerbate flooding for major rainfall events (50 and 100-year flood events) and sea level rise will worsen the boundary condition effect of the Pahurehure Inlet.
• The best way to manage flooding in the future urban areas is to pass flows forward or get the water to the Manukau as quickly as possible. Culvert upgrades along major tributaries of the Hingaia and Ngakoroa streams will be needed to facilitate this.

The key risks include:

• Increased erosion (and associated sedimentation) due to increased impervious areas is of particular concern due to the highly sensitive, low energy receiving environment of the Pahurehure Inlet.
• Decreased water quality, aquifer recharge and instream ecological values resulting from changes in land use and land development.

The floodplains are shown in Figure10.
4.2.5.2 Stream erosion

Stream erosion is a significant issue because the resulting sediment is a major contaminant. Development has the potential to exacerbate erosion by increasing impervious surface areas which lead to increased stream flows and increased stream bank erosion.

The Pahurehure Inlet (where the structure plan catchments drain to) is already degraded and is at significant risk of major environmental effects due to continued sedimentation. Additional controls are needed to ensure sedimentation is minimised to protect our marine and freshwater environments.

This can be managed by taking an integrated stormwater management approach. This includes implementing retention and detention hydrology mitigation measures and additional stream management measures to reduce erosion hotspots and requiring exemplary sediment and erosion control guidelines during construction.

Key opportunities include:

- Flood mitigation to reduce hazards and unlock development.
- Restore and enhance existing watercourses. Details on ways to do this can be found in the Watercourse Assessment Reports.
- Retaining existing and increasing where appropriate the vegetation buffering to natural watercourses to improve water quality and increase numbers and diversity of instream biota.
- Improve the water quality of stormwater reaching the Pahurehure Inlet through reduced contaminant loads (sediment, metals and nutrients).
• Improve ecological functionality in currently degraded areas, along with the ability to set aside areas for public amenity value and stormwater attenuation.

4.2.5.3 Management approach

Council completed the Drury Structure Plan Future Urban Zone Stormwater Management Plan (SMP) in 2019 to support the Drury – Opāheke Structure Plan. The SMP covers three stormwater management areas that include three stream catchments; Drury West (Oira Creek and Ngakoroa Stream), Drury East (Hingaia Stream) and Opāheke (Slippery Creek). The stormwater management areas are shown in Figure 11.

A watercourse assessment report was also completed for each catchment. These reports contain a detailed assessment of stream health and identify stream health enhancement opportunities.

![Figure 11: Drury – Opāheke structure plan area - stormwater management areas](image)

The SMP recognises the key constraints and opportunities in the catchments and reflects the requirements of the Auckland Unitary Plan and region wide Network Discharge Consent. The SMP therefore seeks to achieve the following outcomes:

• Protecting and enhancing the environment and to connect communities to water.
• Ecological values are maintained or enhanced.
• Stream health is maintained or enhanced through improved baseflow.
• Urban development is facilitated, key infrastructure is protected, and people and the environment protected from significant flooding events.
• Stormwater is integrated with land uses and other values (e.g. landscape) so that the amount of land available for development is optimised.
• Sediment into sensitive receiving environments is minimised.
• Contaminants input into the sensitive receiving environments of the Drury Sands aquifer and Te Manukanuka o Hoturoa (Manukau Harbour) are minimised.

The recommended stormwater management approach takes into account the sensitivity of the receiving environments to further contaminants and makes use of water sensitive design as a tool to achieve integrated stormwater management as directed in policies E1.3(8) and (10) of the Auckland Unitary Plan.

Water sensitive design is a design process to achieve integrated stormwater management. It can be defined as

An approach to freshwater management, it is applied to land use planning and development at complementary scales including region, catchment, development and site. Water sensitive design seeks to protect and enhance natural freshwater systems, sustainably manage water resources, and mimic natural processes to achieve enhanced outcomes for ecosystems and our communities.

The water sensitive design approaches outlined in Appendix 4 are an appropriate way to achieve the outcomes sought above:

4.2.5.4 Ongoing research

Hydrological and hydraulic modelling is ongoing to determine the preferred management strategy for each catchment and identify flood mitigation options. This will be used to keep future flood plain information up-to-date.

A Bank Stability and Toe Erosion Model assessment of streams is planned for the future. This assessment will inform hydrology mitigation requirements and works needed to avoid, remedy or mitigate the effects of changes to the hydrological regime due to increases in impervious area. This work is important in minimising sediment going into the Manukau Harbour which is a widely acknowledged problem.

More work may be required to determine the most appropriate land use options within the Slippery Creek floodplain, before or as part of any future plan changes to the Auckland Unitary Plan for this area.

4.2.6 Community facilities

A stocktake of the existing council community facility network in Drury – Opāheke was undertaken in July 2017 as part of the draft structure plan process. The present population has use of two council community facilities located in the Drury Village; the Drury Hall and the Drury Library. The community also use the nearby community facilities in Papakura such as the library, art gallery, pool, leisure centre, theatre, community centre and halls. There are also rural community halls, community leases on council owned land and other council facilities and non-council facilities within a 30-minute drive from Drury Village.

The preliminary structure plan process report released in September 2017 stated that structure planning provided an opportunity to put the Auckland Council Community Facilities Network Plan into action.
The Community Facilities Network Plan guides Auckland Council investment in the provision of community facilities over the next 20 years and the plan focuses on having the right facility in the right place at the right time. The Community Facilities Network Action Plan (the action plan) is a companion document to the network plan. It identifies actions and priorities required to address gaps and growth.

The action plan identifies three priority actions that may impact the Drury - Opāheke structure plan area:

- investigate the provision of rural halls to determine the future direction of these facilities and to meet community needs;
- investigate community needs and opportunities for community facilities to address population growth and potential gap in provision in wider Papakura (including Hingaia and Drury);
- investigate opportunities to improve existing facilities in Papakura including Massey Park Grandstand, Elizabeth Campbell Hall, Takanini Hall, Papakura Library Meeting Room, Smith Avenue Clubrooms, Hawkins Theatre, Papakura arts gallery;

There is a fourth relevant non-priority action to:

- Investigate arts and culture needs in the Franklin Local Board area.

In response to the 2019 land use map, a new Community Facilities report has been prepared. Indications based on the existing two facilities (Drury Hall and Library), proposed population growth of about 60,000 extra people and future development; shows there will be a need for community facilities to serve Drury – Opāheke. In addition to the actions from the action plan the following community facilities may be required after the emerging population reaches 10,000 people:

- an integrated community centre and library (approximately 6000m²)
- a separate facility such as a leisure centre (approximately 2500m²).

To ensure that they will be fit for purpose, integrated and connected, they should be:

- located centrally within a town centre, with links to public and social infrastructure and retail activity ensuring they are highly visible and easily accessible
- located in areas of high-density residential areas or areas with potential for redevelopment capacity
- within walking distance from public transport or within a 15-minute walk from a local centre.

The timing for planning and delivery of any new community facilities (and the exact nature and service offer) would depend on how quickly the growth is expected to occur, what opportunities there might be to partner with other providers, the needs of the future community, and the capacity of existing facilities in the wider catchment to accommodate some of the additional growth.
4.2.7 Open space and recreation

The updated 2019 review of open space needs within the residential sub-areas of the Draft Drury – Opāheke Structure Plan 2019 indicated a need for up to 35 neighbourhood parks, two medium sized suburb parks, and six large suburb parks, amounting to between 76.5 ha and 87.5ha (or more) of open space. This updated assessment reflected:

- The adoption of the Auckland Plan 2050 in 2018.
- Further consideration of the 2017 structure plan landscape and visual assessment information.
- Feedback received as part of consultation and engagement in 2017 and in 2018.
- Refinement to the proposed residential areas within the structure plan area for the Draft Drury – Opāheke Structure Plan 2019.

Planning for neighbourhood parks and suburb parks is in alignment with the Open Space Provision Policy 2016. Other open space elements outside of scope for this report may be provided by others and may include areas such as esplanades, wetlands, stormwater detention systems, civic spaces, conservation lands, and walking and cycling tracks.

Feedback on open space in the Draft Drury – Opāheke Structure Plan 2019 was considered, and no further changes were made to the indicative network of parks. The specific location and sizes of individual parks is a matter that will be refined in the subsequent plan change and development stages.

4.2.8 Sustainability

The Drury – Opāheke Structure Plan 2019 presents a significant opportunity to influence sustainability outcomes and support a low carbon development model for the area. The scale and predominantly undeveloped nature of the Drury – Opāheke structure plan area also provides opportunities to plan for broader sustainability outcomes from the outset.


The potential opportunities and constraints identified are focussed on influencing early stage decisions that have the potential to deliver most significant sustainability impact. These are summarised in the Appendix 6. The key structure planning responses are also outlined.
4.2.9 Business land demand and location

Future urban areas such as Drury – Opāheke need to provide for business activities as well as housing. This requires estimation of the future demand for land for business activities. Suitable locations for business activities also need to be determined.

Initial structure planning analysis in early 2017 was informed by business land demand analysis undertaken as part of the Future Urban Land Supply Strategy (FULSS) work in 2015 and updated in 2017. This indicated that significant new areas of centre and industrial land would be required to support population growth in the south. The results of this analysis were considered in the initial phase of structure planning (see Section 4.3.3).

Property Economics Ltd was commissioned to provide estimates of the amount of business land that would be needed to service future population growth in the south. This included estimates of the amount of industrial, commercial services and retail activities that would need to be provided for in structure planning to ensure a prosperous community. Interim results of this work were available in late 2017 and the final report was completed in June 2018. This assessed the future demand for business activities in the Drury and West Franklin business land demand catchments as shown in Figure 12.
This assessed the projected future demand for retail, commercial services (offices) and industrial land by 2048 (30 years).

MRCagney was engaged later in 2018 to:

- review the Property Economics business land demand projections,
- review the criteria used by council for selecting suitable business land locations
- review likely employment densities, and
- provide additional related advice.

This review and advice was provided in a series of five technical notes.
The following table summarises the business land demand projections from MRCagney in late 2018.

<table>
<thead>
<tr>
<th></th>
<th>Drury catchment to 2048</th>
<th>West Franklin Catchment to 2048</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial</strong></td>
<td>136 ha deficit of net developable area, plus additional gross land area requirements for roads, reserves, flood affected areas and any other constraints in industrial areas.</td>
<td>83 to 306 ha deficit of net developable land area, plus additional gross land area requirements for roads, reserves, flood affected areas and any other constraints in industrial areas. 80 to 100 ha of net developable area, plus additional gross land area requirements for roads, esplanade reserves, flood affected areas and any other constraints in industrial areas recommended for Pukeikoe-Paerata Structure Plan Area.</td>
</tr>
<tr>
<td><strong>Commercial offices</strong></td>
<td>Included in centre estimate below</td>
<td>Included in centre estimate below</td>
</tr>
<tr>
<td><strong>Centre (retail and commercial and offices)</strong></td>
<td>47 ha deficit (lower bound – more realistic within 30 years)</td>
<td>6 ha deficit (lower bound – more realistic within 30 years)</td>
</tr>
<tr>
<td></td>
<td>71 ha deficit (upper bound – less realistic within 30 years)</td>
<td>34 ha deficit (upper bound – less realistic within 30 years)</td>
</tr>
</tbody>
</table>

Table 3: Business land demand estimates

Source: MRCagney

Further information can be found in:


The above projections have been considered in preparing the Drury – Opāheke Structure Plan 2019.

4.2.10 Contaminated land

Riley Consultarts Ltd was commissioned to review existing information on contaminated land in the Drury – Opāheke structure plan area. This generally concludes that any potentially contaminated land may be suitable for development subject to preliminary or detailed site investigations. These matters will need to be addressed as future plan changes and development progress.

4.2.11 Transport

Te Tupu Ngātahi has prepared an Integrated Transport Assessment (ITA) on behalf of Auckland Transport for the Drury – Opāheke and Pukekohe – Paerata structure plans.

The purpose of the ITA is to outline a high-level, the following transport networks and their integration with surrounding land uses:

- road networks
- active mode (walking and cycling) networks
- public transport networks.

The ITA is based on a draft strategic transport network developed through the Te Tupu Ngātahi Business Case, with some added detail on land use integration, collector roads, and staging. The draft strategic network is subject to more detailed route investigations to come and is therefore still subject to potential change.

Components of the proposed transport network in the ITA and structure plan are shown in figures 1, 7 and 8 above and is summarised below.

4.2.11.1 Road Network

The structure plan area is bisected by both State Highway One (SH 1), which is a nationally strategic route for general vehicles and freight. The area is also divided by Great South Road which is a regional arterial route, while State Highway 22 bisects the area’s western extent (Drury West) and is accessed from the existing SH 1 Drury interchange.

The ITA recommends additional roading infrastructure that builds off the existing network.

As shown on Figures 1 and 7 above, the indicative roading network in the structure plan and ITA includes the following key features which are listed and described in Table 4.

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic road corridors</strong></td>
<td></td>
</tr>
<tr>
<td>Mill Road</td>
<td>Additional corridor near the eastern edge of the structure plan area to support improved access to future urban areas and improve resilience by reducing reliance on SH 1 for north-south movement.</td>
</tr>
<tr>
<td>Pukekohe Expressway</td>
<td>New Pukekohe Expressway following the southern edge of the structure plan area to support resilient access to Drury, Pukekohe and Paerata and enable urbanisation of SH22 within Drury West.</td>
</tr>
<tr>
<td>SH1 upgrade</td>
<td>Additional capacity in the Papakura to Bombay section and north of Takanini.</td>
</tr>
<tr>
<td><strong>Arterial network</strong></td>
<td></td>
</tr>
<tr>
<td>Drury-Opāheke arterial network</td>
<td>Arterial road corridors in the following general locations:</td>
</tr>
</tbody>
</table>
Item 8

**Attachment A**

| Collector road network | Drury-Opåheke indicative collector road network | As indicated in Figures 1 and 7. Locations may change. |

Indicative cross-sections for the arterial and collector roads are detailed in the ITA.

The proposed road network provides both north-south and east-west arterial roads to carry the movements generated by the proposed land use activities within the structure plan area. The proposed network also seeks to establish a grid roading pattern which is ideally sought for greenfield development.

### 4.2.11.2 Public transport network

The ITA recommends major investment in the public transport network for the structure plan area. This would be developed progressively over time as the area develops. The key elements to the public transport service are outlined in Table 5.

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rapid Transit (rail) upgrades</td>
<td>Rail corridor capacity upgrade, Recommended increased rail capacity to four tracks between Wiri and Pukekohe with high frequency electric train service. New rail stations, Indicative new rail stations at Drury Central, Drury West, and Paerata including park and rides.</td>
</tr>
<tr>
<td>Frequent transit and associated</td>
<td>Frequent bus routes and associated, Recommended high frequency bus network connecting key destinations and particular destinations to the north Drury – Opåheke, potentially</td>
</tr>
</tbody>
</table>
The public transport networks are shown in Figures 1 and 7. Collectively, the recommended public transport is projected to contribute significantly to meeting travel demands over the long-term. By 2048, it is predicted to:

- provide for about 20% of total trips in the morning peak
- provide for almost 50% of northbound trips Manukau and the CBD
- provide a reduction in travel time to the CBD and other northern destinations
- provide a wider range of destinations available in a given travel time.
- avoid or postpone the need for about 5 to 6 lanes worth of carrying capacity on our key roads.

### 4.2.11.3 Walking and cycling network

The ITA identifies a proposed walking and cycling (active mode) network (as shown on Figure 5). The network includes higher order regional and primary networks for walking, cycling, and micro-mobility. Indicative local walking and cycling networks are also identified on indicative collector roads. The overall network is outlined in Figures 7 and 8.

The key regional and primary connections associated with arterial routes identified in the ITA are summarised in Table 6.

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Network</strong></td>
<td>Regional walking and cycle parallel to SH 1 (to Papakura) and the railway (between Papakura and Pukekohe).&lt;br&gt;Primary cycle routes with footpaths on all arterial roads for the Drury-Opāheke area.&lt;br&gt;Primary cycle route with footpaths along Mill Road.&lt;br&gt;Grade-separated active mode crossings on SH 1 and the railway.</td>
</tr>
<tr>
<td><strong>Secondary walking and cycling connections</strong></td>
<td>The ITA indicates secondary connections on indicative collector roads.&lt;br&gt;There will also be walking connections through esplanade reserves and other greenways which are not mapped in the ITA.</td>
</tr>
</tbody>
</table>

The principles used to determine the main routes included:
• Connecting to key destinations in new and existing growth areas.
• Connecting routes to public transport.
• Provision of safe facilities separated from traffic and pedestrians that are legible, continuous, and connected routes between the communities and key destinations.
• Linking to local paths/greenways where they provide access to key destinations.

Another important part of the active mode network referred to in the ITA is greenways and trails. These would predominantly be on local streets and through reserves, with their function typically as recreational facilities, but in some cases also a useful form of transport and connectivity. These are not included in the ITA and will be developed as a separate project.

4.2.12 Water and wastewater

Watercare Services has prepared a Water and Wastewater and Servicing Plan for the structure plan area. This indicates how additional demand for water and wastewater anticipated from development of the structure plan area could be serviced.

4.2.12.1 Water

Water bulk supply points (BSPs) are planned to be constructed on existing trunk assets to meet excess demand. A BSP is already constructed at Watercare’s existing Flanagan Road water pump station with associated infrastructure. This will service the recently rezoned areas of Auranga, Drury South and southern Opāheke developments. Construction of new water mains between new bulk supply point and the development areas are already underway.

In the Drury - Opāheke structure plan area, a new watermain is required westward from the existing Hunua bulk supply point to improve resilience of the service. All new pipelines including trunk and local network will be designed and constructed considering the upstream and downstream development potential.

Figure 13 shows an indicative servicing plan for water infrastructure in the structure plan area.
4.2.12.2 Wastewater

The development anticipated in the structure plan area will largely be serviced by connecting to the existing wastewater network at the Hingaia pump station, and to the Southern Interceptor. The Hingaia pump station also services the Hingaia Peninsula. These assets will be upgraded in stages to meet growth expected in the area.

The Southern Interceptor, between Hingaia and Manurewa, will need augmentation to accommodate the expected growth in the structure plan area. Augmentation of downstream infrastructure is currently in the detailed planning stages to allow for this growth. The Mangere wastewater treatment plant future upgrades consider Auckland-wide growth, including this area.

New gravity collector sewers will be required in the structure plan catchments, supported by pump stations where required. The key new pump stations are at Fianagan Road and Bremner Road, which will service current developments at Auranga and Drury South, as well as developments expected in the southern parts of Ōpōheke. Watercare has already
started work in these areas, working with the developers around staging and infrastructure provision.

Figure 14 shows an indicative servicing plan for wastewater infrastructure in the structure plan area.

![Drury - Wastewater Network](image)

**Figure 14** Indicative bulk wastewater network

### 4.2.13 Infrastructure and staging

Appendix 1 of the Auckland Unitary Plan requires an infrastructure funding plan as part of a structure planning process. This funding plan is in preparation. A summary of the infrastructure required is provided below.

The critical infrastructure that provides essential bulk services which enable land development include:

1. Parks and Open Spaces (Auckland Council and Minister of Conservation) – see Section 4.2.7 for more information.
2. Transport networks (Auckland Transport, The New Zealand Transport Agency and Kiwirail) – see Section 4.2.11 for more information.
3. Stormwater networks (Auckland Council) – see Section 4.2.5 for more information.
4. Water and Wastewater (Watercare Services Ltd) – see Section 4.2.12 for more information.
5. Community facilities (Auckland Council) - see Section 4.2.6 for more information.
6. Electricity and gas (including Transpower, Counties Power and First Gas).
7. Telecommunications (various private sector providers).

Other community services (schools, hospitals, social services, courts) and emergency services (police, fire, ambulance) will also be delivered as growth proceeds.

Agencies responsible for the above infrastructure have all been involved in the preparation of the structure plan.

The council funds and delivers public infrastructure projects it is responsible for primarily through the collection of development contributions, Watercare’s infrastructure growth charges and rates. Developers typically contribute less than one third of this cost through development contributions and infrastructure growth charges, with the rest subsidised by the ratepayer and the taxpayer. Infrastructure sequencing and funding for the Council’s structure planning areas (including Drury and Pukekohe) is yet to be resolved.

Infrastructure projects also have long lead times for planning and construction. Therefore, development will need to be staged in accordance with infrastructure decision making over time. A variety of funding options are being investigated inclusive of targeted rates and special purpose vehicle private financing.

Existing and proposed indicative transport infrastructure is illustrated in Figures 1 and 7.

Existing and indicative open space is shown on Figures 1 and 8.

Existing and indicative bulk water and wastewater networks are shown on Figures 13, 14 and 15.

Existing electricity and gas transmission corridors are shown on Figure 15.
Item 8

Attachment A

Figure 15 Infrastructure
The Drury – Opāheke Structure Plan could provide for 30 years of urban growth. The area will grow over time in stages. This development needs to be serviced by infrastructure. Therefore, the rate of urban development needs to be coordinated with infrastructure development. The council’s Future Urban Land Supply Strategy 2017 (FULSS 2017) sets out a proposed sequencing of future urban areas in Auckland (refer to section 4.1.1.2).

Appendix 1 of the Auckland Unitary Plan also requires a staging plan as part of a structure plan. The staging plan is to be developed from understanding the infrastructure requirements and the need to coordinate and increase in residential zoning with a proportionate increase in business zones that service residential areas. Work is ongoing to develop a staging plan.

4.2.14 Health impacts

The wider area has good primary and secondary health care provision. There are:

- two medical surgeries that serve the Drury-Opāheke structure plan area
- approximately six medical centres across Papakura, Takanini and Manurewa
- a late-night medical centre in Franklin
- four hospitals’ secondary health care facilities (i.e. Manukau Super Clinic, Middlemore Hospital, Pukekohe Hospital and the Botany Super Clinic).

The Middlemore Hospital is the closest emergency care facility, which is a 15-20-minute drive and is accessible by public transport.

The Northern Regional Long Term Investment Plan (NRLTIP) has identified the need for an additional acute site in the south of Auckland, and potentially north Waikato.

To enable the provision of health care services the Drury - Opāheke Structure Plan 2019 has provision for general practitioner services in the following zones: Town Centre, Local Centre; Neighbourhood Centre and Terrace Housing and Apartment Building zones. Larger care centres and emergency services are enabled in Light Industry zones, subject to standards.

Potential health and well-being impacts from the Drury - Opāheke Structure Plan 2019 include:

- Local businesses and employment supported and further enabled through provision of business zoning. This reduces adverse health effects from long distance commuting, leaving people with, more rest and leisure time.
- Housing choice due to a range of residential densities can increase the potential for new affordable healthy homes.
- Maintaining and improving water quality and stream margins contribute to public health.
- Provision for parks and a walking and cycling network contributes to an active healthy lifestyle.

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1 subject to permitted activity standards in the Auckland Unitary Plan
- Expanded public transport networks reduce the accident health risks associated with car use.
- Risk to health from hazards minimised through avoiding sensitive land uses in floodplains, and through clustering land uses that have the potential to create issues (e.g. industrial land).
- Increased active transport (cycling and walking) options.

However, in realising the health and safety benefits of these proposals, the implementation will be important. Matters to be considered at plan change and development stages include:

- Routes that conveniently connect residential areas to key service destinations.
- Pedestrian oriented design and route safety for walking and cycling networks.
- Potential boundary effects between different land uses and how to buffer these.
- Urban design at the neighbourhood level.
- How the open space and walking and cycling networks can be best enabled, e.g. through using riparian margins where possible and appropriate.

4.2.15 Neighbourhood design statement

A neighbourhood design statement (NDS) has been prepared for the combined Drury – Opāhāke and Pukekohe-Paeraata structure plan areas. This is a specialist document that supports the implementation of the structure plan and plan change processes. The NDS and the structure planning response are summarised below.

The aim of the NDS is to provide guidance for developers and land owners undertaking plan change and resource consent applications within the southern structure planning area to help achieve: a mix and pattern of different land uses, integration with transport, and good built form design in order to create distinctive and liveable neighbourhoods.

The NDS will also provide a key implementation tool for the council and other agencies responsible for delivering development outcomes across this future urban area. This information should help to inform and influence other components of work as part of future implementation stages.

This NDS covers the whole structure plan area, rather than specially defined neighbourhood boundaries, as there are many common design issues that impact across the different neighbourhoods. There are several types of neighbourhoods discussed in this document:

- centres (small and larger) with mixes of uses
- residential areas.
- business areas.

There is also discussion around the land use and built form responses along more linear road and public transport networks that connect these areas, including co-locating dense forms of development with high quality public transport corridors.
The NDS develops themes, subthemes and more specific design considerations for planning and development of the structure plan areas. The structure plan reflects this approach. Some of these matters identified in the NDS relate to design considerations that will need to be considered during plan changes and actual development. The NDS themes and key structure plan responses are summarised in Table 7.

<table>
<thead>
<tr>
<th>NDS Theme</th>
<th>Structure plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhoods that vary in density and mix of uses according to their locational attributes.</td>
<td>• Medium to high-density living is provided for near public transport, near centres and in centres.</td>
</tr>
<tr>
<td></td>
<td>• Low density living is provided for near sensitive environmental areas such as along the coast and streams and in locations further from the main public transport routes.</td>
</tr>
<tr>
<td></td>
<td>• A range of centres sizes has been provided and all centres provide for mixed-use. Some mix of use is also provided for in high-density residential areas.</td>
</tr>
<tr>
<td></td>
<td>• Centres and associated high-density residential areas have been located in relation to the supporting transport network.</td>
</tr>
<tr>
<td></td>
<td>• Industrial areas are proposed in proportion to need and located in relation to the supporting transport network.</td>
</tr>
<tr>
<td>Neighbourhoods with many safe choices of movement with good access to services and amenity.</td>
<td>• The proposed land uses are supported by a proposed multimodal transport network that can provide safe movement with efficient access in the structure plan areas and existing urban areas to the north.</td>
</tr>
<tr>
<td></td>
<td>• They are also supported by a network of proposed parks.</td>
</tr>
<tr>
<td></td>
<td>• The proposed land use provides for centres and other business areas that provide for the full range of retail and commercial services needed to support the future population.</td>
</tr>
<tr>
<td></td>
<td>• Community facilities and other government services will be progressively provided as the population expands.</td>
</tr>
</tbody>
</table>
Table 7 Neighbourhood design statement themes

Some key concepts from the neighbourhood design statement are illustrated below in Figure 16.

**Understanding the Site and Context**

**Key Connections**

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**Neighbourhoods with many choices of use and activity that reflect the needs of the community and the sub region.**
- A wide range of housing densities and living environments is provided for.
- Centres and other business areas have been scaled to meet the needs of both the future structure plan area and the wider population catchment in the south.
- Parks and community facilities will be provided in proportion to the population’s needs.

**Neighbourhoods that celebrate their unique identity and are attractive safe and are easily understood.**
- The unique cultural, historical and physical landscape has been taken into account and the proposed land use reflects the main features.

**Neighbourhoods that protect and enhance the natural environment while enabling urbanisation.**
- The harbour, streams and floodplains and ecological areas are proposed to be protected through a ‘blue-green network’.
- Urban development is enabled outside these areas.
Figure C.4: Hypothetical Open Space Example

Figure C.5: Hypothetical Green Network Example

Figure C.6: Hypothetical example of how to achieve a fine grain block

Figure C.7: Hypothetical Permeable Network Example
4.3 Consultation and drafting of the structure plan

Consultation and feedback on the Drury – Opāheke Structure Plan was an inclusive process. Engagement involved stakeholders, the public, mana whenua and the community in preparation of the Drury – Opāheke Structure Plan. The objectives of this engagement were to:

- inform landowners within the Drury – Opāheke structure plan area, and the public and other relevant stakeholders about this project;
- invite interested parties (i.e. landowners, stakeholders and the public) to participate in the structure planning process;
- better understand the land use opportunities and constraints to create a robust structure plan for Drury – Opāheke;
- consider stakeholders and community’s views in relation to the future development of Drury – Opāheke.

The following sections summarise this process.

4.3.1 Preceding consultation

Work on the Drury – Opāheke Structure Plan was informed by feedback received in preceding consultation on higher level strategic planning for the southern growth areas. This included public meetings undertaken by the council in relation to the Rural Urban Boundary investigations, the Future Urban Land Supply Strategy and (in collaboration with the New Zealand Transport Agency and Auckland Transport) Supporting Growth 2016.
4.3.2 Mana whenua engagement

Mana whenua have a special cultural and spiritual relationship with the environment. This relationship with their ancestral lands, water, sites, waahi tapu, and other taonga are a matter of national importance under the Resource Management Act 1991. The Local Government Act 2002 also recognises this relationship and requires local authorities to provide opportunities for Māori to be involved in decision making processes and consultation.

In relation to mana whenua, the council’s structure planning process provides for the following to be taken into account:

- iwi planning documents
- Treaty settlement legislation
- identification, investigation and addressing of potential effects of urbanisation on mana whenua values

The Drury-Opāheke and Pukekohe-Paeraata structure plan areas sit within the area of interest of approximately 10 mana whenua groups. These include:

**Marutūāhu Tribal Region**
- Ngāti Maru
- Ngāti Pāoa**
- Ngāti Tamaterā**
- Ngaati Whanaunga**

**Waiohau - Tamaki Tribal Region**
- Ngāi Tai ki Tāmaki
- Ngāi Tamaoho
- Ngāi Te Ata Waiohua
- Te Ākitai Waiohua
- Te Ahiwaru Waiohua

**Drury-Opāheke structure plan area only**

**Waikato -Tainui Tribal Region**
- Waikato-Tainui

The council has sought to include mana whenua early in this structure planning process. The iwi listed above were contacted by the council in July 2017 (at the Mana Whenua Kaitaki Forum) and September 2017. This was to inform them that the council would start structure planning for these areas, and to invite them to be involved in the process. From this, four iwi chose to be actively involved with the council in the southern structure planning process and formed a working group. They are Ngāi Tai ki Tāmaki, Ngāi Tamaoho, Ngāi Te Ata Waiohua and Te Ākitai Waiohua. Huakina Development Trust were invited by these iwi to also be part of this process.

At this point in time other mana whenua with customary interests in the structure planning areas have either opted to not be involved or have deferred to the four iwi who are actively involved.

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2 Sacred place or site. See https://maoridictionary.co.nz/ for full definition
4 Local Government Act 2002, sections 81 and 82
5 Appendix 1: Structure plan guidelines, Auckland Unitary Plan (Operative in part)
6 This information has been sourced from the council’s Geographic Information System on GeoMaps.
involved. However, this does not preclude them from being involved in any engagement going forward if they wish.

Regular hui have been held in Pukekohe with this working group and the council throughout the structure planning process. Nineteen hui or workshops have been held between September 2017 and June 2019.

These hui have been a forum to openly discuss the structure planning process, mana whenua relationships with the structure planning areas (past, present and future), and their aspirations, concerns and issues with future development of the structure plan areas.

The regular hui have informed the development of the Drury-Oparahe and Pukekohe-Paerata structure plans. Engagement with mana whenua is on-going and will continue beyond the structure plan process.

Some mana whenua also submitted as part of public engagement.

For further information about the engagement process with mana whenua refer the Mana Whenua Engagement Summary, Auckland Council 2019.

Key matters raised

The key outcome for the working group is that their natural and cultural resources are protected and enhanced in a manner that respects and recognises their cultural values. This means that:

- their mana is upheld, acknowledged and respected
- iwi can assert rangatiratanga over their ancestral taonga
- kaitiaki can fulfil their obligations and responsibilities
- tikanga Māori is observed throughout the planning process and subsequent development of the areas
- iwi can undertake customary activities and resource use, especially along the margins of waterways
- resources retain their mauri intact and mana whenua have physical access to them.

The working group has requested that future development of the structure plan areas provide environmental and cultural benefits and effects should be positive, remedying and rectifying past wrong-doings. For the working group this ‘enhancement approach’ is central to their beliefs and takes a holistic view of the whole environment to improve its quality for future generations. They were particularly concerned about cumulative effects.

For the working group this means that some sensitive areas should not be developed such as low-lying flood prone areas and riparian margins. It also means that more than the bare minimum environmental outcomes should be sought. They also noted that the rules in the Auckland Unitary Plan may not always be sufficient and additional area specific planning requirements may be needed to achieve better environmental and cultural outcomes. As part of this cultural monitoring will be necessary to ensure future planning and
development of these areas does protect and enhance their natural and cultural resources in a manner that respects their cultural values.

Mana whenua also identified it is important that existing and future residents and users of the structure plan areas gain a greater understanding of their cultural values, history and connections to the areas. Culturally and/or spiritually significant sites should be restored (in partnership with various parties), and the built environment should reflect Māori culture. The use of Te Aranga Māori design principles as a basis for ensuring local mana whenua design aesthetics are included in developments will be important to achieve this. Te Aranga Māori design principles are outcomes-based principles founded on intrinsic Māori cultural values and are part of the Auckland Design Manual.

The working group also expressed that any future development of these areas should positively contribute to their economic and social well-being. While all in the working group felt that the matter of their economic and social well-being was important, not all felt that the structure planning process was the most appropriate place to enable it.

More specific feedback was also given in relation to:
- water e.g. waterways, water quality, coastal environment, groundwater, recharge and water allocation, stormwater, wastewater
- heritage protection and recognition
- soil, earthworks and sediment control
- biodiversity
- urban design, open space and transport network
- sustainability and natural hazards
- economic development.

For further information about these key matters raised by mana whenua refer to Mana Whenua Engagement Summary, Auckland Council 2019.

Following the public release of the Draft Drury-Opāheke Structure Plan in April 2019, discussions with mana whenua have raised some additional matters and refined preferences on other matters. This includes mana whenua support for:
- town centres in both Drury West and Drury East. These town centres should be ‘transport orientated developments’ to minimise the need for travel and maximise employment and residential densities. These town centres should also have a strong sense of identity and support the social and economic well-being of future communities.
- park and ride facilities located near train stations to cater for outlying rural communities.

The March 2019 Mana Whenua Engagement Summary report has not been updated to reflect this later feedback.

4.3.3 Key planning issues identified in 2017

Interdisciplinary specialist workshops were held in May and July 2017 to review the information and assess it in an integrated way. Information gaps were also addressed.
The main opportunities, constraints and key planning issues were identified. These include:

- transport, movement networks and centres
- residential neighbourhoods
- business and employment
- stormwater and flood hazards
- coastal values.

This is not an exclusive list of all relevant structure planning themes. It illustrates some that have the most influence over future urban land uses and zones.

4.3.4 Phase 1 consultation September – October 2017

The public consultation programme for the Drury – Opāheke Structure Plan started in 2017. This first phase aimed to inform the public and stakeholders about the project and provide opportunities to understand their views. Information on the opportunities, constraints and planning issues and concepts, including maps supporting technical documents, was made available to the public online on the Shape Auckland website from 25 September 2017 until 20 October 2017 and feedback was requested. Opportunities to help shape the structure plan were provided through a series of open days and drop-in sessions. The document Preliminary report – September 2017 Draft Drury Structure Plan process provides a summary of the technical information and planning issues.

A summary of the feedback received is set out in the document Drury Structure Planning Feedback Summary 2017. Key points identified in feedback included:

All matters listed in the survey for planning of Drury – Opāheke were rated more positively than negatively.

Four most highly rated:

- Having a range of employment options.
- Having a range of housing types and sizes.
- Access to community facilities and public services.
- Having public open space.

Four least highly rated:

- Protection and restoration of historic heritage.
- Protection from natural hazards.
- Protection and restoration of natural areas.
- Travel by bicycle.

Transport methods listed in order of rating are:

- public transport
- car
- walking
bicycle.
The feedback provided was considered in the development the next stages of structure planning.

4.3.5 Development of preliminary land use scenarios and preferred option 2018

Land use scenarios were developed for evaluation. This evaluation considered:

- areas that are potentially unavailable for urban development
- potential town centre and accompanying local centre locations
- potential industry locations
- potential residential areas

Estimates for dwellings, population and jobs were developed for each scenario.

These options were evaluated through multi-disciplinary workshops. This selected preliminary preferred options. The preliminary preferred options were set out in The Drury – Opåheke Draft Land Use Plan 2018.

4.3.6 Consultation on draft concepts September – October 2018

A land use map was produced for engagement called the Drury – Opåheke Draft Land Use Plan 2018 in Figure 17 below.
Drury-Opāheke Draft Land Use Plan Map

Figure 17 Drury – Opāheke Draft Land Use Plan 2018
This second consultation phase aimed to inform the public and stakeholders about the Drury – Opāheke Draft Land Use Plan 2018 and provide opportunities to understand their views.

This was held in conjunction with parallel consultation on the Supporting Growth Transport options 2018.

Information on the draft, including maps supporting technical documents, was made available to the public online on the Shape Auckland website from 10 September 2018 until 10 October 2018 and feedback was requested. Opportunities to help shape the draft were provided through a series of open days and drop-in sessions.

A summary of the feedback received is set out in the document Drury-Opāheke structure planning, draft land use plan 2018, engagement summary 2018. Key points identified in feedback are outlined below.

- Most of the feedback supported the overall concept, although many changes were requested, and a few opposed it generally.
- The proposed centres were supported by a majority although some disagreed or proposed a different location or scale of centres. A majority supported centre ‘A’ as the main centre. There were a variety of viewpoints on the best locations of centres in west Drury – Opāheke.
- The majority of feedback on the proposed industrial areas supported them, but some opposed particular locations or wanted other activities to occur in these areas.
- Provision for employment opportunities was highly supported.
- There was overall support for the concept of graded residential from low-density at the edges with medium or high density near centres and public transport. In addition, there was general support for medium density housing.
- Some requested particular provision for residential or business activities on land of interest to them.
- Most feedback supported protection of streams and the avoidance of floodplains, including their restoration and enhancement.
- A lot of feedback requested better provision for sporting facilities and parks.
- Many commented on the need to provide for good transport and this feedback was forwarded to the Supporting Growth team for consideration.

Other feedback included:

- Preferred timing or staging of development.
- Infrastructure and funding issues.
- Specific reference to additional areas which should be included in structure planning.
- Location of and provision of school sites.
- Loss of existing fertile land for residential development.
- Loss of existing rural outlook.
- Flood mitigation around Slippery Creek.
- The need for a hospital.
Heritage protection.

4.3.7 The Draft Drury – Opāheke Structure Plan 2019

The third phase of public engagement requested feedback on the Draft Drury – Opāheke Structure Plan 2019 in April 2019. That document set out a draft land use concept for the structure plan area. This provided more detail than the 2018 draft, considering feedback received in 2018 and further research that was undertaken in late 2018 and 2019. The 2019 draft land use concept plan is shown in Figure 18.
The Draft Drury – Opāheke Structure Plan 2019 was the precursor to this document and addressed all the matters included in this document including:

- the vision for the area
- the growth context
- new centres
- new industrial business areas
- residential neighbourhoods
- transport
- the blue-green environmental network
- open space provision
- heritage and cultural values
- natural hazards
- infrastructure
- other matters.

One hundred and fifty-five pieces of feedback were received from the public, stakeholders and Mana Whenua on the Draft Drury – Opāheke Structure Plan 2019. This feedback was summarised into the following key themes:

- broad strategy
- centres
- environment and water
- industrial/business areas
- Mana Whenua
- managing growth
- open space
- other infrastructure
- residential areas
- transport
- transport and land use integration
- other matters.

The feedback was considered, and more investigations were undertaken to inform responses to the feedback. The feedback and the council’s responses to it are summarised in Appendix 5.

The key changes made to the structure plan in response to feedback and related investigations are summarised below.

4.3.7.1 Transport

Provision of good transport infrastructure has been noted as an issue of particular importance to people throughout consultation. The structure plan confirms the indicative transport network shown in the Integrated Transport Assessment and shown in Figure 7.
This remains similar to the April 2019 draft but has been updated to include the indicative Mill Road route in the south eastern part of the structure plan area.

Provision of park and rides is now noted in Section 4.2.11. This is not a change but explicitly confirms the intention to provide these with stations as requested in feedback.

4.3.7.2 Centres

The overall location and scale of centres has not changed substantively from the April 2019 draft, but the following changes have been made.

The centres are now depicted as more generalised locations on the maps. This recognises that more detailed work will need to be undertaken at the plan change investigation stage to determine the exact location, extent and zoning of centres. This reflects flexibility to adjust provision for centres in accordance with increased knowledge from:

- plan change preparation investigation
- the outcomes of further infrastructure and staging investigations referred to in Section 4.2.13.

Section 3.13 now includes additional guidance on the key outcomes expected of these centres. This will guide future preparation of plan changes. This also addresses some of the concerns raised in feedback such as provision for jobs and integration with public transport. This approach of specifying specific outcomes to be achieved provides more certainty about how these centres are to be designed and developed, while at the same time providing some flexibility as to how those outcomes are to be achieved.

The location for the western centre has been modified a little by shifting to the north side of SH 22 (Karaka Road). It is now shown located between Jesmond Road and Burberry Road alongside SH22.

This location recognises the current direction of urban growth from north to south and can service that growth by providing for centre development nearby, and with, in time, access to both a railway station and FTN bus service within walking distance. This location also has good commercial and job creation potential as a result of visibility to traffic on SH22, and proximity to proposed industrial business areas.

Choice of this western centre locations is preferred over alternative locations to the south of SH 22 recognising that areas to the south of SH 22 are not scheduled for growth soon. Alternative western centre location options further to the west in the structure plan area were also evaluated. However, these alternative locations are also in areas not scheduled for growth soon, require additional infrastructure and would have a poorer commercial and job creation potential.

The precise location and extent of the western centre will also need to be reviewed during plan change investigations.
4.3.7.3 Industrial business areas

There was general strong support for future provision for business and jobs in Drury – Opāheke. There was also specific feedback on the draft industrial business areas shown in the April 2019 either supporting or opposing these areas. The following changes have been made in response to the feedback and further investigations:

- The northern Opāheke industrial area has been reduced in extent by about 5ha. The area south of Ponga Road has been changed from proposed light industry to proposed mixed housing suburban between Ponga Road and the nearby stream.
- An additional area of proposed light industry of about 10 ha has been included between the indicative strategic Mill Road, Fitzgerald Road and Drury Hills Road. This replaces the proposed mixed housing suburban previously shown. This change reflects:
  - feedback requesting greater provision for employment and business
  - the context of existing industrial zoning to the south,
  - proximity to the state highway network,
  - the intended strategic and through traffic function of the Mill Road including connecting business land in Papakura and Drury and
  - mitigation of the partial severance of this land area from proposed residential areas by the indicative Mill Road corridor.

Auckland Transport and the New Zealand Transport Agency are continuing to work to confirm Mill Road alignment options through Drury. When the alignment is confirmed there may be a need to review the land use pattern near the road.

- The edge of the proposed industrial business area in south west Drury has been adjusted. This creates a better alignment of the zone edge with property boundaries and topography in the area between Great South Road and Runciman Road. This adds about 4ha of proposed industrial land.
- Section 3.13 includes additional guidance on the key outcomes expected of these industrial business areas. This addresses some of the issues such as concern about amenity expressed in feedback.
### Glossary of Māori terms

This glossary provides a basic explanation of Māori terms used. For a full explanation of all these terms please see [macridictionary.co.nz](https://macridictionary.co.nz/).

<table>
<thead>
<tr>
<th>term</th>
<th>explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>hui</td>
<td>meeting</td>
</tr>
<tr>
<td>iwi</td>
<td>extended kinship group, tribe</td>
</tr>
<tr>
<td>kaitiaki</td>
<td>custodian, guardian</td>
</tr>
<tr>
<td>mana</td>
<td>prestige, authority, control, power, influence, status, spiritual power</td>
</tr>
<tr>
<td>mana whenua</td>
<td>territorial rights, power from the land, authority over land or territory,</td>
</tr>
<tr>
<td></td>
<td>jurisdiction over land or territory - power associated with possession</td>
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<tr>
<td></td>
<td>and occupation of tribal land</td>
</tr>
<tr>
<td>mauri</td>
<td>life principle, life force… the essential quality and vitality of a being</td>
</tr>
<tr>
<td></td>
<td>or entity</td>
</tr>
<tr>
<td>rangatiratanga</td>
<td>chieftainship, right to exercise authority</td>
</tr>
<tr>
<td>rohe</td>
<td>region, territory, area, border (of land)</td>
</tr>
<tr>
<td>taonga</td>
<td>treasure, anything prized - applied to anything considered to be of value</td>
</tr>
<tr>
<td></td>
<td>including socially or culturally valuable objects, resources, phenomenon,</td>
</tr>
<tr>
<td></td>
<td>ideas and technique</td>
</tr>
<tr>
<td>tikanga</td>
<td>the customary system of values and practices that have developed over</td>
</tr>
<tr>
<td></td>
<td>time and are deeply embedded in the social context</td>
</tr>
<tr>
<td>waahi tapu / wāhi tapu</td>
<td>sacred place or site</td>
</tr>
</tbody>
</table>
# Appendix 1: List of supporting technical documents

<table>
<thead>
<tr>
<th>Report topic</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachment A: Item 8</td>
<td></td>
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<tr>
<td>Category</td>
<td>Author(s)</td>
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<td>------------------------</td>
<td>---------------------------------------------------------------------------</td>
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</table>
## Appendix 2: Auckland Unitary Plan Appendix 1 structure planning guidelines

<table>
<thead>
<tr>
<th>Auckland Unitary Plan Appendix 1 Structure Plan Guidelines</th>
<th>Drury – Opāheke Structure Plan 2019 cross references</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.3 External documents to be taken into account</td>
<td>2.1 (Urban growth context)</td>
</tr>
<tr>
<td>When preparing structure plans, the external documents in the following list are to be considered where appropriate.</td>
<td>4.1.1.1 (Auckland Plan)</td>
</tr>
<tr>
<td>(1) Auckland Plan including the directions of the Auckland Plan to be considered as an integrated whole, Auckland's High-Level Development Strategy (refer to section D of the Auckland Plan), and any sub-regional analyses prepared by the Auckland Council.</td>
<td>4.1.1.2 (FULSS 2017)</td>
</tr>
<tr>
<td></td>
<td>4.2.15 (references the Neighbourhood Design Statement which addresses the Auckland Plan outcomes)</td>
</tr>
<tr>
<td></td>
<td>4.2.13 (references the Future Urban Land Supply strategy 2017)</td>
</tr>
<tr>
<td>(2) National policy statements and national environmental standards including but not limited to the New Zealand Coastal Policy Statement, the National Policy Statement for Freshwater Management and the National Environmental Standards for Electricity Transmission Activities.</td>
<td>4.1.2 (generally summarises relevant national policy statements)</td>
</tr>
<tr>
<td></td>
<td>3.7 and 4.2.5 (relevant to the NPS-FWM and NZCPS)</td>
</tr>
<tr>
<td></td>
<td>4.2.9 (relevant to the NPS-JUC)</td>
</tr>
<tr>
<td>(3) This Plan, in particular the regional policy statement.</td>
<td>4.1.5</td>
</tr>
<tr>
<td>(4) Auckland Council’s 10-year budget (the Long-term Plan) and implementation programmes.</td>
<td>4.1.1.3</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
</tr>
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<td>------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>5</td>
<td>Local board plans and area plans.</td>
</tr>
<tr>
<td>6</td>
<td>Existing integrated catchment management plans and associated network discharge consents.</td>
</tr>
<tr>
<td>7</td>
<td>Strategies, plans, codes of practice or programmes of economic, environmental, social and cultural infrastructure providers, with particular regard to the Regional Land Transport Plan, Auckland Transport’s Integrated Transport Programme and Watercare’s Asset Management Plan.</td>
</tr>
<tr>
<td>8</td>
<td>Iwi planning documents.</td>
</tr>
<tr>
<td>9</td>
<td>Treaty settlement legislation.</td>
</tr>
<tr>
<td>10</td>
<td>Auckland Council’s Parks and Open Space Strategy Action Plan.</td>
</tr>
<tr>
<td>11</td>
<td>Auckland Council’s Auckland Design Manual.</td>
</tr>
<tr>
<td>12</td>
<td>Auckland Council’s Code of Practice for Land Development and Subdivision.</td>
</tr>
</tbody>
</table>

1.4 Matters to identify, investigate and address
A structure plan is to identify, investigate and address the matters set out below.

1.4.1 Urban growth

1. The future supply and projected demand for residential and business land in the structure plan areas to achieve an appropriate capacity to meet the sub-regional growth projections in the Auckland Plan adopted under the Local Government (Auckland Council) Act 2009. | 2.1 (sub regional growth) 3.2, 3.3, 3.4 and 3.5 4.2.9 (business land demand) |
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>References</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>The phases and timing for the staged release of greenfield land or the staged conversion of land within the existing urban area to a more intensive activity for urban development or for comprehensive redevelopment, in coordination with infrastructure.</td>
<td>4.2.13</td>
</tr>
<tr>
<td>9</td>
<td>The location, type and form of the urban edge, its appropriateness to the structure plan area and the surrounding area and how transitions between the area to be urbanised and other areas with different activities, building types and densities or levels of intensity are to be managed.</td>
<td>2.2, 3.4 and 3.5, 4.3.7.2 and 4.3.7.3</td>
</tr>
<tr>
<td>10</td>
<td>Linkages and integration with existing urban-zoned and/or rural-zoned land adjoining the structure plan area through careful edge or boundary treatment.</td>
<td>As above and 3.6, 3.7 and 4.2.11</td>
</tr>
<tr>
<td>11</td>
<td>Opportunities to improve access to landlocked parcels, including Māori land.</td>
<td>4.2.11</td>
</tr>
</tbody>
</table>

### 1.4.2. Natural resources

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>References</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The protection, maintenance and enhancement of natural resources, particularly those that have been scheduled in the Unitary Plan in relation to mana whenua, natural resources, and the coastal environment.</td>
<td>3.5, 3.7, 3.8, 3.9 and 3.11, 3.13 and 3.14, 4.2.1, 4.2.3, 4.2.4, 4.2.5 and 4.2.15</td>
</tr>
<tr>
<td>2</td>
<td>Demonstrate how proposed subdivision, use, and development will protect, maintain and enhance the values of the resources identified in 1.4.2(1) above.</td>
<td>As above</td>
</tr>
<tr>
<td>3</td>
<td>The integration of green networks (such as freshwater and coastal water systems, and ecological corridors) with open space and pedestrian and cycle networks, showing how they reflect the underlying natural character values and provide opportunities for environmental restoration and biodiversity.</td>
<td>3.7, 3.8, 3.13 and 3.14, 4.2.1, 4.2.4, 4.2.5, 4.2.7 and 4.2.15</td>
</tr>
<tr>
<td>4</td>
<td>Measures to manage natural hazards and contamination.</td>
<td>3.10, 3.13, 3.14, 4.2.2, 4.2.5 and 4.2.10</td>
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</tr>
<tr>
<td>(5)</td>
<td>The location of mineral resources and how access to regionally significant extractable deposits is to be managed.</td>
<td>4.2.11 (known deposits are outside the structure plan area on its eastern edge and access to them has been taken into account in transport)</td>
</tr>
</tbody>
</table>

### 1.4.3. Natural and built heritage

| (1) | The existence of natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, mana whenua, natural resources, coastal environment, historic heritage and special character. | 3.7 and 3.9, 4.2.1, 4.2.3, 4.2.4 and 4.2.5, 4.2.15 |

### 1.4.4. Use and activity

<p>| (1) | Contribution to a compact urban form and the efficient use of land in conjunction with existing urban areas to give effect to the regional policy statement. | 3.1, 3.2, 3.3, 3.4, 3.5, 3.6 and 3.13, 4.2.11 and 4.2.15 |
| (2) | The adoption of standard Unitary Plan methods and provisions where possible to ensure a consistent approach across the region by all of the following: |
| (a) | seeking to avoid the introduction of additional zones; | Figure 1 |
| (b) | recognising the values of natural heritage, mana whenua, natural resources, coastal, historic heritage and special character through identification of sites or places to be scheduled and the use of existing overlays in the Plan; and | 3.7, 3.9, 3.11 and 3.14, 4.2.1, 4.2.3, 4.2.4, 4.2.15 |
| (c) | recognising specific place-based provisions through the use of precincts. | 3.14 |
| (3) | Establishment of new centres and the expansion of existing centres in ways that complement the hierarchy and network of existing centres. Centres should be located and designed to | 3.1, 3.2, 3.3, 3.6, 3.7 and 3.13, 4.2.9, 4.2.11, 4.2.14 and 4.2.15 |</p>
<table>
<thead>
<tr>
<th>Item 8</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>maximise access by walking, cycling and public transport.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(4)</strong> A mix of residential intensities sufficient to support the vitality of centres and communities and to provide housing and transport choice.</td>
<td>3.1, 3.2, 3.3, 3.5, 3.6 and 3.13. 4.2.11 and 4.2.15</td>
</tr>
<tr>
<td><strong>(5)</strong> A mix and distribution of land uses within the structure plan area to provide opportunities for business activities and employment, community facilities and open space close to where people live.</td>
<td>3.1, 3.2, 3.3, 3.4, 3.5, 3.7, 3.8 and 3.13 4.2.6, 4.2.7 and 4.2.9</td>
</tr>
<tr>
<td><strong>(6)</strong> The location and protection of infrastructure and management of reverse sensitivity effects on infrastructure from subdivision, use and development.</td>
<td>4.1.2.3 4.2.11, 4.2.12 and 4.2.13</td>
</tr>
<tr>
<td><strong>(7)</strong> The location and protection of use and development and management of reverse sensitivity effects on use and development.</td>
<td>3.4 and 3.13</td>
</tr>
<tr>
<td><strong>1.4.5. Urban development</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(1)</strong> A desirable urban form at the neighbourhood scale including all of the following:</td>
<td>3.2, 3.5 and 3.13 4.2.11 and 4.2.15</td>
</tr>
<tr>
<td><strong>(a)</strong> a layout providing pedestrian connectivity with a network of streets and block sizes which allow for a choice of routes, particularly near centres and public transport facilities;</td>
<td>3.3, 3.5 and 3.13 4.2.15</td>
</tr>
<tr>
<td><strong>(b)</strong> provision of a diversity of site sizes within blocks to enhance housing choice, accommodate local small-scale community facilities and where appropriate enable a range of business activity and mixed use;</td>
<td>3.8 4.2.7 and 4.2.15</td>
</tr>
<tr>
<td><strong>(c)</strong> provision of open spaces which are highly visible from streets and of a scale and quality to meet identified community needs;</td>
<td>3.3, 3.4, 3.5, 3.7 and 3.13</td>
</tr>
<tr>
<td><strong>(d)</strong> appropriate transitions within and at the edge of the structure plan area between different land use activities, intensities and densities; and</td>
<td></td>
</tr>
<tr>
<td>(e)</td>
<td>the application of an integrated storm water management approach within developments to reduce impacts on the environment while enhancing urban amenity.</td>
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<tr>
<td>-----</td>
<td>-------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>

### 1.4.6. Transport networks

<table>
<thead>
<tr>
<th>(1)</th>
<th>Integration of land use and development with the local and strategic transport networks.</th>
<th>3.6 and 3.13</th>
<th>4.2.11 and 4.2.15</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>(2)</th>
<th>Layout of the transport network and facilities in a manner that is safe, attractive, efficient, and resilient to hazards, well connected to local facilities and integrated with land uses, the surrounding area and the wider transport network.</th>
<th>3.6 and 3.13</th>
<th>4.2.11 and 4.2.15</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>(3)</th>
<th>Support for transport and accessibility that is multi-modal and interconnected with an appropriate number and location of access points.</th>
<th>3.6 and 3.13</th>
<th>4.2.11 and 4.2.15</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>(4)</th>
<th>Transport effects on land uses and the management of these effects.</th>
<th>3.6</th>
<th>4.2.11, 4.2.13 and 4.2.15</th>
</tr>
</thead>
</table>

### 1.4.7. Infrastructure

| (1) | The location and protection of existing and planned infrastructure, including network infrastructure corridors. | 4.2.5, 4.2.11, 4.2.12 and 4.2.13 |
|-----|--------------------------------------------------------------------------------------------|--------------------------|------|

| (2) | The location, scale and capacity of existing and new infrastructure to serve the structure plan area. | 4.2.5, 4.2.11, 4.2.12 and 4.2.13 |
|-----|--------------------------------------------------------------------------------------------|--------------------------|------|

<table>
<thead>
<tr>
<th>(3)</th>
<th>The location, scale and function of stormwater management facilities based on the principles of an integrated stormwater management approach, including the retention of natural water systems and the primary use of onsite flow and quality controls (and related impervious area limits) to manage stormwater runoff from proposed sites and roads.</th>
<th>3.7</th>
<th>4.2.5</th>
</tr>
</thead>
</table>

| (4) | The location, scale, function and provision of community facilities, including educational, health, | 3.8 |
|-----|--------------------------------------------------------------------------------------------|--------------------------|------|
welfare and cultural facilities and open space to cater for the needs of communities in the structure plan area and neighbouring areas.

<table>
<thead>
<tr>
<th>1.4.6. Feedback from stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Feedback from landowners, infrastructure providers, council controlled organisations and communities gained through consultation during the structure planning process.</td>
</tr>
<tr>
<td>4.3</td>
</tr>
</tbody>
</table>

1.5. Specialist documents to support the structure plan and plan changes process

The scale and detail of the investigation and reporting required needs to be at a level appropriate to the scale of the area subject to the structure planning process and the complexity of the issues identified by the process. Reports may be required on the matters listed below to support the structure planning and plan change process.

<table>
<thead>
<tr>
<th>(1) Land use:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) evaluation of the identified role of and principal objectives for the structure plan area in terms of land uses and amenity values;</td>
</tr>
<tr>
<td>3.1</td>
</tr>
<tr>
<td>(b) assessment against any relevant sub-regional spatial plan; and</td>
</tr>
<tr>
<td>4.1</td>
</tr>
<tr>
<td>(c) analysis of anticipated land use supply and demand informing the spatial allocation of areas for different activities, intensities and densities.</td>
</tr>
<tr>
<td>2.1, 3.2, 3.3, 3.4 and 3.5</td>
</tr>
<tr>
<td>4.29</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(2) Infrastructure:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) integrated catchment management plan - stormwater management plan, including network plans, updates to catchment or zone management plans and variations to existing or new network discharge consents, where relevant;</td>
</tr>
<tr>
<td>4.25</td>
</tr>
<tr>
<td>(b) integrated transport assessment;</td>
</tr>
<tr>
<td>4.211</td>
</tr>
<tr>
<td>(c) water and wastewater servicing plan; and</td>
</tr>
<tr>
<td>4.212</td>
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<tr>
<td>Item</td>
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<tr>
<td>------</td>
</tr>
<tr>
<td>(d)</td>
</tr>
<tr>
<td>(3)</td>
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<tr>
<td>(a)</td>
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<tr>
<td>(f)</td>
</tr>
<tr>
<td>(g)</td>
</tr>
<tr>
<td>(h)</td>
</tr>
</tbody>
</table>
Appendix 3: Summary of potential matters to be addressed in plan changes

Transport and land use integration – consider:

- A precinct plan showing transport infrastructure and related transport precinct provisions should be considered. This should include the ITA recommended network as a minimum. Also consider whether more transport detail than this is required such as, for example, locations where traffic signals or other mechanisms to provide for pedestrian connectivity are specifically required. This may need to be addressed in a more detailed ITA prepared for any plan change.

- Increased urban density near railway stations and along the FTN corridor needs to be ensured. Consideration should be be given as to what is the most effective method to ensure a reasonable minimum density. Up-zoning to THAB to gain greater height and therefore dwelling density will not necessarily provide enough density if extra height above two storeys is not commercially feasible. Consideration of how precinct provisions can enable/require better horizontal density could be useful. Minimum dwelling densities (e.g. 35 per ha) or minimum occupant densities (e.g. 90 persons per ha) could be specified to give greater freedom of design and use mix.

- How the local street network can provide a high level of connectivity using a rectangular grid as much as possible.

- How to ensure that street block size and length should be not too large or too long (greater than 120m long) to provide for connectivity, particularly in areas close to centres and public transport.

- Street block depth that accommodates rear loading (rear garaging on lanes) in areas where we want more intensive housing formats with narrow sites while retaining good street amenity including room for street trees and stormwater planting. Standard detached house block depth of 50m is not usually enough to accommodate rear loading. Between 60-75m block depth may be required. Medium density areas with narrow site blocks and front loading with driveways across the road berm do not usually leave enough unsealed area in the berm for significant areas of street planting.

- Park edge roads.

- How integrated walking and cycling networks can be provided including along roads, reserves, streams and other corridors.

Open space – consider:

- Inclusion of indicative open space, indicative riparian margins and other elements of the blue-green network in precinct plans.

- How to refine the location, scale and purpose of parks as land use and road layouts become more certain.

- Provision for active urban edges facing parks.

- Provision for additional tree planting in parks.

Industrial business areas – consider:

- Refining the location of the edges of the industrial business areas.
• How to maintain good amenity at the industry / residential interface and where the industry faces onto a main public road. This applies to circumstances where the interface is a road, and possibly to circumstances where the interface is at a back boundary.
• How to maintain good amenity where an industrial area faces onto a stream riparian area by providing large set-backs, park edge roads and controls on building bulk and controlling yard activities near streams.
• How to ensure that yards and storage areas are not located in floodplains where their contents could be washed away causing contamination and blockages in storm events.
• That large building footprints do not result in extensive cutting or filling near streams or in floodplains, or the infilling of streams.

Centres – consider:
• The refinement of the location, scale and subcomponents of all centres.
• How mixed-use can be provided for in all centres.
• How a good interface between buildings and public streets can be achieved. Form codes could be considered.
• How to achieve good connectivity within the road network and to public transport.
• How centres can make the most of the movement economy provided by busy roads while at the same time, the effects of that traffic are managed to provide a safe environment and good urban amenity.
• How centres are integrated with the surrounding urban environment.
• How centres that are located close to streams can protect and respond positively to that stream environment.

Natural hazards – consider:
• Controls to ensure habitable buildings are set back from future coastal erosion areas in Drury. Requires additional research to identify these areas.
• Further research on lateral spread risk and whether controls are required for this.
• Controls on building within 20m of the Drury faultline
• Appropriate land use controls for the Slippery Creek floodplain. Research to date indicates that the standard Auckland Unitary Plan approach of underlying urban zoning with rules that prevent building may be not the most appropriate planning response given the scale of this floodplain and its interconnected nature.
• Consideration may need to be given to other options such as rural zoning, open space, works to manage flooding, or some combination of these.

Blue-green network - consider
• Controls to require restoration and enhancement of all stream margins. The structure plan generally proposes a 20m riparian restoration margin along streams. However, the actual width of the riparian restoration margin will be subject to more detailed investigation at the plan change stage and may differ from 20m.
• A range of mechanisms to enhance biodiversity generally.
• Provision of an interconnected set of recreational paths.
- Provision of a higher percentage of permanent tree cover as native forest restoration.
- Additional controls to on stormwater runoff and contaminant discharges as research to date indicates that the standard Auckland Unitary Plan controls may not be adequate to protect the streams and Manukau Harbour. This should include the water sensitive design principles set out in Appendix 4.
- Identification and scheduling of notable trees.

**Cultural and heritage values – consider:**

- How the cultural values of the awa (streams) and Te-Manukanuka-O-Hetoora (Manukau Harbour) can be recognised and protected.
- How Te Aranga Māori Design Principles can be incorporated into development of Drury – Opāheke.
- How sites of significance to mana whenua can be recognised and protected.
- How more general historic heritage themes can be retained and represented in ongoing development.
### Appendix 4: Water sensitive design principles

**Key Principles**

- Working with the existing landform - minimising cutting and filling that effects infiltration and changes the natural flowpaths, as far as practicable.
- Minimise impervious surfaces and land disturbance thereby retaining the natural infiltration capacity of the soil.
- Apply exemplar erosion and sediment control measures (in particular small site development) to minimise the impact on the downstream receiving environment.
- Disconnection of impervious surfaces from the receiving environment to encourage infiltration and attenuation prior to discharge to the stormwater system.
- Maximise soil infiltration for hydrology mitigation and ground water recharge.
- Re-vegetation/planting to reduce runoff and erosion and maximise biodiversity.
- Reduce contaminant sources by avoiding zinc/copper roof material.
- Provide attenuation to peak flows in extreme events (up to the 1% AEP) where there is the potential to increase flood risk to others downstream.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Requirements</th>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Hydrological mitigation – retention and detention</td>
<td>• above ground rainwater storage/re-use tanks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• rain gardens/plant boxes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• underground storage tanks, structural cells</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• permeable pavement and porous concrete</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• filter trenches/trench drains</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Note: infiltration for retention is preferred.</td>
</tr>
<tr>
<td>Primary stormwater conveyance</td>
<td>In order of preference:</td>
<td>1. soakholes (where practicable, and subject to testing)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. retain and enhance permanent and intermittent streams</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. swales</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. Pipe network</td>
</tr>
<tr>
<td>Secondary stormwater conveyance</td>
<td>In order of preference:</td>
<td>1. retain and enhance permanent and intermittent streams</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. swales and open channels</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. road corridors</td>
</tr>
</tbody>
</table>
| Flood risk attenuation (where required) | 1. ‘at source’ storage, e.g. underground storage  
2. wetlands.  
3. ‘Dry’ basins with multi-purpose functionality |
<table>
<thead>
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<th></th>
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</thead>
<tbody>
<tr>
<td>All roads/ carparking and High Contaminant Generating Activities (HCGAs)</td>
<td>Hydrological mitigation - retention and detention</td>
</tr>
</tbody>
</table>
| Stormwater treatment | rain gardens  
- tree pits  
- filter trenches/trench drains  
- permeable pavement and porous concrete  
Note: infiltration for retention is preferred. |
| Primary Stormwater Conveyance | In order of preference:  
1. soakholes (where practicable, and subject to testing)  
2. retain and enhance permanent and intermittent streams  
3. swales  
4. pipe network |
| Secondary Stormwater Conveyance | In order of preference:  
1. retain and enhance permanent and intermittent streams  
2. swales and open channels  
3. road corridors |
| Flood Risk Attenuation (where required) | In order of preference:  
1. ‘at source’ storage, e.g. underground storage  
2. wetlands  
3. ‘dry’ basins with multi-purpose functionality |
| Business | Hydrological Mitigation - Retention and Detention |
| | - Rainwater storage tanks (above or below ground)  
- Rain gardens/planter boxes  
- Permeable pavement and porous concrete  
- Filter trenches/trench drains  
- Detention basins |
<table>
<thead>
<tr>
<th>Stormwater Treatment</th>
<th>Primary Stormwater Conveyance</th>
<th>Secondary Stormwater Conveyance</th>
<th>Flood Risk Attenuation (where required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Rain gardens</td>
<td>In order of preference:</td>
<td>In order of preference:</td>
<td>1. 'at source' storage, e.g. underground storage</td>
</tr>
<tr>
<td></td>
<td>1. soakholes (where practicable, and subject to testing)</td>
<td>1. retain and enhance permanent and intermittent streams</td>
<td>2. wetlands</td>
</tr>
<tr>
<td></td>
<td>2. retain and enhance permanent and intermittent streams</td>
<td>2. swales and open channels</td>
<td>3. 'dry' basins with multi-purpose functionality</td>
</tr>
<tr>
<td></td>
<td>3. swales</td>
<td>3. road corridors</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Pipe network</td>
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</table>

Note: Infiltration for retention is preferred. Where retention is not achieved then treatment of impervious surfaces is required prior to discharge.
Appendix 5: Draft Drury-Opāheke Structure Plan 2019 feedback summary and responses

What people said

People provided written feedback via three methods — online feedback form, emailed feedback or hardcopy feedback. Electronic feedback forms were either filled in online or information was received in email form. Completed hardcopies were received at events, posted, or delivered to libraries or service centres. People also provided verbal feedback at engagement events.

In total, 222 items of written feedback were received from people and organisations in response to the April 2019 draft Drury-Opāheke and Pukekohe-Paerata structure plans. This included feedback from the Papakura Local Board and the council's Youth Advisory Panel. Out of this total, 155 pieces of feedback referred specifically to Drury-Opāheke.

To best summarise the feedback received, this report has grouped the feedback into 13 key themes:

- Theme 1: Broad strategy
- Theme 2: Centres
- Theme 3: Environment and water
- Theme 4: Industrial business
- Theme 5: Mana whenua The Draft Drury-Opāheke Structure Plan 2019 proposes to protect the water quality and biodiversity values of the stream network and the receiving marine environment. It also clearly seeks to avoid development within floodplains. The council’s Healthy Waters department has undertaken additional analysis on the issue of stream bank erosion and this work highlights the risks from sedimentation on the harbour as a result of increased run-off from urban development. Theme 3 above discusses these matters in more detail.
- The Drury-Opāheke Structure Plan 2019 has slightly modified the location for the western centre by shifting it to the north side of State Highway 22 (Karaka Road). This now aligns more closely with the location supported in the mana whenua feedback. Theme 2 above discusses this in more detail.

Theme 10 below discusses the preferred Mill Road option and park and ride facilities, and themes 2 and 11 discusses the changes made which address concerns about greater integration between centres and public transport.

- Theme 6: Managing growth
- Theme 7: Open space
- Theme 8: Other infrastructure
- Theme 9: Residential
- Theme 10: Transport
- Theme 11: Transport and land use integration
- Theme 12: Other

Each of these themes is summarised below with responses in italics.
Theme 1: Broad strategy

There was support for the Draft Drury-Opāheke Structure Plan 2019 in general, with 37 pieces of feedback agreeing with its overall intent and vision for future development in the area. Eighteen pieces of feedback were opposed to the plan and/or the consultation process. A small number of these stated that their reason for opposition was urban development on fertile agricultural land and the impacts on food production. Other concerns raised about the plan included development impacts on water quality, flooding, and existing residents.

The issue of protection of productive soils from urbanisation in Drury-Opāheke was addressed during the Auckland Unitary Plan hearing process. The Rural Urban Boundary location was finalised following evidence and appeals which included consideration of the location of productive soils. The intention of the structure planning process is to consider appropriate urban land uses for the Drury-Opāheke Future Urban Zone; not review its location.

The other theme subsections below address some of the other issues raised. Also, Section 3.13 of the Drury-Opāheke Structure Plan 2019 now includes additional guidance on the key outcomes expected of urban design and development. This will guide the preparation of future plan changes. This also addresses some of the concerns raised in feedback. This approach of specifying specific outcomes to be achieved provides more certainty about how Drury-Opāheke should be designed and developed, while at the same time providing some flexibility as to how those outcomes are to be achieved.

Theme 2: Centres

There were 67 pieces of feedback supporting the locations of the proposed centres in general. Some feedback included opposition to/concern about the proposed centres. Concerns included impacts on existing residents’ rural lifestyles, potential displacement of services and industries that support rural areas, and impacts on the success of Papakura town centre. Some feedback suggested alternative centre locations.

Drury Centre

There were eighteen feedback items that supported the main centre being near the existing Drury Village and near the proposed train station. Eleven expressed support for all or part of Kiwi Property’s proposal of consolidating the centre on their site, changing the zoning, and the area being developed earlier. The earlier staging had additional support, with 16 pieces of feedback seeking that this Drury centre be included within an early stage of development.

Drury West Centre

Although the Drury West centre had general support, feedback was split on its proposed location. Twenty-one items of feedback were received that requested a location slightly east of the proposed location. Nine pieces of feedback requested a location further west.
The feedback supporting the centres is noted. The overall extent of centres and proposed in the Draft Drury-Opāheke Structure Plan 2019 was generally consistent with centre business land demand assessments undertaken for the area and this approach is therefore continued. This enables the proposed centres to form the core of a prosperous Drury-Opāheke community as it grows in the future.

The overall location and scale of centres has not changed substantively from the April 2019 draft, but the following changes have been made.

The centres are now depicted as more generalised locations on the maps. This recognises that more detailed work will need to be undertaken at the plan change investigation stage to determine the exact location, extent and zoning of centres. This reflects flexibility to adjust provision for centres in accordance with increased knowledge from:

- plan change preparation investigation
- the outcomes of further infrastructure and staging investigations referred to in Section 4.2.13 of the structure plan.

Section 3.13 of the structure plan now includes additional guidance on the key outcomes expected of these centres. This will guide the preparation of future plan changes. This also addresses some of the concerns raised in feedback such as provision for jobs and integration with public transport. This approach of specifying specific outcomes to be achieved provides more certainty about how these centres are to be designed and developed, while at the same time providing some flexibility as to how those outcomes are to be achieved.

A number of alternative western centre locations were re-evaluated to consider possible alternative centre locations requested in feedback. As a result of that review, the location for the western centre has been modified by shifting it to the north side of SH 22 (Karaka Road). It is now shown located between Jesmond Road and Burberry Road alongside SH 22.

This location recognises the current direction of urban growth from north to south and can service that growth by providing for centre development nearby, and with access, to both a railway station and frequent transport network bus service within walking distance. This location also has good commercial and job creation potential as a result of visibility to traffic on SH 22, and proximity to proposed industrial business areas.

This western centre location is preferred over alternative locations to the south of SH 22 recognising that areas to the south of SH 22 are not scheduled for growth soon and require additional transport infrastructure for which funding is not currently allocated. Alternative western centre location options further to the west in the structure plan area were also evaluated. However, they are in areas that are not scheduled for growth soon, require additional infrastructure and would have a poorer commercial and job creation potential.
Theme 3: Environment and water

Key issues grouped in this theme include flooding, flood mapping, stream protection and management, and other natural environment concerns. There were 36 pieces of feedback about these issues.

There were 11 pieces of feedback that supported the stream protection measures such as the proposed riparian margins on permanent and intermittent streams, including several that suggested stronger protection measures were needed. Six pieces of feedback opposed or suggested changes to the proposed riparian margins. Four of these requested that riparian margins be 20 metres on permanent streams and 10 metres on intermittent streams, as proposed in the draft stormwater management plan for the Draft Drury-Opāheke Structure Plan 2019.

The Drury-Opāheke Structure Plan 2019 continues to propose the use of riparian restoration margins. Riparian margins and planting will help to protect and enhance:

- the receiving freshwater and marine environments
- storm water conveyance
- amenity values
- cultural values
- and ecological outcomes.

In some cases where streams also qualify for an esplanade reserve, recreational paths or greenways will also be provided.

Since the April 2019 draft structure plan consultation, the council’s Healthy Waters department has undertaken additional analysis on the issue of stream bank erosion as a continuation of the draft stormwater management plan. This work highlights the risks from sedimentation on the harbour as a result of increased run-off from urban development. A 10-metre riparian margin may be inadequate to manage these effects. The stormwater management plan prepared for the structure plan will be updated to recommend a general 20-metre riparian buffer for all streams as this may be needed for works to stabilise the stream, convey flood flows and provide for self-sustaining riparian planting. More detailed investigation at the plan change preparation stage will confirm the actual width of riparian protection on particular streams.

Therefore, the structure plan continues to generally recommend 20-metre wide riparian protection on streams. However, the actual width will be subject to more detailed investigation at the plan stage and may differ from 20m.

There were 21 pieces of feedback received which raised concerns about the environmental impacts of development, including:

- impacts on water quality and streams from contaminants (during and after development)
- impact on the Manukau Harbour
- the volume of stormwater
• impacts on wildlife and native trees
• impacts of road development, especially the Mill Road corridor
• protection of significant ecological areas, and ecological sites and links.

The Drury-Opāheke Structure Plan 2019 proposes to protect the water quality and biodiversity values of the stream network and the receiving marine environment. Sedimentation from stream bank erosion is a major contributing factor towards degrading the marine environment. The creation of riparian margins alongside streams is one of the key management methods to limit the adverse effect of land uses. The stormwater management plan also identifies water-sensitive designs to address the effects of light industry land uses on the freshwater environment. The plan change process will incorporate additional planning mechanisms to protect the streams and significant ecological areas.

Sixteen pieces of feedback commented on flooding. Five suggested floodplains (either in general or specific areas) remain in rural zoning or as green space. Another piece of feedback included concerns about reverse sensitivity if rural zones were surrounded by urban development (i.e. that urban development would be more sensitive to rural land uses and would prevent rural activities from continuing successfully). There were six pieces of feedback disagreeing with council’s approach regarding floodplains, seeking for development to be allowed in floodplains and suggesting that development could be managed via large sections and on-site stormwater management.

The Drury-Opāheke Structure Plan 2019 clearly seeks to avoid development within floodplains. This is consistent with the outcomes of the Auckland Unitary Plan which seek to avoid creating new flooding hazard risks to people and property. Specific zoning/planning mechanisms will be refined at the time of the plan change. The plan change investigations could consider wide range of planning mechanisms additional to standard unitary plan rules such as such as controls requiring larger lot sizes, rural zones, various urban zones, open space zones or additional on-site management.

**Theme 4: Industrial business**

Eighty-nine items of feedback were received that addressed the industrial business zoning.

The majority of this feedback supported the spatial extent of industrial business land proposed in the Draft Drury-Opāheke Structure Plan. Some feedback included requests that more industrial business land be provided to create greater employment opportunities.

There was general support for the proposed industrial business land areas in north Opāheke and south-west Drury between SH1 and the Ngakorua Stream, although a few pieces of feedback proposed alternative business activities on land near the Drury interchange.
Several pieces of feedback opposed industrial business land in specific areas, and/or were concerned about the interfaces between industrial business land, residential land and adjacent streams. Suggested changes included:

- Remove industrial zoning between Fitzgerald Road and the existing Drury South industrial area – should be residentially zoned instead.
- Remove industrial zoning south of Ponga Road.
- Have green belts and/or roads as buffers between industrial and residential areas, and also along adjacent streams such as Hingaia Stream.

The strong support for business and job opportunity in the structure plan area has been noted. Accordingly, the following location specific review of proposed industrial business land maintains this potential overall.

The spatial extent of industrial business land proposed in the Draft Drury-Opāheke Structure Plan 2019 was generally consistent with business land demand assessments undertaken for the structure plan area. These assessments also confirmed that the proposed centres in the structure plan area would be enough to accommodate the alternative business activities sought in some feedback on proposed industrial land near the Drury interchange.

Regarding feedback received opposing the industrial zoning between Fitzgerald Road and the existing Drury South industrial area, it is considered that amenity concerns raised in the feedback are addressed by Fitzgerald Road acting as a physical buffer between residential and industrial land in the structure plan area. The effectiveness of this buffer is further enhanced by topographical differences between residential and industrial land on opposing sides of Fitzgerald Road. Future plan changes for the structure plan area may also include the application of precinct controls over industrial land to provide additional buffering where this is deemed necessary to ensure that amenity effects are adequately mitigated.

In response to feedback received regarding the use of green belts and/or roads as buffers between industrial and residential areas, buffers of this nature have been utilised for most of the industrial land in the structure plan area, including where this land adjoins existing streams, such as the Hingaia Stream and Ngakoroa Stream.

The absence of a green belt and/or road buffer between proposed industrial and residential areas on the southern side of Ponga Road is not ideal in terms of adequately addressing amenity effects. Therefore, the proposed five-hectare industrial area on the southern side of Ponga Road has been removed and the adjoining mixed housing suburb area extended eastwards to take its place.

The edge of the proposed industrial area in south west Drury has been reviewed and adjusted slightly. This creates a better alignment between the zone boundary with topographic features and property boundaries in the area between Great South Road and Runciman Road, instead of cutting across properties. This increases the area of proposed light industry by about four hectares.
The Supporting Growth Alliance has refined the indicative Mill Road route in south Drury since April 2019. The refined indicative route now runs part way between the previous A and B options. Proposed land uses in this area have been reviewed in conjunction with this. Consequently, an additionally area of about 10 hectares of light industry is proposed between the indicative strategic Mill Road and the existing Fitzgerald Road and Drury Hills Road. This replaces the mixed housing suburban previously shown. This change reflects:

- feedback requesting greater provision for employment and business
- the context of existing industrial zoning to the south
- proximity to the state highway network
- the intended strategic and through traffic function of Mill Road including connecting business land in Papakura and Drury
- mitigation of the partial severance of this land area from proposed residential areas by the Mill Road corridor.

The Supporting Growth Alliance has commenced review of the location of the indicative Mill Road corridor. These options include a corridor that runs between the two previous Mill Road Corridor A and B options shown in the April 2019 draft structure plan consultation. While the structure plan has been updated to include the technical work undertaken to date (for the indicative Mill Road south option), there is ongoing consultation and evaluation of options before a route is confirmed. The Supporting Growth Alliance is consulting with landowners in the vicinity of this corridor and their current programme is to confirm a preferred route through this area in 2020.

Section 3.13 of the structure plan includes additional guidance on the key outcomes expected in these industrial business areas. This addresses some of the issues such as concern about amenity expressed in feedback. These outcomes should be considered in the preparation of plan change precincts as indicated in Appendix 3.

Theme 5: Mana whenua

Three items of feedback were received from some mana whenua interests through the public feedback process. Feedback included:

- The need for greater protection and enhancement of the natural environment and cultural landscapes. More recognition needed of the Manukau Harbour and waterways.
- Opposition to increases in discharges of contaminants and concern about the impact of development on the Manukau Harbour, water quality and on elite soils.
- Support for the Kiwi Property's land release/staging plan.
- Changes to centres, including support for the Kiwi Property proposal of developing the Drury Centre train station and centre earlier, and support for the MADE proposal for Drury West.
- Support for transport orientated development and park and ride facilities at train stations.
- Support for Mill Road option B due to impacts option A would have on mature native trees.
The Drury-Otāhuhu Structure Plan 2019 proposes to protect the water quality and biodiversity values of the stream network and the receiving marine environment. It also clearly seeks to avoid development within floodplains. The council’s Healthy Waters department has undertaken additional analysis on the issue of stream bank erosion and this work highlights the risks from sedimentation on the harbour as a result of increased run-off from urban development. Theme 3 above discusses these matters in more detail.

The Drury-Otāhuhu Structure Plan 2019 has slightly modified the location for the western centre by shifting it to the north side of State Highway 22 (Karaka Road). This now aligns more closely with the location supported in the mana whenua feedback. Theme 2 above discusses this in more detail.

Theme 10 below discusses the preferred Mill Road option and park and ride facilities, and themes 2 and 11 discusses the changes made which address concerns about greater integration between centres and public transport.

**Theme 6: Managing growth**

**Staging**

There was general opposition to the proposed staging for the Drury-Otāhuhu structure plan area, with 55 items of feedback mentioning this topic. The main concerns raised were around providing the infrastructure first and staging the Drury Centre earlier, as mentioned in Theme 2: Centres above.

The main infrastructure mentioned in feedback was transport networks, including train stations and new/upgraded roads. There was a strong theme in the feedback that train stations and roads should be prioritised – and preferably built before other development starts in the area.

Some feedback included suggestions to prioritise certain types of areas for development: those close to train stations or motorways, and centres or industrial areas.

**Staging and prioritising infrastructure with land development to manage congestion and other effects is an important issue for the future of Drury-Otāhuhu. There are significant challenges to funding the infrastructure required. Work is ongoing to address these funding challenges and staging options.**

**Development outside the Future Urban Zone**

Six items of feedback were received that requested additional sites/areas be included within the structure planning area. This included the current Countryside living zone east of Drury Hills Road, land adjoining the new road corridors, and two specific sites (one of which is partially within the structure planning area).

**The scope of this structure planning process is to consider appropriate urban land uses for the Drury-Otāhuhu Future Urban Zone. The scope does not include land outside of the Drury-Otāhuhu Future Urban Zone.**
Theme 7: Open space

There was general support for open space being provided in the structure plan area, but most feedback on this theme asked for alternative locations and/or additional space/facilities to be provided. The facilities requested included sports fields to meet demand in the area, fitness trails, a recreation centre and dedicated dog parks. Specific locations suggested for additional open space were the gliding club land and the Hingaia and Slippery Creek floodplains.

The park locations shown on the structure plan maps are indicative only. They have been determined using the provision metrics in the council’s Open Space Provision Policy 2016. As part of the plan change process that will follow the adoption of the structure plan, the location, area and configuration of any parks will be addressed in greater detail. Similarly, the function of individual parks will be determined following further assessment.

Theme 8: Other infrastructure

General

There was general support in the feedback for infrastructure upgrades in the Drury-Opāheke area, including the transport networks (discussed more in Theme 10: Transport), water and wastewater networks, and social infrastructure. However, there was also concern that this would not be built in time, with 13 pieces of feedback that said the existing infrastructure would not be able to cope with development and 35 pieces of feedback that included concerns about existing or future congestion.

The structure planning process identified areas needing infrastructure funding. Watercare Services have provided servicing plan which identifies the necessary bulk water and wastewater network to enable development. Work is ongoing to develop funding options for infrastructure where it is not funded by user charges.

Theme 10 addresses feedback relating specifically to transport infrastructure.

Infrastructure providers

Feedback from infrastructure providers included requests that the structure plan process:

- Plan for inclusion of telecommunications networks.
- Acknowledge presence and location of high-pressure gas transmission network. Avoid high density housing near pipeline. Manage reverse sensitivity and risks via use of open space, setbacks, zoning, earthwork management, ensuring easements, etc.
- Improve understanding of how Transpower’s infrastructure will be affected by road and other infrastructure.
- Include provision for corrections facilities in industrial and centre zones.

Agencies responsible for the above infrastructure and have all been involved in the preparation of the structure plan.

Community facilities

Feedback included requests for pools and a recreation centre.
Section 4.2.6 of the structure plan identifies what community facilities are needed to meet the needs of the future community. The delivery of community facilities will generally depend on when populations reach specific provision thresholds.

Social infrastructure

Several items of feedback mentioned the need for schools and medical facilities (including a hospital) in the area.

The Ministry of Education, which is responsible for state schools in New Zealand, participated in the structure planning process. The Ministry of Education is aware of the growth planned for the area and is planning accordingly. Land is being purchased for new schools.

The four District Health Boards in northern New Zealand have developed the Northern Regional Long Term Investment Plan (NRLTIP) to articulate the strategic direction for the Northern Region using a 25-year planning horizon. Due to demand for healthcare in the Counties Manukau District Health Board area, the NRLTIP has identified an additional acute site in the south of Auckland, and potentially north Waikato. The specific location of this southern facility is yet to be decided.

Future plan changes that provide for urban zones will include business zones such as centres (as indicated in the structure plan) that allow for a wide range of medical facilities to meet needs.

Theme 9: Residential

Almost two thirds of the feedback received addressed residential issues.

There were 69 pieces of feedback that expressed support for the proposed residential zoning – in general, and/or with reference to specific sites or areas. Twenty-six pieces of feedback were opposed to the proposed residential zoning, either in general and/or on specific sites.

Concerns included that existing infrastructure was insufficient to cope with the proposed residential development, and that high-density housing would not have enough amenity.

There were a number of comments on density. This included 16 pieces of feedback supporting higher density residential zoning around centres and transport hubs, 7 requesting more higher density in general, and 4 requesting more lower-density zoning. Several pieces of feedback requested particular density or zoning in specific areas. This included higher density around the Drury West train station, in Drury West in general, and between Fitzgerald and Waihoehoe Roads; and retaining rural residential zones in some locations.

The support for the overall concept is noted. The structure plan provides a land use concept that includes varying residential densities across the structure plan area as described in section 3.5 of the structure plan. There will be sufficient opportunity within
this concept for individuals and families to find an urban housing style or density that meets their lifestyle needs.

There was widespread support in feedback for medium density housing. The structure plan provides for substantial areas of medium density housing mostly in conjunction with access to proposed public transport.

Feedback in relation to higher residential densities is more mixed with some supporting it and others opposing it or expressing concerns about it. The structure plan focuses higher densities in a smaller proportion of the structure plan area close to public transport and the main centres. This approach is consistent with good practice. The Auckland Unitary Plan contains a range of rules and other provisions relating to higher density housing to ensure quality outcomes.

In addition, new Section 3.13 of the structure plan specifies the outcomes that all the residential areas and other parts of the structure should achieve. This, along with the provisions of the neighbourhood design statement, will need to be integrated into future plan change development to produce a quality urban environment.

Rural-residential areas are not an urban zone, so they have not been specifically included in the structure plan. Their use in an urban area would be limited to highly constrained locations. Future plan change investigations could consider whether rural-residential development is an appropriate response to development in areas susceptible to flooding. There are also many existing areas of rural-residential type zoning in other parts of Auckland that can meet demand for that style of living.

The structure plan land use concept approximates a draft residential zoning, but the exact detail of choice of residential zones and boundaries between different residential zones in specific locations is a matter of detail that needs to be considered in plan change investigations.

**Theme 10: Transport**

Over two thirds of the written feedback received on the Draft Drury-Opāheke Structure Plan 2019 provided specific transport related comments.

The key message that emerged through the feedback was the importance of the new roads and infrastructure being built as soon as possible, particularly before any significant development occurs. This need was reiterated through feedback items noting that the current infrastructure will not cope with additional development in the structure plan area, and concerns about impacts such as increased congestion.

There was a strong general support of the proposed additional train stations, with 55 pieces of feedback including specific comments on this. Some feedback included suggested improvements such as prioritising electrification to Pukekohe, amendments to the proposed station locations, and park and ride facilities. Views on the need for park and
ride facilities at train stations was split - however, if park and ride facilities are built there was a push for them to be built up rather than out.

The Mill Road corridor was also supported; however, concern was raised about timing, certainty for landowners affected, and preferred corridor options. The urgency for the Mill Road extension to be constructed was highlighted throughout responses. The views on the preferred alignment option were relatively evenly split, with a slight preference towards the western corridor option. The reasons for specified preferred options included impacts on mature native trees, on the existing and proposed land use, and on individual properties.

There was a general support towards the proposed transport network as a whole and improved connectivity – including specific comments on the road network, public transport, and walking and cycling. A number of respondents suggested that walking and cycling routes could be further improved by incorporating greenways and separating cycleways from roads and footpaths. Site-specific comments were made on proposed locations of new collector and/or arterial roads, with a number of respondents objecting to proposed new roads running through their properties.

The importance of provision of transport infrastructure in a proactive way is noted. The Supporting Growth Alliance, the council and the Government has an ongoing work programme to address infrastructure funding.

The support for public transport is noted and the structure plan continues with provision for a comprehensive public transport network as the area develops.

The Supporting Growth Alliance has reviewed the location of the indicative Mill Road Corridor and is proposing that the corridor runs between the two previous Mill Road Corridor A and B options shown in the April 2019 draft structure plan consultation. The structure plan has been updated to include the preferred indicative Mill Road south option. The Supporting Growth Alliance is consulting with landowners in the vicinity of the corridor.

There are also consequential changes to a number of collector roads in the structure plan as a result of the change to the preferred Mill Road south alignment. These include:

- Deletion of the collector road running between Fitzgerald Road and Drury Hills Road.
- Extension of the east-west collector road marked eastwards.

Park and rides are now explicitly referred to in the text of the structure plan which is not a change but confirms the original intention to provide for them.

**Theme 11: Transport and land use integration**

There were 35 items of feedback that talked about land use and transport integration, in particular about transit-oriented developments (TODs) and the importance of getting this right in Drury-Opāheke. This focus on transport and land use integration ties into the support for having high-density residential development around centres and transport hubs, as mentioned in Theme 9: Residential and Theme 2: Centres.
The structure plan and the supporting integrated transport assessment (ITA) enable transit-oriented developments. This is enabled at two key locations: one in with a centre and station in Drury East and another with a centre and station in Drury West. Key transit-orientated development provisions include:

- leading with the public transport infrastructure provision including stations (refer to the ITA)
- providing for mixed-use centres near the stations
- providing for residential intensification around centres and stations
- creating attractive walkable streets.

Section 3.13 of the structure plan now includes stated outcomes for centres that will need to be considered in plan changes to give effect to this.

Also, a large proportion of the structure plan area will be serviced by a Frequent Transit Network (buses operating a frequent service along specified corridors). Residential intensification and smaller centres are enabled along these corridors.

**Theme 12: Other**

**Health**

Some feedback specifically mentioned health. This included the support for the inclusion of health considerations in the draft structure plan, and concerns about the health impacts (air pollution, road safety, noise, etc) of the proposed developments, particularly the impact of industrial land uses on residents.

The four District Health Boards in northern New Zealand have developed the Northern Regional Long Term Investment Plan (NRLIP) to articulate the strategic direction for the Northern Region using a 25-year planning horizon. Due to demand for healthcare in the Counties Manukau District Health Board area, the NRLIP has identified an additional acute site in the south of Auckland, and potentially north Waikato. The specific location of this southern facility is yet to be decided.

Future plan changes that provide for urban zones will include business zones such as centres (as indicated in the structure plan) that allow for a wide range of medical facilities to meet future needs.

Drury-Opāheke will develop as a modern community with a modern housing stock that will be better insulated and without old polluting heating appliances. The area will develop over 30 years and during this time the majority of Auckland’s vehicle fleet will have been replaced with low or zero emission vehicles. Also, the Auckland Unitary Plan stringently regulates discharges to air from industrial activities. Therefore, air quality is likely to be good in the future Drury-Opāheke.

The structure plan promotes a network of parks, a walkable urban environment, and a walking and cycling network. This will enable an active health lifestyle.
The structure plan area will have large centres and other business areas that will contain most of the employment, commercial services, community services and entertainment services that residents will need within a short travel distance.

The comments in Theme 4: industrial business address amenity issues associated with industrial business areas.

Heritage
There were two items of feedback about heritage, including one by Heritage New Zealand.

Heritage New Zealand is generally supportive of aspirations and actions relating to the heritage in the draft Drury-Opōhake Structure Plan. Their feedback also recommends greater recognition of water linkages and their historic importance, and that updates to the Cultural Heritage Inventory (CHI) and New Zealand Archaeological Association (NZAA) records are necessary.

Heritage New Zealand supports mechanisms for the meaningful retention of the former Clarke dairy/kitchen and wider complex at 1159 Great South Road, and further consideration of the historically significant Drury Industrial Tramway and Railway Route. They expressed concern about the proposed high-density residential zoning of 201 Jesmond Road, the site of the Paymaster's House/Aroha Cottage. Conversely, the owners of this site have also provided feedback seeking assistance with relocation of the building to another site and consider that retention of the historic building on the site is not a viable proposition.

Council's heritage specialists have reviewed the Clarke farmscape complex of buildings at 1159 Great South Road. It is a place of heritage interest. However, heritage specialists have indicated that responses such as: heritage scheduling, spot zoning, relocation or purchase, are either not appropriate or problematic. Also, the owners are opposed to scheduling. It is recommended that the most appropriate approach is formalised recording of the knowledge potential of the place through the Heritage New Zealand archaeological authority process (Section 44 of the Heritage New Zealand Pouhere Taonga Act), based on it being defined as an archaeological site (under Section 42 of the Act).

About Aroha Cottage; as a conservation management principle, relocation of historic heritage places should be avoided. It is however recognised that the building was relocated to the site approximately 30 years ago. Should the owners wish to consider relocation of the scheduled category B historic house, the resource consent process is the most appropriate forum to consider the merits of relocation. It would be critical that the house retains its significance particularly remains within its local area of significance (i.e.: Papakura or Drury area) and is situated and positioned on a site which provides context. Removal of the historic heritage place overlay through the subsequent plan change stages of the structure planning process is not supported.
Places identified through this project will have additional information added to the CHI, where appropriate. Where the relevant sites are not currently set out in the CHI and NZAA databases, these will be added, where appropriate.
## Appendix 6: Sustainability

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Constraints</th>
<th>Key structure planning responses</th>
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<tbody>
<tr>
<td><strong>Site context</strong></td>
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<tr>
<td>• Plan for sustainability outcomes from the outset.</td>
<td>• Potential to generate a large increase in private vehicle trips and traffic congestion due to the location of the structure plan area and its distance from existing employment and commercial centres.</td>
<td>• The structure plan and associated integrated transport assessment provides for efficient public transport, and walking and cycling as a viable alternative to car use (refer Section 4.2.11). The intention is to lead with public transport infrastructure provision to promote mode-shift to public transport.</td>
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<td>• Sufficient scale to deliver a mix of land uses to promote a self-sustaining community.</td>
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<td>• The structure plan provides for enough business land for the population catchment. (refer Section 4.2.9).</td>
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<td>• Promote mixed use zones to reduce the need to travel within the structure plan area.</td>
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<td>• Mixed use is provided for in all centres and also to a degree, in high density residential areas.</td>
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<td>• Plan for more efficient and resilient community/district scale utilities and infrastructure.</td>
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<td>• Resilience has been considered in the assessment of recommended transport infrastructure.</td>
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<td>• Aim to reduce earthworks and balance cut and fill volumes to minimise environmental impacts.</td>
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<td>• The potential effects of earthworks for building sites have been taken into account in the distribution of land uses.</td>
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<tr>
<td><strong>Urban form</strong></td>
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<td>• Plan for a quality compact urban form that supports a low carbon development model.</td>
<td>• Resistance to higher density residential developments based on market conditions and perceptions of market demand.</td>
<td>• The structure plan provides for centres, and high and medium density residential areas; integrated with public transport including both rapid transit and frequent transit networks. This</td>
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<tr>
<td>• Plan for transit-oriented development to increase the accessibility and appeal of Rapid Transit</td>
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<td><strong>Sustainable transport and accessibility</strong></td>
<td><strong>Energy use and generation</strong></td>
<td><strong>Climate change adaptation</strong></td>
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<tr>
<td>• Promote low carbon and active transportation modes within the structure plan area and to and from the area.</td>
<td>• Inclination to adopt a business as usual approach to energy use, generation and infrastructure provision.</td>
<td>• Climate projections have been considered in the flood plain and coastal hazards assessment and mapping.</td>
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<td>• Enable efficient multi-modal transport when planning the transport network.</td>
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<td></td>
<td>• The structure plan and accompanying integrated transport assessment report provide for a multi-modal transport network integrated with land use. This includes the active modes of walking and cycling. The main components of this are illustrated in Figures 7 and 8.</td>
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<td>• Energy production and distribution is outside the control of the structure plan process. However, the structure plan and associated integrated transport assessment provides for a multi-modal transport network that can utilise renewable energy and encourage walking and cycling.</td>
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<td>to a greater number of people.</td>
<td>enables transit-orientated development.</td>
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<tr>
<td>• Enable an efficient use of land to reduce the need for further urbanisation in the region, allowing land to be retained for other functions.</td>
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**Attachment A**

**Item 8**
## Planning Committee
### 06 August 2019

### Forestry and natural carbon assets
- Integrate forestry planning into the development of the structure plan to support an increase in urban forest canopy cover.
- Area for habitat restoration and tree planting is provided in the blue-green network concept.

### Stormwater management
- Delivering co-benefits through stormwater management as a result of integrating stormwater management with other land uses to deliver multiple functions.
- The structure plan provides for water sensitive design.

### Ecology
- Increase ecological values and maximise opportunities for co-benefits including carbon sequestration, recreation, climate change adaptation and stormwater management.
- Area for habitat restoration and tree planting is provided in the blue-green network concept.
- The structure plan provides for water sensitive design considering climate change.

### Health and wellbeing
- Promote healthy lifestyles through active design principles; a land use mix and street layout that encourages walking, cycling, and other forms of active transportation and recreation.
- Recreational land uses at sufficient scale and located within walking distances of residential areas to support a
- Active walking and cycling is provided for in the structure plan land use concept, the blue-green network concept, and the associated integrated transport assessment report.
- Indicative new open space is included in accordance with council’s open space provision policy which includes walkability.
| healthy, active community. | metrics and other transport access in the location of new parks. |
| Connecting people with nature to improve physical and mental health and wellbeing. | The proposed blue-green network concept will provide opportunities for connection with nature. Also, the structure plan area is within accessible distance of regional parks in the Hunua Ranges and the West Coast. |
Pukekohe-Paerata Structure Plan 2019
Table of Contents

1  Summary ............................................................................................................................................. 5
   1.1 Update since 2019 consultation ................................................................................................... 9

2  Introduction .......................................................................................................................................... 11
   2.1 What is the growth challenge? ...................................................................................................... 11
   2.2 What is structure planning? ........................................................................................................... 11
   2.3 What is the structure plan study area? ........................................................................................... 12
   2.4 How does the plan relate to the existing land uses and other features in and around Pukekohe? ................................................................................................................................. 14
      2.4.1 Existing urban areas .................................................................................................................. 14
      2.4.2 Existing rural areas .................................................................................................................... 14
   2.5 What is the structure plan process? ............................................................................................... 14

3  The Pukekohe-Paeraata Structure Plan 2019 ............................................................................... 17
   3.1 Vision ............................................................................................................................................. 17
   3.2 Key outcomes ............................................................................................................................... 17
      3.2.1 A place for people ..................................................................................................................... 17
      3.2.2 Our shared stories ..................................................................................................................... 17
      3.2.3 A healthy, flourishing and sustainable community ................................................................. 18
      3.2.4 Valuing our natural environment ............................................................................................. 18
      3.2.5 Rural Pukekohe ......................................................................................................................... 18
      3.2.6 Servicing our future community ............................................................................................. 19
   3.3 Overview of the Pukekohe-Paeraata Structure Plan 2019 ....................................................... 19
      3.3.1 Residential land use in the Pukekohe-Paeraata Structure Plan 2019 .................................... 19
      3.3.2 Business Land Use in the Pukekohe-Paeraata Structure Plan 2019 ..................................... 21
      3.3.3 Landscape and environmental values ....................................................................................... 25
      3.3.4 Open space and recreation ...................................................................................................... 26
      3.3.5 Mana whenua .......................................................................................................................... 27
      3.3.6 Transport ................................................................................................................................. 31
      3.3.7 Heritage .................................................................................................................................. 33
      3.3.8 Other infrastructure ............................................................................................................... 33
      3.3.9 Managing hazards .................................................................................................................. 38
   3.4 Implementation of the plan ........................................................................................................... 39
      3.4.1 Staging .................................................................................................................................... 39
3.4.2 Infrastructure Funding Options..........................................................39
3.4.3 Potential matters for future plan changes......................................40
4 Developing the Pukekohe-Paerata Structure Plan 2019..............................................46
4.1 Strategic context..................................................................................46
  4.1.1 The Auckland Plan 2050...............................................................46
  4.1.2 Future Urban Land Supply Strategy and Pukekohe-Paerata’s growth context (south Auckland and north Waikato) ........................................................................47
  4.1.3 Pukekohe Area Plan 2014...............................................................48
  4.1.4 National policy statements and national environmental standards ....48
  4.1.5 Treaty settlement legislation.........................................................49
  4.1.6 Iwi planning documents.................................................................50
  4.1.7 Auckland Unitary Plan Operative in Part.......................................50
  4.1.8 Auckland Council 10-year Budget Long-term Plan 2018-2018 ......51
  4.1.9 Franklin Local Board Plan.............................................................51
  4.1.10 Infrastructure strategies, plans and initiatives..............................51
  4.1.11 Other Auckland Council plans and strategies.............................52
4.2 Technical Report Summaries................................................................54
  4.2.1 Business land demand and location............................................54
  4.2.2 Stormwater, flooding and management of freshwater environments ......60
  4.2.3 Integrated Transport Assessment................................................62
  4.2.4 Water and wastewater .................................................................67
  4.2.5 Open Space and Recreation..........................................................70
  4.2.6 Community Facilities.................................................................71
  4.2.7 Landscape....................................................................................73
  4.2.8 Heritage and archaeology.............................................................74
  4.2.9 Ecology.......................................................................................76
  4.2.10 Geotechnical assessment............................................................77
  4.2.11 Land contamination.....................................................................78
  4.2.12 Health impact assessment..........................................................78
  4.2.13 Neighbourhood Design Statement.............................................80
4.3 Consultation.........................................................................................80
  4.3.1 Pre-structure plan consultation......................................................81
  4.3.2 Phase 1 September – October 2017..............................................81
4.3.3 Phase 2 September – October 2018 ............................................................. 83
4.3.4 Phase 3 April 2019 .................................................................................. 85
4.3.5 Mana whenua engagement ...................................................................... 87
4.4 Rationale for Pukekohe-Paerata Structure Plan 2019 proposed land uses ....... 91
  4.4.1 Area A – Wesley College (remnant) ....................................................... 93
  4.4.2 Area A2 – Belmont .............................................................................. 93
  4.4.3 Area B – North-east Paerata ................................................................. 93
  4.4.4 Area C – North-west Paerata ................................................................. 93
  4.4.5 Area D – South Paerata and Adams Drive ............................................ 93
  4.4.6 Area D1 (west) – Grace James Road ................................................... 94
  4.4.7 Area D1 (east) and Area D2 – Pukekohe north-east ......................... 95
  4.4.8 Area E – Pukekohe north-west ............................................................ 95
  4.4.9 Area F – Pukekohe East central .......................................................... 96
  4.4.10 Area G – Pukekohe East central ......................................................... 97
  4.4.11 Area H – Buckland and surrounds ................................................... 98
  4.4.12 Area I – Buckland south and Pukekohe Hill ..................................... 99

Glossary of Māori terms ................................................................................. 100

Appendices ........................................................................................................ 101
  Appendix 01: Auckland Unitary Plan (Operative in Part) Appendix 1 analysis .... 102
  Appendix 02: Summaries of, and housing typologies expected in, Auckland Unitary Plan (Operative in Part) residential zones .............................. 111
  Appendix 03: Strategic context – further detail ............................................ 115
  Appendix 04: List of technical reports and topic papers ............................. 127
  Appendix 05: Consultation Document Summary ......................................... 129
  Appendix 06: Water sensitive design approaches ..................................... 134
1 Summary

The council’s strategic direction for growth in Auckland includes transforming the Future Urban Zone surrounding Pukekohe-Paerata into a place where people want to live, work and play. The Auckland Plan 2050 identifies Pukekohe as a satellite town that serves a wide rural catchment. As a satellite town Pukekohe is anticipated to have significant future growth in employment as well as residential growth.

The Pukekohe-Paerata Structure Plan 2019 shows the arrangement of various land uses (residential, business, and parks) and infrastructure. It also shows how these areas connect to adjacent urban and rural areas and wider infrastructure networks. Important cultural values and natural features are also addressed.

By itself, the Pukekohe-Paerata Structure Plan 2019 has no statutory weight. The Pukekohe-Paerata Structure Plan 2019 will form the basis of future Council-initiated plan change/s under the Resource Management Act 1991. The plan change process will enable the delivery of additional housing and employment opportunities by rezoning the existing Future Urban Zone land to ‘live’ zones. These plan changes will give effect to and implement the outcomes of the adopted Pukekohe-Paerata Structure Plan 2019. Work on the development of a structure plan for Pukekohe-Paerata started in 2017. Identification of opportunities, constraints, planning issues and concepts has been informed throughout this period by:

- Background research
- Supporting technical documents (some of which have been updated during the process)
- Consultations, including ongoing consultation with mana whenua and three periods of public consultation in 2017, 2018, and 2019.

The following vision has been developed:

New growth areas will enhance Pukekohe as a focal point and place to further support the surrounding rural economy. These areas will offer a range of housing choice and employment opportunities for people at all stages of life. It will be well connected to the wider Auckland and Waikato regions, while protecting and enhancing the natural, physical and cultural values that contribute to Pukekohe’s unique character and identity.

To implement this vision, the Pukekohe-Paerata Structure Plan aspires to provide these planning outcomes:

- A place for people
- Our shared stories
- A healthy, flourishing and sustainable community
Pukokohe-Paeraata Structure Plan 2019

August 2019

- Valuing our natural environment
- Rural Pukekohe
- Servicing our future community

The structure plan seeks to balance detailed analysis and clear guidance with the need to ensure flexibility for further work. This allows future plan changes to further refine specific details without needing to re-visit outcomes addressed by the structure plan.

The Pukekohe-Paeraata Structure Plan 2019 identifies a number of matters for further investigation that may form part of future plan changes, in particular relating to:

- Land use
- Interfaces and linkages
- Mana whenua cultural values
- Landscape and environment
- Open space
- Transport
- Heritage
- Managing hazards

The Pukekohe-Paeraata Structure Plan 2019 will provide for 30 years of urban growth. The area will grow over time in stages. The structure plan staging follows the suggestion made in the council’s Future Urban Land Supply Strategy 2017, which states that:

- Stage One will be the Paeraata Future Urban zoned land which is scheduled to be development ready in the first half of Decade One (2018 – 2022)
- Stage Two will be the Pukekohe Future Urban zoned land which is scheduled to be development ready in the second half of Decade One (2023 – 2027).

This staging may change due to infrastructure funding, timing and provision. A funding plan for bulk infrastructure will need to be finalised as more information becomes available prior to any decision on plan change timings.

The content of the Pukekohe-Paeraata Structure Plan 2019 has been addressed in accordance with the structure plan guidelines in Appendix 1 of the Auckland Unitary Plan.

Basic ‘at a glance’ indicative statistics for the structure plan area are summarised in Table 1 below. These are based on the zones proposed in this structure plan. All figures are approximate and may change.
Table 1: Indicative statistics for Pukekohe-Paerata Structure Plan Area

<table>
<thead>
<tr>
<th></th>
<th>Net developable land area* (ha)</th>
<th>Potential additional houses/dwellings</th>
<th>Potential additional population</th>
<th>Potential additional jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>433</td>
<td>12,517</td>
<td>33,796</td>
<td>2597</td>
</tr>
<tr>
<td>Local Centre</td>
<td>1</td>
<td>5</td>
<td>13</td>
<td>53</td>
</tr>
<tr>
<td>Light Industry</td>
<td>95</td>
<td>0</td>
<td>0</td>
<td>2368</td>
</tr>
<tr>
<td>Totals</td>
<td>529</td>
<td>12,522</td>
<td>33,809</td>
<td>5018</td>
</tr>
</tbody>
</table>

*Net developable land area is the amount left over after allowance is made for land required for roads, parks, floodplains and streams that are not built upon. This leaves about 42 per cent of the 1262 hectares of structure plan area land available land for building.

Four key maps form an important part of the structure plan. They are:

- Map 1: Pukekohe-Paerata Structure Plan 2019: Structure Plan Map
- Map 4: Pukekohe-Paerata Structure Plan 2019: Environment Map
- Map 5: Pukekohe-Paerata Structure Plan 2019: Transport Map
- Map 6: Pukekohe-Paerata Structure Plan 2019: Water, Electricity and Gas Infrastructure Map

Map 1 below shows the proposed zones. It also shows the location of key components for the indicative transport network and key landscape and environmental features. Note: Map 1 is the same as Map 3 shown in section 3.3 of this structure plan.

The Pukekohe Area Plan 2014 identified a number of areas (Areas A to I) around Pukekohe-Paerata. The structure plan continues to use these area references as seen in the mapping produced for the engagement phases over the past two years. Areas A to I are shown on the following maps and are described in detail in section 4.4. Rationale for Pukekohe-Paerata Structure Plan 2019 proposed land uses.

Map 10 in section 4.4 Rationale for Pukekohe-Paerata Structure Plan 2019 proposed land uses shows the location of the structure plan areas.
Map 1: Pukekohe-Paeraata Structure Plan 2019: Structure Plan Map
1.1 Update since 2019 consultation

Following consultation in April 2019, we have reviewed feedback, and have received updated information about stormwater, and have consulted with mana whenua.

Minimal content changes have been made between the Draft Pukekohe-Paerata Structure Plan 2019 and the finalised Pukekohe-Paerata Structure Plan 2019.

One rezoning suggestion has been made for 10 Butcher Road, a 2.3ha site in Area E. Proposed Business - Light Industry zoning is now suggested rather than proposed Residential – Mixed Housing Suburban zoning.

Minor mapping changes have been made, consisting of:

- Title and disclaimer updates
- Removal of mapping associated with indicative collective roads in the live zoned Franklin 2 Precinct in Paerata
- Infrastructure map updates to add gas infrastructure and correct a wastewater notation

Key issues raised in 2019 consultation were:

- Development Timing and Staging
  Feedback stressed the importance of co-ordinating growth timing with infrastructure timing and provision.

- Transport issues
  Further work is required in relation to transport issues. The future transport projects shown on the structure plan maps have been identified by indicative business cases prepared by the Supporting Growth Alliance and will require technical investigation and landowner engagement before they can be confirmed. The Supporting Growth Alliance will undertake this work. They are also yet to be prioritised for funding for delivery over the next 10-30 years.

- Zoning
  Location-specific feedback was received in support of, and in opposition to, proposed residential and business land zoning. Rezoning of areas beyond the structure plan area was also sought.

Apart from the suggested rezoning of 10 Butcher Road in Area E, no other proposed zoning changes have been suggested between the 2019 draft and final structure plans, as the proposed zoning shown in the structure plan is considered to be in high level agreement with its vision. Number 10 Butcher Road is proposed to be Light Industry zone rather than residential because the site will be severed from the residential land to its south by an indicative new arterial road, which is proposed to connect the western part of Area E to Paerata Road. The new road will leave the triangular site with frontage to two arterial...
roads (Paerata Road and the new road), and its third edge borders the railway. Business - Light Industry land is proposed across Paerata Road from the site. Most of the land across the railway is a cemetery.

- **Productive Soils**

  More than a dozen items of feedback expressed concern about how to balance the growth of the urban area with the protection of nationally important fertile soils.

  It is important to note that the protection of productive soils from urbanisation in Pukekohe-Paerata was addressed during the Auckland Unitary Plan hearing process. The Rural Urban Boundary location was finalised following evidence and appeals which included consideration of the location of productive soils. Following Unitary Plan hearings, the Auckland Unitary Plan Independent Hearings Panel recommended the removal of approximately 170 hectares of land on Pukekohe Hill from within the Rural Urban Boundary and its rezoning from Future Urban zone to Rural – Rural Production zone because the land contained elite and prime soils. It also recommended that rural zoned land to the east of Pukekohe between Grace James Drive and Runciman Road containing less productive soils be included within the Rural Urban Boundary and rezoned to Future Urban zone. The extent of this eastern area was confirmed through appeals to the Unitary Plan and an area of approximately 230 hectares was rezoned to Future Urban zone (Area D1 (east) and Area D2).

  The intention of the structure planning process is to consider appropriate live zoning of the Future Urban zone; not reilitigate its location.

- **Riparian Buffer**

  Support or opposition for the suggested 20 metre riparian buffer for permanent and intermittent streams was expressed in a dozen items of feedback.

  Council’s Healthy Waters department has undertaken additional analysis on the issue of stream bank erosion since the preparation of the 2019 stormwater management plan. The 18 July 2019 version of the stormwater management plan reflects stream bank erosion risks to, and caused by development. It states that 20 metres either side of all streams may be needed for earthworks to stabilise the stream and manage the flood plain. Further assessment will be carried out to refine this approach around intermittent streams at the plan change stage.

  Given the importance of future proofing communities for climate change and enhancing ecosystems, the Pukekohe-Paerata Structure Plan takes a precautionary approach and continues to seek a 20 metre riparian buffer for permanent and intermittent streams.

  Other key issues raised in the 2019 consultation were:
- Flooding, stormwater and runoff
- Urban/rural interfaces and zone interface provisions
- Support for retention of tuff rings, including suggestions to avoid development in their vicinity or include them in parks.
- The importance of connectivity

2 Introduction

2.1 What is the growth challenge?

The Auckland Plan 2050 (Auckland Plan) signals that Auckland’s population could grow by another 720,000 people to reach 2.4 million people over the next 30 years. This growth is an opportunity for Auckland as a catalyst for cultural and economic success. But it can also put pressure on our communities, our environment, our housing and our roads. Part of our challenge is how we grow successfully without losing the things we value.

The Auckland Plan signals that around 32 per cent of growth will be accommodated in future urban areas. This means that approximately 99,000 dwellings and around 1,400 hectares of business land is needed in future urban areas.

The Auckland Plan identifies Pukekohe as a "satellite town" with the potential to accommodate up to 14,000 additional dwellings.

The Auckland Unitary Plan Operative in Part (Auckland Unitary Plan) has zoned 1,262 hectares (gross) around Pukekohe-Paerata as Future Urban Zone – a transitional zone (refer to Map 2 below). The development of the Future Urban zoned land in Pukekohe-Paerata is part of the solution to the growth challenge. The Future Urban Zone must be rezoned through a plan change before any urban development can occur. Council is undertaking a structure plan process first in order to ensure that all the effects of development are addressed in advance of development occurring.

2.2 What is structure planning?

Structure plans are an important method for establishing the pattern of land use and the transport and services network within a defined area. They enable a detailed examination of the opportunities and constraints relating to the land – including its suitability for various activities, infrastructure provision, geotechnical issues and natural hazards.

Structure planning enables the council to identify, investigate and address the potential effects of urbanisation and development on an area's natural and physical resources. A structure plan is an appropriate foundation for the plan change process required to rezone land.
Structure plans by themselves have no statutory weight. A structure plan can propose future zones but no rezoning actually occurs until plan changes are made under the provisions of the Resource Management Act 1991.

The Auckland Unitary Plan contains an appendix (Appendix 1) of "Structure Plan Guidelines" which are required to be followed in preparation of a structure plan. This sets out:

- Structure planning in the context of the plan change process.
- External documents to be taken into account.
- Matters that the structure plan must identify, investigate and address; and
- Specialist documents to support the structure plan as part of the plan change process.

An assessment of the content of the Pukekohe-Paerata Structure Plan 2019 against Appendix 1 of the Unitary Plan is attached as Appendix 01 to this structure plan.

### 2.3 What is the structure plan study area?

Pukekohe is located approximately 50km south of central Auckland, south of the Manukau Harbour and north of the Waikato River. The name ‘Pukekohe’ means ‘hill of the kohekohe’.

Map 2 below shows the land area of approximately 1300 hectares to which the Pukekohe-Paerata structure plan process applies.
Map 2: Location of Pukekohe-Paerata Structure Plan Area
2.4 How does the plan relate to the existing land uses and other features in and around Pukekohe?

2.4.1 Existing urban areas

The Pukekohe-Paerata Structure Plan 2019 recognises the importance of the relationship between the proposed land uses and the existing urban areas of Pukekohe, Paerata and Buckland.

Transport links, community facilities, and business land provision are considered across the entire area. The structure plan will enable the transformation of the future urban land in a way that reinforces Pukekohe town centre as the heart of Pukekohe-Paerata.

2.4.2 Existing rural areas

The Future Urban zoned areas also border rural land with Auckland Unitary Plan zonings of Rural – Rural Production, Rural – Mixed Rural, and Rural – Countryside Living, and with Waikato District rural zonings. The Pukekohe area makes a significant contribution to the supply of food for Auckland and New Zealand.¹ A number of factors contribute to Pukekohe’s versatile rural productivity. These include high class soils, the frost-free climate, topography, access to labour, markets and key transport links. Surrounding rural activities and the rural economy will remain very important to Pukekohe-Paerata. Activities such as horticulture and equine industries are envisaged to continue to operate in rural zones, and business land will provide opportunities for rural-related businesses to operate.

2.5 What is the structure plan process?

The main phases of the Pukekohe-Paerata Structure Plan 2019 process include:

- Analysis of opportunities and constraints in 2017
- First phase of consultation on “Pukekohe / Paerata Potential New Land Use Scenario 1 Preliminary Draft” in September – October 2017
- Analysis of feedback and land use options and selection of an updated option
- Second phase of consultation on the “Pukekohe-Paerata Draft Land Use Plan” in September-October 2018
- Analysis of feedback and updated technical information and preparation of the “Draft Pukekohe-Paerata Structure Plan 2019”
- Final phase of consultation on the “Draft Pukekohe-Paerata Structure Plan 2019” in April 2019
- Analysis of feedback and any new information
- Adoption of a final structure plan by Council in 2019

¹ See Horticulture New Zealand (2017) “New Zealand domestic vegetable production; the growing story” (2017)
The adopted structure plan will become the basis for council-initiated plan changes to give effect to the Pukekohe-Paerata Structure Plan.
Figure 1: Pukekohe-Paerata Structure Plan Process

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>Pukekohe Area Plan</td>
</tr>
<tr>
<td>August 2017</td>
<td>Preparation of a structure plan for the Pukekohe-Paerata future urban area approved by Planning Committee</td>
</tr>
<tr>
<td></td>
<td>Background research</td>
</tr>
<tr>
<td>September 2017</td>
<td>Draft Pukekohe/Paerata Structure Plan Process Summary Report September 2017 and Pukekohe/Paerata Potential New Landuse Scenario 1 Preliminary Draft map</td>
</tr>
<tr>
<td>September/October 2017</td>
<td>Consultation Phase 1</td>
</tr>
<tr>
<td>November 2017</td>
<td>Pukekohe/Paerata Structure Planning Feedback Summary 2017</td>
</tr>
<tr>
<td>2018</td>
<td>Review of feedback and background research</td>
</tr>
<tr>
<td></td>
<td>Pukekohe-Paerata Draft Land Use Plan 2018</td>
</tr>
<tr>
<td>September/October 2018</td>
<td>Consultation Phase 2</td>
</tr>
<tr>
<td>December 2018</td>
<td>Pukekohe-Paerata structure planning draft land use plan 2018 - Engagement Summary 2018</td>
</tr>
<tr>
<td>2019</td>
<td>Review of feedback and background research</td>
</tr>
<tr>
<td>April 2019</td>
<td>Summary report - April 2019 Draft Pukekohe Paerata Structure Plan</td>
</tr>
<tr>
<td></td>
<td>Consultation Phase 3</td>
</tr>
<tr>
<td></td>
<td>Review of feedback and background research</td>
</tr>
<tr>
<td>August 2019</td>
<td>Pukekohe-Paerata Structure Plan 2019 to Planning Committee for adoption</td>
</tr>
</tbody>
</table>
3 The Pukekohe-Paerata Structure Plan 2019

3.1 Vision

The following vision has been developed for the Pukekohe-Paerata Structure Plan 2019.

New growth areas will enhance Pukekohe as a focal point and place to further support the surrounding rural economy. These areas will offer a range of housing choice and employment opportunities for people at all stages of life. It will be well connected to the wider Auckland and Waikato regions, while protecting and enhancing the natural, physical and cultural values that contribute to Pukekohe’s unique character and identity.

3.2 Key outcomes

To implement the vision, the Pukekohe-Paerata Structure Plan 2019 aspires to provide the planning outcomes below. They are based on public feedback, previous technical studies and plans.

3.2.1 A place for people

(a) Ensure a high-quality urban environment that people want to live and work in.

(b) Encourage the use of Te Aranga Māori Design Principles in the planning and development of Pukekohe-Paerata.

(c) Provide a range of housing choices to support a growing and diverse community, with increased residential densities close to public transport and amenities.

(d) Provide an integrated and accessible network of high-quality open space and recreational facilities.

(e) Promote sustainable and low-carbon development.

(f) Encourage development which minimises the risk of natural hazards and effects of climate change.

(g) Provide for local employment opportunities.

3.2.2 Our shared stories

(a) Protect and enhance Pukekohe’s heritage including built heritage, natural heritage, archaeological sites, and Māori cultural heritage and landscapes.

(b) Recognise and celebrate Pukekohe’s history and diverse stories.

(c) Acknowledge that new development should respect and enhance local character, identity and heritage.
3.2.3 A healthy, flourishing and sustainable community
(a) Promote safer journeys, together with positive health, recreation and social benefits.
(b) Provide for accessible social infrastructure that supports education opportunities, and community wellbeing.
(c) Encourage local business and job development that stimulates economic prosperity.
(d) Ensure infrastructure is developed and operated in a way that is sustainable, and efficient, and considers economic, social, cultural and spiritual effects.
(e) Recognise the importance of Auckland and Waikato’s cross-boundary relationship.

3.2.4 Valuing our natural environment
(a) Recognise the fundamental relationship between Māori cultural values and the natural environment.
(b) Manage the natural environment in a way that respects and is guided by Māori tikanga.
(c) Enhance freshwater quality throughout the area.
(d) Improve the overall biodiversity of the area and ensure ecosystems are functioning and healthy.
(e) Protect outstanding geological features, such as tuff rings and the Pukekohe East explosion crater from inappropriate development.
(f) Protect and enhance the stream network including the Whangapouri and Oira Creeks and Tutaenui Stream.
(g) Promote a water-sensitive design approach to manage stormwater and protect the existing stream network.

3.2.5 Rural Pukekohe
(a) Recognise the regional importance of the rural economy such as equine and horticultural industries.
(b) Recognise Pukekohe’s contribution to the food supply for Auckland and New Zealand.
(c) Enable rural industries to continue to support businesses and provide a diverse range of jobs, goods and services.
3.2.6 Servicing our future community

(a) Deliver a transport network with strong local and regional connections that responds to anticipated growth and maximises connectivity for both commuters and freight.

(b) Provide frequent and attractive public transport options, supported by greater density along key routes.

(c) Infrastructure delivery and land development are coordinated with funding and provide networks that are cost effective.

3.3 Overview of the Pukekohe-Paerata Structure Plan 2019

The Pukekohe-Paerata Structure Plan 2019 builds on previous work done for the Future Urban zone—such as the Pukekohe Area Plan 2014, Auckland Council’s Future Urban Land Supply Strategy (which looks at the sequencing of development across Auckland), and the Transport for Future Urban Growth Programme\(^2\) (which looked at transport infrastructure).

The Pukekohe-Paerata Structure Plan 2019 also responds to structure plan engagement feedback received in 2017, 2018, and more recently, April 2019, feedback from mana whenua, and further technical analysis received.

Overall the development of the Pukekohe-Paerata structure plan area over 30 years is estimated to provide about 12,517 houses/dwellings and 5018 jobs with a population of about 33,809\(^3\). By comparison, this approximately doubles the population of the existing population of Pukekohe.

These estimates are based on current development feasibility and exclude areas that may not be developable because of constraints (such as flooding, topography, and landscape features). Social and economic circumstances could change significantly in the future 30 years and the actual number of houses and jobs that arise over time could be significantly different.

The Pukekohe Area Plan 2014 identified a number of growth areas (Areas A to I) around Pukekohe-Paerata. These growth areas are used as a base for this structure plan. See section 4.4 Rationale for Pukekohe-Paerata Structure Plan 2019 proposed land uses for further discussion of Areas A to I.

3.3.1 Residential land use in the Pukekohe-Paerata Structure Plan 2019

The Auckland Unitary Plan enables intensification in existing Pukekohe residential areas, with the greatest intensity around the Pukekohe town centre. The Pukekohe-Paerata Structure Plan 2019 enables a mix of residential intensities to support the vitality of centres and communities and to provide housing and transport choice.

---

\(^2\) A collaboration between Auckland Council, the NZ Transport Agency and Auckland Transport. This programme has since been superseded by Te Tūpū Rāhui’s Supporting Growth Programme.

\(^3\) These figures do not include anticipated growth in existing Pukekohe residential areas.
Housing can come in low density, medium density and higher density forms. Appendix 02 of this structure plan provides an overview of the scale of development envisioned in the Auckland Unitary Plan’s residential zones. With this in mind, the Pukekohe-Paerata Structure Plan 2019 proposes additional residential zoning based on the following principles (refer also to Section 4.4 – rationale for 2019 land uses):

- Highest residential densities (Residential – Terrace Housing and Apartment Buildings Zone) are located near the proposed railway station and local centre at Paera (Area A and part Area B).
- Medium high and medium residential densities (Residential – Mixed Housing Urban and Mixed Housing Suburban Zones) are located in the majority of the structure plan growth areas.
  - Mixed Housing Urban zoning is provided for most of the Paera area (part Area B, Area C, and part Area D). An area of Mixed Housing Urban is also provided east of the Pukekohe Showgrounds, which is the closest part of the structure plan area to the Pukekohe town centre (part Areas F and G).
  - Mixed Housing Suburban zoning is provided in the north west (part Area E), north (part Area D and the western part of Area D1), to the west (Area A2) and to the east and south (part Areas F, G, and H).
- Lowest residential densities (Residential – Single House zone) are located at the more remote and steep eastern edge of the structure plan area (eastern part of Area D1 and Area D2) and to the west of Buckland (Part Area H, and Area I). In particular the Single House zone has been applied to Areas D1 and D2 as they include landform, landscape, vegetation, and riparian corridor features that warrant protection and enhancement. They are also situated south of the Runciman precinct which recognises similar features within the precinct area.

This concept provides for housing choice. It also assists affordability. Higher density housing can be more cost effective to develop and locating this closer to public transport can reduce transport costs to individuals.

Statistics NZ estimates Pukekohe’s current population to be approximately 32,000 people. The most recent yield summaries undertaken for the Pukekohe-Paerata Structure Plan 2019 anticipate that proposed residential zones in the Pukekohe structure plan area will add capacity for around 12,500 new dwellings.

This represents a population increase of 33,750 (assuming 2.7 people per dwelling, which is the average New Zealand household size) – meaning a potential total population of 65,883 across the wider Pukekohe-Paerata area (including the existing urban area and the structure plan area), approximately doubling the current population.

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Residential areas also provide employment opportunities such as home occupations. Subsequently the residential zoning proposed in the Pukekohe-Paerata Structure Plan 2019 could also provide for around 2600 additional jobs.

Council has prepared a neighbourhood design statement (NDS) for the combined Drury-Opāheke and Pukekohe-Paerata structure plan areas to ensure future development will create good neighbourhoods. This is summarised in section 4.2.13 Neighbourhood Design Statement. Some of the matters identified in the Neighbourhood Design Statement relate to design considerations during future plan changes and actual development.

See Map 3 below for the location of the proposed residential zones.

3.3.2 Business Land Use in the Pukekohe-Paerata Structure Plan 2019

Light Industrial Land Use

As a satellite town Pukekohe is anticipated to have significant future growth in employment as well as residential growth. A key part of the Pukekohe-Paerata structure plan is to identify a sufficient amount of land for employment opportunities.

Feedback received during the preparation of the structure plan also identified that providing sufficient local employment opportunities and reducing the need to commute to work outside the area was very important.

Business land demand analysis was prepared for the structure plan. This estimates that approximately 80 to 100 hectares (net developable)\(^5\) of new industrial land is needed in Pukekohe-Paerata to meet future demand for employment. This assessment takes into account the capacity in existing zoned industrial areas. In addition to this 80 to 100 hectares, additional land will be needed for new roads, esplanade reserves, flood affected areas and any other constraints in industrial areas.

The structure plan proposes approximately 95 hectares (net developable) of land to be zoned Light Industry to meet the demand discussed above. This could enable around 2370 new jobs within the new industrial areas in the structure plan area. Providing for business activities in the structure plan area can reduce the need for community and freight movement northwards, which affects congestion across Auckland as a whole.

The Light Industry zone provides for a range of business activities that are less likely to fit within town centres. Some activities that support rural industries are also provided for in this zone. While this zone anticipates a lower level of amenity than the other business zones (except the Heavy Industry Zone), it does not anticipate activities that will generate objectionable odour, dust or noise.

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\(^{5}\) Net developable land area is the amount left over after an allowance is made for land required for roads, esplanade reserves, parks (only for residential areas), floodplains and streams that are not built over.
The structure plan proposes new areas of Light Industry zone in the north (part Area D), north west (part Area E), and to the east and south (part Areas F and H). The location of these can be seen on Map 3.

These locations have been chosen based on a range of factors including:

- good access to the existing and proposed road network, especially freight routes and routes that will limit the need for traffic to travel through the Pukekohe town centre
- relatively flat land to reduce the need for future earthworks and to enable larger floor areas and outdoor storage areas often needed by industrial activities
- proximity to existing areas zoned Light Industry e.g. Adams Drive. Adjoining new industrial areas with established industrial areas limits potential reverse sensitivity issues and allows the opportunity for the co-location of similar activities and businesses.
- proximity to existing “less sensitive” activities to limit potential reverse sensitivity issues such as the Rural Production Zone and Special Purpose – Major Recreation Facility Zone (e.g. the Pukekohe Park Raceway, Auckland Trotting Club and A and P Showgrounds)
- reflection of existing land uses that are more suited to the Light Industry Zone, e.g. vegetable processing and packing sheds in Heights Road, and rural machinery sales and maintenance in Heights Road.

Where possible the new proposed industrial areas have been separated from existing or proposed residential areas by existing or proposed roads or the Main Trunk Railway Line.

Some of the proposed new Light Industry zoned areas contain flood plains and streams with proposed riparian margins. To ensure the structure plan outcomes relating to “valuing our natural environment” and creating “a place for people” are met, additional development controls may be required within these areas. These matters should be addressed through any future plan changes.

Local Centre land use

The existing Pukekohe town centre will remain the primary commercial centre and focal point for Pukekohe. Because of this, and the live zoned future local centre at Paerata Rise, no new additional large centres are required to service the structure plan area.

To service the future population anticipated throughout the structure plan area, the business land demand analysis estimates an additional two centres (approximately 2 to 2.5 hectares each) will be needed, potentially in north-western and south-eastern Pukekohe.

The structure plan proposes a new Local Centre Zone (approximately 2 hectares gross) in Area D. This is located in Area D (rather than Area E in north-western Pukekohe) because it anticipates a much higher residential capacity through the surrounding proposed
Residential - Mixed Housing Urban Zone. The proposed local centre is located near a recommended new arterial road and the indicative walking and cycling network to ensure increased accessibility. A local centre this size could provide about 53 new jobs in the area. The location of this proposed Local Centre Zone can be seen on Map 3.

Currently there is a smaller live zoned Neighbourhood Centre on the corner of Belgium and Pukekohe East Roads. This is just outside the structure plan area and is not yet developed as a neighbourhood centre. Depending on the development of this smaller neighbourhood centre and the anticipated increase in proposed residential zoning in south-eastern Pukekohe, an additional local centre may also be needed somewhere in Areas F, G or H (east). The location of a local centre in south-eastern Pukekohe should be addressed during any future plan changes when other zoning is refined. The need for and location of any new neighbourhood centres throughout the structure plan area should also be addressed at the time of any future plan changes.

Local centres mainly provide for local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. Neighbourhood centres generally provide residents and passers-by with frequent retail and commercial service needs and will usually include activities such as a dairy, chemist, takeaways, and small offices.

More information on business land can be found in section 4.2.1 Business land demand and location.
Map 3: Pukekohe-Paerata Structure Plan 2019: Structure Plan Map

Note: Map 3 is the same map as Map 1 (shown in section 1 Summary)
3.3.3 Landscape and environmental values

The Pukekohe-Paerata area has a distinctive landscape of ridgelines, tuff rings, and stream gullies. It also has areas of native bush, some of which are protected through a Significant Ecological Area overlay in the Auckland Unitary Plan.

The structure plan seeks to protect and enhance the ecological and landscape features. This includes differing levels of protection and enhancement. Some values may have high levels of protection (e.g. as Significant Ecological Areas) and others will rely on the provisions of the Auckland Unitary Plan.

Urbanisation can accelerate stream bank erosion which in turn contributes significantly to the sedimentation of our estuaries unless carefully managed. Existing mitigation methods include the use of stream bank planting, detention of stormwater flows and stormwater retention (reducing volume through ground infiltration or rain-water reuse). Current work has shown that hydrology mitigation and riparian planting alone are not enough to prevent stream bank erosion.

The Pahurehure Inlet (where most of the structure plan area drains to) is degraded and is at significant risk of major environmental effects due to continued sedimentation. Additional controls are needed to minimise sedimentation and protect our marine and freshwater environments.

One of the key ways to do this is through a 20 metre riparian buffer on each side of all permanent and intermittent streams to provide opportunities for stream protection and ecological linkages. The buffer will enable flood water conveyance and management approaches including stream works and riparian planting. This will contribute to the structure plan principles of enhancing freshwater quality, improving biodiversity and protecting the stream network. These areas are not automatically open space and may remain in private ownership depending on the level of protection required.

Specific sites with riparian buffers can potentially provide open space values and future-proof future walking and cycling routes. These will be assessed at a site by site level at the time of development.

Another key principle is to protect outstanding geological features, such as tuff rings and the Pukekohe East explosion crater, from inappropriate development. These features are part of a wider volcanic landscape which is an important part of Pukekohe’s character and natural heritage. Opportunities exist for future development to incorporate these volcanic features to create a distinct sense of place unique to Pukekohe-Paerata.

These areas would not automatically be public open space. Ownership and access, levels of protection and methods to implement protection and enhancement would need to be considered in more depth at the plan change stage.

More information on landscape and environmental values can be found in sections 4.2.7 Landscape and 4.2.9 Ecology. Information about Māori cultural values and relationship...
with the environment can be found in section 3.3.5 Mana whenua. Information about flooding can be found in section 3.3.9 Managing hazards.

The plan change process will identify the specific planning provisions to achieve the structure plan’s response. More information on potential matters for future plan changes can be found in section 3.4.3.

See Map 4 below for the indicative location of many of these landscape and environmental values.

3.3.4 Open space and recreation

Public open space is an important component of urban environment and contributes to the quality of life of future residents. Investment in open space should reflect the way we expect Auckland to grow over the next 30 years. In greenfield areas, new open space will meet the recreational and social needs of new residents. Expanding the open space network in existing urban areas is constrained by land supply and budget. The investment strategy in the urban area is to prioritise improving the existing network.

Developer contributions normally fund the acquisition of parks open space in new growth areas. Any identified existing gaps in open space provision would normally not be funded from this budget. Under the Auckland Council Open Space Provision Policy, the provision of neighbourhood parks and suburb parks is required for residential zones only.

The Pupekohe-Paeraata Structure Plan 2019 shows a potential open space network to meet the future community’s diverse needs. This includes:

- 26 neighbourhood parks, four medium sized suburb parks and two large suburb parks amounting to between 29.9 hectares and 53.2 hectares total of open space:
  - Neighbourhood parks are smaller parks between 0.3 to 0.5 hectares. They have been located within walking distance of residential areas to ensure everyone live close to a park. More parks are located in denser residential land uses to accommodate the higher populations expected in these areas. Indicative locations of potential neighbourhood parks are shown on the plan. Neighbourhood Parks are located within a 400 metre walk in high and medium density residential areas. 600m walk in all other residential areas.
  - Suburban parks and sports parks are larger, but less numerous open space (3 to 5 hectares). Some of these may provide for new sports fields and could be as large as 10 hectares. These parks will serve a wider population and have been located near good transport connections. Indicative locations of potential suburban parks and sports parks are shown on the plan. Suburban Parks are located within a 1000 metre walk in high and medium density residential areas. 1500 metre walk in all other residential areas.
- Other open spaces may include areas such as esplanades (alongside streams), wetlands, civic spaces, conservation lands, and walking and cycling tracks.
A successful open space network responds to the local context. Variation in the provision of open space will occur across Auckland. Consideration of context specific factors is critical when applying the policy in order to create high quality open space networks that respond to community needs.

There are a range of topographical and geological features in the broader Pukekohe-Paerata area, many of which are outside of the structure plan area and are therefore out of scope. The focus of the proposed open space network is within the structure plan area.

However there may be ways to respond to these topographical and geological features in a positive way and incorporate them as part of a revised open space network plan:

- where practical and feasible, orienting proposed new open spaces to acknowledge these geological features
- where practical and feasible and once they are identified, to co-locate open spaces to adjoin esplanade reserves, waterways, wetlands, bush areas and stormwater detention system assets
- Integrating proposed open spaces that have Wildlink features (a green corridor linking habitats, bird flight paths, roosting locations, biodiversity) is also an important function that may help connect the wider open space network. This may include connecting Rooseville Park and other sensitive environment areas
- establishing or extending the urban forest framework.

More information on proposed open space can be found in section 4.2.5 Open Space and Recreation.

See Map 4 below for the indicative location of these parks and open spaces. It also shows potential local paths identified in the Pukekohe-Paerata Paths Plan 2018.

3.3.5 Mana whenua

Māori cultural values are inextricably connected with the environment. Their cultural and traditional relationships with their ancestral lands, water, sites, waahi tapu, and other taonga are a matter of national importance under the Resource Management Act 1991.6 The council acknowledges that there are multiple mana whenua customary interests across the Pukekohe-Paerata structure plan area. Throughout the structure planning process the council has sought on-going engagement with mana whenua to discuss their concerns and aspirations for the future development and urbanisation of the structure plan area.7

Four iwi with mana whenua customary interests over the structure plan area have actively been engaged with the council. They are Ngāi Tai Ki Tāmaki, Ngāti Tamatoa, Ngāti Te

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7 For more detail on the mana whenua engagement process and key matters raised refer to section 4.3.5 of this draft structure plan.
Ata and Te Ākitai Waibua. Huakina Development Trust has also been involved with this engagement.

A key outcome identified by these mana whenua is to ensure their cultural interests and resources are protected and managed appropriately so that future generations can continue to utilise and benefit from these. Maintaining and enhancing the life supporting capacity and mauri of their taonga is fundamental to this. This means that the future urbanisation and development of the structure plan areas should have positive environmental and cultural effects.

The planning principles used to develop the structure plan specifically recognise the fundamental relationship between Māori cultural values and the natural environment. Many of the other planning principles, especially those relating to valuing the natural environment also align with values and aspirations identified by mana whenua.

In response to feedback from mana whenua the structure plan:

- proposes a riparian buffer along all permanent and intermittent streams in recognition of the multiple cultural and environmental values these streams and their riparian margins can have
- identifies areas subject to floodplains and proposes these be kept free from inappropriate urban development
- identifies the indicative location of geological features such as tuff rings and major ridgelines and recommends that these values are recognised and considered in future planning and development
- identifies the indicative location of indigenous vegetation and recommends that these values are recognised and considered in future planning and development
- where possible proposes lower density residential zones in areas that have a higher occurrence of streams or steeper terrain to reduce the impact of development on cultural values
- encourages the use of Te Aranga Māori Design Principles throughout future planning and development.
- recognises the opportunities to integrate future open space, potential greenways/local paths, the proposed riparian buffers along permanent and intermittent streams, and areas subject to floodplains. This can have positive cultural, environmental and social benefits.
- proposes land uses that will provide for a variety of housing and employment opportunities that potentially can support mana whenua and the wider community.

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*These principles are on the Auckland Design Manual website at [http://www.aucklanddesignmanual.co.nz/design-subjects/maori-design/te-aranga-principles](http://www.aucklanddesignmanual.co.nz/design-subjects/maori-design/te-aranga-principles). The website notes these "...principles have arisen from a widely held desire to enhance mana whenua presence, visibility and participation in the design of the physical realm."
Refer to sections 4.1.5, 4.1.6 and 4.3.5 for further information about Treaty settlements, iwi management plans, and mana whenua engagement.

See Map 3 above for the location of proposed zones. See Map 4 below for the indicative locations of the proposed riparian buffers along all streams\(^9\), areas subject to floodplains, geological features and ridgelines, and indigenous vegetation.

\(^{9}\) Note the map does not differentiate between permanent and intermittent streams.
3.3.6 Transport

The Supporting Growth Programme is a collaboration between the NZ Transport Agency, Auckland Transport and Auckland Council to investigate, plan and deliver the transport networks Auckland needs over the next 30 years to accommodate future urban growth (the programme as formerly known as the Transport for Future Urban Growth Programme).

In 2016, a high-level preferred network plan was produced for the South (and other future growth areas of Auckland) based on information from the Future Urban Land Supply Strategy (FULSS) and the Auckland Unitary Plan at the time.

In 2018, Te Tupu Ngātahi (the Supporting Growth Alliance) was formed to review the Supporting Growth 2016 preferred network in light of new Government’s transport priorities and Auckland Council’s latest land use planning. Te Tupu Ngātahi is currently undertaking an Indicative Business Case with a long term (2048) strategic view to defining a high-level transport network to support the full extent of growth in the future urban areas of the south. In parallel to this, Te Tupu Ngātahi has prepared an Integrated Transport Assessment (ITA) in support of both the Pukekohe-Paerata and the Drury-Opāheke Structure Plans.

The Integrated Transport Assessment is based on the draft strategic network being developed through the Te Tupu Ngātahi Indicative Business Case, with some added detail on land use integration, collector roads, and staging. The draft strategic network has now been approved by the Auckland Transport and NZ Transport Agency boards.

The purpose of the Integrated Transport Assessment is to identify at a high-level, the following transport networks and their integration with surrounding land uses:

- Road networks;
- active mode (walking and cycling) networks;
- public transport networks.

The recommended network is outlined in Map 5 of this structure plan, below. On this final structure plan map, mapping associated with indicative collective roads in the live zoned Franklin 2 Precinct in Paerata has been removed.

Public consultation in 2017, 2018 and 2019 indicated that transport was a significant issue for the Pukekohe-Paerata community. There are significant challenges in provision of transport infrastructure for the south. This includes transport within Pukekohe - Paerata and connections to other parts of Auckland and beyond. Land use and transport need to be integrated.

It should also be noted that the indicative transport networks shown in the structure plan and Integrated Transport Assessment are based on the land use shown in Map 3 of the 2019 structure plan. Significant alterations to land use in the future may necessitate review of indicative transport networks.
Map 5: Pukekohe-Paerata Structure Plan 2019: Transport Map

Source: Transport information is from the Integrated Transport Assessment

32
Refer to section 4.2.3 Integrated Transport Assessment in this structure plan for further information about transport.

3.3.7 Heritage

The Pukekohe-Paerata structure plan area sits within a wider historic heritage landscape, that reflects a range of heritage values. Historic heritage should be viewed as an asset and an opportunity for place-shaping, so that the places and things people value about Pukekohe and Paerata can be maintained and enhanced.

The planning principles used to develop the structure plan recognise the importance of protecting and enhancing Pukekohe’s heritage and celebrating its diverse history and stories. They also encourage future development to respect and enhance local character, identity and heritage.

The 2017 Historic Heritage Assessment for the structure plan area recommends a range of further work that could be undertaken to ensure future urbanisation and development of the area respects and reflects the area’s heritage values.

More information relating to historic heritage can be found in section 4.2.8 Heritage and archaeology.

3.3.8 Other infrastructure

The provision of infrastructure projects and services will require substantial public and private investment. It is critical that the provision of infrastructure and services is planned and coordinated to align with planned growth.

See Map 6 below for the location of existing and proposed water and wastewater infrastructure, and key electricity and gas infrastructure.

Watercare Services Limited has provided a servicing plan (see section 4.2.4 Water and wastewater) and identified the necessary network needed to implement this.

Water

Watercare provides both bulk and local water services to the Pukekohe/Paerata area. Pukekohe’s water supply is sourced from the Waikato River and treated at the Waikato water treatment plant. The existing supply network is reaching capacity to service the growing region. Watercare has a programme in place to address these issues, as part of catering for the wider structure plan growth area. Some of these assets are reaching the limits of their ability to provide water services to a growing community. There are existing issues within the Pukekohe water network, which expected growth within the structure plan area will exacerbate. Trunk and local network pipelines providing water to the draft structure plan area are being designed to meet the proposed yield. Watercare will undertake trunk upgrades and work with developers to upgrade water assets to service the structure plan area as required. Water pipelines will follow roading alignments and be constructed in conjunction with the roads, as part of individual development proposals. All new pipelines will consider the future development potential when being designed and
constructed. Trunk and local network pipelines providing water to the draft structure plan area will be designed to meet the anticipated yield. All new pipelines will consider the upstream and downstream development potential when being designed and constructed.

Refer to section 4.2.4 Water and wastewater for further information about water

Wastewater

The existing network has limited capacity to accommodate additional flows. Watercare will undertake upgrades in the existing wastewater network to accommodate the anticipated yield. The Pukekohe transmission pump station and the pipe between Pukekohe and the wastewater treatment plant have capacity for the expected growth, and will be upgraded as required to meet additional growth expectations.

Trunk and local network pipelines collecting and conveying wastewater from the structure plan areas are being sized to meet the anticipated development yield. Watercare will undertake trunk upgrades and work with developers to upgrade wastewater assets to service the structure plan area as required. Local wastewater pipes will be constructed in alignment with individual development proposals. All new pipelines will consider the upstream and downstream development potential when being designed and constructed.

The Pukekohe transmission pump station has recently been constructed to accommodate future flows from the Pukekohe/Paerata structure plan area, as well as underdeveloped land zoned for residential use and forecast intensification within the existing urban area.

Refer to section 4.2.4 Water and wastewater for further information about wastewater.

Power Supply

All new or upgraded network in urban or semi-urban areas will be underground to ensure a high-quality environment for new dwellings (as required by the Auckland Unitary Plan).

Telecommunications

Telecommunication providers have been involved in the structure plan process.

Community Facilities

Auckland Council's Community Facilities Network Plan provides a framework for assessing open space and community facilities requirements. A community facilities assessment for Pukekohe Paerata was completed in March 2019 and identified that, in general, new service provisions should be directed towards greenfield growth areas, such as Paerata. For the existing urban areas, the priority is to enhance existing facilities.

The provision assessment made the following recommendations:

- Investigate the need for a new multipurpose space in Paerata (library, arts and community space) subject to growth in the next 10-15 years. The facility should be located in Paerata town centre to support population growth and emerging community needs.
- Consider the need for additional indoor courts to support population growth, particularly growth forecast in Paerata in the next 10-15 years
- Investigate options for Franklin and Jubilee pools to make services fit for purpose and respond to the needs of the growing population
- Identify opportunities to optimise existing community facilities for increased utilisation or operational efficiency and include Franklin: The Centre, Pukekohe Town Hall and Pukekohe Old Borough Building.

The Pukekohe-Paerata structure plan will support the community facilities network plan priorities to ensure we have the right facility, in the right place at the right time. The structure planning process provides opportunities to consider partnership solutions, including partnering to develop new facilities or providing funding to other providers to secure public access to existing facilities.

The following community facilities may be required in Paerata town centre by 2026 or prior to the population reaching 20,000 people, whichever is first:
- a multipurpose community facility incorporating community, arts, library and space for hire in Paerata
- indoor court provision in Paerata
- additional aquatic capacity will be required, either through addressing issues that limit utilisation of the existing facilities, or provision of a new facility.

The timing and type of facility and combination of spaces required will depend on the pace of growth, the make-up of the future community, when populations reach the facility provision threshold and the capacity of existing facilities in the wide area to cater for growth.

Refer to section 4.2.6 Community Facilities for further information about community facilities.

**Education**

The Ministry of Education is responsible for managing schools in New Zealand. Within the Auckland region significant population growth is expected to occur as a result of natural increase and migration from overseas and other parts of the country. The Ministry of education has been involved in the structure plan process.

**Healthcare**

The Drury and Pukekohe areas lie with the Counties Manukau District Health Board (CMDHB). The wider Pukekohe-Paerata area has good access to primary and secondary health care provision. There are:
approximately seven medical centres in the Pukekohe area, clustered within the existing town centre
four hospitals/secondary health care facilities (i.e. Pukekohe Hospital, Manukau Super Clinic, Middlemore Hospital, and the Botany Super Clinic)
Middlemore hospital is the closest emergency care centre and the focus for secondary health care. It is accessible by public transport.

The four District Health Boards in northern New Zealand have developed the Northern Regional Long Term Investment Plan (NRLTIP) to articulate the strategic direction for the Northern Region using a 25-year planning horizon. Due to demand for healthcare in the CMDHB area, the NRLTIP has identified an additional acute site in the south of Auckland, and potentially north Waikato.

Aside from health facilities, the environment in which people live in affects their health and wellbeing. Potential health and well-being impacts from the Pukekohe-Paerata Structure Plan 2019 include:

- the additional train station and public transport services help residents access services within and outside of the structure plan area; and reduces the reliance on cars
- zoning to enable varying residential densities for housing choice
- riparian margins improve ecological health, biodiversity and water quality
- provision of parks and open space at both neighbourhood and suburban/regional levels provides opportunity for informal recreation.

However, in realising the health and safety benefits of these proposals, the implementation will be important. Matters to be considered at plan change and development stages include design of transport routes to enable walking from residential areas to key service destinations, pedestrian oriented design, and a safe walking and cycling network.

Refer to section 4.2.12 Health impact assessment for further information about healthcare.

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Map 8: Pukekohe-Paerata Structure Plan 2019: Water, Electricity and Gas Infrastructure Map
3.3.9 Managing hazards

The Pukekohe-Paerata Structure Plan 2019 takes into account the following key hazards:

Flood hazards

Pukekohe-Paerata has floodplains associated with the three major stream catchments that run through the area – Whangapouri, Oira and Tutanui. The major floodplains are shown on Map 3 and Map 4 of this structure plan (ponding due to culverts and other obstructions is not necessarily shown).

All forms of flooding will be increased in the future by climate change. The predicted increases have been included in the floodplain mapping but there is some degree of uncertainty to this.

The Auckland Unitary Plan directs new greenfield development to avoid locating buildings within floodplains. In some cases, flood tolerant activities (such as car parking and loading areas) can be located within the floodplains provided they do not exacerbate the risks from flood hazards. Flood hazards are the most prominent risk associated with urban development in Pukekohe-Paerata.

The Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan identifies ways to achieve the objectives of the Auckland Unitary Plan. It takes into account the unique topography, geology, and hydrological characteristics of the area. The overall approach is to integrate stormwater infrastructure into the natural environment through Water Sensitive Design.

The Pukekohe-Paerata Structure Plan will respond to flood hazards by:

- Avoiding development on the 1 percent annual exceedance probability floodplains to avoid exposing more people and property to risks from flooding.
- Avoiding development on stream edges and enhancing riparian buffers to protect water quality and to manage flood waters.
- Incorporating water sensitive design in land use and development to manage stormwater (outlined in Appendix 06).

The structure plan is able to incorporate the above responses and meet the growth challenge.

The yield calculations for the Pukekohe-Paerata Structure Plan exclude the area of land required for managing flood hazards from the amount of developable area.

The plan change process will implement the structure plan’s flood hazard response. Further specific consideration may result in additional bespoke planning provisions. More information on potential matters for future plan changes can be found in section 3.4.3.

More information on flood hazards can be found in section 4.2.2 Stormwater, flooding and management of freshwater environments.
Geotechnical hazards

Geotechnical hazards also exist in Pukekohe-Paerata. These hazards are unlikely to be a fundamental obstacle to development as long as development is undertaken in accordance with suggested guidance provided in the specialist report, inclusive of more detailed site-specific reporting at development stage.

The Pukekohe-Paerata Structure Plan has taken into account the risks from likely geotechnical hazards when deciding on an appropriate land use response. The structure plan considers that engineering controls will appropriately address the identified hazards.

More information on geotechnical hazards can be found in section 4.2.10 Geotechnical assessment.

Land contamination

Possible land contamination risks have been identified, and potentially contaminated land may be suitable for development subject to preliminary or detailed site investigations. The Auckland Unitary Plan contains provisions which require the assessment and management of contaminated land prior to development. This approach will progressively reduce the existing potential contamination sources in the area that pose a risk of adverse effects on the environment and/or human health.

More information on land contamination can be found in section 4.2.11 Land contamination.

3.4 Implementation of the plan

3.4.1 Staging

The Pukekohe-Paerata Structure Plan 2019 will provide for 30 years of urban growth. The area will grow over time in stages.

The council’s Future Urban Land Supply Strategy 2017 states that:

- Stage One will be the Paerata Future Urban zoned land which is scheduled to be development ready in the first half of Decade One (2018 – 2022).
- Stage Two will be the Pukekohe Future Urban zoned land which is scheduled to be development ready in the second half of Decade One (2023 – 2027).

“Development ready” means that urban zoning and bulk infrastructure is provided. The rate of urban development needs to be coordinated with infrastructure development.

3.4.2 Infrastructure Funding Options

Appendix 1 of the Auckland Unitary Plan also requires a staging plan as part of a structure plan. The critical infrastructure that provides essential bulk services which enable land development include:
Parks and Open Spaces (Auckland Council and Minister of Conservation) – see section 4.2.7 for more information.

Transport networks (Auckland Transport, The New Zealand Transport Agency and Kiwirail) – see section 4.2.11 for more information.

Stormwater networks (Auckland Council) – see section 4.2.5 for more information.

Water and Wastewater (Watercare Services Ltd) – see section 4.2.12 for more information.

Community facilities (Auckland Council) - see section 4.2.6 for more information.

Electricity and gas (including Transpower, Counties Power, Vector and First Gas).

Telecommunications (various private sector providers).

Other community services (schools, hospitals, social services, and courts) and emergency services (police, fire, ambulance) will also be delivered in conjunction with growth.

Agencies responsible for the above infrastructure have all been involved in the preparation of the structure plan.

The council funds and delivers public growth infrastructure projects it is responsible for primarily through the collection of development contributions, and Watercare’s infrastructure growth charges and rates. Developers typically contribute less than one third of this cost through development contributions and infrastructure growth charges, with the rest subsidised by the ratepayer and the taxpayer. Infrastructure sequencing and funding for the Council’s structure planning areas (including Drury and Pukekohe) is yet to be resolved.

Infrastructure projects also have long lead times for planning and construction. Development will need to be staged in accordance with infrastructure decision making over time. Funding options are being investigated inclusive of targeted rates and special purpose vehicle private financing.

Critical new indicative transport, water, wastewater and open space infrastructure are shown on Map 3, Map 4, Map 5 and Map 6 of this structure plan along with existing infrastructure.

Appendix 1 of the Auckland Unitary Plan requires an infrastructure funding plan as part of a structure planning process. The funding plan for bulk infrastructure will be finalised as more information becomes available, prior to any decision on plan change timings.

### 3.4.3 Potential matters for future plan changes

The Pukekohe-Paerata Structure Plan 2019 will form the basis of future plan change/s. The plan change process(s) will enable the delivery of additional housing and employment opportunities by rezoning the existing Future Urban Zone land to ‘live’ zones. The zones...
will generally follow the land uses shown in the Pukekohe-Paerata Structure Plan 2019 (see Map 3 of this structure plan). It will be at the plan change stage of the process where specific interface consideration can be applied – for example between new urban zoned land uses and existing horticultural land use.

In addition to zones, the Auckland Unitary Plan contains spatial tools such as overlays, controls, Auckland-wide provisions and precinct provisions that control resource management matters.

The preparation of the Pukekohe-Paerata Structure Plan 2019 has identified the following matters that may (subject to further investigation) be part of future plan changes. In should be noted that plan changes for areas or features outside the Future Urban zone are not within the scope of this structure plan process.

**Land use**

- Rezone land to:
  - Residential – Single House
  - Residential – Mixed Housing Suburban
  - Residential – Mixed Housing Urban
  - Residential – Terrace Housing and Apartment Buildings
  - Business – Light Industry
  - Business – Neighbourhood Centre
  - Business – Local Centre

- Refine the position of the proposed Local Centre and consider if an additional Local Centre is needed in the south-eastern part of the structure plan area.

- Consider the need/locaton for Neighbourhood Centres once residential and business zones are confirmed.

**Interfaces and Linkages**

The structure plan areas are on the edges of ‘live’ zoned areas of Pukekohe and Paerata. They also border rural land. The importance of horticulture to the economy and character of the area is recognised in this structure plan. Future plan changes will need to consider how interfaces and linkages between and within the structure plan areas and adjacent land are addressed in the following situations.

Zone interfaces and linkages:

- between new business zoned land and existing rural zoned land (e.g., Rural Production Zone)
between new residential zoned land and existing rural zoned land
between existing residential and business zoned land and new residential and
business zoned land
between new business and new residential zoned land
between new residential land and special purpose zones
between new business land and special purpose zones
between new parks and residential areas
whether it is appropriate to use public roads as a buffer between residential and
rural land uses (encouraged by the Pukekohe Hill Precinct under the Auckland
Unitary Plan)
identify whether provisions are needed for 'gateways' for interface between
Buckland and Pukekohe as well as between rural and urban areas
consideration of controls relating to buffers, screening, landscaping, setback, and
roading layout

It should be noted that:

- Existing residential zones adjoining structure plan areas vary by age, scale and
  subdivision pattern and include activities such as marae and childcare.
- Existing rural zones adjoining structure plan areas contain various farming,
horticultural and lifestyle activities.
- Existing special purpose zones adjoining structure plan areas contain
  showgrounds, horse racing and training facilities, car racing facilities, a school
  and a cemetery.

The following matters should also be considered:

- Whether land use and future street layouts promote healthy lifestyles; a land use
  mix and street layout that encourages walking, cycling, and other forms of active
  transportation and recreation.

Mana whenua cultural values

Māori cultural values are inextricably connected with the environment. It is important that
Māori cultural values are considered in their own right and not just when they align with
other environmental values. Mana whenua for the Pukekohe-Paerata area have a unique
relationship with the area. In order to ensure future development of the area recognises,
protects, maintains and enhances mana whenua cultural values, further consideration of
appropriate controls will be needed, in conjunction with ongoing engagement.
This may require additional area specific planning requirements to achieve better environmental and cultural outcomes than currently provided for in the Auckland Unitary Plan, and additions to existing Auckland Unitary Plan schedules. This may include consideration of how:

- activities adjacent to waterways/water bodies are managed, e.g. access, orientation of site and siting and orientation of building platforms, impervious surfaces etc
- stormwater is managed and treated
- the health of ecosystems can be enhanced e.g. eco-sourced riparian plantings within the riparian buffers
- new development can be required to use Te Aranga Māori Design Principles
- kaitiaki can be enabled to carry out their responsibilities including cultural monitoring
- mana whenua physical and cultural landscapes and sites of significance can be identified and protected e.g. additions to various Auckland Unitary Plan Overlays
- the natural functions of wetlands and floodplains can be restored
- to ensure best practice for erosion and sediment control.

**Landscape and environment**

Environmental features such as streams, tuff rings and vegetation do not necessarily stop at Future Urban zone boundaries. These features can provide opportunities to enhance environmental linkages within and beyond the structure plan area.

There are current barriers to linkages within and beyond growth areas, such as the railway line, road locations and streams. Connectivity is considered as part of the structure planning process.

The following matters should be considered:

- How to protect key parts of original volcanic geological features (e.g. tuff rings). This may include:
  - Further investigation whether any of the other geological features warrant inclusion in the Outstanding Natural Features Schedule of the Auckland Unitary Plan
  - Ridge protection mechanisms e.g. Ridge Protection Overlay in the Auckland Unitary Plan
  - View protection e.g. Local Public Views Overlay or Volcanic Viewshfts and Height Sensitive Areas Overlay or other mechanism
- How to create buffers on the edge of the rural urban boundary and around key landscape features. This may include:
  - Using parks/open space/riparian margins.
  - Vegetated setback.
  - Larger lot sites along edge of new urban area, near edge of crater etc.
  - Coverage controls.
- How to protect our waterways, vegetation and ecology. This may include:
  - Planting of appropriate width and species mix (indigenous) in riparian margins.
  - Restoration of wetlands.
  - Fencing of all streams and wetlands to reduce damage to streams and reduce pollutants entering the water.
  - Buffer planting around existing areas of native vegetation.
  - More street tree planting within the urban footprint
  - Identification of trees that warrant inclusion in the Notable Tree Schedule in the Auckland Unitary Plan.
  - Consider incorporating open space, riparian margins, and other ecological/geological/topographical features into a green network.
- How to ensure walking and cycling network makes use of green links.
- How to best integrate our roading network and our open space. This may include:
  - Require orienting streets to protect visual connection into the surrounding rural area.
  - Ensuring streets are designed to protect views to/from tuff rings and ridges, in case these are not protected through volcanic Viewshafs.
- Further investigation into features that reflect heritage and character of area to see if they need additional protection.
- How to best implement the recommendations of the Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan. This may include:
  - Exploring opportunities to achieving Water Sensitive Design as the basis for future developments.
  - Appropriate controls to ensure development maintain and enhance the water quality of our waterways – particularly stormwater discharges.
  - Identifying non-statutory methods to enhance our waterways.
- Assume a minimum 20 metre riparian buffer along both banks of permanent and intermittent streams.
• How to connect people with nature to improve physical and mental health and wellbeing.

Open space
• Consideration of what controls are needed to ensure indicative open space, indicative riparian buffers and other elements of the green network are delivered.
• How to provide for active urban edges facing parks.
• Consideration of incorporating park edge roads around open spaces
• Consideration of what controls are needed to maintain amenity values where an industrial area faces onto a riparian area.
• Ensuring recreational land uses are at a sufficient scale and within walking distances of residential areas to support a healthy, active community.
• Responding to topographical, ecological and geological features in a positive way and incorporate them as part of a revised open space network plan:
  o where practical and feasible, orienting proposed new open spaces to acknowledge geological features
  o where practical and feasible and once they are identified, to co-locate open spaces to adjoin esplanade reserves, waterways, riparian margins, wetlands, bush areas and stormwater detention system assets

Transport
• Consideration of what controls are needed to deliver the indicative transport network identified in the Integrated Transport Assessment.
• How the future transport network will enable efficient multi-modal transport.
• Consideration of roads, and pathways to increase canopy and vegetation cover
• Consideration of road boundaries as zone interfaces

Heritage
• Further investigation of the identified heritage ‘places of interest’ to determine if any warrant inclusion in the Historic Heritage Schedule in the Auckland Unitary Plan.
• Identification of trees that warrant inclusion in the Notable Tree Schedule in the Auckland Unitary Plan

Managing Hazards
• Consideration of best practice controls for erosion and sediment.
Planning Committee
06 August 2019

Pukekohe-Paerata Structure Plan 2019

- How to best implement the recommendations of the Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan. This may include:
  - Appropriate controls to ensure new buildings avoid locating in natural flood plains.
  - Appropriate controls to ensure new development do not worsen existing flood hazard risks.

4 Developing the Pukekohe-Paerata Structure Plan 2019

4.1 Strategic context

There are statutory and non-statutory documents that are to be considered where appropriate in the development of structure plans, in accordance with Appendix 1 of the Auckland Unitary Plan (for an analysis of how these matters are addressed, see Appendix 01 of this structure plan). The key outcomes sought by these documents, where relevant to the Pukekohe-Paerata Structure Plan 2019, are summarised below. Further detail is provided in Appendix 03 of this structure plan.

4.1.1 The Auckland Plan 2050

The Auckland Plan 2050 (Auckland Plan) provides a long-term spatial plan for Auckland looking ahead to 2050. It is council’s long-term spatial plan to ensure Auckland grows in a way that will meet the opportunities and challenges of the future. The plan sets the high-level direction for Auckland. It outlines the big issues facing Auckland, including the values that will shape how we work together. It identifies key organisations that will play important roles in creating our shared future. The Auckland Plan’s Development Strategy and six outcomes set Auckland’s strategy to 2050. They consider how we will address the key challenges of high population growth and environmental degradation, and how we can ensure shared prosperity for all Aucklanders. The Development Strategy also shows how Auckland will physically grow and change over the next 30 years, and specifically addresses the need for business land in future urban areas.

The Auckland Plan signals that over the next 30 years Auckland could grow by another 720,000 people to reach 2.4 million. To meet the challenges associated with population growth in Auckland, the Auckland Plan anticipates that land for an additional 320,000 dwellings and approximately 270,000 additional employment opportunities will be needed to support this growth. Part of that growth will occur in southern Auckland.

Pukekohe and Warkworth are classified as satellite towns in the Auckland Plan. The Auckland Plan defines a “satellite town” as a rural town which has the potential to function semi-independently from the main urban area, providing a full range of services and employment opportunities to the wider rural area.

The Auckland Plan states that satellite towns also act as rural nodes. They:
service their surrounding rural communities
are connected to urban Auckland through state highways and, in the case of Pukekohe, by rail
will support significant business and residential growth.

The Auckland Plan describes Pukekohe as follows:

“Pukekohe: The satellite town of Pukekohe is the rural node at the southern extent of Auckland. It is strategically located on the North Island Main Trunk railway line and is connected to Auckland via State Highway 22. It serves a wide catchment, and is centred on rural production with some of New Zealand’s most elite soils and prime agricultural land. Pukekohe has the potential to function semi independently from the main urban area of Auckland. This can reduce the need for travel out of Pukekohe to access services, facilities and employment. An increase in business land will help achieve this aim.”

The Auckland Plan estimates that the future urban development areas around Pukekohe and Paerata have the potential to accommodate approximately 14,000 dwellings.

4.1.2 Future Urban Land Supply Strategy and Pukekohe-Paerata’s growth context (south Auckland and north Waikato)

The council’s Future Urban Land Supply Strategy 2017 sets out a programme for sequencing future urban zoned land over 30 years across Auckland.

The Pukekohe-Paerata structure plan area is part of Auckland’s larger southern growth area. This area is approximately 20 kilometres south of Auckland’s central city and the area is approximately 30 kilometres in length. The Southern growth area makes up the largest proportion of future urban areas in Auckland (45 percent).

For an illustration of the growth context for the Pukekohe-Paerata structure plan area, see section (i) of Appendix 03.

The southern growth area includes the large future urban areas of Takanini, Drury-Opāheke, and Pukekohe-Paerata. The rural settlements in the south include Oruarangi, Maraetai, Clevedon, Clevedon Waterways, Karaka North, Kingseat, Clarks Beach, Glenbrook Beach and Patumahoe. Together, the areas zoned for future urban expansion comprise a large land area of about 6,706 hectares.

In Paerata the Future Urban Land Supply Strategy:

- identifies the already live zoned Paerata Wesley College 326-hectare Special Housing Area as able to accommodate approximately 4,550 dwellings
- identifies the rest of the Paerata Future Urban zone as able to provide 201 hectares of further land supply between 2018 and 2022, to accommodate approximately 1,800 dwellings and a local centre

47
anticipates the total 527-hectare Paerata area identified in the July 2017 strategy as having an approximate capacity of 6350 dwellings.

In Pukekohe the Future Urban Land Supply Strategy:
- identifies the already live zoned Pukekohe 89-hectare Belmont Special Housing Area as able to accommodate approximately 720 dwellings
- identifies the rest of the Pukekohe Future Urban zone as able to provide 1088 hectares of further land supply between 2023 and 2027, to accommodate approximately 7200 dwellings
- anticipates the total 2177-hectare Pukekohe area identified in the July 2017 strategy as having an approximate capacity of 7920 dwellings.

Waikato growth context
The Waikato District Council growth areas of Pokeno and Tuakau lie within 4km of the Auckland Council boundary. The proximity of settlements (including associated future urban areas) to the Auckland-Waikato boundary means there are significant interdependencies between southern Auckland and northern Waikato that cross administrative government boundaries.

For more detail about Waikato growth, see section (ii) of Appendix 03.

4.1.3 Pukekohe Area Plan 2014
In 2014 the Franklin Local Board prepared the Pukekohe Area Plan, which was adopted by the council.

The Pukekohe Area Plan covers the (then) existing urban zoned area of Pukekohe, and the area zoned Future Urban Zone in the (then) Proposed Auckland Unitary Plan. This includes Pukekohe, Paerata to the north and Buckland to the south.

This plan, along with feedback received in consultation on higher level strategic planning for the southern growth areas, informed the initial work on the Pukekohe-Paerata Structure Plan.

For more detail see section (ii) of Appendix 03.

4.1.4 National policy statements and national environmental standards
These are Resource Management Act national policy and regulatory documents prepared by Government. The council gives effect to these documents through provisions in the Auckland Unitary Plan. Accordingly, the Pukekohe-Paerata Structure Plan 2019 will need to demonstrate an urban structure that can give effect to relevant national policy statements and environmental standards. The relevant ones are listed below. For further detail about these documents and how the structure plan responds, see section (iii) of Appendix 03.

National Policy Statement for Freshwater Management 2014
The National Policy Statement for Freshwater Management provides direction for the council on the management of freshwater.

The Pukekohe-Paerata Structure Plan 2019 responds to this policy statement by:

- The use of Water Sensitive Design as the basis for planning future development
- Identifying enhancement opportunities, including riparian planting, and encouraging reinstatement of natural channels
- Considering the likely controls needed as part of a future plan change

**National Policy Statement on Electricity Transmission 2006**

The council gives effect to the National Policy Statement on Electricity Transmission through the National Grid Corridor overlay provisions in the Auckland Unitary Plan. However, the existing transmission corridor that runs through Pukekohe-Paerata has been taken into account.

**National Policy Statement on Urban Development Capacity 2016**

The National Policy Statement on Urban Development Capacity directs local authorities to provide sufficient development capacity in their resource management plans, supported by infrastructure, to meet demand for housing and business space.

The Pukekohe-Paerata Structure Plan 2019 responds by providing residential and business capacity that is consistent with the Future Urban Land Supply Strategy and therefore is consistent with this policy statement.

**National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011**

This National Environmental Standard provides a nationally consistent set of controls and soil contaminant standards to ensure land affected by contaminants in soil is appropriately identified and assessed before it is subdivided or developed.

A high-level investigation of contaminated land within the Pukekohe-Paerata structure plan area has been undertaken as part of the structure plan process.

**Proposed National Policy Statement for Versatile and High-Class Soils**

The Minister for the Environment has announced that work has started on this document.

4.1.5 Treaty settlement legislation

Treaty settlements acknowledge the agreements reached between the Crown and Iwi to recognise some of the cumulative effects of breaches of the Treaty of Waitangi and its principles on the economic, social, physical, cultural and spiritual wellbeing of mana whenua. Treaty settlement legislation enacts the deed of settlement between the Crown and Iwi that contain relationship, cultural and commercial redress relevant to Iwi. Statutory acknowledgements and deeds of recognition are part of cultural redress relevant to the Iwi who are represented by their settlement bodies.
Structure planning provides for the council to take into account Treaty settlements particularly where there are statutory acknowledgements, deeds of recognition, cultural or commercial redress. Statutory acknowledgements recognise an association between an iwi and an area. This together with council’s enacting legislation prioritises iwi participation in resource management processes.

For further information about the relevant Deeds of Settlement (awaiting enacting legislation) and Treaty settlement legislation relevant to the structure planning areas refer to Mana Whenua Engagement Summary, Auckland Council 2019.

4.1.6 Iwi planning documents

Iwi management plans may express environmental, cultural, economic, spiritual aspirations and values, areas of cultural significance and outline how the iwi / hāpu expects to be involved in resource management practices. There is no prescribed form an iwi management plan must take.

The council’s structure planning process provides for any iwi management plan that an iwi authority has lodged with the council, where it is relevant to the region / district / rohe, to be taken into account.

Not all mana whenua involved in the structure planning areas have an iwi management plan prepared at this stage however there are a number of other documents that they have developed which have assisted in better understanding their environment and role as mana whenua and kaitiaki.

For further information about iwi management plans relevant to the structure planning areas refer to Mana Whenua Engagement Summary, Auckland Council 2019.

4.1.7 Auckland Unitary Plan Operative in Part

The Auckland Unitary Plan is the council’s combined statutory Resource Management Act plan for Auckland. It includes the Regional Policy Statement which sets out the overall strategic framework for Auckland and addresses Auckland’s growth challenge in a number of ways.

The development of the Future Urban zones in Pukekohe-Paerata is part of the solution to the growth challenge. Residential intensification has also been enabled in the existing urban areas.

For further details, see section (iv) of Appendix 03.

Appendix 1 of Auckland Unitary Plan also sets out specific guidelines for structure planning. These guidelines have been followed in preparation of the Pukekohe-Paerata Structure Plan 2019. An analysis of how these matters are addressed is attached as Appendix 01 to this structure plan.

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12 Appendix 1 Structure plan guidelines, Auckland Unitary Plan Operative in Part
4.1.8 Auckland Council 10-year Budget Long-term Plan 2018-2018
The council’s 10-year Budget (Long-term Plan) 2018-2028 was adopted in May 2018. It outlines a 10-year budget for the council’s investment in Auckland. Large-scale greenfield development in the south is anticipated in this budget, including services and infrastructure in the Pukekohe-Paerata structure plan area.

4.1.9 Franklin Local Board Plan
Pukekohe is located within the Franklin Local Board area. The Franklin Local Board Plan (2017) is a three-year strategic document that guides local board activity, funding and investment decisions for the 2017-2020 period.

For more detail about the local board plan and how the structure plan responds, please see section (v) of Appendix 03.

4.1.10 Infrastructure strategies, plans and initiatives
Supporting Growth programme
Transport has an important role to play in enabling urban development and helping ensure Pukekohe-Paerata continues to be an enjoyable place to live, work and play. Te Tupu Ngātahi (the Supporting Growth Alliance) will determine the key strategic transport infrastructure required to urbanise the Pukekohe-Paerata Future Urban Zone. A set of recommended transport projects is being determined and then the specific routes will be route protected (i.e. designated).

As outlined in section 3.3.6 Transport above, the Supporting Growth Programme has been initiated to investigate, plan and deliver the transport networks Auckland needs over the next 30 years to accommodate future urban growth.

In 2018, Te Tupu Ngātahi undertook extensive partner, stakeholder and public consultation on options for the transport network in the South. An analysis of this consultation along with technical assessments of options has informed the draft strategic transport network.

Further information on transport can be found in section 4.2.3 Integrated Transport Assessment.

Regional Land Transport Plan 2018-2028
The Regional Land Transport Plan sets out the funding programme for Auckland’s transport services and activities over a 10-year period. Planned transport activities for the next three years are provided in detail while proposed activities for the following seven years are outlined. The Regional Land Transport Plan is jointly delivered by Auckland Transport, the New Zealand Transport Agency and KiwiRail, and forms part of the National Land Transport Programme.

The key directions of the Regional Land Transport Plan include to:
- better connect people, places, goods and services

51
• increase genuine travel choices for a healthy, vibrant and equitable Auckland
• maximise safety and environmental protection.

The key priority areas for the Regional Land Transport Plan, as relevant to the Pukekohe-Paerata Structure Plan 2019, include:

• the State Highway 1 (SH1) Southern Corridor Improvements project between Manukau and Papakura
• the SH1 Papakura-to-Bombay project which builds on the improvements being delivered as part of the Southern Corridor Improvements project and forms an early priority for the Supporting Growth Programme
• The State Highway 22 (SH22) Drury to Paerata short-term improvements project which is being investigated through the Safe Roads Programme. This project aims to prevent crashes on this road, and ensure that if a crash happens, people are less likely to be killed or seriously injured.
• the electrification of the rail line to Pukekohe station, additional electric trains, and rail corridor improvements between Wiri and Quay Park which will collectively enable frequent trains to Pukekohe.

Regional Public Transport Plan 2015

The Regional Public Transport Plan 2018 describes the public transport network proposed by Auckland Transport over the next ten years and identifies the services integral to that network. The plan outlines a hierarchy of service layers and aspirational levels of service for each service layer. These include Rapid services (operating at least every 10 minutes between 7am-7pm on a dedicated right-of-way – e.g. rail), Frequent services (operating at least every 10 minutes between 7am-7pm), along with a complementary network of connector and peak services.

There are five routes described in the Regional Public Transport Plan including the extension of electrified rail services to Pukekohe station. Bus services comprise the Cape Hill Road, Birdwood Road, Wellington Street loops and routes servicing Wesley College and Waiuku.

Watercare Asset Management Plan 2016-2036

For details on this plan and on the water and wastewater strategy for the Pukekohe-Paerata Structure Plan 2019, see sections 3.3.8 Other infrastructure and 4.2.4 Water and wastewater of this structure plan and section (vi) of Appendix 03.

4.1.11 Other Auckland Council plans and strategies

The other relevant council plans and strategies are listed below. For further detail about these documents and how the structure plan responds, see section (vii) of Appendix 03.
Low Carbon Auckland 2014
Low Carbon Auckland sets out a 30-year pathway and a 10-year plan of action to transform to a greener, more prosperous, liveable, low carbon city.

Draft Tāruke-ā-Tōwhiri Auckland Climate Action Framework 2019
Council agreed to consult on this framework in June 2019.

Auckland Urban Ngahere (Forest) Strategy 2018
This strategy is a comprehensive regulatory and non-regulatory approach to enhancing our urban forest and green infrastructure by increasing the tree canopy cover around the city.

Auckland Council’s Indigenous Biodiversity Strategy 2012
This strategy sets out the council’s approach to maintaining and enhancing Auckland’s biodiversity.

Auckland Growing Greener 2016
Auckland growing greener describes council’s priorities for achieving good environmental outcomes as Auckland grows. It sets four priority areas: urban transformation; zero waste; restoring nature; healthy waters.

Auckland Design Manual
The Auckland Design Manual (an online tool) is a non-statutory best practice guide for designing Auckland’s neighbourhoods, buildings and spaces. Te Aranga Māori design principles are outcomes-based principles founded on intrinsic Māori cultural values and are part of the Auckland Design Manual.

Code of Practice for Land Development and Subdivision
The Code of Practice for Land Development and Subdivision, or any subsequent updates of that document, will be a relevant consideration at the time of subdivision and development.

Panuku Development Kia Puāwai/Unlock Pukekōhe High Level Project Plan
Council endorsed a plan in June 2019 by Panuku Development (a Council Controlled Organisation) to enhance the Pukekohe town centre.
Attachment B

4.2 Technical Report Summaries

Specialist technical reports have been commissioned by the council throughout the structure planning process to understand the opportunities, constraints, planning issues and concepts for urban development within Pukekohe-Paerata.

A number of technical reports were completed and included in the 2017 consultation material. Since then some of these reports have been updated and additional reports have been received about further topics.

Reports cover the following topics:

- business land demand and location (2018)
- stormwater, flooding and freshwater management (updated 2019)
- transport (2019)
- water and wastewater supply (2019)
- open space and recreation (updated 2019)
- community facilities (updated 2019)
- landscape values (2017)
- heritage and archaeology (2017)
- ecology (updated 2019)
- geotechnical hazards (updated 2018)
- contaminated land (2018)
- urban design (2018)

A health impact assessment and a summary of mana whenua engagement report have also been prepared in 2019 to inform the structure planning process.

Appendix 04 lists the most recent versions of these reports. Full copies of these reports are available on the council’s website at www.aucklandcouncil.govt.nz/haveyoursay.

The background reporting is summarised in the sections below.

4.2.1 Business land demand and location

The growth of Pukekohe-Paerata needs to provide for business activities as well as housing. For land use planning purposes this requires estimation of the future demand for land for business activities. Suitable locations for business activities also need to be determined.

Business land demand

Initial structure planning analysis in early 2017 was informed by business land demand analysis undertaken as part of the Future Urban Land Supply Strategy work in 2015 and
updated in 2017. This indicated that significant new areas of centre and industrial land would be required to support population growth in the south.

The initial structure planning analysis was also informed by the 2014 Pukekohe Area Plan which identified that new areas of industrial land would be required to support growth in the area.

Property Economics Ltd was commissioned to provide estimates of the amount of business land that would be needed to service future population growth in the south of Auckland. This included estimates of the amount of industrial, commercial services and retail activities that would need to be provided for in structure planning to ensure a prosperous community. Interim results of this work were available in late 2017 and the final report was completed in June 2018. This assessed the future demand for business activities in the Drury and West Franklin business land demand catchments as shown in Map 7 below.

Map 7: Drury and West Franklin business demand catchments

Source: Property Economics

This Property Economics report assessed the projected future demand for retail, commercial services (offices) and industrial land by 2048 (30 years).

This work informed the development of the Pukekohe-Paerata Draft Land Use Plan 2018. This included provision in the draft for business land and a local centre.

MRCagney was engaged by Council later in 2018 to:
peer review the Property Economics business land demand projections
review the criteria used by the council for selecting suitable business land locations
review likely employment densities
provide additional related advice.

This peer review and advice was provided in a series of five technical notes (referenced at end of this section).

Table 2 below summarises the reviewed projections from MRCagney in late 2018.

<table>
<thead>
<tr>
<th></th>
<th>Drury catchment to 2048</th>
<th>West Franklin Catchment to 2048</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>136 ha deficit of net developable area, plus additional gross land area requirements for roads, reserves, flood affected areas and any other constraints in industrial areas.</td>
<td>83 to 306 ha deficit of net developable land area, plus additional gross land area requirements for roads, reserves, flood affected areas and any other constraints in industrial areas. 80 to 100 ha of net developable area, plus additional gross land area requirements for roads, reserves, flood affected areas and any other constraints in industrial areas recommended for Pukekohe-Paerata structure plan area.</td>
</tr>
<tr>
<td>Commercial offices</td>
<td>Included in centre estimate below</td>
<td>Included in centre estimate below</td>
</tr>
<tr>
<td>Centre (retail and commercial and offices)</td>
<td>47 ha deficit (lower bound – more realistic within 30 years)</td>
<td>6 ha deficit (lower bound – more realistic within 30 years)</td>
</tr>
<tr>
<td></td>
<td>71 ha deficit (upper bound – less realistic within 30 years)</td>
<td>34 ha deficit (upper bound – less realistic within 30 years)</td>
</tr>
</tbody>
</table>

**Industrial business land location**

Industrial, retail and commercial office business activities have locational requirements for commercial success that need to be considered. The council had developed locational criteria for determining potentially suitable areas for these activities in structure planning. MRCagney was engaged to review existing locational criteria used by councils and recommend appropriate ones. The outcome of that review is summarised below.

The suggested criteria for industrial land location are summarised in Figure 2 below.
Centre business land location

Access to a supporting catchment of customers is important for centre activities. Assuming that this will be the case for the Pukekohe-Paerata and the Drury-Opāheke structure plan areas, Figure 3 below summarises the locational criteria for successful mixed-use centres.
Figure 3: Suggested success criteria for centre land within structure plan areas

SUCCESS CRITERIA FOR CENTRE LOCATIONS WITHIN STRUCTURE PLAN AREAS*

- Existing or proposed public transport: 10%
- Exposure / profile/ visibility from main road: 30%
- Physical access to major road / transport routes: 20%
- Appropriate land features: Relatively flat land; not on a floodplain; large contiguous site: 20%
- Potential for co-locating and/or clustering with associated business activities more relevant to offices than retail: 20%

*Prerequisite: population catchment will exist relevant to scale of centre and services on offer. Source: MRCagney

Further information can be found in the background reports:


4.2.2 Stormwater, flooding and management of freshwater environments

The Pukekohe-Paerata structure plan area spans three stream catchments.

1. The Whangapouri Creek Catchment – drains to the Manukau Harbour
2. The Oira Creek Catchment – drains to the Manukau Harbour
3. Pukekohe South-Tutaenui Stream Catchment – drains to the Waikato River

The key stormwater characteristics and constraints can be summarised as:

- Significant flood plains in the future urban areas.
- Potential for urban areas upstream of Pukekohe to exacerbate existing flooding issues, if not appropriately managed.
- Potential sediment loadings within streams due to earthworks and stream bank erosion caused by increased impervious surfaces.
- Potential capacity constraints at culverts (under railway and state highway) and major structures
- Sensitive receiving environments, including aquifers and the degraded Pahurehure inlet

Opportunities include:

- Protecting flood plains and controlling or mitigating the adverse effects of flooding to protect health and safety of the public and ensure future resilience to flooding.
- Hydrology mitigation to provide baseflow, reduce potential stream erosion, improve water quality and maintain/enhance stream health.
- Protect and maintain major overland flow paths as part of flood management
- Protect and enhance the stream network through protecting permanent and intermittent streams and wetlands, removal of on-line farm ponds and riparian planting and fish barrier removal.
- Locating water sensitive infrastructure (such as infrastructure that uses bioremediation) next to streams where possible to improve ecological linkages and public amenity.

Management approach

The Stormwater Management Plan seeks to achieve the following:

- Protecting and enhancing permanent and intermittent streams, including (but not limited to) the use of greenways, stream bed and bank shaping and grading, riparian buffers, and controls to manage runoff.
Apply hydrological mitigation to minimise hydrological impacts on streams within and downstream of the Pukekohe-Paerata structure plan area.

Require on-site or communal treatment train approach to ensure water quality of the sensitive receiving environments is not impacted.

Apply the flood risk management hierarchy (supported by the Auckland Unitary Plan) –
  o Avoid locating development in floodplains
  o Where infrastructure have to cross floodplains, ensure that floodwater conveyance is provided for.

Where require, provide flood risk attenuation.

The Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan provides guidance on how a water sensitive design can inform development location, patterns and form in the Pukekohe-Paerata area. The recommended stormwater management approach takes into account the sensitivity of the receiving environments to further contaminants to achieve an integrated stormwater management as directed in policies E1.3(8) and (10) of the Auckland Unitary Plan.

Water Sensitive Design is a design process to achieve integrated stormwater management. It is defined as:

An approach to freshwater management, it is applied to land use planning and development at complementary scales including region, catchment, development and site. Water sensitive design seeks to protect and enhance natural freshwater systems, sustainably manage water resources, and mimic natural processes to achieve enhanced outcomes for ecosystems and our communities.

Water sensitive design approaches are outlined in Appendix 06: Water sensitive design approaches.

Since the closure of the April 2019 consultation, Council’s Healthy Waters department has undertaken additional analysis on the issue of stream bank erosion as a continuation of the 2019 Stormwater Management Plan. This work highlights the risks from sedimentation on receiving environments as a result of inappropriate urban development. Further field work and trial modelling has shown that stream bed and bank strengthening are likely to be needed for managing stream erosion.

The April 2019 Stormwater Management Plan recommends a 20 metre riparian buffer for permanent streams and 10 metres for intermittent streams. This no longer reflects current research and initial results on the causes of stream bank erosion. The Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan 18 July 2019 includes updates to reflect stream bank erosion effects on water quality and erosion risks.
downstream of development. A 20 metre riparian buffer for all streams may be needed for works to stabilise the stream, convey flood flows and provide for self-sustaining riparian planting. Further assessment will be needed to refine this approach at the plan change stage.

The Pukekohe-Paerata Structure Plan takes a precautionary approach and seeks a 20 metre riparian buffer on each side of permanent and intermittent streams to manage the risks to the sensitive receiving environment.


4.2.3 Integrated Transport Assessment

Te Tupu Ngātahi (the Supporting Growth Alliance) has prepared an Integrated Transport Assessment in support of both the Draft Pukekohe-Paerata and the Draft Drury-Opāheke Structure Plans 2019.

The Integrated Transport Assessment provides a high-level review of the proposed land use and transport networks required to support travel and accommodate transport demands. It covers the following key matters:

- the extent of the both the Drury-Opāheke and Pukekohe-Paerata study areas, including existing zoning and land use
- existing transport networks, known constraints, and committed transport projects
- relevant transport plans and strategies
- private developments and relevant background documents known to Supporting Growth Alliance at the time of report preparation
- the future land use scenario as proposed by both the Draft Drury-Opāheke Structure Plan and Draft Pukekohe-Paerata Structure Plan, including estimated residential and employment yields, as well as a high-level sequencing plan derived from the Councils Future Urban Land Supply Strategy
- the indicative transport network to support the future land use scenario, including arterial and collector roads, public transport including rapid transit, and strategic active mode networks
- the mode split and trip generation that will be generated by both Draft Structure Plans’ land use activities
- accessibility of proposed activities to various transport modes
- traffic modelling outputs, including expected mode share, patronage, accessibility, and expected traffic flow and network performance
- transport network staging and potential future refinements required to support Plan Change, Notice of Requirements and/or site-specific proposals
considerations for subsequent planning processes to sustain the integration of land use and transport outcomes.

The Integrated Transport Assessment is based on the draft strategic network, developed by Te Tupu Ngātahi with some added detail on land use integration, lower order networks (i.e. collector roads), and staging.

The draft strategic network has now been approved by the Auckland Transport and NZ Transport Agency boards. It should also be noted that the indicative transport shown in the Draft Pukekohe-Paeraata Structure Plan 2019 and in the Integrated Transport Assessment are based on the land use shown in Map 3 on page 24 of the 2019 draft structure plan. Significant alterations to land use in the future may necessitate review of indicative transport networks.

The indicative transport networks are shown on Map 5 on page 32 of this structure plan and are summarised below.

**Roading network**

The Pukekohe-Paeraata structure plan area is bisected by the North Island Main Trunk (NIMT) railway and is also connected to SH1 via SH22 and Pukekohe East Road at the Drury, Ramarama and Bombay Interchanges respectively.

The indicative roading network shown in the Pukekohe-Paeraata Structure Plan 2019 and the Integrated Transport Assessment includes the key features listed and described in Table 3 below.
## Table 3: Key features of proposed roading network

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic road corridors</strong></td>
<td><strong>Component</strong></td>
</tr>
<tr>
<td>Mill Road (Between Manukau and Drury parallel to the east of SH1)</td>
<td>Additional corridor to support improved local access to future urban areas, improve resilience by reducing reliance on SH1.</td>
</tr>
<tr>
<td>Pukekohe Expressway</td>
<td>Pukekohe Expressway following edge of the Future Urban Zone to support resilient access to Pukekohe and Paerata and enable urbanisation of SH22. Will link to the Mill Road corridor project at the Drury South Interchange.</td>
</tr>
<tr>
<td>SH1 upgrade</td>
<td>Additional lanes for the Papakura to Bombay section and north of Takanini.</td>
</tr>
<tr>
<td>Connection from SH22 to Pukekohe Expressway</td>
<td>Link connecting to two strategic corridors – Pukekohe Expressway and SH22.</td>
</tr>
<tr>
<td><strong>Arterial network</strong></td>
<td><strong>Component</strong></td>
</tr>
<tr>
<td>Pukekohe-Paerata arterial network</td>
<td>Arterial road corridors in the following general locations:</td>
</tr>
<tr>
<td></td>
<td>• Pukekohe ‘inner ring route’;</td>
</tr>
<tr>
<td></td>
<td>• Improvements to Pukekohe East Road;</td>
</tr>
<tr>
<td></td>
<td>• Connection from SH22 to the Pukekohe Expressway; and</td>
</tr>
<tr>
<td></td>
<td>• Safety upgrades to Buckland Road, Logan Road and Harrisville Road.</td>
</tr>
<tr>
<td><strong>Collector Roads</strong></td>
<td><strong>Component</strong></td>
</tr>
<tr>
<td>Pukekohe-Paerata collector network</td>
<td>Collector roads as shown in Map 5 (on page 32) including urbanisation of existing roads and new roads.</td>
</tr>
</tbody>
</table>

The proposed road network provides both north-south and east-west arterial roads to carry the movements generated by the proposed land use activities within the structure plan area. Given that much of the Paerata area is located within the Franklin 2 (Wesley) precinct of the Auckland Unitary Plan, an indicative road network has already been
identified. The Integrated Transport Assessment essentially adopts the key components of the network included in the Precinct. This comprises five key collector roads in addition to the Indicative Business Case network assumed to be necessary at full build-out in 2048. Of these, two are upgrades/extensions of existing roads; and three are new roads.

For the Pukekohe area, the network design process has identified fourteen key collector roads in addition to the Indicative Business Case network assumed to be necessary at full build-out in 2048. Of these, nine are upgrades of existing roads; and five are new roads. This does not include the existing collector network within the existing urban area of Pukekohe which is assumed to remain in its current form. The indicative collector roads within the proposed road network are detailed in sections 6.6 and 6.7 of the Integrated Transport Assessment, while indicative cross-sections for the arterial and collector roads are detailed in section 8.4 of the Integrated Transport Assessment. The collector roads shown on the draft structure plan are indicative only. The purpose is to provide guidance and show a general ‘intent’ as to where roads could connect through to other strategic links and support future growth. As noted in section 3.3.6 Transport above, the outcomes of the structure plan consultation period and subsequent Integrated Transport Assessments may alter the road network if supported by further analysis which will be required to inform future plan change processes.

The exact form and location of the collector roads will be determined through future plan changes and at the time of subdivision of the land for development. The landowner/developer will work with Auckland Council and Auckland Transport at the time of subdivision to determine the ideal location for the road taking into account statutory obligations, physical constraints and what integrates well with the development.

**Public Transport Network**

The Integrated Transport Assessment recommends major investment in the public transport network for the structure plan area. This would be developed progressively over time as the area develops. The key elements to the public transport service identified in the Integrated Transport Assessment are outlined in Table 4 below.

**Table 4: Key features of indicative public transport network**

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rapid Transit</strong></td>
<td></td>
</tr>
<tr>
<td>(heavy rail) upgrades</td>
<td></td>
</tr>
<tr>
<td>Rail corridor capacity upgrade</td>
<td>Increased rail capacity to four tracks between Wiri and Pukekohe.</td>
</tr>
<tr>
<td>New rail station locations</td>
<td>New rail station at Paerata in addition to the existing station at Pukekohe to enable rapid/frequent rail services.</td>
</tr>
<tr>
<td><strong>Connector and local</strong></td>
<td></td>
</tr>
<tr>
<td><strong>bus network</strong></td>
<td></td>
</tr>
<tr>
<td>Connector and local buses</td>
<td>These networks would run at lower frequencies, providing coverage to both Pukekohe and Paerata, and interchange with rail services.</td>
</tr>
</tbody>
</table>
Pukekohe will also be served mainly by feeder (connector and local) routes with rail services operating as the backbone Rapid Transit service.

Rapid Transit provides fast, frequent, high capacity public transport services along corridors that are separated from general traffic and therefore unaffected by road congestion. The draft Indicative Business Case and the Integrated Transport Assessment have investigated options for Rapid Transit in south Auckland and are recommending a staged approach.

The indicative public transport network for Pukekohe-Paerata is shown on Map 5 of this structure plan. Collectively, the recommended public transport network for the Pukekohe-Paerata and Drury-Opāheke areas is projected to contribute significantly to meeting travel demands over the long term. This is further detailed in Chapters 7 and 8 of the Integrated Transport Assessment.

For the Pukekohe-Paerata area, a new station at Paerata, including a park-and-ride facility will be the first of the three new stations to be developed for the area included in the Integrated Transport Assessment. This is because it serves land that is already live-zoned and under development and is well placed to intercept car trips from the rural hinterland to the west and south.

Walking/Cycling Network

The Integrated Transport Assessment identifies a proposed walking and cycling (active mode) network. The network includes regional and primary networks for active modes including separated facilities on or parallel to strategic and arterial roads. Indicative secondary walking and cycling networks are also identified on indicative collector roads. The overall network is outlined on Map 5 of this structure plan.

The key regional and primary connections associated with arterial routes identified in the Integrated Transport Assessment are listed and described in Table 5 below.

Table 6: Key features of proposed active mode network

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active mode network</td>
<td>Regional and primary walking and cycling connections.</td>
</tr>
<tr>
<td></td>
<td>• Regional walking and cycle route along SH1 (to Papakura) and the North Island Main Trunk railway line (between Papakura and Pukekohe).</td>
</tr>
<tr>
<td></td>
<td>• Primary cycle routes with footpaths along all arterial roads for the Pukekohe-Paerata area.</td>
</tr>
<tr>
<td></td>
<td>• Grade-separated active mode crossings on SH1 and the North Island Main Trunk.</td>
</tr>
<tr>
<td>Secondary walking and cycling connections.</td>
<td>• the Integrated Transport Assessment indicates secondary connections on indicative collector roads</td>
</tr>
<tr>
<td></td>
<td>• there will also be walking connections through esplanade reserves and other greenways.</td>
</tr>
</tbody>
</table>
Given the rural character of the structure plan area, the roads in the study area are of a variable rural highway standard, generally without footpaths or dedicated cycling facilities. The urbanised parts of the wider study area such Pukekohe have urban roads with footpaths and kerb-and-channel drainage, but very few dedicated on or off-road cycle routes. Current low volumes through much of the study area make many of these routes popular with leisure and sport cyclists, but this amenity is likely to be degraded as the area urbanises at which point dedicated infrastructure becomes necessary.

The proposed active mode network provides connectivity to centres, employment areas, schools and public transport stations. With an appropriate road network catering for walking and cycling modes, in conjunction with off-road facilities, there is an opportunity to significantly increase walking and cycling mode share. In combination with improving e-bike and e-scooter technologies, there is the opportunity to travel greater distances by personal transport modes other than the private vehicle. It should be noted that in Pukekohe-Paerata the connection distances between residential areas, centres and key attractors, such as employment areas and schools, are generally less than 5km, further encouraging walking and cycling trips within the urban area.

The principles used to determine the main routes include:

- connecting to key destinations in new and existing growth areas
- connecting routes to public transport
- provision of safe facilities separated from traffic and pedestrians that are legible, continuous, and connected routes between the communities and key destinations
- linking to local paths/greenways where they provide access to key destinations.

Another important part of the active mode network referred to in the Integrated Transport Assessment is greenways and trails. These would predominantly be on low-volume streets and through reserves, with their function typically as recreational facilities, but in some cases also a useful form of transport and connectivity.


4.2.4 Water and wastewater

Watercare Services Limited prepared a Water and Wastewater Servicing Plan in 2019 to support the Pukekohe-Paerata Structure Plan 2019.

Watercare provides both bulk and local water and wastewater services to the Pukekohe-Paerata area. Some of these assets are reaching the limits of their ability to provide water services to a growing community.
There are existing issues within the Pukekohe water and wastewater network, which expected growth within the structure plan area will exacerbate.

Trunk and local network pipelines providing water, as well as trunk and local network pipelines collecting and conveying wastewater from the Pukekohe-Paerata Structure plan area are being designed to meet the proposed yield. Trunk upgrades will be staged to meet development, while local network pipelines will follow roading alignments and will be constructed in conjunction with roads as part of individual development proposals.

Map 8 below shows an indicative servicing plan for transmission water infrastructure. The majority of the water assets will be constructed by developers as part of their development proposals.

Map 9 below shows an indicative servicing plan for wastewater. This includes assets expected to be constructed by Watercare, as well as assets servicing the local catchments, expected to be constructed by developers.
4.2.5 Open Space and Recreation

The Public Open Space Report is based on the council’s Parks and Open Spaces Strategic Action Plan and its supporting documentation. It has also taken into account recent changes in the policy environment including:

- the Auckland Plan 2050
- the Puakehoe-Paerata Paths Plan (2018)
- feedback received as part of consultation and engagement about the Draft Puakehoe-Paerata Structure Plan (2018)
- refinement to the proposed residential zones within the structure plan area (these indicate a potential population in the structure plan area of 33,750 rather than 36,000 people).

The Auckland Plan recognises the benefits arising from public open space including enhancing biodiversity, improving public health, increasing property values and contributing to the overall quality of life. The Auckland Unitary Plan supports these objectives and aims to ensure Auckland recreational needs are met through the provision of a range of quality open space areas that provide for both passive and active activities.

Auckland Council’s Parks and Open Spaces Strategic Action Plan provides a framework for the assessment open space requirements. This includes the Puakehoe-Paerata structure plan area with the calculation for public open space based on population growth and future land-use. The Open Space Provision Policy 2016 and the Parks and Open Spaces Acquisition Policy 2013 are ancillary documents of particular relevance to the planning for new neighbourhood and suburban parks. Parks and Open Spaces Acquisition Policy provides policy guidance in relation to:

- the methods used to fund and acquire land for parks and open space
- how land should be acquired for new parks and open space
- how to prioritise opportunities to acquire land for parks and open space.

These tools have been applied to the Draft Puakehoe-Paerata Structure Plan 2019 to determine the needs of future open space network. Population growth is a key driver when planning for future open space. In the case of the Draft Puakehoe-Paerata Structure Plan 2019, the forecast growth of 33,750 people effectively doubles the size of the Puakehoe population. Over the next 30 years there will be a requirement for significant additional open spaces to serve the area.

Feedback on the Draft Puakehoe-Paerata Structure Plan (2018) has resulted in some changes to the 2019 proposed zoning and the predicted population of the structure plan area. As a result, changes have been made for public open space requirements. The updated open space needs are shown in Table 6 below.
Table 6: Updated open space needs

<table>
<thead>
<tr>
<th>Open space typology</th>
<th>Number of spaces</th>
<th>Size (ha)</th>
<th>Total (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhood park</td>
<td>26</td>
<td>0.3 – 0.5</td>
<td>7.8 – 13</td>
</tr>
<tr>
<td>Suburban park</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Small-medium</td>
<td>4</td>
<td>3 – 5</td>
<td>12 – 20</td>
</tr>
<tr>
<td>• Large</td>
<td>2</td>
<td>Up to 10</td>
<td>20</td>
</tr>
<tr>
<td>Local Centre (Civic)</td>
<td>1</td>
<td>0.1 – 0.2</td>
<td>0.1 – 0.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total ha =</td>
<td></td>
<td></td>
<td>39.9ha – 53.2ha</td>
</tr>
</tbody>
</table>

The Pukekohe-Paerata Paths Plan also provides an opportunity to establish an underlying green network aligned with the public open spaces and other green or civic areas within the structure plan area. The Local Paths’ plan aims to provide for cycling and walking network which connects recreational opportunities, ecological areas and landscape features of interest. The Pukekohe-Paerata Structure Plan can assist in achieving this objective.

A similar opportunity exists where public open space areas can support the enhancement and protection of landscape features. For example, landscape features or geological features such as tuff rings, shield volcanoes and an explosion craters within the structure plan area itself or close to it could be incorporated as part of the open space network plan. The open space network plan can also to co-locate open spaces to adjoin esplanade reserves, waterways, wetlands, bush areas and stormwater detention system assets.


4.2.6 Community Facilities

A report has been prepared which updates the 2017 Pukekohe-Paerata Structure Plan Community Facility Provision report and includes draft findings from the 2018 Pukekohe-Paerata facility provision investigation that includes the existing urban area and the future urban structure plan area.

Community engagement feedback on the Draft Pukekohe-Paerata Structure Plan in September and October 2018 gave strong support for additional community facilities including libraries, swimming pools, playgrounds, gym facilities and sports club rooms.

The Pukekohe-Paerata structure plan area currently has six council owned facilities including a library, arts centre, venues for hire, two pools and a recreation facility. This is
complemented by many non-council facilities providing a wide range of services to the community including: culture, arts, sports and recreation events and venues for hire.

The potential future housing density and residential population of the Pukekohe-Paeraata structure plan area (Future Urban zone) is expected to reach around 12,500 dwellings with a potential 33,750 extra people by 2046.¹⁴

In 2018, the Pukekohe-Paeraata community facility provision investigation (the investigation) was carried out to address the need for community space in the Pukekohe-Paeraata area.

The investigation reviewed the current state of community provision, identified gaps in service or facility provision and proposed recommendations to address gaps and needs.

Based on forecast growth of 33,750 people over the next 30 years there will be a requirement for additional community facilities to serve Pukekohe-Paeraata in the future. This is likely to include:

- a new multipurpose space (library, arts and community space) in Paeraata subject to growth in the next 10-15 years
- additional indoor courts
- changes for Franklin and Jubilee pools to make services fit for purpose and respond to the needs of the growing population
- identifying opportunities to make best use of existing community facilities for increased utilisation or operational efficiency.

The Community Facility Provision Report 2017 provided preliminary advice on community facility provision to the Pukekohe-Paeraata structure planning process. That advice recommended a multipurpose community facility incorporating community, arts, library and space for hire in the Buckland area. Further investigation and population yield predictions in 2019 shows the growth in Buckland will increase by 3500 extra people. The Buckland population is not expected to reach 10,000 in the medium term and therefore there is no need for provision of a multipurpose community facility. The Pukekohe-Paeraata Structure Plan Community Facility Provision report 2019 report also considers nearby growing townships of Tuakau in the Waikato District and Diury and recognises these communities are likely to utilise nearby services in Pukekohe and Paeraata.

The timing and type of facility and combination of spaces required will depend on the pace of growth, the make-up of the future community, when populations reach the facility provision threshold and the capacity of existing facilities in the wide area to cater for growth.

¹⁴ Pukekohe-Paeraata yield summaries January 2019, Auckland Council
There may be options to deliver additional provision through partnerships, or other innovative methods such as changes to the way services are provided, new ways of providing services, or the provision of new facilities.


4.2.7 Landscape

A landscape and visual assessment by Opus Consultants Limited was prepared for the Pukekohe-Paerata structure plan area in 2017.

The report identifies and provides an evaluation of existing landscape attributes and the likely effects of urbanisation on landscape character and visual amenity. It also identifies ways in which the landscape can positively contribute to the area’s future urbanisation. It recommends landscapes to be protected, opportunities to enhance landscape character and visual amenity and opportunities for new landscape interventions to help shape a quality urban environment.

Landscape character in relation to the underlying landform of the study area is strongly expressive of its geological origins. The southern volcanic field has created distinctive patterns of volcanic cones and tuffs with craters and intact or dissected rims. These geological features extend throughout the study area but are more distinctive and legible in the upper area to the south, encircling the Pukekohe urban area. Pukekohe Hill is the most prominent volcanic feature and forms the major landmark for Pukekohe.

There are six tuff rings and two major ridgelines in and around the structure plan area, with minor ridgelines running out from these. Of particular note are:

- Pukekohe North Tuff Ring (in the Future Urban Zone)
- The Roosevile Tuff Rings (North and South)
- The Pukekohe East Explosion Crater and its tuff ring (partly within the Future Urban Zone)
- Helvetia Tuff Ring to the west of Pukekohe (partly within the Future Urban Zone)
- The broad Oira Valley which includes the Paerata Tuff Rings (North and South) (adjacent to the Future Urban Zone).
- The Tuhimata bluff east of Paerata (beyond the Future Urban Zone)
- A major east-west ridge around the north and northeast sides of the Roosevile Tuff Ring North and around the Pukekohe East Explosion Crater (partly within the Future Urban Zone).
- A major north-south ridge along Cape Hill Road and Sim Road (partly within the Future Urban Zone).
Pukoko-Paerata Structure Plan 2019

August 2019

The natural landscape character has been diminished throughout the entire study area, largely due to the near wholesale removal of primary vegetation and modification of stream gullies for farming purposes. Only 2.2 per cent of primary forest remains. While the original hill and gully landforms are in fact more highly discernible due to forest removal, they are expressive of a heavily modified landscape.

Opus' report breaks the area down into 16 landscape character areas and ranks their sensitivity to modification.

The assessment identifies the following key landscape opportunities:

- establishment of an integrated landscape framework for the new urban form based on the natural landform and drainage patterns and processes that have shaped the existing landscape and give it its unique identity
- maintaining and enhancing the integrity of volcanic features as distinctive elements of the local landscape character
- maintaining and enhancing high visual amenity and visibility
- establishment of an integrated network of public open space
- maintaining and enhancing of sustainability values
- establishment of high liveability values within the new urban environment
- establishment of a landscape transition between urban and rural landscapes at the boundaries to create a distinct edge to the urban settlement
- promotion of high amenity open space hubs centred around cultural and natural attractions.


4.2.8 Heritage and archaeology

A historic heritage and archaeology report for Pukekohe-Paerata was completed in 2017. It was not considered that this report needed to be updated as the underlying situation and issues have not changed in the past two years.

The historic heritage assessment provides an overview of historic heritage values, issues, opportunities and recommendations to guide decision-makers when land is rezoned from Future Urban to more intensive zonings. The draft structure plan specifically addresses the areas within the Future Urban Zone (i.e. the structure plan area) around Pukekohe and Paerata. The historic heritage assessment, however, takes a broader approach and also considers places surrounding the Future Urban Zone, recognising that historic heritage places and historical events are often not bound by delineated boundaries. Areas beyond
the Future Urban Zone can have important historical and/or geographic connections to the structure plan area.

Historic heritage and archaeology within the Pukekohe and Paerata area fits within both the wider statutory and non-statutory context: including the statutory Resource Management Act 1991, Auckland Unitary Plan, Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) and the non-statutory Pukekohe Area Plan, Pukekohe Heritage Survey, Cultural Heritage Inventory, and Auckland Plan.

The Pukekohe-Paerata structure plan area is set to undergo significant changes over the next 30 years. Planned growth will be accompanied by pressure to develop at higher densities and heights, which could lead to demolition and/or destruction of historic heritage places. Additionally, scheduled historic heritage places may be adversely affected, with the potential to become devoid of their historic and spatial context. The report recommendations propose addressing filling thematic gaps in the schedule relating to this area, as well as to identify previously unrecorded historic heritage places and expand records on places. Historic heritage should be viewed as an asset and an opportunity for place-shaping, to help ensure that the historic heritage places and qualities valued about Pukekohe-Paerata can be appropriately maintained and enhanced.

Recommendations include:

- Producing a prioritised ‘places of interest’ list, and where appropriate, evaluating high priority places. If the place meets the criteria and thresholds in the Auckland Unitary Plan section B5.2.2; recommend the place for scheduling through a plan change.
- Include additional places identified on the Cultural Heritage Inventory (CHI) or ArchSite database, where appropriate.
- Explore commissioning a heritage interpretation plan for the area, including ideas for place-shaping, place-naming, colour schemes, design references, public artworks and other heritage interpretation.
- This may also include exploring commissioning design guidelines to help shape new development in a way that respects and/or recognises existing historic heritage values.
- Engage with the community and key stakeholders to help expand on historical information and the identification of potential places of historic heritage value.

4.2.9 Ecology

An ecology report for Pukekohe-Paerata was completed in 2017 and updated in 2019. The Summary Report – September 2017 Draft Pukekohe-Paerata Structure Plan process included the following information, which still stands.

The Pukekohe-Paerata area is a highly modified landscape, with a large provincial town centre surrounded predominantly by arable horticultural activity. Consequently, very little native vegetation remains, and freshwater habitats are severely degraded.

Formulation of a Structure Plan for the area provides an opportunity to improve ecological values, set objectives for ecological enhancement, guide the placement of reserves and align community recreation corridors with these.

Constraints for development:

- proximity of developable area to watercourses
- avoidance of watercourse loss i.e. no permanent loss with culverting
- avoidance of vegetation loss, especially Significant Ecological Areas.

Key opportunities specifically relate to the following:

- retaining and enhancing remaining native vegetation to improve wildlife habitat
- retaining and buffering natural watercourses to improve water quality and increase numbers and diversity of instream biota
- retaining natural topography to ensure watercourses can maintain natural form and function
- aligning reserves and recreational connections with existing natural watercourse corridors to provide user integration with nature and wider buffering for wildlife movement
- reintroducing riverine wetlands to natural floodplains to provide recharge of water tables
- repatriation of modified watercourses to reinstate sinuosity and habitat heterogeneity.

Implementing these opportunities will align with various provisions regarding environmental protection as detailed in the Auckland Unitary Plan. They will also contribute to the implementation of national strategies such as the National Policy Statement for Freshwater Management and the National Biodiversity Strategy, and regional environmental policies such as those in the Auckland Plan 2050 and the Auckland Growing Greener principles – using growth and development as opportunities to also restore and enhance natural environments and waterways.

4.2.10 Geotechnical assessment

Riley Consultants Ltd were commissioned to undertake a geotechnical assessment of the Pukekohe-Paerata structure plan area. They carried out their original assessment in 2017. This work comprised of a desktop review of geotechnical information to hand, a walkover of selected parts of the area that are publicly accessible, and a review of previous research undertaken in the area (most significantly by Tonkin and Taylor Ltd – 2013).

Based on their findings, Rileys determined that further investigation was required in areas that had not previously been included in the Tonkin and Taylor investigations. Consequently, Riley’s 2018 updated report builds on the 2017 version and includes further research for these additional portions of the Future Urban Zone (shown on drawing 170275-14 of their latest report).

Based on the classifications and conclusions of the previous research undertaken, Rileys confirm that there are three main geotechnical hazards within the subject area:

1. slope instability
2. compressible organic and cohesive soils resulting from long-term consolidation settlement
3. liquefaction of fine granular soils during earthquake shaking.

The presence and magnitude of presence of these constraints affects the development possibility or ‘development premium’ of the land. A low development premium reflects a low level of constraint and therefore a more economical development potential whereas a high premium reflects a number of constraints or a severe level of constraint which requires further assessment and/or remedial work before development can occur.

Many of the Future Urban Zone areas reviewed are classified as low development premium with areas of medium development premium associated with potentially compressible alluvial soils largely in the north, and more extensive high development premium areas in the east associated with steeper terrain (this area has been reconsidered to include areas previously not included in the Future Urban Zone). There are also areas of high development premium in the centre and south east associated with compressible and potentially liquefiable alluvial deposits.

Rileys conclude that, provided development is consistent with the guidance provided in their report, the identified geotechnical constraints within the study area are unlikely to be a fundamental obstacle to the development of the identified Future Urban Zone. Site-specific reporting at development stage should however be undertaken to understand localised geotechnical constraints that may affect development.
Further information can be found in the background report: Price, S., (2018). *Paerata-Pukekohe Structure Plan Background Investigations Geotechnical Assessment*. Auckland, New Zealand: Riley Consultants Ltd.

4.2.11 Land contamination

Riley Consultants Ltd was commissioned to review existing information on contaminated land in the Pukekohe-Paerata structure plan area. This generally concludes that any potentially contaminated land may be suitable for development subject to preliminary or detailed site investigations. These matters will need to be addressed as future plan changes and development progress.


4.2.12 Health impact assessment

Pukekohe-Paerata lies within the Counties Manukau District Health Board (CMDHB) area of care. The CMDHB area extends from Otahuhu in the north to Waikarewa in the south (part of Waikato district).

The wider Pukekohe-Paerata area has good access to primary and secondary health care provision. There are:

- approximately seven medical centres in the Pukekohe area, clustered within the existing town centre
- four hospitals/secondary health care facilities (i.e. Pukekohe Hospital, Manukau Super Clinic, Middlemore Hospital, and the Botany Super Clinic)

Middlemore hospital is the closest emergency care centre and the focus for secondary health care. It is accessible by public transport.

The four District Health Boards in northern New Zealand have developed the Northern Regional Long-Term Investment Plan (NRLTIP) to articulate the strategic direction for the Northern Region using a 25-year planning horizon.\(^\text{16}\)

Due to demand for healthcare in the CMDHB area, the NRLTIP has identified an additional acute site in the south of Auckland, and potentially north Waikato.

To enable the provision of health care services, the Draft Pukekohe-Paerata Structure Plan 2019 has provision for general practitioner services in Centre zones and the Terrace Housing and Apartment Buildings Zone\(^\text{16}\). Larger care centres and emergency services are enabled in the Light Industry Zone, subject to standards.


\(^{16}\) subject to permitted activity standards in the Auckland Unitary Plan
Aside from health facilities, the environment in which we live in affects our health and wellbeing. Air pollution and water contamination have obvious effects on our health; but there are indirect effects of our urban environment on our health – such as the exercise we do, our commuting patterns etc.

Potential health and well-being impacts from the Draft Pukekohe-Paerata Structure Plan 2019 include:

- the additional train station and public transport services help residents access services within and outside of the structure plan area, potentially enables greater use of walking and cycling (active modes) to access public transport, and reduces reliance on cars
- enabling local employment through light industry and centre zonings, which reduces the social cost of commuting
- zoning to enable varying residential densities for housing choice to increase the potential for residents to access housing that suits their needs
- transit oriented developments as the highest densities are located by the train station, which enables greater use of walking, cycling and public transport as primary transport modes and reduces reliance on cars
- the 20-metre riparian buffers improve ecological health and water quality – increasing the amount of green space (and potentially providing additional walking and cycling routes) and reducing potential negative effects of contaminated waterways
- provision of parks and open space at both neighbourhood and suburban/regional levels provides opportunity for informal recreation
- clustering light industry zones to reduce potential for boundary effects such as noise.

However, in realising the health and safety benefits of these proposals, the implementation will be important. Matters to be considered at plan change and development stages include:

- route morphology and convenience are considered when transport routes are designed to enable walking from residential areas to key service destinations
- pedestrian oriented design and route safety is considered for walking and cycling network
- utilise the 20-metre riparian buffers for a walking and cycling network, where possible.

4.2.13 Neighbourhood Design Statement

A neighbourhood design statement (NDS) has been prepared for the combined Drury Opāheke and Pukekohe-Paerata structure plan areas. This is a specialist document that supports the implementation of the structure plan and plan change processes.

The NDS provides guidance on how to achieve a mix and pattern of different land uses, integration with transport, and built form design in order to create distinctive and liveable neighbourhoods.

This NDS covers the whole structure plan area as there are many universal issues with impacts across neighbourhood boundaries. There are several types of neighbourhoods discussed in this draft structure plan:

- Centres (small and larger) with mixes of uses.
- Residential dominated areas.
- Employment dominated areas.

The NDS focuses on five key themes. They are:

- Neighbourhoods that vary in density and mix of uses according to their locational attributes
- Neighbourhoods with many safe choices of movement with good access to services and amenity.
- Neighbourhoods with many choices of use and activity that reflect the needs of the community and the sub region.
- Neighbourhoods that celebrate their unique identity and are attractive safe and are easily understood.
- Neighbourhoods that protect and enhance the natural environment while enabling urbanisation.


4.3 Consultation

Consultation and feedback on the Pukekohe-Paerata Structure Plan has been an ongoing process since 2017.

The requirement for consultation as part of the structure planning process is to collect feedback from landowners, stakeholders, infrastructure providers and communities to
inform the content of the structure plan. Engagement for the Pukekohe-Paerata Structure Plan project seeks to move beyond these consultation requirements and involve stakeholders and the community in seeking ideas for the structure plan. The objectives of this structure plan engagement are to:

- inform landowners within the structure plan area, and the public and other relevant stakeholders about this project
- engage with mana whenua from the beginning of the structure plan process in a way that respects and provides for their cultural and traditional relationship to the areas, and enables their input into shaping the future planning and development of the structure plan areas
- invite interested parties (i.e. landowners, stakeholders and the public) to participate in the structure planning process
- to better understand the land use opportunities and constraints to create a robust structure plan for the Pukekohe-Paerata area
- to consider stakeholders’ and community’s views in relation to the development of the Pukekohe-Paerata area
- to satisfy formal statutory requirements for consultation and engagement.

The following sections summarise this process.

4.3.1 Pre-structure plan consultation

Work on the Pukekohe-Paerata Structure Plan was informed by feedback received in preceding consultation on higher level strategic planning for the southern growth areas, and on the Pukekohe Area Plan. This included public meetings undertaken by the council in relation to the Proposed Auckland Unitary Plan (2013), the Future Urban Land Supply Strategy (2017) and the Transport for Future Urban Growth Programme\(^\text{17}\) (2018).

4.3.2 Phase 1 September – October 2017

A consultation programme for the Pukekohe-Paerata Structure Plan started in 2017. This first phase aimed to inform the public and stakeholders about the project and provide opportunities to understand their views.

The document “Draft Pukekohe/Paerata Structure Plan Process Summary Report September 2017” process was prepared to provide a summary of the technical information and planning issues. A scenario map (“Pukekohe/Paerata Potential New Landuse Scenario 1 Preliminary Draft”) was prepared for consultation.

The 2017 consultation documents were informed by the Pukekohe Area Plan 2014, and updated technical research about opportunities and constraints. The preparation of the

\(^\text{17}\) A collaboration between Auckland Council, the New Zealand Transport Agency and Auckland Transport. This programme has since been superseded by Te Tupu Ngātahi’s Supporting Growth Programme.
Pukekohe Area Plan 2014 had also included background technical investigations and public consultation. Key changes were made to Pukekohe-Paerata area planning provisions between the notification of the Proposed Auckland Unitary Plan in 2013 and the now part operative Auckland Unitary Plan version. The 2017 map therefore took the nine Pukekohe Area Plan growth outcomes and areas as a starting point, and generally followed the proposed Pukekohe Area Plan zoning location, distribution and extent, with modifications to:

- include the final Rural Urban Boundary location as shown in the Auckland Unitary Plan part operative version:
  - the Rural Urban Boundary was extended to the east
  - the Rural Urban boundary was reduced in the south
- exclude the live zoned Special Housing Areas for Wesley and Belmont. The Wesley area is now zoned Mixed Housing Urban and Local Centre, and is subject to “Franklin 2” Auckland Unitary Plan precinct provisions. Most of the Belmont area is now zoned as Mixed Housing Suburban.
- identify the residential areas on the scenario map as low, medium, or high residential density areas rather than as specific Auckland Unitary Plan zones. This is because since the Pukekohe Area Plan was developed, there had been changes to the extent of, and provisions for, the residential zones which were notified in the Proposed Auckland Unitary Plan. Residential zoning in the Auckland Unitary Plan was intensified in existing residential areas, with increased Terrace Housing and Apartment Building, Mixed Housing Urban and Mixed Housing Suburban zoning, decreased Single House zoning and the removal of Large Lot residential zoning. Provisions within these zones also changed.
- Show business land totalling 259 hectares gross in Areas B, D, E, F, and H. The Pukekohe Area Plan states that at least 100 hectares of new business land should be enabled, and totals 259 hectares gross.
- map the business areas “business”. Future business land in the Pukekohe Area Plan 2014 was shown as Light Industry rather than as Business - Light Industry. The Scenario 1 2017 map did not show a specific business zone because an updated technical assessment of business land demand had not been completed to make recommendations on land requirements for retail, commercial activities, light industry and heavy industry (if required).
- Show the Future Urban Zone areas added since the Pukekohe Area Plan as residential to reflect the nearby residential zoning.
- incorporate key features from “Supporting Growth: Delivering Transport Networks” 2018:
  - Improved rail corridor
  - Additional station at Paerata
o New or improved road corridor connections around Pukekohe
o State Highway 22 safety improvements
o New road corridor to east and south of Pukekohe, linking to State Highway 22

Information on the opportunities, constraints and planning issues and concepts, including maps and supporting technical documents, was made available to the public online. This was on Council’s “Shape Auckland” website from 25 September 2017 until 20 October 2017 and feedback was requested. Property owners and occupiers and other stakeholders within the Future Urban Zone received letters and/or emails advising them of the process. Advertisements were also placed in the Franklin Times and Papakura Courier. Display information was also available during the consultation period at Council’s Papakura service centre, the Sir Edmund Hillary Library in Papakura, and at Council’s Pukekohe service centre and library. Opportunities to help shape the structure plan were provided through a series of open days and drop-in sessions.

In total, 87 people or organisations provided written feedback on the draft Drury-Opāheke and Pukekohe-Paerata structure plans in 2017. 47 pieces referred specifically to Pukekohe-Paerata. Some feedback referred to both geographical areas.

A summary of the feedback received is set out in the document Pukekohe-Paerata Structure Planning Feedback Summary 2017. Key points identified in feedback included:

- transport – traffic, roading, public transport
- infrastructure timing and staging
- rural – productive soils, character and function of Pukekohe, reverse sensitivity/interfaces
- residential zoning, location, and staging
- business land demand
- ecology
- open space provision
- social infrastructure.

The feedback provided was considered in the development the next stages of structure planning.

4.3.3 Phase 2 September – October 2018

Following the receipt of the 2017 feedback, more work was undertaken which included:

- ongoing work with mana whenua
- updating of flood information
- consideration of business land location
• identification of potential neighbourhood and suburban park locations
• working with the Supporting Growth Alliance on transport options for Paerata-Pukekohe.

A brochure was prepared which included a map showing suggested land uses, and questions about a suggested vision statement and land uses.

The main mapping changes made since the 2017 consultation were:
• removal of the 2016 transport infrastructure which was replaced by Supporting Growth 2018 consultation options shown on separate maps
• identifying Auckland Unitary Plan residential zones for residential land
• increasing business land zoning. The “Pukekohe / Paerata Draft Land Use Plan Map” 2018 released for public consultation again did not suggest specific business zonings (apart from a local centre) because the 2018 consultation also occurred prior to the finalisation of the business land demand analysis. In the absence of that analysis, Council took the big picture position in its 2018 consultation material that adequate business land and opportunities for local employment should be provided in the Pukekohe-Paerata structure plan area and that such land should be distributed between both northern and southern Pukekohe. Additional business land was therefore shown in the southern part of Area F west in the 2018 consultation material
• consequently reducing residential zoning. The residential land component of Area F was shown as medium-high density Mixed Housing Urban.
• a potential local centre in Structure Plan Area D
• inclusion of indicative open space.

This second consultation phase aimed to inform the public and stakeholders about the Pukekohe-Paerata Draft Land Use Plan and provided opportunities to understand their views. This consultation was held in conjunction with parallel consultation on the Supporting Growth Transport options 2018.

Information on the draft, including maps and supporting technical documents, was made available to the public online on the Shape Auckland website from 10 September 2018 until 10 October 2018 and feedback was requested. Property owners and occupiers within the Future Urban Zone and other stakeholders again received letters and/or emails advising them of the process. Advertisements were again placed in the Franklin Times and Papakura Courier. Display information was again available during the consultation period at council’s Papakura service centre, the Sir Edmund Hillary Library in Papakura, and at council’s Pukekohe service centre and library.

Opportunities to help shape the draft were provided through a series of open days and drop-in sessions. Stakeholder meetings were also held with a number of government,
infrastructure, and rural interest groups. Council staff also met with Council’s Youth Advisory Panel and Rosehill College students.

In total, 269 people or organisations provided written feedback on the draft Drury-Opāheke and Pukekohe-Paerata structure plans in 2018. 156 pieces referred specifically to Pukekohe-Paerata. Some feedback referred to both geographical areas.

A summary of the feedback received is set out in the document “Pukekohe-Paerata structure planning, draft land use plan 2018, Engagement summary 2018”. Key points identified in feedback were:

- transport a key issue
- protection of productive rural land an issue
- numerous comments about residential and business land zonings
- 45 feedback items lodged in opposition to business land near Isabella Drive
- Future Urban Zone extensions sought.

4.3.4 Phase 3 April 2019

The purpose of this final consultation phase was to check the layout of land uses and any other matters set out in the draft.

Following the receipt of the 2018 feedback, more work was undertaken which included updated information about stormwater, water supply and wastewater, transport, business land supply, contaminated land, open space and community facilities. Further consultation was held with mana whenua. More information was received about health and urban design.

To support the 2019 public engagement the council prepared the “Draft Pukekohe-Paerata Structure Plan: Summary report – April 2019”. That report explains the further work council had done since the 2016 public engagement and provided a draft structure plan for the area. The further work and key changes since the 2018 engagement are summarised below:

- Key outcomes
  - The key outcomes used to develop the draft structure plan were refined to further reflect feedback and aspirations identified by the community.

- Land uses
  - Amount of business land proposed was reduced to approximately 94 hectares (net developable land)
  - Type of business land was refined and proposed to be Light Industry Zone and Local Centre Zone
  - Amount of residential land was increased (due to decrease of business land)
Potential open space was refined

Expert technical reports were completed or updated. Key reports included:

- Transport: An Integrated Transport Assessment was developed which discusses the scale and staging for key components of an indicative transport network. Key components of this indicative transport network were shown on the Draft Pukekohe-Paerata Structure Plan 2019 maps.

- Business Land Demand and Location analysis: This analysis estimated the amount of business land that would be needed to service future population growth in the south of Auckland, including the Pukekohe-Paerata structure plan area. It also included criteria to help identify successful locations for new industrial land.

Environmental

Environmental information was added to the draft structure plan maps e.g. 20 metre riparian buffer along both sides of permanent and intermittent streams and geological features such as tuff rings. The natural, physical and/or cultural values of these features provided opportunities for enhancement and protection as Pukekohe-Paerata develops and grows.

The final phase of consultation on the Draft Pukekohe-Paerata Structure Plan 2019 was held between 5 April to 30 April 2019.

Similarly to the first two phases of consultation, property owners and occupiers within the Future Urban Zone and other stakeholders received letters and/or emails advising them of the process, and advertisements were placed in the Franklin Times and Papakura Courier.

Information on the Draft Pukekohe-Paerata Structure Plan 2019, including maps and supporting technical documents were available on the council’s ‘Have your say and help shape Auckland’ website (www.aucklandcouncil.govt.nz/haveyoursay). Display information was available during the consultation period at council’s Papakura service centre, the Sir Edmund Hillary Library, and at council’s Pukekohe service centre and library.

Feedback on the Draft Pukekohe-Paerata Structure Plan 2019 could be provided on a feedback form via email, online, post, or at one of the open days and drop-in sessions. Stakeholder meetings were also held with a number of government, infrastructure, business and rural interest groups.

For Pukekohe-Paerata the feedback form included four maps showing the proposed business and residential zones, indicative open spaces, indicative transport network, indicative water infrastructure and a range of environmental features such as geological features, floodplains, a 20 metre riparian buffer along all permanent and intermittent streams, ridgelines, potential local paths etc. The feedback form also included four questions about the proposed business and residential zones and the vision statement. People could also comment on any other aspect of the structure planning.
In total, 222 items of written feedback were received from people and organisations in response to the Draft Drury-Opāheke and Pukekohe-Paerata Structure Plans 2019. Eighty-six pieces of feedback referred specifically to Pukekohe-Paerata. Some of this feedback referred to both geographical areas.

A summary of the feedback received in April 2019 is set out in the document “Draft Pukekohe-Paerata Structure Plan 2019 Feedback summary 2019”. Key points identified in feedback were:

- the importance of co-ordinating growth timing with infrastructure timing and provision
- transport issues
- location-specific feedback in support of, and in opposition to, residential and business land zoning. Rezoning of areas beyond the structure plan area was also sought.
- more than a dozen items of feedback expressed concern about how to balance the growth of the urban area with the protection of nationally important fertile soils
- support or opposition for the suggested 20 metre riparian buffer for permanent and intermittent streams was expressed in a dozen items of feedback.
- flooding, stormwater and runoff
- urban/rural interfaces and zone interface provisions
- support for retention of tuff rings, including suggestions to avoid development in their vicinity or include them in parks.
- the importance of connectivity

4.3.5 Mana whenua engagement

Mana whenua have a special cultural and spiritual relationship with the environment. This relationship with their ancestral lands, water, sites, waahi tapu\(^{16}\), and other taonga are a matter of national importance under the Resource Management Act 1991.\(^{19}\) The Local Government Act 2002 also recognises this relationship and requires local authorities to provide opportunities for Māori to be involved in decision making processes and consultation.\(^{20}\)

In relation to mana whenua, the council’s structure planning process provides for the following to be taken into account:

- iwi planning documents

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\(^{16}\) Sacred place or site. See [https://moordictionary.co.nz/](https://moordictionary.co.nz/) for full definition.

\(^{19}\) Resource Management Act 1991, Part 2, Section 6(e).

\(^{20}\) Local Government Act 2002, sections 81 and 82.
The council has sought to include mana whenua early in this structure planning process. The iwi listed above were contacted by the council in July 2017 (at the Mana Whenua Kaitiaki Forum) and September 2017. This was to inform them that the council would start structure planning for these areas, and to invite them to be involved in the process. From this four iwi chose to be actively involved with the council in the southern structure planning process and formed a working group. They are Ngāti Tai ki Tāmaki, Ngāti Tamaoho, Ngāti Te Ata Waiohua and Te Ākitai Waiohua. Huakina Development Trust were invited by these iwi to also be part of this process.

At this point in time other mana whenua with customary interests in the structure planning areas have either opted to not be involved or have deferred to the four iwi who are actively involved. However, this does not preclude them from being involved in any engagement going forward if they wish.

Regular hui have been held in Pukekohe with this working group and the council throughout the structure planning process. Approximately 19 hui or workshops have been held between September 2017 and June 2019.

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21 Appendix 1 Structure plan guidelines, Auckland Unitary Plan Operative in Part
22 This information has been sourced from the council's Geographic Information System on GeoMaps.
These hui have been a forum to openly discuss the structure planning process, mana whenua relationships with the structure planning areas (past, present and future), and their aspirations, concerns and issues with future development of the structure plan areas.

The regular hui have informed the development of the Drury-Opāheke and Pukekohe-Paerata structure plans.

Some mana whenua also submitted feedback as part of public engagement.

Engagement with mana whenua is on-going and will continue beyond the structure plan process.

For further information about the engagement process with mana whenua refer the Mana Whenua Engagement Summary, Auckland Council 2019.

Key matters raised

The on-going engagement hui have provided an opportunity for mana whenua to provide feedback.

At a high level the key outcome for the working group is that their natural and cultural resources are protected and enhanced in a manner that respects and recognises their cultural values. This means that:

- their mana is upheld, acknowledged and respected
- iwi can assert rangatiratanga over their ancestral taonga
- kaitiaki can fulfill their obligations and responsibilities
- tikanga Māori is observed throughout the planning process and subsequent development of the areas
- iwi can undertake customary activities and resource use, especially along the margins of waterways
- resources retain their mauri and mana whenua have physical access to them.

The working group has expressed that future development of the structure plan areas should provide environmental and cultural benefits and effects should be positive, remedying and rectifying past wrong-doings. For the working group this ‘enhancement approach’ is central to their beliefs and takes a holistic view of the whole environment to improve its quality for future generations. They were particularly concerned about cumulative effects.

For the working group this also means that some sensitive areas should not be developed such as low-lying flood prone areas and riparian margins. It also means that more than the bare minimum of environmental outcomes should be sought. They also expressed that the rules in the Auckland Unitary Plan may not always be sufficient and additional area specific planning requirements may be needed to achieve better environmental and...
cultural outcomes. As part of this, cultural monitoring will be necessary to ensure future planning and development of these areas does protect and enhance their natural and cultural resources in a manner that respects their cultural values.

Mana whenua also identified it is important that existing and future residents and users of the structure plan areas gain a greater understanding of their cultural values, history and connections to the areas. Culturally and/or spiritually significant sites should be restored (in partnership with various parties), and the built environment should reflect Māori culture. The use of Te Aranga Māori design principles as a basis for ensuring local mana whenua design aesthetics are included in developments will be important to achieve this. Te Aranga Māori design principles are outcomes-based principles founded on intrinsic Māori cultural values and are part of the Auckland Design Manual.

The working group also expressed that any future development of these areas should positively contribute to their economic and social well-being. While all in the working group felt that the matter of their economic and social well-being was important, not all felt that the structure planning process was the most appropriate place to enable it.

More specific feedback was also given in relation to:

- water e.g. waterways; water quality; coastal environment; groundwater, recharge and water allocation; stormwater; wastewater
- heritage protection and recognition
- soil, earthworks and sediment control
- biodiversity
- urban design, open space and transport network
- sustainability and natural hazards
- economic development.

For further information about these key matters raised by mana whenua refer to Maria Whenua Engagement Summary, Auckland Council 2019.

Following the public release of the Draft Pukekohe-Paerata Structure Plan in April 2019, discussions with mana whenua have raised some additional matters and refined preferences on other matters. This includes mana whenua support for:

- a refined approach to the requirement for riparian buffers along streams.
- town centres should be ‘transport orientated development’ to minimise the need for travel and maximise employment and residential densities. These town centres should also have a strong sense of identity and support the social and economic well-being of future communities. Much of the feedback about centres was specific to the future development of Drury-Opāheke, but the more general comments about the role of centres and the need for more employment opportunities is also relevant to the future development of Pukekohe-Paerata.
• park and ride facilities located near train stations to cater for outlying rural communities.

The March 2019 Mana Whenua Engagement Summary report has not been updated to reflect this later feedback.

4.4 Rationale for Pukekohe-Paerata Structure Plan 2019 proposed land uses

Proposed zonings have evolved throughout the structure plan process. A summary of the proposed land uses and key changes in the 2017, 2018 and 2019 consultation structure plan maps is summarised above. A summary of changes between the 2019 draft and final structure plan versions is found in section 1.

A brief breakdown of zoning rationale for the zones shown in the Pukekohe-Paerata Structure Plan 2019 is included here by alphabetical structure plan area (Areas A to I).

Generally, where possible, roads have been used as boundaries between different zones. Map 10 below shows the location of each of these structure plan areas.
Map 10: Location of structure plan areas
4.4.1 Area A – Wesley College (remnant)
The proximity of this area to the proposed Paerata train station provides an opportunity for high density residential use. The area is therefore proposed to be zoned Residential – Terraced House and Apartment Buildings (high density). The area is a remnant of the area which was rezoned as a Special Housing Area. The majority of this area is located in a flood plain and/or a stream with proposed riparian buffers.

4.4.2 Area A2 – Belmont
Area A2 is a remnant of the Belmont Special Housing Area. It was not included in development applications when the rest of the Belmont Special Housing Area was developed. The land is flat and slopes up gently towards the south. There is a floodplain running through the middle below McNally Road and in the north-western corner. From a geotechnical perspective these areas have constraints that give them a low development premium (see section 4.2.10 Geotechnical assessment for an explanation of ‘development premium’). This area is proposed to be zoned Residential – Mixed Housing Suburban. This zoning reflects its proximity to the recently rezoned Mixed Housing Suburban land to its north and east.

4.4.3 Area B – North-east Paerata
The proximity of the northern part of this area to the proposed Paerata train station provides an opportunity for high density residential use. The northern part of the area is therefore proposed to be zoned Residential – Terraced House and Apartment Buildings. The southern part of the area is proposed to be zoned Residential – Mixed Housing Urban (medium-high density) given its proximity to the existing Local Centre Zone in Paerata (Franklin 2 Precinct). It is considered that this area should be entirely residential given the opportunity it represents to consolidate residential land use in Paerata.

4.4.4 Area C – North-west Paerata
This area is proposed to be zoned as Residential – Mixed Housing Urban (medium-high density). This reflects the urban zoning and planned development around Wesley College which is on the other side of State Highway 22 (Paerata Road). The development around Wesley College is the Wesley Special Housing Area and is now managed by the Franklin 2 Precinct in the Auckland Unitary Plan.

4.4.5 Area D – South Paerata and Adams Drive
Area D consists of two parts.

Area D west
The western part is bound by State Highway 22 (Paerata Road) on the west, the North Island Main Trunk railway line on the east and the existing Adams Drive industrial area to the south. The area is generally flat and nearly half of it is covered by floodplains, especially along the edge of the railway line.
This part of Area D is proposed as Business – Light Industry Zone. This provides a continuation of the Light Industry land to the south in Adams Drive. Its position next to State Highway 22 provides for access to a major transport route.

Area D east

This eastern part of Area D is within the Whangapouri Creek catchment area and has a larger stream system in the centre of it. These streams generally radiate out from the railway line. At the north of this area is a smaller area covered by floodplains. This north part also has steeper slopes near the streams. The larger low-lying area in the central part of Area D is also covered by floodplains.

This low-lying area is located in the centre of the Paerata North Tuff Ring.

The Pukekohe Area Plan and 2017 consultation material show Area D east as residential. The 2018 consultation occurred prior to the finalisation of the business land demand analysis. In the absence of that analysis, council took a big picture position and proposed there should be more business land than suggested in 2017. This included an additional area of business land in Area D. This was to provide adequate business land and local employment opportunities across the north and south of Pukekohe.

Following:

- significant feedback in 2018 opposing business land in this location
- the receipt of business land demand analysis which showed that not all the land proposed for business in the 2018 consultation material was required,

Further consideration of the location of the ridge forming part of the Paerata North Tuff Ring

Area D east is now proposed to be zoned residential (apart from a Local Centre) rather than partly for business.

The northern and central part of Area D east are proposed to be zoned for medium-high density residential use as Residential – Mixed Housing Urban given its proximity to Paerata. The southern part of Area D east is proposed to be zoned Residential – Mixed Housing Suburban which is the same zoning as most of the adjoining land near Isabella Drive to its south.

An indicative local centre (approximately 2 hectares gross) for retail and commercial services is proposed in Area D east, in an area not subject to floodplains, to service northern Pukekohe. Its location will be influenced by refinement of roading and frequent transport networks. For context, the recent local centre development at Hingaia is approximately 1.7 hectares.

4.4.6 Area D1 (west) – Grace James Road

This area is bounded by the rural urban boundary to the north, Grace James Road to the south and Cape Hill Road to the west. Area D1 (west) is along the southern face of a
ridge, sloping down from Grace James Road towards a stream system. From a geotechnical perspective this area has constraints that give it a high development premium. The northern edge of the Roosevelt Tuff Ring North is along the southern boundary of this area. Several ridgelines run north from this into the area. From a landscape perspective this area is identified as being very highly sensitive to modification.

Area D1 (west) is proposed to be zoned as Residential – Mixed Housing Suburban to provide continuity with the zoning of the adjoining land to its west in Area D (east).

### 4.4.7 Area D1 (east) and Area D2 – Pukekohe north-east

These areas are generally steeply undulating pastural land and several ridgelines run through them. The northern edge of the Pukekohe East Explosion Crater runs along the southern boundary of Area D2. This explosion crater is scheduled as an Outstanding Natural Feature in the Auckland Unitary Plan. A ridgeline also runs along the southern boundary of this area. From a geotechnical perspective these areas have constraints that give them a high development premium. A previous landfill has been identified in the southern part of Area D1 (east).

The areas contain several significant ecological areas scheduled in the Auckland Unitary Plan. There are also several areas of unscheduled indigenous vegetation identified. From a landscape perspective these areas are identified as having very high sensitivity to modification.

These areas are proposed to be zoned Residential – Single House to reflect their peripheral location, topography, and environmental characteristics. Furthermore, this area adjoins the Runciman Precinct to the north. This precinct recognises landform, landscape, vegetation, and riparian corridor features that warrant protection and enhancement.

### 4.4.8 Area E – Pukekohe north-west

Area E falls steeply from Heights Road in the north-east to a flat area in a dip and then rises again, flattening out to the west and south. The eastern part of the area is undulating, becoming flat as it nears State Highway 22 (Paerata Road). The Glenbrook railway branch line traverses the land more or less east to west. The area is traversed by the headwaters of the Whangapoua Creek, with some steep contours. The area includes Significant Ecological Areas. The Helvetia Tuff Ring stretches over the south-western part of Area E. This part is also subject to flooding. There are also areas of flooding near the railway line in the north-eastern part between Butcher Road and Paerata Road.

Area E also has geotechnical constraints that give it a rating of predominantly low development premium with small areas of high development premium in the northern part aligning with the streams and gullies. There is a large block identified as medium.

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23 See section 4.2.10 Geotechnical assessment for an explanation of ‘development premium’

24 See footnote 23 above.

25 See footnote 23 above.
development premium in the eastern portion as it meets Area D and an area identified as high development premium surrounding the North Island Main Trunk railway line.

The north-western and north-eastern corners of Area E are proposed to be zoned Business – Light Industry. This reflects the existing rural business operations in this area and the area’s proximity to the railway line and northern road routes in and out of Pukekohe.

The remaining part of Area E is proposed to be zoned Residential – Mixed Housing Suburban (medium density). This is an extension to the existing predominantly Mixed Housing Suburban zoning in north-western Pukekohe.

4.4.9 Area F – Pukekohe East central

Area F is bound by existing residential and open space zoned properties to the north and north-west, the Franklin ASB Showgrounds, Station Road to the west, the Franklin Trotting Club along the western/southern Boundary, Area H on the south-east and Golding Road on the east. At the northern end the land slopes down from Ngahere Road and Golding Road towards Whangapouri Stream in between the roads. There are two landfill sites recorded in this area – one located on the northern side of Royal Doulton Road and the other occupying a significant area of the northern section of Area F, above Birch Road.

Area F contains a large area with geotechnical constraints that give it a rating of high development premium. This covers the southern area and includes the boundary of Station Road (west). It runs along the edge of the Roosevelt Tuff Ring South in the eastern part of Area F. North of this area, the land has been identified as low development premium.

Areas subject to flooding have been identified in the southern part of Area F, in particular between the A and P Showgrounds and the Auckland Trotting Club.

The Pukekohe Area Plan shows Area F as residentially zoned Mixed Housing Suburban, with the area between the ASB showgrounds and the trotting club proposed to be zoned Business – Light Industrial. The 2017 consultation material shows these areas zoned as residential medium density and business.

The 2018 consultation occurred prior to the finalisation of the business land demand analysis. In the absence of that analysis, council took the big picture position in its 2018 consultation material that adequate business land and opportunities for local employment should be provided in the Pukekohe-Paerata structure plan area and that such land should be distributed between both northern and southern Pukekohe. Additional business land was therefore shown in the southern part of Area F west in the 2018 consultation material. The residential land component of Area F was shown as medium-high density Mixed Housing Urban.

Following:

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Footnote: See footnote 23 above.
the receipt of business land demand analysis which showed that not all the land
zoned for business in the 2018 consultation material was required

- feedback opposing business land in this location

the southern part of Area F is now proposed to be zoned Residential – Mixed Housing
Suburban (medium density) rather than a business zone. The northern part of Area F is
still proposed to be zoned Residential – Mixed Housing Urban (medium-high density). This
reflects its proximity to the existing Pukekohe Town Centre. The remaining business land,
between the A and P Showgrounds and the Auckland Trotting Club, is proposed to be
zoned Business – Light Industry.

4.4.10 Area G – Pukekohe East Central

Area G is split into two parts by Pukekohe East Road. North of Pukekohe East Road is the
smaller part of Area G. On the west this is bound by land zoned Residential – Mixed
Housing Suburban which is still largely undeveloped. On the north-east this part of Area G
is bound by the Rural Urban Boundary. This boundary generally follows the contours of the
land and a stream north of Pukekohe East Road. The eastern side of Area G contains the
outer edge of the Pukekohe East Explosion Crater. This explosion crater is scheduled in
the Auckland Unitary Plan as an Outstanding Natural Feature. This part of Area G is
proposed to be zoned Residential – Mixed Housing Suburban (medium density) and
follows the zoning pattern set out in all the previous consultation material.

South of Pukekohe East Road, the larger part of Area G is bound by Golding Road on the
west. Adjacent to the eastern boundary is Rural Production Zone. The south and south-
east boundary is the boundary between Auckland Council and Waikato District Council
jurisdictions. The adjacent zone in the operative Waikato District Plan is Rural (Franklin).
This plan is currently under review.

From a geotechnical perspective a large part of Area G has constraints that give it a
medium development premium.27

South of Pukekohe East Road Area G contains the Roosevelt Tuff Ring South. A ridgeline
that goes around the edge of the explosion crater continues across into the larger part of
Area G. South of Pukekohe East Road the land is generally undulating and is steeper
around the stream system. From a landscape perspective Area G is identified as being
highly sensitive to modification.

South of Pukekohe East Road a stream system runs west-east through the area. Steeper
slopes are generally around the streams. Several small areas along some of the streams
area subject to floodplains.

Approximately three quarters of this part of Area G is proposed to be zoned Residential –
Mixed Housing Suburban (medium density). The remainder of the area is closer to the
existing Pukekohe Town Centre and is therefore proposed to be zoned Residential –

27 See footnote 23 above.
Mixed Housing Urban (medium-high density), along the corners of Golding Road and Pukekohe East Road. This proposed zoning follows the zoning pattern set out in all the previous consultation material.

4.4.11 Area H – Buckland and surrounds

Area H consists of two parts.

Area H west

This part of Area H is on the south-eastern slopes of Pukekohe Hill. The land rises from the north and south to the west, flatter in the middle with gullies and streams in the north and south. There are three Significant Ecological Areas along the stream between Tuakau Road, Area I, and the eastern border of Area H West. The Pukekohe Park Raceway is to the north-east of Area H west, on the opposite side of Manukau Road.

This part of Area H has geotechnical constraints that give it a ranking of predominantly low development premium with large areas of high development premium through the centre, along the eastern area adjoining Manukau Road and along the gully adjoining Area I.

Area H west is shown as Light Industry in the Pukekohe Area Plan, and as business land in the 2017 consultation material. In the 2018 consultation material the extent of business land in this area was reduced in the very south to reflect the location of the stream and the three Significant Ecological Areas west of Buckland. The extent of this business land is the same as 2018 and it is now proposed to be zoned Light Industry. This zoning reflects access to transport routes and the proximity to the Pukekohe Park Raceway.

The southern part of Area H west is proposed to be zoned Residential – Single House. This is the same as suggested in 2018. This lower density reflects the existing zoning in Buckland township and is less likely to adversely affect the landscape and environmental values associated with the Significant Ecological Areas and the stream.

Area H east

This part of Area H is bordered to the west by the Buckland urban area and the Franklin Trotting Club, to the north by Area F, and to the east by Golding Road, Logan Road and farmland. It includes one piece of land to the west of the railway line (486 Buckland Road) between Pukekohe Park Raceway and the existing urban area of Buckland. A stream associated with the Tutaenui Stream traverses the area south of Yates Road, having crossed Logan Road. Areas subject to flooding have been identified, in particular between the railway line and Logan Road. The area is mostly flat with some gullies, and primarily grassed and in rural use. There are two areas of landfill – one to the north of Yates Road and the second at the intersection of Buckville and Logan Roads.

This part of Area H predominantly has geotechnical constraints that give it a low development premium rating. However, there is also a significant area of high

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28 See footnote 23 above.
development premium land starting in the north-west corner and stretching across the northern portion. This merges with a significant area of high development premium in Area F to the north. In area H, this area of high development premium merges to medium development premium through the middle following the gully to the south.

The Pukekohe Area Plan shows the northern part of Area H east as Business – Light Industrial, with the southern part residentially zoned as Single House. The 2017 consultation material shows these areas as business and residential low density.

The 2018 consultation occurred prior to the finalisation of the business land demand analysis. In the absence of that analysis, council took a big picture position in its 2018 consultation material that adequate business land and opportunities for local employment should be provided in the Pukekohe-Paeraata structure plan area and that such land should be distributed between both northern and southern Pukekohe. Additional business land was therefore shown in the northern part of Area H east in the 2018 consultation material.

In 2018 the residential land component of Area H east was shown as medium density Mixed Housing Suburban.

Following:

- the receipt of business land demand analysis which showed that not all the land zoned for business in the 2018 consultation material was required
- feedback opposing business land in this location

the amount of business land in the northern part of Area H east has been reduced and is now slightly less than shown in the Pukekohe Area Plan. This remaining area of business land is now proposed to be zoned Light Industry.

The residential component of Area H east is proposed to be zoned Residential – Mixed Housing Suburban to align with the proposed zoning of Area F to its north.

4.4.12 Area I – Buckland south and Pukekohe Hill

Area I is relatively flat adjoining Buckland township, and then slopes uphill towards Tuakau Road, located on the south eastern slopes of Pukekohe Hill. The area is bordered by Tuakau Road to the west, Area H, a stream and a live zoned area of Open Space – Conservation to the north, and Buckland Road and land in crops to the south. Area I predominantly has geotechnical constraints giving it a ranking of low development premium\(^\text{22}\), with high development premium located along its northern and eastern boundaries.

This area is proposed to be zoned Residential – Single House. This zoning is the same as the zoning in the existing Buckland township. This zone is the same as shown in the Pukekohe Area Plan and the 2018 consultation material.

\(^{22}\) See footnote 23 above.
## Glossary of Māori terms

This glossary provides a basic explanation of Māori terms used. For a full explanation of all these terms please see [https://maoridictionary.co.nz/](https://maoridictionary.co.nz/).

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>hui</td>
<td>meeting</td>
</tr>
<tr>
<td>iwi</td>
<td>extended kinship group, tribe</td>
</tr>
<tr>
<td>kaitiaki</td>
<td>custodian, guardian</td>
</tr>
<tr>
<td>mana</td>
<td>prestige, authority, control, power, influence, status, spiritual power</td>
</tr>
<tr>
<td>mana whenua</td>
<td>territorial rights, power from the land, authority over land or territory, jurisdiction over land or territory - power associated with possession and occupation of tribal land</td>
</tr>
<tr>
<td>mauri</td>
<td>life principle, life force… the essential quality and vitality of a being or entity</td>
</tr>
<tr>
<td>rangatiratanga</td>
<td>chieflyship, right to exercise authority</td>
</tr>
<tr>
<td>rohe</td>
<td>region, territory, area, border (of land)</td>
</tr>
<tr>
<td>taonga</td>
<td>treasure, anything prized - applied to anything considered to be of value including socially or culturally valuable objects, resources, phenomenon, ideas and technique</td>
</tr>
<tr>
<td>tikanga</td>
<td>the customary system of values and practices that have developed over time and are deeply embedded in the social context</td>
</tr>
<tr>
<td>waahi tapu / wāhi tapu</td>
<td>sacred place or site</td>
</tr>
</tbody>
</table>
Appendices

Appendices are attached to this structure plan as listed below:

- Appendix 01: Auckland Unitary Plan Operative in Part Appendix 1 analysis
- Appendix 02: Summaries of, and housing typologies expected in, Auckland Unitary Plan Operative in Part residential zones
- Appendix 03: Strategic context – further detail
- Appendix 04: List of technical reports and topic papers
- Appendix 05: Consultation Document Summary
- Appendix 06: Water sensitive design approaches
**Appendix 01: Auckland Unitary Plan (Operative in Part) Appendix 1 analysis**

Table 7: Where the Pukekohe-Paerata Structure Plan 2019 addresses the matters set out in Appendix 1: Structure plan guidelines of the Auckland Unitary Plan (Operative in Part), section 1.3 External documents to be taken into account

<table>
<thead>
<tr>
<th>Appendix 1 of AUP (OIP) sections</th>
<th>Matters as set out in Appendix 1 of AUP(OIP)</th>
<th>Structure plan section reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Auckland Plan, including the directions of the Auckland Plan to be considered as an integrated whole, Auckland’s High-Level Development Strategy (refer to section D of the Auckland Plan), and any sub-regional analyses prepared by Auckland Council.</td>
<td>2.1, 4.1.1, 4.2.5, 4.2.8, 4.2.9</td>
</tr>
<tr>
<td>(2)</td>
<td>National policy statements and rational environmental standards including but not limited to the New Zealand Coastal Policy Statement, the National Policy Statement for Freshwater Management and the National Environmental Standards for Electricity Transmission Activities.</td>
<td>4.1.4, 4.2.9, Appendix 03</td>
</tr>
<tr>
<td>(3)</td>
<td>This Plan, in particular the regional policy statement.</td>
<td>1.2.1, 2.2, 2.4, 2.2, 3.3.1, 3.3.3, 3.3.8, 3.3.8, 3.3.9, 3.4.2, 3.4.3, 4.1, 4.1.3, 4.1.4, 4.1.7, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.2.8, 4.2.9, 4.2.12, 4.3.2, 4.3.5, 4.4, 4.4.7, 4.4.10, 4.2.3, 4.2.5, 4.2.8, 4.2.9, 4.3.1, 4.3.5, 4.4, Appendices 02 and 03</td>
</tr>
<tr>
<td>(4)</td>
<td>Auckland Council’s 10-year budget (the Long-Term Plan) and implementation programmes.</td>
<td>4.1.8</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Additional Information</td>
</tr>
<tr>
<td>------</td>
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<td>------------------------</td>
</tr>
<tr>
<td>(5)</td>
<td>Local board plans and area plans.</td>
<td>1, 2.5, 3.3, 4.1.3, 4.1.9, 4.2.1, 4.2.8, 4.3.1, 4.3.2, 4.4.5, 4.4.9, 4.4.11, 4.4.12, Appendix 03</td>
</tr>
<tr>
<td>(6)</td>
<td>Existing integrated catchment management plans and associated network discharge consents.</td>
<td>3.2.4, 3.4.2, 4.2.2, 4.2.5, Appendix 06</td>
</tr>
<tr>
<td>(7)</td>
<td>Strategies, plans, codes of practice or programmes of economic, environmental, social and cultural infrastructure providers, with particular regard to the Regional Land Transport Plan, Auckland Transport’s Integrated Transport Programme and Watercare’s Asset Management Plan.</td>
<td>1.2.2, 3.2.3, 3.2.6, 3.3, 3.3.5, 3.3.8, 3.4.2, 4.1.4, 4.1.8, 4.1.10, 4.1.11, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.2.6, 4.3.4, Appendix 03, Appendix 05</td>
</tr>
<tr>
<td>(8)</td>
<td>Iwi planning documents.</td>
<td>3.3.5, 4.1.6, 4.3.5</td>
</tr>
<tr>
<td>(9)</td>
<td>Treaty settlement legislation.</td>
<td>4.1.5, 4.3.5</td>
</tr>
<tr>
<td>(10)</td>
<td>Auckland Council’s Parks and Open Space Strategy Action Plan.</td>
<td>4.2.5</td>
</tr>
<tr>
<td>(11)</td>
<td>Auckland Council’s Auckland Design Manual.</td>
<td>3.3.5, 4.1.11, 4.3.5, Appendix 03</td>
</tr>
<tr>
<td>(12)</td>
<td>Auckland Council’s Code of Practice for Land Development and Subdivision.</td>
<td>4.1.11, Appendix 03</td>
</tr>
</tbody>
</table>
Table 8: Where the structure plan addresses the matters set out in Appendix 1: Structure plan guidelines of the Auckland Unitary Plan (Operative in Part), section 1.4 Matters to identify, investigate and address.

<table>
<thead>
<tr>
<th>Appendix 1 of AUP (OIP) sections</th>
<th>Matters as set out in Appendix 1 of AUP (OIP)</th>
<th>Structure plan section reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4.1 Urban growth</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1)</td>
<td>The future supply and projected demand for residential and business land in the structure plan areas to achieve an appropriate capacity to meet the sub-regional growth projections in the Auckland Plan adopted under the Local Government (Auckland Council) Act 2002.</td>
<td>1, 2.1, 3.3.1, 3.3.2, 4.1.1, 4.1.2, 4.1.4, 4.2.1, 4.4</td>
</tr>
<tr>
<td>(2)</td>
<td>The phases and timing for the staged release of greenfield land or the staged conversion of land within the existing urban area to a more intensive activity for urban development or for comprehensive redevelopment, in coordination with infrastructure.</td>
<td>1, 3.4.1, 3.4.2</td>
</tr>
<tr>
<td>(3)</td>
<td>The location, type and form of the urban edge, its appropriateness to the structure plan area and the surrounding area and how transitions between the area to be urbanised and other areas with different activities, building types and densities or levels of intensity are to be managed.</td>
<td>2.4, 3.3, 3.4.3, 4.2.3, 4.2.7, 4.4</td>
</tr>
<tr>
<td>(4)</td>
<td>Linkages and integration with existing urban-zoned and/or rural-zoned land adjoining the structure plan area through careful edge or boundary treatment.</td>
<td>3.3, 3.4.3, 4.2.3, 4.2.7, 4.4</td>
</tr>
<tr>
<td>(5)</td>
<td>Opportunities to improve access to landlocked parcels, including Maori land.</td>
<td>3.3.6</td>
</tr>
<tr>
<td>1.4.2 Natural resources</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1)</td>
<td>The protection, maintenance and enhancement of natural resources, particularly those that have been scheduled in the Unitary Plan in relation to mana whenua, natural resources, and the coastal environment.</td>
<td>3.3.3, 3.4.6, 4.2.9</td>
</tr>
<tr>
<td>(2)</td>
<td>Demonstrate how proposed subdivision, use, and development will protect, maintain and enhance the values of the resources identified in 1.4.2(1) above.</td>
<td>3.3.3, 3.4.3, 3.4.3</td>
</tr>
<tr>
<td>(3)</td>
<td>The integration of green networks (such as freshwater</td>
<td>3.3.3, 3.3.4</td>
</tr>
</tbody>
</table>
and coastal water systems, and ecological corridors) with open space and pedestrian and cycle networks, showing how they reflect the underlying natural character values and provide opportunities for environmental restoration and biodiversity.

<table>
<thead>
<tr>
<th>Measures to manage natural hazards and contamination.</th>
<th>3.3.9, 4.2.2, 4.2.10, 4.2.11</th>
</tr>
</thead>
<tbody>
<tr>
<td>The location of mineral resources and how access to regionally significant extractable deposits is to be managed.</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### 1.4.3 Natural and built heritage

| The existence of natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, mana whenua, natural resources, coastal environment, historic heritage and special character. | 3.3.3, 3.3.5, 3.3.7, 3.4.3, 4.2.7, 4.2.8 |

### 1.4.4 Use and activity

| Contribution to a compact urban form and the efficient use of land in conjunction with existing urban areas to give effect to the regional policy statement. | 3.3, 3.3.1, 3.3.2, 4.4 |

| The adoption of standard Unitary Plan methods and provisions where possible to ensure a consistent approach across the region by all of the following: | 3.3.1, 3.3.2, 3.3.9, 3.4.3 |

| seeking to avoid the introduction of additional zones; | 3.3.1, 3.3.2, 3.3.9, 3.4.3 |

| recognising the values of natural heritage, mana whenua, natural resources, coastal, historic heritage and special character through identification of sites or places to be scheduled and the use of existing overlays in the Plan; and | 3.3.5, 3.4.3 |

| recognising specific place-based provisions through the use of precincts. | 3.4.3 |

<p>| Establishment of new centres and the expansion of existing centres in ways that complement the hierarchy and network of existing centres. Centres should be located and designed to maximise access by walking, cycling and public transport. | 3.3.2, 3.4.3, 4.2.1 |</p>
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>(4)</td>
<td>A mix of residential intensities sufficient to support the vitality of centres and communities and to provide housing and transport choice.</td>
<td>3.3, 3.4.3, 4.2.3, 4.4</td>
</tr>
<tr>
<td>(5)</td>
<td>A mix and distribution of land uses within the structure plan area to provide opportunities for business activities and employment, community facilities and open space close to where people live.</td>
<td>3.3, 3.3.5, 3.4.3, 4.2.1, 4.2.5, 4.2.8, 4.4</td>
</tr>
<tr>
<td>(6)</td>
<td>The location and protection of infrastructure and management of reverse sensitivity effects on infrastructure from subdivision, use and development.</td>
<td>3.3.6, 3.3.8, 3.4.3, 4.2.3, 4.2.4</td>
</tr>
<tr>
<td>(7)</td>
<td>The location and protection of use and development and management of reverse sensitivity effects on use and development.</td>
<td>3.3.1, 3.3.2, 3.4.3, 4.4</td>
</tr>
</tbody>
</table>

### 1.4.5 Urban development

| (1)  | A desirable urban form at the neighbourhood scale including all of the following: | 3.2.8, 3.3.1, 3.3.2, 3.3.3, 4.2.3, 4.2.13 |
| (a)  | a layout providing pedestrian connectivity with a network of streets and block sizes which allow for a choice of routes particularly near centres and public transport facilities; | 3.3.8, 3.3.4, 4.2.3, 4.2.13 |
| (b)  | provision of a diversity of site sizes within blocks to enhance housing choice, accommodate local small-scale community facilities and where appropriate enable a range of business activity and mixed use; | 3.3.1, 3.4.3, 4.2.13, 4.4 |
| (c)  | provision of open spaces which are highly visible from streets and of a scale and quality to meet identified community needs | 3.3.4, 4.2.5, 4.2.13 |
| (d)  | appropriate transitions within and at the edge of the structure plan area between different land use activities, intensities and densities | 2.4, 3.3, 3.4.3, 4.4 |
| (e)  | the application of an integrated storm water management approach within developments to reduce impacts on the environment while enhancing urban amenity. | 3.3.9, 3.4.2, 4.2.2, 4.4, Appendix 06 |

### 1.4.6 Transport networks

<p>| (1)  | Integration of land use and development within the local | 3.3.1, 3.3.2, |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>and strategic transport networks</td>
<td>3.3.6, 3.4.3, 4.2.3, 4.4</td>
</tr>
<tr>
<td>(2)</td>
<td>Layout of the transport network and facilities in a manner that is safe, attractive, efficient, and resilient to hazards, well connected to local facilities and integrated with land uses, the surrounding area and the wider transport network</td>
</tr>
<tr>
<td>(3)</td>
<td>Support for transport and accessibility that is multi-modal and interconnected with an appropriate number and location of access points.</td>
</tr>
<tr>
<td>(4)</td>
<td>Transport effects on land uses and the management of these effects.</td>
</tr>
</tbody>
</table>

### 1.4.7 Infrastructure

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>(1)</td>
<td>The location and protection of existing and planned infrastructure, including network infrastructure corridors.</td>
</tr>
<tr>
<td>(2)</td>
<td>The location, scale and capacity of existing and new infrastructure to serve the structure plan area.</td>
</tr>
<tr>
<td>(3)</td>
<td>The location, scale and function of stormwater management facilities based on the principles of an integrated stormwater management approach, including the retention of natural water systems and the primary use of on-site flow and quality controls (and related impervious area limits) to manage stormwater runoff from proposed sites and roads.</td>
</tr>
<tr>
<td>(4)</td>
<td>The location, scale, function and provision of community facilities, including educational, health, welfare and cultural facilities and open space to cater for the needs of communities in the structure plan area and neighbouring areas.</td>
</tr>
</tbody>
</table>

### 1.4.8 Feedback from stakeholders

<p>| | |</p>
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</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>The location, scale, function and provision of community</td>
</tr>
<tr>
<td>facilities, including educational, health, welfare and cultural facilities and open space to cater for the needs of communities in the structure plan area and neighbouring areas.</td>
<td></td>
</tr>
</tbody>
</table>
### Table 9: Where the structure plan addresses the matters set out in Appendix 1: Structure plan guidelines of the Auckland Unitary Plan (Operative in Part), section 1.5 Specialist documents to support the structure plan and plan changes process

<table>
<thead>
<tr>
<th>Appendix 1 of AUP (OUP) sections</th>
<th>Matters as set out in Appendix 1 of AUP(OUP)</th>
<th>Structure plan section reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Land use:</td>
<td></td>
</tr>
<tr>
<td>(a)</td>
<td>evaluation of the identified role of and principal objectives for the structure plan area in terms of land uses and amenity values;</td>
<td>3.1, 3.2, 3.3</td>
</tr>
<tr>
<td>(b)</td>
<td>assessment against any relevant sub-regional spatial plan; and</td>
<td>1, 2.5, 3.3, 4.1.3, 4.1.9, 4.1.1, 4.1.2, 4.2.1, 4.2.8, 4.3.1, 4.3.2, 4.4.5, 4.4.9, 4.4.11, 4.4.12, Appendix C3</td>
</tr>
<tr>
<td>(c)</td>
<td>analysis of anticipated land use supply and demand informing the spatial allocation of areas for different activities, intensities and densities.</td>
<td>1, 3.3, 4.4</td>
</tr>
<tr>
<td>(2)</td>
<td>Infrastructure:</td>
<td></td>
</tr>
<tr>
<td>(a)</td>
<td>integrated catchment management plan - stormwater management plan, including network plans, updates to catchment or zone management plans and variations to existing or new network discharge consents, where relevant;</td>
<td>3.3.9, 4.2.2</td>
</tr>
<tr>
<td>(b)</td>
<td>integrated transport assessment;</td>
<td>3.3.6, 4.2.3</td>
</tr>
<tr>
<td>(c)</td>
<td>water and wastewater servicing plan; and</td>
<td>3.3.8, 4.1.10, 4.2.4</td>
</tr>
<tr>
<td>(d)</td>
<td>other infrastructure plans.</td>
<td>3.3.6, 4.1.10</td>
</tr>
<tr>
<td>(3)</td>
<td>Impact on natural and cultural values:</td>
<td></td>
</tr>
</tbody>
</table>
## Pakakoha-Paeraata Structure Plan 2019

### August 2019

| (a) | landscape assessment | 3.3.3, 4.2.7 |
| (b) | assessment of effects on the cultural well-being of people and communities who have relationships with the area, including where appropriate mapping of local history and whakapapa; | 3.3.5, 3.3.7, 4.1.1, 4.1.6, 4.2.8, 4.2.8, 4.3.5 |
| (c) | archaeological, historic heritage and special character assessment; | 3.3.5, 3.3.7, 4.2.8 |
| (d) | natural heritage assessment; and | 3.3.3, 4.2.7, 4.2.8, 4.2.9 |
| (e) | freshwater and ecological assessment. | 3.3.3, 3.3.9, 4.2.2, 4.2.9, Appendix 03 |

### (4) Environmental risk:

| (a) | geotechnical assessment | 3.3.9, 4.2.10 |
| (b) | land contamination and mediation assessment; and | 3.3.9, 4.2.11 |
| (c) | health impact assessment | 4.2.12 |

### (5) Implementation:

| (a) | staging plan | 3.4.1, 3.4.2 |
| (b) | funding plan | 3.4.1, 3.4.2 |
| (c) | affordability assessment | 3.3.1 |
| (d) | neighbourhood design statement | 4.2.13 |
| (e) | other documents depending on the characteristics of the land and water resources of the area |
Appendix 02: Summaries of, and housing typologies expected in, Auckland Unitary Plan (Operative in Part) residential zones

Residential Zones summarised in this appendix:

- Terraced Housing and Apartment Buildings
- Mixed Housing Urban
- Mixed Housing Suburban
- Single House
- Large Lot

Terraced Housing and Apartment Buildings

- Objectives seek to achieve an urban residential character, enabling terrace housing or apartment building development of five – seven storeys.
- Applied to areas that are highly accessible adjacent to metropolitan, town and local centres and transport links
- All dwellings require resource consent
- No minimum or maximum number of car parking spaces required
- Height 16m (or as specified)
- No density limit

Terrace housing

Apartments

Apartments
Mixed Housing Urban zone

- Objectives seek to achieve an urban residential character of up to three storeys.
- Applied to areas with good access to transport and services, close to higher density residential, business zones and transport links.
- Height 11m (+ 1m @ 15 degrees)
- 1-3 dwellings is permitted, 4 or more requires resource consent
- No density limit (300m² min site area for vacant lot subdivision)

Low rise terrace housing  Low rise apartments

Detached dwelling

Mixed Housing Suburban zone

- Objectives seek to achieve a suburban residential character of up to two storeys.
- Most widespread residential zone that provides a transition between the Mixed Housing Urban and Single House zone.
- Height 8m (+ 1m @ 15 degrees)
- 1-3 dwellings is permitted, 4 or more requires resource consent
- No density limit (400m² min site areas for vacant lot subdivision)
Single House zone

- Objectives seek to maintain and enhance the amenity values of established residential neighbourhoods.
- Objectives seek to ensure that development is in keeping with the neighbourhood’s existing or planned suburban built character of predominantly one to two storey buildings.
- Provide for minor dwellings and conversion of existing dwellings into two.
- Height 8m (+ 1m @ 15 degrees)
- Density limit one dwelling per site (600m² min site area for vacant lot subdivision)
Large Lot zone

- Applied in areas with physical constraints, ecological features, landscape qualities or infrastructure constraints
- Height $8m + 1m @ 15^\circ$
- 20% building coverage or 400m² whichever is lesser
- 35% impervious surface areas or 1400m² whichever is lesser
- Density control of one dwelling per site - 4000m² min site area for vacant lot subdivision
Appendix 03: Strategic context – further detail

There are statutory and non-statutory documents that are to be considered where appropriate in the development of structure plans, in accordance with Appendix 1 of the Auckland Unitary Plan (for an analysis of how these matters are addressed, see Appendix 01 of the Pukekohe-Paerata Structure Plan 2019).

The key outcomes sought by these documents, where relevant to the Pukekohe-Paerata Structure Plan 2019, are summarised in section 4.1 Strategic context of this structure plan, and further detail on some documents is provided below.

i) Growth context for the Pukekohe-Paerata Structure Plan area

Map 11 below illustrates the growth context for the Pukekohe-Paerata Structure Plan area.
Map 11: Growth context for the Pukekohe-Paerata Structure Plan area

- Further growth in urban Auckland in the north
- Drury Future Urban Zone growth area
- Pukekohe Future Urban Zone growth area
- Future growth areas are anticipated in North Waiuku

Future growth areas to the west
i.i) Waikato growth

The Pokeno and Tuakau growth areas lie within 4km of the Auckland Council boundary. The proximity of settlements (including associated future urban areas) to the Auckland-Waikato boundary means there are significant interdependencies between southern Auckland and northern Waikato that cross administrative government boundaries.

The Waikato towns close to the border of the Auckland-Waikato boundary are experiencing significant residential growth, with the majority of growth over the last decade taking place in Pokeno and neighbouring rural areas. Pokeno currently has 757 households (2016).30 Forward planning undertaken by Waikato District Council provides additional capacity to accommodate another 3,200 households. Tuakau currently has 1,636 households (2016). Additional capacity is being provided to accommodate another 6270 households through to 2045. The Hamilton to Auckland Corridor Plan recommends that the long-term growth potential in Pokeno can be maximised through transit-orientated quality intensification.

The proposed Waikato District Plan was notified in 2018, and submissions have closed. The next stage is the receipt of further submissions. It contains the following policy:

**4.1.3 Policy - Location of development**

(a) Subdivision and development of a residential, commercial and industrial nature is to occur within towns and villages where infrastructure and services can be efficiently and economically provided.

(b) Locate urban growth areas only where they are consistent with the Future Proof Strategy Planning for Growth 2017.

ii) Pukekohe Area Plan 2014

In 2014 the Franklin Local Board prepared the Pukekohe Area Plan, which was adopted by the council.

The Pukekohe Area Plan covers the (then) existing urban zoned area of Pukekohe, and the area zoned Future Urban Zone in the (then) Proposed Auckland Unitary Plan. This includes Pukekohe, Paerata to the north and Buckland to the south.

The Pukekohe Area Plan provides for a detailed response to the growth directions of the Auckland Plan, which identifies Pukekohe as a satellite town. In addition, development of the area plan allowed the Franklin Local Board to provide direction on the zoning and Rural Urban Boundary (urban edge) that was included in the Proposed Auckland Unitary Plan for the Pukekohe area.

Its vision was that "Pukekohe will be a vibrant and dynamic satellite town offering a range of employment and residential opportunities, with excellent transport connections, infrastructure, open space and recreation facilities, and a thriving local economy."

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The Pupekohe Area Plan outlined how Pupekohe was envisaged to grow and change over the next 30 years. It set out desired outcomes and the actions that would help to achieve them. It divided the then Future Urban zoned land into nine areas and identified “growth outcomes” for them.

iii) National policy statements and national environmental standards

National Policy Statement for Freshwater Management 2014

The National Policy Statement for Freshwater Management provides direction for the council on the management of freshwater. Chapter E1 Water quality and integrated management of the Auckland Unitary Plan provides three strategic objectives to give effect to this policy statement. They are:

- Freshwater and sediment quality is maintained where it is excellent or good and progressively improved over time in degraded areas.
- The mauri of freshwater is maintained or progressively improved over time enabling traditional and cultural use of this resource by mana whenua.
- Stormwater and wastewater networks are managed to protect public health and safety and to prevent or minimise adverse effects of contaminants on freshwater and coastal water quality.

The Pupekohe-Paerata Structure Plan 2019 incorporates the findings of Watercourse Assessment Reports for the Whangapouri Creek, Oira catchment, and the Pupekohe South-Tuiaenui catchment. A finalised version of the Watercourse Assessment Reports will be available prior to decisions on plan change timings.

Approximately 100km of watercourses were assessed to identify their classifications (permanent, intermittent, transitional, ephemeral, wetlands); and to provide baseline information on the existing condition of waterways (ecological health, infrastructure condition, flooding). This will also help to identify parts of the watercourse network that would meet the requirements to have future esplanade reserves.

The Pupekohe-Paerata Structure Plan 2019 responds to the National Policy Statement for Freshwater Management by:

- The use of Water Sensitive Design as the basis for planning future development
- Identifying enhancement opportunities, including riparian planting, and encouraging reinstatement of natural channels
- Considering the likely controls needed as part of a future plan change
National Policy Statement on Electricity Transmission 2008
The council gives effect to the National Policy Statement on Electricity Transmission through the National Grid Corridor overlay provisions in the Auckland Unitary Plan. No additional response is considered necessary. However, the existing transmission corridor that runs through Pukekohe-Paerata has been taken into account.

National Policy Statement on Urban Development Capacity 2016
The National Policy Statement on Urban Development Capacity is relevant to the Pukekohe-Paerata Structure Plan process. This policy statement directs local authorities to provide sufficient development capacity in their resource management plans, supported by infrastructure, to meet demand for housing and business space. Development capacity refers to the amount of development allowed by zoning and regulations in plans that is supported by infrastructure. This development can be ‘outwards’ (on greenfield sites) and/or ‘upwards’ (by intensifying existing urban environments).

The National Policy Statement on Urban Development Capacity requires that high growth councils (of which Auckland is one) produce a future development strategy that demonstrates there will be sufficient, feasible development capacity in the medium and long terms and that the minimum targets will be met. For the greenfield expansion areas of Auckland, the council has produced the Future Urban Land Supply Strategy that identifies the location, timing and sequencing of future development capacity.

The Pukekohe-Paerata Structure Plan 2019 responds by providing residential and business capacity that is consistent with the Future Urban Land Supply Strategy and therefore is consistent with the National Policy Statement on Urban Development Capacity.

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 provides a national environmental standard for activities on pieces of land where soil may be contaminated in such a way as to pose a risk to human health. Any sites where activities on the Hazardous Activities and Industries List (HAIL) have occurred must be identified. This National Environmental Standard provides a nationally consistent set of controls and soil contaminant standards to ensure land affected by contaminants in soil is appropriately identified and assessed before it is subdivided or developed.

A high-level investigation of contaminated land within the Pukekohe-Paerata Structure Plan 2019 has been undertaken as part of the structure plan process.

Proposed National Policy Statement for Versatile and High-Class Soils
The Minister for the Environment has announced that work has started on this document.
iv) Auckland Unitary Plan Operative in Part

The development of the Future Urban zones in Pukekohe-Paerata is part of the solution to the growth challenge. Residential intensification has also been enabled in the existing urban areas.

The Proposed Auckland Unitary Plan (PAUP) was notified in 2013. The Auckland Unitary Plan replaces the former Regional Policy Statement and 13 district and regional plans, including the Auckland Council District Plan - Operative Franklin Section 2000. The Auckland Unitary Plan is now operative in part.

The Auckland Unitary Plan process established a Rural Urban Boundary (RUB) around Pukekohe-Paerata. The Rural Urban Boundary was established to define the maximum extent of urban development in greenfield land to help meet the growth projected in the Auckland Plan. The Future Urban Zone is applied to land located within the Rural Urban Boundary. The land in the Future Urban Zone has been determined to be suitable for future urban development.

The Auckland Unitary Plan is the council’s combined statutory Resource Management Act plan for Auckland. It includes the Regional Policy Statement (RPS) which sets out the overall strategic framework for Auckland. Sections B1 to B10 of the Regional Policy Statement all have relevance to structure planning and in particular section B2 - Urban growth and form sets out objectives and policies for urban form and growth. Future plan changes to create urban zones for Pukekohe-Paerata must give effect to the Regional Policy Statement.

Appendix 1 of Auckland Unitary Plan also sets out specific guidelines for structure planning. These guidelines have been followed in preparation of the Pukekohe-Paerata Structure Plan 2019 (for an analysis of how these matters are addressed, see Appendix 01 of this structure plan).

The Pukekohe-Paerata Structure Plan area is mostly zoned Future Urban, with some small areas zoned Open Space, and Strategic Transport Corridor (SH1). The Future Urban Zone is applied to greenfield land that has been identified as suitable for urbanisation. The Future Urban Zone is a transitional zone. Land may be used for a range of general rural activities but cannot be used for urban activities until the site is rezoned for urban purposes through a plan change process.

v) Franklin Local Board Plan

The Franklin Local Board Plan (2017) is a three-year strategic document that guides local board activity, funding and investment decisions for the 2017-2020 period. A key role of the local board plan is to provide a basis for development of the annual local board agreement for each financial year. These local board agreements record the delivery and funding of local activities and intended levels of service for that area, for the year.
aspirations of the plan which will guide this work and make Franklin a better community for all are:

- A well cared for natural environment where our diverse natural environment is enhanced, protected and maintained
- A thriving local economy which attracts people to live, work locally and visit its attractions
- An improved transport system towards better public transport and safer roads
- Growth is dealt with effectively by making full use of existing outdoor space and community facilities before developing new
- Communities feel ownership and connection to their area through supporting community participation in helping to shape people’s quality of life, creativity, health and wellbeing

Specific key initiatives of the Franklin Local Board Plan (2017) relevant to Pukekohe-Paeraata include the following (divided into infrastructure and non-infrastructure related initiatives):

- Infrastructure related
  - Improving the water quality of our waterways and harbours
  - Support activities that repurpose or recycle, and provide information on how best to dispose of waste, particularly hazardous waste
  - Implement local paths plans to make open space connected, accessible and well used e.g. Development of a trails plan for the Pukekohe-Paeraata area
  - Champion a Zero Waste management facility in Pukekohe.
  - Continue to build on improvements already made, including the introduction of a new bus network for Pukekohe, and the ongoing development of an integrated bus and train station at Pukekohe
  - Continue to advocate to Auckland Transport for improvements to public transport services and infrastructure
  - Work with Auckland Transport to improve pedestrian safety and accessibility in urban centres
  - Progress the need for electrification of trains between Papakura and Pukekohe to decrease travel time and avoid changing trains
  - Continue to advocate for roads to be fit-for-purpose for all types of users, including quarry trucks, horticultural operations moving freight, commuters, and local people moving around our area that area safe, and reflect the rural environment
Item 8

Attachment B

Pakoko-Paerata Structure Plan 2019

- Work with key agencies, such as Watercare, Auckland Transport, and central government to ensure services such as water, wastewater and roading are in place for growth areas.

- Non-infrastructure related
  - Encourage major employers to locate in Franklin and provide local jobs.
  - Use Council networks to connect local schools with regional career and employment events.
  - Encourage rural innovation hubs to be established in Franklin.
  - Support the promotion and linking of local attractions, events and heritage.
  - Building on our strengths in rural industries such as agriculture, horticulture and equine offers the opportunity to establish Franklin as a rural centre of excellence.
  - Establishing rural research programmes, developing a rural services hub, and complementary activities for equine and motorsport industries will increase the opportunities for local young people to work locally.
  - Continue partnering with organisations like schools, churches and government departments on the best outcomes to meet community needs.
  - Plan for growth in the right places, centred on local and town centres, to protect productive soils used for local agriculture and horticulture.
  - Support events that celebrate the identity of Franklin and bring the whole community together e.g. vibrant local arts scene.
  - Advocate to the Governing Body and work with the community to ensure areas experiencing growth have appropriate, action-focused plans.
  - Ensure we are making the best possible use of existing outdoor space and community facilities.
  - Plan the development of new facilities to support growth, where needed.
  - Provide safe, reliable and accessible social infrastructure for Aucklanders that contributes to placemaking and thriving communities.
  - Invest in community-led projects that create better connection to and through our environment, such as the Wauku, Pohutukawa Coast and Pukekohe trails, and in outdoor spaces and community facilities that cater for growth, like the Karaka Sports Park.
  - Provide safe, reliable and accessible social infrastructure for Aucklanders that contributes to placemaking and thriving communities.
  - Enhance, protect and maintain our environment by leveraging local benefit from new water quality and pest management targeted rate initiatives and the
waste management and minimisation plan, and we will support Kauri dieback prevention in the Hunua Ranges. We will support new waste minimisation facilities and programmes addressing illegal dumping and littering.

- Fund, enable and deliver community events and experiences that enhance identity and connect people
- Fund, enable and deliver arts and culture experiences that enhance identity and connect people
- Showcase Auckland’s Māori identity and vibrant Māori culture

The Pukekohe Structure Plan 2019 is consistent with the Franklin Local Board Plan as the structure plan has a transport network (notably walking/cycling and public transport) that integrates with the initiatives in the local board plan, it promotes improved water quality through setting aside areas for replanting and identifies the potential for future community facilities consistent with those in the local board plan.

The structure plan process has also enabled the Pukekohe community to be influential and empowered through various consultation phases of the project, most notably through the use of online and printed platforms with a series of public drop in events throughout the engagement periods, targeted stakeholder events and workshops with youth to generate ideas on how the structure plan could look. The collaborative engagement events and activities were an opportunity for community members to come up with a land use plan for Pukekohe’s expansion area.

vi) Infrastructure strategies, plans and initiatives

**Watercare Asset Management Plan 2016-2036**

Watercare’s asset management plan shows how it will operate, maintain and renew existing water and wastewater assets, and provide new assets to meet future demand as Auckland grows.

The location, size and timing of new development directly influence the infrastructure required to service that development. The council has worked closely with Watercare throughout the structure planning process to ensure development in Pukekohe-Paerata is aligned with the timing of water and wastewater infrastructure provision.

The asset management plan identifies significant work programmes to growing demands. The projects that will directly impact the structure plan area are:

- Increased water take from the Waikato Water Treatment Plant.
- Completion of the Pukekohe trunk sewer upgrade to convey wastewater from Pukekohe to its wastewater treatment plant.
- Expansion of the Pukekohe Wastewater Treatment Plant doubling its capacity to support the planned growth.
vii) Other Auckland Council plans and strategies

Low Carbon Auckland 2014

Low Carbon Auckland sets out a 30-year pathway and a 10-year plan of action to transform to a greener, more prosperous, liveable, low carbon city. A city that is powered by efficient, affordable, clean energy and using resources sustainably.

The plan focuses on five key areas of transformation being:

- the way we travel
- the way we generate energy
- our built environment and green infrastructure
- zero waste
- forestry, agriculture and natural carbon assets.

It is noted that the council is currently developing Auckland’s Climate Action Plan, and this will supersede Low Carbon Auckland once adopted.

The Pukekohe-Paerata Structure Plan 2019 responds to Low Carbon Auckland in the provision for housing intensification, active transport modes, public transport, and riparian margins to protect streams and enhance biodiversity.

Draft Tārūke-ā-Tāwhiri Auckland Climate Action Framework 2019

Council agreed to consult on this framework in June 2019. The framework focuses on eleven key moves to deliver a net-zero emissions, climate resilient Tāmaki Makaurau:

1) Enhance ecosystem services and connectivity
2) Make development and infrastructure climate-compatible
3) Shift to decentralised renewable energy
4) Transform existing buildings and places
5) Deliver clean, efficient and accessible mobility options
6) Future-proof communities and empower individual action
7) Enable a just transition to a zero carbon, climate resilient economy
8) Grow a low-carbon, resilient food system
9) Youth and intergenerational equity
10) Resilient Māori communities
11) Lay the foundation for our success.

Auckland Council has responsibility for some but not all these actions.
Council also declared a “climate emergency” in June 2019, with one of its commitments being to “continue to robustly and visibly incorporate climate change considerations, in practical terms, into Council work programmes and decisions”.

Examples of how the Pukekohe-Paeraata Structure Plan 2019 responds to climate change include through its provision for housing intensification, active transport modes, public transport, and riparian margins to protect streams and enhance biodiversity.

**Auckland Urban Ngahere (Forest) Strategy 2018**

Auckland’s urban ngahere is defined as the network of all trees, other vegetation and green roofs – both native and naturalised – in existing and future urban areas. It includes trees and shrubs in road corridors, parks and open spaces, green assets used for stormwater management, community gardens, green walls and roofs, and trees and plants in the gardens of private properties.

The strategy is a comprehensive regulatory and non-regulatory approach to enhancing our urban forest and green infrastructure by increasing the tree canopy cover around the city. A key target of the strategy is to increase canopy cover across Auckland’s urban area up to 30 per cent, with no local board areas less than 15 per cent.

The Pukekohe-Paeraata Structure Plan 2019 responds to the strategy by requiring riparian margins along all permanent and intermittent streams and providing for new open spaces. This also enables a future opportunity to establish an underlying green network that over time can increase canopy cover and create corridors of native habitat connecting fragments of native vegetation.

There is also opportunity for roads, streets and pathways to be used to increase canopy and vegetation cover to improve environmental and health and wellbeing outcomes.

**Auckland Council’s Indigenous Biodiversity Strategy 2012**

This strategy sets out the council’s approach to maintaining and enhancing Auckland’s biodiversity. The Pukekohe-Paeraata Structure Plan 2019 responds to the strategy by protecting existing significant ecological areas and by promoting environmental values.

**Auckland Growing Greener 2016**

Auckland growing greener describes council’s priorities for achieving good environmental outcomes as Auckland grows. It sets four priority areas:

- urban transformation
- zero waste
- restoring nature
- healthy waters.

The structure plan responds to these with a land use concept that provides for:

- quality intensification
Item 8

Attachment B

Pukakoha-Paerata Structure Plan 2019

- public transport, walking and cycling
- environmental networks to protect our streams

**Auckland Design Manual**

The Auckland Design Manual (an online tool) is a non-statutory best practice guide for designing Auckland’s neighbourhoods, buildings and spaces. It is a valuable tool for identifying appropriate typologies that can be utilised within Pukakoha-Paerata. The Neighbourhood Design Statement, discussed in section 4.2.13 of this structure plan, refers to best practice examples provided by the Auckland Design Manual.

Te Aranga Māori design principles are outcomes-based principles founded on intrinsic Māori cultural values and are part of the Auckland Design Manual. The structure plan recognises the importance of mana whenua presence, visibility and participation in the design of the physical realm and encourages the use of these principles throughout future planning and development of Pukakoha-Paerata.

The plan change process that follows the structure plan will consider more specific provisions required to implement a quality-built environment in Pukakoha-Paerata.

**Code of Practice for Land Development and Subdivision**

The Code of Practice for Land Development and Subdivision, or any subsequent updates of that document, will be a relevant consideration at the time of subdivision and development.

**Panuku Development Kia Puawai/Unlock Pukakoha High Level Project Plan**

This plan to enhance the Pukakoha town centre is to be achieved through Council property redevelopment, public realm investment associated with Council properties, partnering with others, and placemaking. The plan is intended to catalyse and reinvigorate wider private development potential in Pukakoha and its surrounding area.

The structure plan provides for growth on the periphery of Pukakoha, and reinforces Pukakoha town centre as the heart of Pukakoha-Paerata.
## Appendix 04: List of technical reports and topic papers

<table>
<thead>
<tr>
<th>Report topic</th>
<th>Reference</th>
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<tbody>
<tr>
<td>and archaeology</td>
<td>Pukekohe-Paerata Structure Plan. Auckland, New Zealand: Auckland Council</td>
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Appendix 05: Consultation Document Summary
2017 Consultation Phase 1

Draft Pukekohe-Paerata Structure Plan 2017 – Summary report cover

Draft Pukekohe-Paerata Structure Plan 2017 – process brochure
Attachment B

2018 Consultation Phase 2

Draft Pukekohe-Paerata Structure Plan 2018 – Process Engagement Summary cover

Draft Pukekohe-Paerata Structure Plan 2018 – Brochure cover
2019 Consultation Phase 3

Draft Pukekohe-Paeraata Structure Plan 2019 – Summary Report cover

Draft Pukekohe-Paeraata Structure Plan 2019 - Structure Plan Map
Draft Pukekohe-Paeraata Structure Plan 2019 - Environment Map
Draft Pukekohe-Paeraata Structure Plan 2019 - Transport Map
Draft Pukekohe-Paeraata Structure Plan 2019 - Water, and Electricity Infrastructure Map
# Appendix 06: Water sensitive design approaches

## Key Principles

- Working with the existing landform - minimising cutting and filling that effects infiltration and changes the natural flowpaths, as far as practicable.
- Minimise impervious surfaces and land disturbance thereby retaining the natural infiltration capacity of the soil.
- Apply exemplar erosion and sediment control measures (in particular small site development) to minimise the impact on the downstream receiving environment.
- Disconnection of impervious surfaces from the receiving environment to encourage infiltration and attenuation prior to discharge to the stormwater system.
- Maximise soil infiltration for hydrology mitigation and ground water recharge.
- Re-vegetation/planting to reduce runoff and erosion and maximise biodiversity.
- Reduce contaminant sources by avoiding zinc/copper roof material.
- Provide attenuation to peak flows in extreme events (up to the 1% AEP) where there is the potential to increase flood risk to others downstream.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Requirements</th>
<th>Options</th>
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<tbody>
<tr>
<td>Residential</td>
<td>Hydrological mitigation – retention and detention</td>
<td>- above ground rainwater storage/re-use tanks</td>
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<tr>
<td></td>
<td></td>
<td>- rain gardens/planter boxes</td>
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<tr>
<td></td>
<td></td>
<td>- underground storage tanks, structural cells</td>
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<tr>
<td></td>
<td></td>
<td>- permeable pavement and porous concrete</td>
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<td></td>
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<td>- filter trenches/trench drains</td>
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<td></td>
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<td>Note: infiltration for retention is preferred.</td>
</tr>
<tr>
<td>Primary stormwater</td>
<td>In order of preference:</td>
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<tr>
<td>conveyance</td>
<td>1. soakholes (where practicable, and subject to testing)</td>
<td></td>
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<td></td>
<td>2. retain and enhance permanent and intermittent streams</td>
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<td></td>
<td>3. swales</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Pipe network</td>
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<tr>
<td>Secondary stormwater</td>
<td>In order of preference:</td>
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</tr>
<tr>
<td>conveyance</td>
<td>1. retain and enhance permanent and intermittent streams</td>
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<td></td>
<td>2. swales and open channels</td>
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<td></td>
<td>3. Road corridors</td>
<td></td>
</tr>
<tr>
<td>Flood risk attenuation</td>
<td>1. ‘at source’ storage, e.g. underground storage wetlands.</td>
<td></td>
</tr>
<tr>
<td>(where required)</td>
<td>2. ‘Dry’ basins with multi-purpose functionality</td>
<td></td>
</tr>
</tbody>
</table>
### All roads/ carparking and High Contaminant Generating Activities (HCGAs)

| Hydrological mitigation - retention and detention | rain gardens  
| tree pits  
| filter trenches/trench drains  
| permeable pavement and porous concrete  
Note: Infiltration for retention is preferred. |

| Stormwater treatment | rain gardens  
| tree pits  
| filter strips/swales  
| Wetlands |

| Primary Stormwater Conveyance | In order of preference:  
1. Soakholes (where practicable, and subject to testing)  
2. Retain and enhance permanent and intermittent streams  
3. Swales  
4. Pipe network |

| Secondary Stormwater Conveyance | In order of preference:  
1. Retain and enhance permanent and intermittent streams  
2. Swales and open channels  
3. Road corridors |

| Flood Risk Attenuation (where required) | 1. ‘At source’ storage, e.g. underground storage  
2. Wetlands  
3. ‘Dry’ basins with multi-purpose functionality |

### Business

| Hydrological Mitigation - Retention and Detention | Ranwater storage tanks (above or below ground)  
Rain gardens/planters boxes  
Permeable pavement and porous concrete  
Filter trenches/trench drains  
Detention basins  
Note: Infiltration for retention is preferred. Where retention is not achieved then treatment of impervious surfaces is required prior to discharge |

| Stormwater Treatment | Rain gardens |
### Item 8

| Special Purpose | Tree pits  
|                | Filter strips/swales  
|                | Proprietary treatment devices  
|                | Wetlands  
| Primary Stormwater Conveyance | In order of preference:  
|                | 1. Scotholes (where practicable, and subject to testing)  
|                | 2. Retain and enhance permanent and intermittent streams  
|                | 3. Swales  
|                | 4. Pipe network  
| Secondary Stormwater Conveyance | In order of preference:  
|                | 1. Retain and enhance permanent and intermittent streams  
|                | 2. Swales and open channels  
|                | 3. Road corridors  
| Flood Risk Attenuation (where required) | 1. 'At source' storage, e.g. underground storage  
|                | 2. Wetlands  
|                | 3. 'Dry' basins with multi-purpose functionality  
| Hydrological Mitigation – Retention and Detention | To be confirmed  
| Primary Stormwater Conveyance |  
| Secondary Stormwater Conveyance |  

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**Attachment B**
Proposed Plan Change (PPCXX)

Special Character Statement for Special Character Areas Overlay – Howick Business. Amendments to the Auckland Unitary Plan (Operative in part) - Schedule 15, Chapter D18 and GIS Viewer

SECTION 32
EVALUATION REPORT
## Table of Contents

1. Executive Summary ................................................................. 3  
2. Introduction ........................................................................ 4  
   2.1 Section 32 Evaluation ......................................................... 4  
   2.2 The evaluation approach .................................................... 5  
3. Issues and purpose of plan change ............................................. 6  
4. Development of Options ............................................................ 8  
   4.1 Description of options ........................................................ 8  
   4.2 Evaluation of options ........................................................ 11  
5. Reasons for the proposed plan change ........................................ 15  
6. Statutory Evaluation under the Act .............................................. 17  
7. National and Regional Planning Context ..................................... 18  
   7.1 National Policy Statements ............................................... 18  
   7.2 National Environmental Standards ...................................... 21  
   7.3 Management Plans and Strategies under other Acts .............. 21  
   7.4 New Zealand Heritage List / Rārangi Korero .......................... 22  
   7.5 Plans and proposed plans of adjacent territorial authorities ..... 22  
   7.6 Iwi authority planning documents ....................................... 22  
   7.7 Regional Policy Statement ................................................ 23  
8. Development of Plan Change .................................................... 23  
   8.1 Methodology ...................................................................... 23  
   8.2 Information Used ............................................................. 25  
   8.3 Consultation .................................................................... 25  
9. Evaluation of provisions ............................................................ 29  
10. Conclusion ........................................................................... 37  
11. List of Attachments ................................................................ 39
1. Executive Summary

1. This report is prepared as part of the evaluation required by Section 32 of the Resource Management Act 1991 (the Act) for Proposed Plan Change XX (PPC XX) to the Auckland Unitary Plan (Operative in Part) (AUP).

2. The AUP identifies special character areas through the Special Character Areas Overlay – Residential and Business (SCA Overlay). Special character areas have “…collective and cohesive values, importance, relevance and interest to the communities within the locality and wider Auckland region…. These values set out and identify the overall notable or distinctive aesthetic, physical and visual qualities of the area and community associations.”1

3. The identified special character values of each special character area are contained in Chapter 15 Special Character Schedule, Statements and Maps (Schedule 15) of the AUP. The existing Howick Business Special Character Area (Howick Business SCA) included in the SCA Overlay is the only special character area that does not have a special character statement. This is a ‘gap’ in the AUP.

4. The purpose of PPC XX is to rectify this gap in the AUP and include a special character statement for the Howick Business SCA in Schedule 15. Rectifying this gap in the AUP will ensure the natural and physical resources that contribute to the special character values of the Howick Business SCA can be sustainably managed in a way that will maintain and enhance the amenity values and quality of the environment.

5. Special character statements play a pivotal role in the implementation of the SCA Overlay provisions. It is important that the special character statements clearly articulate the special character values for each area. For Business special character areas such as Howick, this includes identifying “character defining” and “character supporting” buildings that contribute to these values. In doing so, the character statements can assist both applicants and decision makers to understand the special character values of an area and the type and degree to which development and change may be appropriate within the area.

6. The Howick Business SCA applies to the Howick town centre. Through the identification of its special character values four buildings, not currently included in the extent of the SCA Overlay, were identified that contribute to the special character values of the Howick Business SCA. These four buildings are identified as “character defining” or “character supporting” buildings.

7. In preparing PPC XX consideration was given to what the best option is to address this gap in the AUP. This Section 32 evaluation report considered three options:
   • Option 1: Status quo – do nothing

1 AUP Chapter D18.1 Background
• Option 2: Amend the AUP to add a special character statement for the Howick Business SCA, with no changes to the physical extent of the SCA Overlay

• Option 3: Amend the AUP to add a special character statement for the Howick Business SCA and amend the physical extent of the SCA Overlay to add four new sites that contain “character defining” or “character supporting” buildings.

8. Option 3 is the preferred option. It will identify the special character values of the Howick Business SCA. It will also identify the appropriate buildings that contribute to these special character values as ‘character defining’ or ‘character supporting’ buildings. This will rectify the gap in the AUP and therefore achieve the purpose of PPC XX.

9. It is considered that Option 3 will provide greater certainty about the level of development that might be appropriate within the Howick Business SCA. This is less likely to result in a loss of or compromise to the special character values identified in the special character statement. Overall this will appropriately achieve the objectives of the SCA Overlay in an efficient and effective way.

10. Overall it is considered Option 3 will appropriately achieve the objectives and policies of the SCA Overlay in relation to the Howick Business SCA in an efficient and effective way. It is also considered the purpose of PPC XX will appropriately achieve the purpose of the Act.

11. PPC XX is contained in Attachment A. In summary PPC XX proposes to:

• amend Schedule 15 of the AUP to include a special character statement for the Howick Business SCA

• amend the GIS Viewer of the AUP to add four new sites within the extent of the SCA Overlay as part of the Howick Business SCA

• make consequential minor amendments to Chapter D18 Special Character Areas Overlay – Residential and Business.

2. Introduction

12. This report is prepared as part of the evaluation required by Section 32 of the Resource Management Act 1991 (the Act) for proposed Plan Change XX (PPCXX) to the Auckland Unitary Plan (Operative in Part) (AUP).

2.1 Section 32 Evaluation

13. Section 32 of the Act requires that before adopting any objective, policy, rule or other method, the Council shall carry out an evaluation to examine:
• the extent to which each objective is the most appropriate way to achieve the purpose of the Act, and
• whether, having regard to their efficiency and effectiveness, the policies, rules or other methods are the most appropriate for achieving the objective.

14. The evaluation must also take into account:
• the benefits and costs of policies, rules, or other methods; and
• the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules or other methods.

2.2 The evaluation approach

15. This section outlines how XX has been evaluated. The rest of this report will follow the evaluation approach described in the table below. In accordance with section 32(6) of the Act and for the purposes of this report:
• the ‘proposal’ means PPC XX;
• the ‘objectives’ means the purpose of PPC XX (as there are no objectives affected or proposed by PPC XX); and
• the ‘provisions’ means the special character statement for the Howick Business Special Character Area (including any mapping changes) that implement, or give effect to, the purpose of PPC XX. There are no policies, activity tables, standards or assessment criteria affected by PPC XX.

<table>
<thead>
<tr>
<th>Sections of this report</th>
<th>Evaluation Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 3: Issues and Objectives</td>
<td>This part of the report will explain the resource management issues and why there is a need to resolve them. It will also outline the purpose of PPC XX.</td>
</tr>
<tr>
<td>Section 4: The development and evaluation of options</td>
<td>In accordance with section 32(1)(b) and (2) of the Act, this section examines whether the options appropriately achieve the objectives of the ALIP and the sustainable management purpose of the Act. The options are assessed by their efficiency and effectiveness, costs, benefits and risks to resolve the resource management issues.</td>
</tr>
<tr>
<td>Section 5: Reasons for the proposed plan change</td>
<td>In accordance with subsections 32(1)(a) and (1)(b)(iii) of the Act, this part of the report examines the extent to which the objectives of the proposal (PPCX) are the most appropriate way to achieve the purpose of the Act. This section outlines the reasons for PPCX and the scope of PPCX.</td>
</tr>
<tr>
<td>Section 6: Statutory evaluation</td>
<td>This part of the report evaluates the relevance of PPCX to Part 2 (sections 5-8) and other relevant parts / sections of the Act.</td>
</tr>
<tr>
<td>Section 7: National and regional planning context</td>
<td>This part of the report evaluates the relevance of PPCX against the national and local planning context.</td>
</tr>
</tbody>
</table>
### Item 11

| Section 8: Development of the plan change | This part of the report outlines the methodology and development of PPCX, including the information used and consultation undertaken in preparing PPCX. This section includes a summary of all advice received from iwi authorities on PPCX (as required by section 32(4)(a) of the Act). |
| Section 9: Evaluation of provisions | This part of the report outlines the evaluation conducted on the proposed amendments to the AUP contained within PCX. |
| Section 10: Conclusion | This part of the report concludes that PPCX is the most efficient, effective and appropriate means of addressing the resource management issues identified. |

16. This section 32 evaluation report will continue to be refined in response to any consultation feedback provided to the council, and in response to any new information received.

### 3. Issues and purpose of plan change

17. The AUP became operative in part on 15 November 2016. The AUP identifies special character areas through the Special Character Areas Overlay – Residential and Business (SCA Overlay). Special character areas have “...collective and cohesive values, importance, relevance and interest to the communities within the locality and wider Auckland region. ... These values set out and identify the overall notable or distinctive aesthetic, physical and visual qualities of the area and community associations.”

18. The SCA Overlay is contained in Chapter D18 Special Character Areas Overlay – Residential and Business (Chapter D18) of the AUP. The SCA Overlay objectives seek to maintain and enhance the character values of identified residential and business special character areas throughout parts of Auckland. This includes retaining the physical attributes that define, contribute to, or support the special character of an area. The SCA Overlay also seeks to avoid, remedy or mitigate adverse effects of subdivision, use and development on the identified special character values of an area. The activities that the SCA Overlay manages in Business areas are demolition of buildings, alterations and additions to existing buildings and new buildings. Attachment B contains the SCA Overlay objectives, policies, rules, standards and assessment criteria.

19. One of these identified special character areas is the Howick Business Special Character Area (Howick Business SCA). The extent of the operative Howick

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2 AUP Chapter D18.1 Background
3 AUP D18.2 Objective 1
4 AUP D18.2 Objective 2
5 AUP D18.2 Objective 3
Business SCA is shown below. The Howick Business SCA only applies to business zoned sites and several open space zoned sites that are within the Howick town centre.

Figure 1. Existing Howick Business SCA (as per Operative in Part AUP)

<table>
<thead>
<tr>
<th>Special Character Areas Overlay – Residential and Business</th>
<th>Business – Town Centre Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space – Conservation Zone</td>
<td>Business – Mixed Use Zone</td>
</tr>
<tr>
<td>Open Space – Informal Recreation Zone</td>
<td>Residential – Single House Zone</td>
</tr>
<tr>
<td>Open Space – Sport and Active Recreation Zone</td>
<td>Residential – Mixed Housing Urban Zone</td>
</tr>
<tr>
<td>Open Space – Community Zone</td>
<td>Residential – Terrace Housing and Apartment Buildings Zone</td>
</tr>
</tbody>
</table>

20. With the exception of the Howick Business SCA, all the special character areas have a special character statement included in Schedule 15 of the AUP. Each of these
character statements provide a summary of the identified special character values for each area. This describes the “historical” and “physical and visual qualities” that define, contribute to or support the special character of a defined area. For Business special character areas, special character statements also identify “character defining” and “character supporting” buildings. These buildings either make “considerable” or “moderate” contribution to the special character of these areas.6

21. Special character statements play an important role in the implementation of the provisions for the SCA Overlay. This is supported by the policies7 and assessment criteria8 of the SCA overlay which directly refer to the special character statements and/or the identified special character values. The “Explanations and principal reasons for adoption” for special character in the regional policy statement (B5.4) also highlights the important role special character statements play in assessing any resource consent application within special character areas. Without a special character statement for the Howick Business SCA there is a lack of clarity about what the values of the Howick Business SCA are. This means that the objectives of the SCA Overlay are less likely to be achieved for applications for consent within the Howick Business SCA.

22. The purpose of this proposed plan change is to rectify this “gap” in the AUP by introducing a special character statement for the Howick Business SCA into Schedule 15 of the AUP. This will identify the special character values of the Howick Business SCA, which means that the objectives of the SCA Overlay will be more achievable in relation to this specific special character area.

23. This “gap” in the AUP affects a small geographic area9, and as such does not affect a large number of people. However introducing a special character statement for the Howick Business SCA will provide more clarity for land owners, developers, and decision makers when considering future development within the Howick Business SCA. It will also provide greater clarity to the community about what the special character values are that the overlay seeks to manage in this area.

4. Development of Options

4.1 Description of options

24. In preparing PPC XX consideration was given to what the best option will be to address this gap in the AUP and the lack of clarity about what the special character values are in the Howick Business SCA that the SCA Overlay seeks to maintain and enhance.

25. Initially two options were considered:

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6 AUP D18.3 Policy 9
7 AUP D18.3 Policies 8 to 14
8 AUP D18.8.1.2 and AUP D18.8.2.2
9 Approximately 10.8 hectares
a) do not amend the AUP i.e. keep the status quo; or

b) amend the AUP to add a special character statement for the Howick Business SCA. This character statement will identify the special character values of the area, including identifying the “character defining” and “character supporting” buildings.

26. While considering these two options, a third option emerged. This is the same as in paragraph 25b) above, but in addition to also amend the physical extent of the SCA Overlay by including four new sites into the Howick Business SCA. Each of these four new sites contain either “character defining” or “character supporting” buildings.

27. In the development of these options one of the considerations was whether further work should be undertaken to fully re-evaluate the Howick Business SCA against the RPS criteria for special character areas, or whether the whole physical extent of the Howick Business SCA should be re-evaluated. Undertaking a full re-evaluation would entail significantly greater work, resources and time to progress which would result in further delaying the preparation of a special character statement for the existing Howick Business SCA. This will not align with the purpose of PPC XX which is to fix a “gap” in the AUP i.e. identify the special character values of the existing Howick Business SCA, so that the objectives of the SCA Overlay can be more easily achieved for this area.

28. A full re-evaluation of the area could result in proposing significant changes to how the characteristics of the Howick village that are valued by the community are managed. When the council proposed to remove the Howick Business SCA from the SCA Overlay and manage the area via another method (i.e. a precinct) through the Proposed Auckland Unitary Plan (PAUP) hearings process, there was considerable opposition. This opposition was from members of the Howick community who were submitters on the PAUP. They strongly argued that the Howick Business Area should remain within the SCA Overlay.

29. These three options in paragraphs 25 and 26 above are described in more detail below.

Option 1: Status quo (do nothing)

30. The status quo or “do nothing” option is to leave the AUP as it is. This means the Howick Business SCA will remain without a special character statement in Schedule 15 of the AUP and therefore the special character values of this area will not be identified in the AUP.

Option 2: Amend the AUP to add a special character statement for the Howick Business SCA, with no changes to the physical extent of the SCA Overlay

31. The scope and intent of this option is to prepare a special character statement identifying the special character values of the existing Howick Business SCA. This will correct a gap in the AUP and provide the Howick Business SCA the same level of guidance afforded to the other special character areas within the SCA Overlay.
32. In preparing the draft character statement it became evident that there are four key buildings which contribute to the special character values of the Howick Business SCA but are not included within the physical extent of the existing SCA Overlay. These buildings are:

- All Saints Anglican church and graveyard, 9 Salwyn Road
- Our Lady Star of the Sea Roman Catholic church and graveyard, 28 Picton Street
- Howick War Memorial Community Centre (Information Centre) in Market Plaza, 115 Picton Street
- Uxbridge Arts and Cultural Centre, 33-35 Uxbridge Road.

33. With this option, these buildings are not able to be identified as “character defining” or “character supporting” buildings in the special character statement because they are not included in the SCA Overlay.

**Option 3: Amend the AUP to add a special character statement for the Howick Business SCA and amend the physical extent of the SCA Overlay to add four new sites that contain “character defining” or “character supporting” buildings.**

34. This option is based on option 2 above i.e. prepare a character statement for the Howick Business SCA and add it to Schedule 15 of the AUP via a plan change. But in addition to preparing the character statement for the Howick Business SCA and adding it to Schedule 15 it also includes a proposal to add four new sites within the extent of the Howick Business SCA.

35. These sites include the four buildings listed in paragraph 32 above. The All Saints Anglican church and the Uxbridge Arts and Cultural Centre are directly adjacent to the existing Howick Business SCA and adding these sites to the overlay will slightly expand the eastern boundary of the overlay. Adding Our Lady Star of the Sea Roman Catholic church and the Howick War Memorial Community Centre will fill in two ‘gaps’ along Picton Street. Currently these sites are ‘cut out’ of the existing Howick Business SCA, so adding these sites will provide continuous coverage of the SCA Overlay along Picton Street. Adding these four sites does not significantly alter the extent of the Howick Business SCA, but rather better reflects the special character values of the area.

36. During the preparation of the draft character statement it was raised that Stockade Hill should also be included within the extent of the Howick Business SCA. Stockade Hill is a significant landmark located just outside the northern most end of the Howick Business SCA.

37. While Stockade Hill contributes to the special character values of the Howick Business SCA and is referred to in the proposed special character statement, it is not considered necessary to include it within the extent of the SCA Overlay. This is because development on Stockade Hill is currently managed via other methods in the AUP i.e. the Open Space – Conservation Zone and the Historic Heritage Overlay. This is discussed further in this evaluation in section 9.
## 4.2 Evaluation of options

<table>
<thead>
<tr>
<th>Option 1</th>
<th>Status Quo (do nothing)</th>
<th>Option 2</th>
<th>Add a special character statement to the AUP for the Howick Business SCA, but do not amend the physical extent of the SCA Overlay</th>
<th>Option 3 - preferred</th>
<th>Add a special character statement to the AUP for the Howick Business SCA and amend the physical extent of the SCA Overlay to include four additional sites within the extent of the Howick Business SCA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appropriateness (to achieve the objectives of the SCA Overlay and the purpose of PPC)</td>
<td>Retaining the status quo means the special character values of the Howick Business SCA will not be identified in the AUP. This will not achieve the purpose of PPC. This option will rely on these values being identified at the time of any resource consent application seeking development within the special character area. It also means there will be no “character supporting” or “character defining” buildings identified. “Character defining” and “character supporting” buildings are individual buildings that contribute to the special character values of the area. Without the identification of these buildings the contribution they make to the special character values is not recognised, and their physical attributes may not be retained. This means that it will be more difficult to achieve the objectives of the SCA Overlay.</td>
<td>This option will partially identify the special character values of the Howick Business SCA, however it will not fully articulate these values. This is because it will not fully identify all “character defining” or “character supporting” buildings that contribute to the special character values of the area. By not adding the four sites (where buildings on these sites contribute to the special character values of the Howick Business SCA) into the physical extent of the SCA Overlay, future development of these sites will not be managed by the SCA Overlay. This means that the contribution these buildings make to the special character values could be lost or compromised if future development on them does not maintain and respond positively to the special character values of the area. While this option will go some way to making it easier to achieve the objectives of the SCA Overlay, it will not be optimal, and the special character values may not be maintained. Therefore this option will not be the most appropriate way to achieve the objectives of the SCA Overlay and the purpose of PPC XX.</td>
<td>This option will identify the special character values of the Howick Business SCA, including the all the “character defining” and “character supporting” buildings that contribute to the special character values of the area. Adding the four new sites within the extent of the SCA Overlay and identifying them as sites with “character defining” or “character supporting” buildings will ensure the special character values of the area are more fully articulated than in option 2. It also means that future development of these sites will be able to be managed by the SCA Overlay provisions, in a way that maintains and enhances the special character values of the area. Therefore this option will be the most appropriate way to achieve the objectives of the SCA Overlay and the purpose of PPC XX.</td>
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<tr>
<td>Effectiveness of the character statement and map changes in achieving the objectives of the SCA Overlay and the purpose of PPC</td>
<td>Without a character statement the special character values of the Howick Business SCA are not identified in the AUP. Instead it will rely on these values being identified at the time of any resource consent application seeking development within the special character area. It also means there will be no “character supporting” or “character defining” buildings identified. “Character defining” and “character supporting” buildings are individual buildings that contribute to the special character values of the area. Without the identification of these buildings the contribution they make to the special character values is not recognised, and their physical attributes may not be retained. Therefore this option will be less effective in achieving the objectives of the SCA Overlay and the purpose of PPC XX.</td>
<td>This option will partially identify the special character values of the Howick Business SCA, however it will not fully articulate these values. The character statement could describe that these four buildings contribute to the special character values of the area but will not be able to identify them as sites with “character defining” or “character supporting” buildings. The identification and appropriate management of “character defining” and “character supporting” buildings are a key aspect of the SCA Overlay. By not adding the four sites (where buildings on these sites contribute to the special character values of the Howick Business SCA) into the physical extent of the SCA Overlay, future development of these sites will not be managed by the SCA Overlay. This means that the contribution these buildings make to the special character values is not articulated.</td>
<td>This option will effectively identify the special character values of the Howick Business SCA, by enabling buildings that “considerably” or “moderately” contribute to the special character values of the area, to be identified as “character defining” or “character supporting”. The inclusion of the four sites within the physical extent of the SCA Overlay will enable future development of the sites to be managed by the SCA Overlay provisions. Overall this option will be more effective achieving the objectives of the SCA Overlay and the purpose of PPC XX. This is because the special character values of the area will be identified and the physical attributes that define, contribute or support the special character can be retained.</td>
<td></td>
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<tr>
<td>Option 1</td>
<td>Option 2</td>
<td>Option 3 - preferred</td>
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<tr>
<td>Status Quo (do nothing)</td>
<td>Add a special character statement to the AUP for the Howick Business SCA, but do not amend the physical extent of the SCA Overlay</td>
<td>Add a special character statement to the AUP for the Howick Business SCA and amend the physical extent of the SCA Overlay to include four additional sites within the extent of the Howick Business SCA</td>
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- **Avoid, remedy or mitigate adverse effects of subdivision, use and development on special character values.**
  - Purpose of PPC XX.
  - Character values could be lost or compromised if future development on them does not maintain and respond positively to the special character values of the area.
  - Overall this option will be less effective in achieving the objectives of the SCA Overlay and the purpose of PPC XX.

**Efficiency (of the provisions (i.e. character statement and map changes) in achieving the objectives of the SCA Overlay and the purpose of PPC (extent to which time, effort, cost well-used in achieving the objectives (i.e. purpose of PPC XX)).**

- **Note:** The objectives of the SCA Overlay seek to:
  - Maintain and enhance the special character values of identified special character areas
  - Retain physical attributes that define, contribute or support the special character
  - Avoid, remedy or mitigate adverse effects of subdivision, use and development on special character values.

- Without a character statement the special character values of the Howick Business SCA are not identified in the AUP. Instead it will rely on these values being identified at the time of any resource consent application seeking development within the special character area. It also means there will be no “character supporting” or “character defining” buildings identified. “Character defining” and “character supporting” buildings are individual buildings that contribute to the special character values of the area. Without the identification of these buildings the contribution they make to the special character values is not recognised, and their physical attributes may not be retained.
  - This creates uncertainty for land owners, developers and the community about what level of development might be appropriate on their site, and the Howick Business SCA as a whole. Uncertainty and a lack of clarity can result in an inefficient use of time, money and resources when preparing a resource consent application because the applicant will need to identify the special character values of the area to then determine the effect their proposal will have on those values.
  - This lack of certainty and clarity will similarly affect decision makers when processing a resource consent application i.e. is inefficient.
  - This option will partially identify the special character values of the Howick Business SCA.
  - This option will provide more clarity and certainty for land owners and developers about what level of development might be appropriate on their site.
  - This is more efficient from an economic perspective as it may reduce costs associated with preparing and assessing a resource consent application.
  - However this option will not fully articulate the special character values because it will not be able to identify all the “character defining” and “character supporting” buildings. These are individual buildings that considerably or moderately contribute to the character of the area. Not identifying all the “character defining” and “character supporting” buildings means the objectives of the SCA Overlay and the purpose of PPC XX are less likely to be achieved.

**Environmental benefits and costs (i.e. environmental effects that are anticipated from implementation of PPC XX).**

- Note: The “environment” is broadly defined in the Act and includes, but is not limited to, all physical resources and amenity.

- If the status quo is retained there is the potential for a loss of special character values to arise for the Howick Business SCA because the special character values of the area are still not identified. Identification of these values will need to be done by applicants proposing development of a site at the time of an application.
  - In addition to this there are four sites with buildings that contribute to the special character values of the Howick Business SCA.
  - This option will provide limited environmental benefits and costs.
  - Identifying the special character values of the Howick Business SCA will provide environmental benefits because it will help these values to be maintained and enhanced.
  - While the character statement could describe that these four sites contribute to the special character values of

This option will provide environmental benefits, by identifying the special character values of the Howick Business SCA and clearly describing the physical attributes that the SCA Overlay seeks to retain.

By adding the four sites within the physical extent of the SCA Overlay and identifying them as “character defining” or “character supporting” buildings any future development of the buildings will be able to be managed in a way so the special character values of the area are not lost or...
<table>
<thead>
<tr>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3 - preferred</th>
</tr>
</thead>
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<td>Add a special character statement to the AUP for the Howick Business SCA and amend the physical extent of the SCA Overlay to include four additional sites within the extent of the Howick Business SCA</td>
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Values. These are central to the SCA Overlay. "Amenity values" is defined as "those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes". Area. Because these buildings are not within the extent of the SCA Overlay the overlay provisions will not apply to them. This means future development of these buildings may result in a loss of special character values of the Howick Business SCA because the physical attributes of these buildings that contribute to this character may not be retained.

The physical attributes that define, contribute or support special character values are evident in the physical environment and the amenity values that contribute to people’s appreciation of the area. Area, it could not identify them as sites with character defining or character supporting buildings. Not including these four sites within the physical extent of the SCA Overlay means that future development of the buildings could not be managed through the overlay provisions. This means the physical attributes of these buildings that contribute to the special character values of the area may not be retained and this will result in a loss of special character values of the Howick Business SCA.

Economic benefits and costs
(i.e. economic effects that are anticipated from implementation of PPC XX)

Retaining the status quo will not incur any economic costs to the council, or any potential submitters, associated with a plan change. However a lack of clarity about what the special character values are could increase compliance costs for land owners/developers seeking a resource application to develop within the Howick Business SCA and decision makers assessing those applications. This lack of clarity could also put off land owners or developers from developing their site because of uncertainty about what level of development might be appropriate. This could result in a loss of development potential.

This option will incur economic costs to the council associated with a plan change. It could also incur economic costs to anyone who submitted on the plan change. It could also provide economic benefits by providing greater certainty to landowners/developers about the type and level of development that may be appropriate in the area. Well-designed proposals that are in keeping with the special character values of the area are more likely to receive resource consent in a timely and cost-effective manner.

This option is unlikely to result in a loss of capacity/development potential for the business area. The SCA Overlay already requires resource consent for specific activities for all sites within the extent of the Howick Business SCA and adding the special character statement will not alter this.

Social and cultural benefits and costs
(i.e. social and cultural effects that are anticipated from implementation of PPC XX)

Retaining the status quo could result in social and cultural costs to the Howick community. Without the identification of the special character values, including any "character defining" or "character supporting" buildings, these special character values may be lost or compromised. This option will also not provide any certainty for the community about what the special character values of the Howick Business SCA are, and therefore what the values are the SCA Overlay seeks to maintain and enhance.

This option could result in social and cultural costs as the objectives of the SCA Overlay may not be fully achieved and the special character and amenity values of the area could be lost or compromised. While the character statement will be able to partially identify the special character values of the Howick Business SCA it will not be able to fully articulate these values.

This option will result in social and cultural benefits in terms of the certainty the community will have as to what the special character values of the Howick Business SCA are and that they will be maintained and enhanced as sought by the SCA Overlay. Identifying the special character values of the area, including all the "character defining" and "character supporting" buildings that contribute to that special character, will enable the objectives of the SCA Overlay to be achieved. This will then enable the Howick communities to provide for their social and cultural well-being.
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appreciation of the area. Ensuring these special character and amenity values are maintained and enhanced will enable the Howick communities to provide for their social and cultural well-being, and thus help achieve the purpose of the Act. This option will not meet expectations of some members of the community, including those who had been involved in the PAUP hearings process. Through that process the Independent Hearings Panel (IHP) recommended that the council prepare a character statement in conjunction with the community. Representatives of some community groups have requested council prepare the character statement. provisions. This means the physical attributes of these buildings that contribute to the special character values of the area may not be retained and this could result in a loss of special character values of the Howick Business SCA.
38. Of the three options identified, Option 3 is the preferred option. This is supported by the evaluation of options above which shows overall it will be the most appropriate way to effectively and efficiently achieve the SCA Overlay objectives and the purpose of PPC XX.

39. Option 3 requires a plan change that will involve:
   - Addition of a special character statement for the Howick Business SCA into Schedule 15 of the AUP. This will identify the collective special character values of this area, based on historical, and physical and visual qualities. Including this ‘missing’ special character statement will fix a ‘gap’ in the AUP and ensure proposals for development of existing buildings or new buildings within the Howick Business SCA are considered against the special character values identified in the statement.
   - Addition of four new sites into the physical extent of the SCA Overlay for the Howick Business SCA. These sites will be identified as containing “character defining” or “character supporting” buildings.
   - Consequential amendments to Chapter D18. This will remove the references/wording that there is no special character statement for the Howick Business SCA.

40. Attachment A contains PPC XX. PPC XX does not seek to change any objectives, policies, activity table or assessment criteria for the SCA Overlay. For reference Attachment B contains Chapter D18 of the AUP. PPC XX does not seek to change any other AUP provisions relating to the Howick town centre including the Height Variation Control.

41. Section 32(2)(c) of the Act requires an assessment of the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions (i.e. the special character statement and mapping). There is considered to be sufficient information about the special character values of the Howick Business SCA for PPC XX to proceed. Furthermore if the special character values of the Howick Business SCA are not identified and included in the AUP, there is a risk that those values may be lost or compromised.

42. This section 32 evaluation will continue to be refined in relation to any new information that may arise following notification of PPC XX, including new information arising from submissions and/or during hearings.

5 Reasons for the proposed plan change
43. The purpose of PPC XX is to rectify the lack of identified special character values in the AUP for the Howick Business SCA. Rectifying this gap will ensure the natural and physical resources that contribute to the special character values of the Howick Business SCA, can be sustainably managed in a way that will maintain and enhance
the amenity values and quality of the environment. This will appropriately achieve the purpose of the Act.

44. This will also ensure the objectives of the SCA Overlay can be achieved in relation to the Howick Business SCA.

45. These identified special character values of the Howick Business SCA will be included in a new special character statement for the Howick Business SCA and included in Schedule 15 of the AUP. The proposed special character statement for the Howick Business SCA aligns with the structure and level of detail contained in existing character statements in the AUP.

46. Part of the identification of special character values, is the identification of “character defining” and “character supporting” buildings. These are buildings that make a “considerable” or “moderate” contribution to the character of the area.¹⁰

47. While identifying the special character values of the Howick Business SCA, four of the buildings that contribute to the special character values of the area were identified as being outside the physical extent of the Howick Business SCA. This means that the contribution they make to special character values could not be appropriately recognised because they could not be identified as “character defining” or “character supporting” buildings.

48. To ensure that the special character values associated with these four buildings are appropriately managed, PPC XX proposes to add the sites these buildings are on into the physical extent of the Howick Business SCA Overlay.

49. In addition to the amendments described above, PPC XX makes several further minor consequential changes to the Background in Chapter D18, to remove the statement that the Howick Business SCA does not have a character statement.

50. The Howick Business SCA is the only special character area in the AUP that does not have a special character statement. In its recommendation report the IHP recommended that the council prepare a special character statement for the Howick Business SCA in conjunction with the community, including the Howick Residents and Ratepayers Association.¹¹

51. Special character statements play a pivotal role in the implementation of the SCA Overlay provisions. They are referenced in all tiers of the SCA Overlay provisions i.e. objectives, policies and matters of discretion-assessment criteria. It is important that the special character statements clearly articulate the special character values for each area, including the historical, and physical and visual qualities. In doing so, the character statements can assist both applicants and decision makers to understand the special character values of an area and the type and degree to which development and change may be appropriate within the area. This increases

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¹⁰ AUP D18.3 Policy 9
¹¹ Report to Auckland council Hearing topics 010, 029, 030 and 079 – Special character and pre-1944, IHP recommendation report, July 2016
certainly for property owners who may want to develop their site and will assist processing planners when assessing resource consent applications.

52. The scope of PPC XX is limited to rectifying the lack of identified special character values in the AUP for the Howick Business SCA. In the preparation of PPC XX additional work to re-evaluate the Howick Business SCA against the special character criteria in the RPS or to re-evaluate the whole physical extent of the Howick Business SCA was not undertaken. The reasons for this are discussed in section 4.1 of this evaluation.

6 Statutory Evaluation under the Act

53. The purpose of the Act is “to promote the sustainable management of natural and physical resources” as defined in Part 2, section 5(1) of the Act. Part 2 also sets out that in achieving the purpose of the Act, all persons exercising functions and power under the Act:
   - “shall recognise and provide for…” (section 6 Matters of national importance)
   - “shall have particular regard to…” (section 7 Other matters)
   - “shall take into account…” (section 8 Treaty of Waitangi).

54. Of particular relevance to PPC XX is:
   - Section 7(c) the maintenance and enhancement of amenity values:
   - Section 7(f) maintenance and enhancement of the quality of the environment:
   - Section 8 the principles of the Treaty of Waitangi.

55. As part of an appeal to the council’s decisions version of the Proposed Auckland Unitary Plan, a recent Environment Court case considered whether the purpose of the SCA Overlay was to “protect” historic heritage as a matter of national importance (section 6(f)), or “the maintenance and enhancement of amenity values” and “the maintenance and enhancement of the quality of the environment” as a section 7 matter. That appeal resulted in amendments to the AUP regional policy statement Chapter B5.3 relating to special character, to clarify that the policy framework was one of “maintenance and enhancement” rather than “protection of historic heritage” as a section 6(f) matter.

56. In particular those amendments deleted Objective 1 “Historic heritage values of identified special character areas are protected from inappropriate subdivision, use and development.” Additional text was also added to B5.4 Explanation and principal reasons for adoption to clarify that while “…historic heritage values may underlie the identification of special character areas and make a contribution to the character and amenity values of such areas… the special character areas are dealt with differently from significant historic heritage identified and protected in terms of the separate policy framework for identifying and protecting Historic Heritage in B5.2. The

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12 Housing New Zealand Corporation v Auckland Council [2018] NZEnvC 120, 188, and 213
13 Sections 7(c) and 7(f) of the Act
attributes of the character and amenity values and the environmental quality of a special character area, including buildings and streetscape, might be derived from its historical legacy without being historic heritage.”

57. The sole special character objective\(^{14}\) that remains in the RPS, and the subsequent policies\(^{15}\) clearly set out a policy framework of “maintain and enhance” and PPC XX does not seek to amend this policy framework. In providing a summary of the special character values that contribute to the special character of the Howick Business SCA, PPC XX will give more certainty when proposals for development are assessed. This will help ensure the special character values of the area are “maintained and enhanced”.

58. Two key principles of Te Tiriti o Waitangi / Treaty of Waitangi are partnership and informed decision making. As part of this, and Schedule 1 requirements under the Act, potentially affected iwi authorities were contacted, and their views and feedback sought about PPC XX. Ngāti Tamaoho have chosen to defer to Ngāi Tai Kī Tamaki. At this time no other iwi authority has provided any feedback on this proposed plan change.

59. PPC XX is consistent with Part 2 of the Act, and in particular the purpose of the Act, as it seeks to provide for the sustainable management of the amenity values and the quality of the environment in the Howick town centre.

60. PPC XX has been prepared as a function of the council as a territorial authority, under section 31(1)(a) of the Act to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources.

61. Under section 86B of the Act, no parts of PPC XX have immediate legal effect.

7 National and Regional Planning Context

7.1 National Policy Statements

62. Territorial authorities are required to give effect to National Policy Statements (NPS). National policy statements are instruments issued under section 52(2) of the Act and state objectives and policies for matters of national significance. The following NPS are currently in effect:

- National Policy Statement on Urban Development Capacity (NPS-UDC)
- National Policy Statement for Freshwater Management (NPS-FW)
- National Policy Statement for Renewable Electricity Generation (NPS-REG)
- National Policy Statement on Electricity Transmission (NPS-ET)

\(^{14}\) AUP 85.3.1 (2)
\(^{15}\) AUP 85.3.2 (1) to (4)
- New Zealand Coastal Policy Statement (NZCPS)

Work is underway on a proposed National Policy Statement for Indigenous Biodiversity.

National Policy Statement on Urban Development

63. The NPS-UDC sets out objectives and policies for ensuring that sufficient feasible development capacity for residential and business growth is provided for. It came into effect on 1 December 2016. It requires councils in high growth areas to produce a future development strategy which demonstrates that there will be sufficient, feasible development capacity in the medium and long term. The Auckland Region is identified as a high growth area.

64. The Auckland Plan 2050 sets out the long-term vision for how Auckland will grow and how challenges of high population growth will be met. A component of the Auckland Plan is Auckland’s Development Strategy. The Development Strategy proposes a plan for how and where Auckland will grow, as well as when and where investment in planning and infrastructure will be needed. The Auckland Plan Development Strategy serves as Auckland’s future development strategy as required under the NPS-UDC.

65. The Howick town centre is not identified as a growth area in the Auckland Plan 2050. In identifying the special character values of the Howick Business Area, PPC XX does not seek to amend any provisions relating to subdivision or change the underlying zones of the area. While PPC XX does seek to include four new sites within the extent of the SCA Overlay, two of these sites are zoned Open Space – Community and the other two are scheduled Historic Heritage churches and graveyards. Therefore, the addition of the SCA Overlay on these sites is unlikely to alter the capacity already anticipated on these sites.

National Policy Statement for Freshwater Management

66. The NPS-FW provides direction on how regional councils should carry out their responsibilities under the Act for managing fresh water. It came into effect on 1 August 2014, and amendments made in August 2017 took effect on 7 September 2017. The NPS-FW is not relevant to PPC XX as the NPS-FW requires regional council to set objectives for the state of fresh water bodies in their regions and to set limits on resource use to meet these objectives, and that is not the subject of PPC XX.

National Policy Statement for Renewable Electricity Generation

67. The NPS-REG seeks to drive a consistent approach to planning for renewable electricity generation in New Zealand. It gives clear government direction on the benefits of renewable electricity generation and requires all councils to make provision for it in their plans. It came into effect on 13 May 2011. The NPS-REG applies to renewable electricity generation activities at any scale, including small and community-scale renewable generation activities.
68. None of the provisions in the SCA overlay specifically relate to renewable electricity generation activities. Provisions in Chapter E26 Infrastructure relate to renewable electricity generation activities. Accordingly, the NPS-REG is not relevant to PPC XX because other provisions in the AUP manage renewable electricity generation activities and PPC XX does not relate to those provisions.

National Policy Statement on Electricity Transmission

69. The NPS-ET came into effect on 10 April 2008. It contains guidance for local authorities on how to recognise the national significance of the national grid in planning documents prepared under the Act and local decision-making.

70. None of the provisions in the SCA overlay specifically relate to providing for electricity transmission. Various other provisions in the AUP relate to providing for the national grid in the Auckland Region, including the National Grid Corridor Overlay. Accordingly, the NPS-ET is not relevant to PPC XX because other provisions in the AUP manage matters relating to the National Grid and PPC XX does not relate to those provisions.

New Zealand Coastal Policy Statement 2010

71. The NZCPS guides local authorities in the day to day management of the coastal environment. Objectives in the NZCPS seek to safeguard the integrity, form, functioning and resilience of the coastal environment, and to sustain its ecosystems;\(^\text{16}\) preserve the natural character of the coastal environment and protect natural features and landscape values;\(^\text{17}\) and to take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kai iwi and provide for tangata whenua involvement in the management of the coastal environment.\(^\text{18}\)

72. Other objectives seek to maintain and enhance public open space qualities and recreation opportunities of the coastal environment;\(^\text{19}\) ensure that coastal hazard risks are managed (taking climate change into account);\(^\text{20}\) enabling people and communities to provide for their social, economic and cultural wellbeing and their health and safety through subdivision use and development;\(^\text{21}\) and ensuring that the management of the coastal environment recognises and provides for New Zealand's international obligations regarding the coastal environment.\(^\text{22}\)

73. The Howick Business SCA is not within the coastal environment of Auckland. Therefore PPC XX is not proposing a shift to the way in which the coastal environment is managed, and the NZCPS is not relevant to PPC XX.

\(^{16}\) NZCPS Objective 1
\(^{17}\) NZCPS Objective 2
\(^{18}\) NZCPS Objective 3
\(^{19}\) NZCPS Objective 4
\(^{20}\) NZCPS Objective 5
\(^{21}\) NZCPS Objective 6
\(^{22}\) NZCPS Objective 7
7.2 National Environmental Standards

74. Territorial authorities are required to give effect to National Environmental Standards (NES). The following NES are currently in force as regulations:

- National Environmental Standards for Air Quality
- National Environmental Standard for Sources of Drinking Water
- National Environmental Standards for Telecommunication Facilities
- National Environmental Standards for Electricity Transmission Activities
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health
- National Environmental Standard on Plantation Forestry
- National Environmental Standard on Aquaculture (in the process of development)

75. PPC XX has a narrow purpose in identifying the special character values of a small geographic area and will not change the overall policy direction of the AUP. Consequently, PPC XX will not result in any inconsistencies with the above NES.

7.3 Management Plans and Strategies under other Acts

Local Government Act 2002

76. Council's functions and powers are derived from the purpose of the Local Government Act 2002 (LGA). The LGA mandates the purpose, funding, and governance duties of the council. Additional responsibilities for Auckland Council are set out under the provisions of the Local Government (Auckland Council) Act 2009, including the requirement to prepare a spatial plan.

77. Section 12 of the LGA states that a local authority has full capacity to carry on or undertake any activity or business, do any, or enter into any transaction with full rights, powers and privileges subject to any other enactment and the general law.

78. PPC XX is prepared under the Act and overall is consistent with the LGA.

Auckland Plan

79. The Auckland Plan 2012 informed the development of the AUP. The Auckland Plan was reviewed in 2018 and the Auckland Plan 2050 is now available. The plan sets out three key challenges Auckland will face over the next 30 years – high population growth and its various impacts, sharing prosperity across all Aucklanders' and reducing environmental degradation.

80. The plan is framed around six outcomes and a development strategy. The development strategy sets out how Auckland will grow and change over the next 30 years, including sequencing of growth and development.

81. The strategic directions in the Auckland Plan 2012 influenced the regional policy statement which the SCA overlay provisions give effect to. PPC XX does not change
the way in which the AUP implements the strategic direction of the Auckland Plan 2012 or the Auckland Plan 2050.

7.4 New Zealand Heritage List / Rārangi Kōrero

82. The council is required to have regard to any relevant entry on the New Zealand Heritage List / Rārangi Kōrero (NZHL/RK) when preparing its district plan, under section 74(2)(b)(ii) of the Act. The NZHL/RK is maintained by Heritage New Zealand Pouhere Taonga (Heritage NZ) and includes historic places, historic areas, wāhi tupuna, wāhi tapu, and wāhi tapu areas. The NZHL/RK is primarily an advocacy tool and the inclusion of a place on it does not in itself protect the place.

83. There are two places/sites within the proposed revised extent of the Howick Business SCA that are included in the NZHL/RK. Inclusion of these places/sites within the Howick Business SCA is not incompatible with the NZHL/RK.

7.5 Plans and proposed plans of adjacent territorial authorities

84. Due to the narrow geographical focus (i.e. Howick town centre) of PPC XX the plans and proposed plans of adjacent territorial authorities are not considered to be of relevance to PPC XX.

7.6 Iwi authority planning documents

85. An iwi management plan (IMP) is a term commonly applied to a resource management plan prepared by an iwi, iwi authority, rānanga or hapū. IMPs are generally prepared as an expression of rangatiratanga to help iwi and hapū exercise their kaitiaki roles and responsibilities. IMPs are a written statement identifying important issues regarding the use of natural and physical resources in their area.

86. The Act describes an iwi management plan as "...a relevant planning document recognised by an iwi authority and lodged with the council". IMPs must be taken into account when preparing or changing regional policy statements and regional and district plans (sections 61(2A)(a), 66(2A)(a), and 74(2A) of the Act).

87. Council is aware that the following iwi authorities have an iwi management plan:

- Ngāti Whātua Ōrākei
- Te Kawerau-a-Maki
- Ngāti Rehua
- Ngāti Pāoa
- Waikato – Tainui
- Ngāti Te Ata
- Ngātiwi
- Ngāti Tai ki Tāmaki

23 "Crawford House" No. 5260, Category 2 at 4 Picton Street, "Old All Saints Church (Anglican) & Churchyard (Including Grave Monuments & Markers)" No. 11, Category 1 at 9 Selwyn Road.
24 The iwi authorities marked with an asterisk are identified on Auckland Council’s GEOMAPS as mana whenua with an area of interest that includes Howick.
• Te Uru o Hau

88. It is considered that the amendments proposed within PPC XX are minor and will have little bearing on the IMPs listed above. PPC XX does not seek to alter the current policy direction of the AUP, and therefore the provisions will not change the degree to which the AUP addresses matters in an IMP.

7.7 Regional Policy Statement

89. Chapter B of the AUP sets out the Regional Policy Statement (RPS). Chapter B5.3 sets out the objective and policies that relate to special character. The objective seeks to maintain and enhance the character and amenity values of identified special character areas.\textsuperscript{25}

90. Related policies in B5.3.2 seek to identify special character areas in accordance with stipulated criteria;\textsuperscript{26} include those special character areas in Schedule 15 of the AUP;\textsuperscript{27} and manage special character areas by:\textsuperscript{28}

a) Requiring new buildings, additions and modifications to existing buildings to maintain and enhance the special character of the area
b) Restricting the demolition of buildings and destruction of features that define, add to, or support the special character of the area
c) Maintaining and enhancing the relationship between the built form, streetscape, vegetation, landscape and open space that define, add to or support the character of the area
d) Avoiding, remedying or mitigating the cumulative effect of the loss or degradation of identified special character values

91. PPC XX seeks to identify the special character values of the Howick Business SCA. The identification of these special character values will guide any assessment of effects of any proposed development, such as new buildings, additions and modifications, or demolition of existing buildings. This is consistent with Chapter B5 of the RPS.

8 Development of Plan Change

8.1 Methodology

92. In its recommendations on the PAUP the IHP recommended that the council prepare a special character statement for the Howick Business SCA in conjunction with the community. Following this, several representatives of some community groups approached the council requesting a special character statement for the Howick Business SCA be prepared.
93. While the council’s decision version of the PAUP was not appealed in relation to the SCA Overlay provisions in Chapter D18 or Schedule 15, Chapter B5.3 Special character in the RPS was. As such the council did not start the preparation of the special character statement until after this appeal was resolved and that part of the AUP was made operative on XX date. Further information about the effects of this appeal can be found in paragraphs 55 to 57.

94. Once the outstanding appeal on Chapter B5.3 Special character of the PAUP was resolved and that part of the AUP was made operative, the council started the preparation of a special character statement for the Howick Business SCA.

95. To prepare a draft special character statement, consultant urban designer and planner Lisa Mein was engaged. Ms Mein prepared a draft character statement informed by site visits (to view the exterior of buildings in the area from the public realm), information on the scheduled historic heritage places within Howick, and previous documents prepared for the council (and its predecessors). The draft special character statement is also informed by the legacy Auckland Council District Plan - Operative Manukau Section 2002 (Manukau District Plan) and input from the council’s Heritage Unit. This draft character statement included the identification of potential “character defining” and “character supporting” buildings.

96. Once a draft special character statement was prepared council held a workshop on 25 March 2019. Members of the Howick Local Board and representatives from various community groups were invited to attend the workshop. Feedback and comments were received during and after this workshop, from those who attended. This feedback informed the next version of the draft special character statement.

97. After this feedback and further investigation, it was identified that four buildings just outside the physical extent of the SCA Overlay should be included in the overlay because of the contribution they make to the special character values of the Howick Business SCA. Those buildings are:

- All Saints Anglican church and graveyard, 9 Selwyn Road
- Our Lady Star of the Sea Roman Catholic church and graveyard, 28 Picton Street
- Howick War Memorial Community Centre (Information Centre) in Market Plaza, 115 Picton Street (Council ownership)
- Uxbridge Arts and Cultural Centre, 33-35 Uxbridge Road (Council ownership).

98. The property owners/managers of these four new sites were contacted to discuss PPC XX, and how including these sites within the SCA Overlay might affect them.

99. See section 8.3 for further information about consultation on PPC XX.

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29 These previous documents included: “Howick Character Assessment” prepared by Leithuis and Diane Brade for Manukau City Council in 2005 and “Howick Urban Design Report” by Will Thresher in 2010.
30 Criteria for the identification of “character defining” and “character supporting” buildings are set out in D18.3 Policy 9 of the AUP.
31 See paragraphs 104 to 109 for further information about the workshop.
100. Further site visits were undertaken by Ms Mein and council officers to help finalise the draft special character statement and inform this section 32 evaluation.

8.2 Information Used

101. As outlined in section 8.1 above Ms Mein developed the proposed special character statement, including the identification of “character defining” and “character supporting” buildings. This was informed by a range of existing documents and information including, but not limited to:

- Howick public domain revitalisation project – urban design report, prepared for Manukau City Council, 2010 (Thresher Associates)
- Howick character assessment (draft), prepared for Manukau City Council, 2005 (Isthmus Group and Dianne Brand)
- Heritage property files held by Auckland Council’s Heritage Unit
- Legacy Manukau District Plan, Chapter 14 Business Areas
- Feedback and information provided from community members including local historian Alan La Roche.

102. In addition to that listed above the following information has been used to inform the development of PPC XX:

a) The following chapters of the AUP:
   - Chapter B5 (RPS) – Historic heritage and special character
   - Chapter D18 – Special Character Areas Overlay – Residential and Business
   - Chapter J - Definitions
   - Chapter L - Schedule 15 – Special Character Schedule, Statements and Maps.

b) Draft special character statement and Assessment of “character defining” and “character supporting” buildings prepared by Lisa Mein.

c) Relevant evidence and the IHP recommendation report from the PAUP hearings process for Topics 010, 029 and 079.

8.3 Consultation

103. In accordance with clause 3 of Schedule 1 of the RMA, during the preparation of a proposed policy statement or plan, the Council is required to consult with:

a) the Minister for the Environment; and
b) those other Ministers of the Crown who may be affected by the policy statement or plan; and

c) local authorities who may be so affected; and

d) the tangata whenua of the area who may be so affected, through iwi authorities; and

e) any customary marine title group in the area.

A local authority may consult anyone else during the preparation of a proposed policy statement or plan.

Summary of general consultation undertaken

104. Engagement with the Howick Local Board was undertaken through the preparation of PPC XX. A memorandum was sent to the local board at the beginning of March 2019. It outlined that a special character statement for the Howick Business SCA was being prepared and proposed a workshop with the local board and any other interested parties the local board wanted to invite. The purpose of this workshop was to discuss the content of the draft character statement and get feedback.

105. A workshop was held in Howick on 25 March 2019. It was attended by council staff and Ms Moin who were involved in the preparation of PPC XX, and representatives of:

- the Howick Local Board
- Ward councillors
- Howick Resident and Ratepayers Association
- Cockle Bay Residents and Ratepayers Association
- Howick Historical Village
- Howick Village Business Association

106. Two individuals from the local community also attended, Alan La Roche – local historian, and Janet Dickson. The Howick and Districts Historical Society and the Uxbridge Arts and Cultural Centre were invited but not able to attend.

107. Feedback was received by many of the attendees, either at the workshop or after, and it was incorporated into the draft special character statement where appropriate.

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32 David Collings (Chair), Jim Donald, John Spiller, Adele White
33 Sharon Stewart
34 Gayleen Mackenth (Chair) and Andreas Popping (Deputy Chair)
35 Laurie Skee (Chair) and Matthew Brjakovich
36 Ken Mounsey
37 Ken Scott (Chair)
108. The Howick Local Board was updated about the preparation of PPC XX at a local board workshop on 28 May 2019 and provided with a revised draft special character statement.

109. A revised draft of the special character statement was also circulated to the 28 March workshop attendees on 11 June 2019.

110. Of the four sites proposed to be added into the SCA Overlay, two are owned by the council, one is privately owned by the Roman Catholic Diocese and the other is owned by the Anglican Diocese.

111. A letter/email was sent to the Roman Catholic Diocese on 6 June 2019 informing them of the preparation of PPC XX and the proposal to include their site (Our Lady Star of the Sea Roman Catholic Church) within the SCA Overlay. A meeting was held with the Roman Catholic Diocese later in June to further discuss PPC XX.

112. A letter/email was also sent to the Anglican Diocese on 4 June 2019, with a follow-up email on 12 July 2019. At the current time the Anglican Diocese has not requested a meeting or any further information.

113. Staff from the council’s Community Facilities Department were also contacted to discuss PPC XX and the proposal to include the two council owned sites36 and facilities within the SCA Overlay. A meeting was held and feedback was later received that indicated general support for the inclusion of these sites within the physical extent of the SCA Overlay and the identification of some of the buildings as “character supporting”.

114. The public notification of this proposed plan change will enable the owners of these sites to become formally involved in the process by way of submissions and further submissions. As directly affected persons they will be notified about the proposed plan change, as will all owners/occupiers within the existing Howick Business SCA.

115. This section 32 evaluation will continue to be refined in relation to any consultation that occurs, and in relation to any new information that may arise, including through submissions on PPC XX and during hearings.

Crown consultation

116. A letter/email was sent to the Ministry of the Environment (MFE) and Heritage NZ on 10 July 2019 informing them of the preparation of PPC XX and asking for any feedback to be provided by 30 July 2019. This letter explained the purpose of PPC and included a copy of the draft PPC XX, showing the proposed amendments to the AUP. A draft of this section 32 evaluation was subsequently sent to them on 15 July 2019.

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36 Howick War Memorial Information Centre, 115 Picton Street and Uxbridge Arts and Cultural Centre, 33 and 37R Uxbridge Road.
117. Heritage NZ provided feedback on the proposed plan change. Overall Heritage NZ supports the inclusion of a special character statement for the Howick Business SCA and the proposed amendment to the extent of the SCA Overlay to include the four new sites with “character defining” or “character supporting” buildings. Heritage NZ also supports the identification of the specific “character defining” and “character supporting” buildings.

118. Heritage NZ also suggested several changes to the special character statement including:

- minor amendments to improve accuracy and clarification
- consideration of identifying Our Lady Star of the Sea Roman Catholic Church and graveyard as “character defining” rather than “character supporting”
- consideration of identifying Crawford House (4 Picton Street) as “character supporting”
- inclusion of Stockade Hill within the extent of the Howick Business SCA.

119. At this time MfE have not provided any feedback on this proposed plan change.

Consultation with iwi authorities

120. On 2 July 2019 the council sent a letter to the potentially affected iwi authorities informing them of the preparation of PPC XX and asking for any feedback or comments by 19 July 2019. This letter briefly explained the purpose of PPC XX and provided contact details of who to contact if they had any questions. A copy of the draft plan change was included along with a map showing the existing physical extent of the Howick Business SCA and the sites proposed to be added into the SCA Overlay. This was sent to the following iwi authorities:

- Ngāti Tai ki Tāmaki
- Ngāati Whanaunga
- Ngāti Maru
- Ngāti Paoa
- Ngāti Tamaoho
- Ngati Tamatera
- Ngāti Te Ata
- Te Ahiwaru-Waiwhetu
- Te Ākitai ki Waiohua
• Te Patukirikiri
• Waikato-Tainui

121. Ngāti Tamaioha have chosen to defer to Ngāti Tai Ki Tāmaki. At this time no other iwi authority has provided any feedback on this proposed plan change.

9 Evaluation of provisions

122. The purpose of the SCA Overlay is to manage development on sites within the physical extent of the overlay, in a way that maintains and enhances the identified special character values of the different special character areas.

123. The objectives of the SCA Overlay seek to:
• maintain and enhance the special character values of identified special character areas
• retain physical attributes that define, contribute or support the special character
• avoid, remedy or mitigate adverse effects of subdivision, use and development on special character values.

124. These special character areas are split into Residential areas, General areas and Business areas. Residential special character areas apply to residential neighbourhoods while Business special character areas apply to traditional commercial town centres. General special character areas apply to areas that contain a mix of residential and business zoned sites, although these are predominantly residential. The Howick Business SCA is identified as a Business area.

125. The regional policy statement and SCA Overlay objectives apply to all Residential, General and Business areas. However the SCA Overlay policies and subsequent methods are separated out and are different for Residential areas and Business areas. For General areas, the Residential area provisions apply to sites zoned residential, and the Business area provisions apply to sites zoned business. The SCA Overlay provisions for Business areas are tailored to manage the built form typically found in Business areas.

126. The activities that the SCA Overlay Business areas manage are:
• demolition of a building (including building façade)
• alterations and additions to a building
• new buildings.

These apply for all buildings within the extent of the special character Business areas, regardless of whether they are identified as “character defining” or “character supporting” or neither.

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39 B5.1 Issues, B5.3 Special character and B5.4 Explanation and principal reasons for adoptions
40 D19.2 Objectives
127. Unlike the Residential areas, there are no standards in the SCA Overlay for Business areas. Instead for Business areas the standards of the underlying zone apply. However the SCA Overlay matters of discretion for Business areas does require the consideration of “…effects of the infringement of the standard on the streetscape and special character context as outlined in the special character area statement” as a matter for discretion.\(^{41}\)

128. One of these underlying business zone standards is the maximum permitted building height. For the business zoned sites within the Howick Business SCA, the maximum building height is controlled by the Height Variation Control. This control restricts building heights to either nine metres or 13 metres, with two sites further limited to seven and eight metres. The nine-metre restriction applies to the majority of sites, with the 13 metres applied to the northwestern side of Fencible Drive, and the sites of All Saints Anglican Church and Our Lady Star of the Sea Roman Catholic Church.

129. These building height controls are derived from the “Howick Business Special Character Area“ rules in the legacy Manukau District Plan. The primary reason for these height restrictions in the Manukau District Plan was to protect the character of the Howick town centre, especially the low rise “mainstreet” character of Picton Street, views from Picton Street towards Stockade Hill, and views of the Hauraki Gulf from Stockade Hill/Ridge Road entry into Howick.

130. The physical extent of the Howick Business SCA currently in the AUP is based on the extent of the “Howick Special Character Business Area” in the legacy Manukau District Plan.

**Proposed special character statement**

131. The framework and structure of the special character statements was refined and the content within them made more robust through the PAUP hearings process. All the existing special character statements in the AUP are now set out in the same format and structure.

132. The important role the special character statements play in assessing any application for resource consent within a special character area is highlighted in the RPS. This is reflected in the SCA Overlay policies for Business areas and the assessment criteria. In particular Policy 8 states: \(^{42}\)

> Require all development and redevelopment to have regard and respond positively to the identified special character values and context of the area as identified in the special character area statement.

133. All Business areas include a map showing sites with “character defining“ and/or “character supporting“ buildings. This is followed by a brief description of the

\(^{41}\) D18.8.1.2(2)
\(^{42}\) ALP D18.3
extent of the area. A summary of the special character values is then described in a manner that is consistent with the criteria for special character areas as set out in the RPS. This includes:

- Historical: The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

- Physical and visual qualities: The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, material and craftsmanship, urban patterns, landscape, and streetscape qualities.

134. The special character statements then include the following:

- Description of physical and visual qualities - Built form
  - Period of development
  - Scale of development
  - Form and relationship to street
  - Major features and buildings
  - Density/Pattern of development
  - Types
  - Visual coherence

- Architectural values
  - Styles
  - Materials and construction – built fabric

- Urban structure
  - Subdivision
  - Road pattern
  - Streetscape
  - Vegetation and landscape characteristics

135. Ms Mein prepared the proposed special character statement on behalf of the council. This has been informed by documents previously prepared for Auckland Council (and its predecessor), the legacy Manukau District Plan, site visits and feedback received through consultation.

136. The proposed special character statement summarises the special character values of the Howick Business SCA in a manner that is consistent with the structure and content of the other special character statements for Business areas. It also has a similar level of detail.

137. The proposed special character statement describes the historical significance of Howick as an early Fencible settlement.

\footnote{Note that Howick Business SCA does not use this heading because it is not relevant}
138. As noted earlier the maximum building heights in the Howick town centre are restricted to nine or 13 metres through the Height Variation Control (zone standard). The proposed special character statement identifies how the existing building heights contribute to the special character values, in particular noting the “…intimate scale of one and two-storey buildings…” on Picton Street.

139. It is considered that the information contained within the proposed special character statement will be useful in assessing any application for resource consent within the Howick Business SCA, including any infringement of the underlying zone standards.

Proposed “character defining” and “character supporting” buildings

140. The identification of “character defining” and “character supporting” buildings is provided for through Policy 9 of the SCA Overlay: 44

Identify individual buildings that contribute to the identified special character according to the following descriptions:

(a) character defining – makes a considerable contribution to the character of the area because of historical, physical and visual qualities; and

(b) character supporting – makes a moderate contribution to the character of the area. The building should contribute to the appearance, quality, and identity of the area and should be consistent with the values of character-defining places.

141. Policies 10 and 13 relate specifically to the demolition/removal of and additions/alterations to “character defining” and “character supporting” buildings.

142. Policy 10 requires any demolition/removal of a “character defining” or “character supporting” building to not erode the special character values of the area or disrupt the cohesiveness of the streetscape and wider special character area, including any links to scheduled historic heritage places.

143. Policy 13 requires that any alteration/addition to a “character defining” or “character supporting” building be compatible with and respect the special character and existing scale of development.

144. Ms Mein noted her starting point for identifying the “character defining” and “character supporting” buildings was the places in the Howick town centre already scheduled historic heritage in the AUP. Two of these buildings are:

- Good Home (Marine Hotel (former)/Prospect of Howick Hotel) – 78 Picton Street

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44 AUP D18.3
• McInnes Building (Macs Corner) – 127 Picton Street.  

145. Both these buildings are within the existing extent of the SCA Overlay, and the proposed character statement identifies them as “character defining” buildings. The proposed character statement describes the contribution these buildings make to the special character values of the area, including their historical and physical and visual qualities such as form and relationship to the street, scale of development, streetscape, and materials and construction. Refer to Ms Mein’s Assessment of “character defining” and “character supporting” buildings in Attachment C.

146. In identifying these two buildings as “character defining” the only activity status that changes for them is for demolition which becomes a discretionary activity rather than restricted discretionary. As scheduled historic heritage places this is no more onerous than what is already required through the Historic Heritage Overlay.

147. Ms Mein noted that “character supporting” buildings have been identified where they “…reinforce the character through the use of materials such as brick and/or ecclesiastic buildings that support the British village/church-centric early development of Howick Village and/or are representative of one of the three key periods of development: late 19th/early 20th century, interwar period and mid-century late 1950s through to early 1970s.”

148. The proposed special character statement also identifies “Bells Butchery and Ricas Bakery” (65 Picton Road) as “character supporting”. This includes the original brick bakery building at the rear of Picton Street. While the site spans from Picton Street right through to Fencible Drive, only the northern end of the site where the original buildings are is identified as “character supporting”. Refer to Ms Mein’s Assessment of “character defining” and “character supporting” buildings in Attachment C.

149. Identifying this as “character supporting” does not change the activity status that will apply to development of the site (i.e. remains restricted discretionary). However it will change the consideration given to any proposed development of the site or surrounding sites.

150. As discussed in section 4.1 of this evaluation report, in identifying potential “character defining” and “character supporting” buildings, it became clear that there are four buildings that contribute to the special character values of the Howick Business SCA but are not currently included within the physical extent of the SCA Overlay. These are:

- All Saints Anglican church and graveyard (9 Selwyn Road)
- Our Lady Star of the Sea Roman Catholic church and graveyard (28 Picton Street)

45 Address in AUP GIS Viewer is 127 Picton Street. This may differ from physical street number on building or in Google Maps.
46 Address in AUP GIS Viewer is 65 Picton Street. This may differ from physical street number on building or in Google Maps.
• Howick War Memorial Community Centre (Information centre) – 115 Picton Street
• Uxbridge Arts and Culture Centre (35 Uxbridge Road).\textsuperscript{47}

151. The proposed special character statement identifies All Saints Anglican church and graveyard as “character defining” noting it is “…one of the most iconic and character-defining buildings of the centre” and acts as a prominent bookend at the southeastern end of Picton Street.

152. The proposed special character statement identifies Our Lady Star of the Sea Roman Catholic church and graveyard as “character supporting” noting the graveyard “…predates many of the buildings on Picton Street, and affords views to the Tamaki Straight”.

153. The identification of these two buildings as “character defining” and “character supporting” is supported by the Assessment of “character defining” and “character supporting” buildings prepared by Ms Mein (Attachment C).

154. Both the All Saints church and graveyard and the Our Lady Star of the Sea church and graveyard are scheduled historic heritage places in the AUP. They are also zoned Town Centre with a 13-metre height restriction through the Height Variation Control. Adding both these sites within the physical extent of the SCA Overlay does not impose more restrictive planning controls than what already applies to them as scheduled historic heritage places.

155. The two churches, All Saints and Our Lady Star of the Sea, intact with their associated graveyards located directly on the mainstreet are an important link to village character, representing a key feature of medieval British villages. While the present Our Lady Star of the Sea is not the original church, its continued association with the original graveyard and its location on the main street elevates its importance. The two churches with graveyards, located on the main street, and in close proximity to one another are a rare surviving feature amongst all of the south Auckland fencible settlements.

156. What adding them into the SCA Overlay does do is ensure that any development (on these sites or surrounding sites) can be assessed against the effects it will have on the identified special character values of the area, including the contribution these buildings make to those special character values. It also provides clearer guidance when considering the effects of any zone infringement, such as an infringement of the maximum permitted 13 metre building height.

157. The proposed special character statement also recognises the Uxbridge Arts and Culture Centre and the Howick War Memorial Community Centre contribute to the special character values of the Howick Business SCA as “character supporting” buildings.

\textsuperscript{47} Address in AUP GIS Viewer is 33 or 35 Uxbridge Road. This may differ from physical street number on building or in Google Maps.
158. Ms Mein notes that “character supporting” buildings generally “…reinforce the character through the use of materials such as brick and/or ecclesiastic buildings that support the English village/church-centric early development of Howick Village and/or are representative of one of the three key periods of development: late 19th/early 20th century, interwar period and mid-century late 1950s through to early 1970s.”

159. The Uxbridge Arts and Culture Centre is a community hub. It is zoned Open Space – Community and this large site also includes the Garden of Memories and Te Whare Ora. PPC XX proposes to include this whole open space site within the extent of the SCA Overlay. However it only proposes to identify part of the site as containing a “character supporting” building, that being where the Uxbridge Arts and Culture Centre is. This is because the old wooden Presbyterian church that was built in 1907 forms part of this building. Ms Mein notes this church building “…supports the character of Howick as an early English settlement.”

160. The final “character supporting” building identified in the proposed special character statement is the Howick War Memorial Community Centre, built in 1957. Like the Uxbridge centre this building is also a community hub, located within Market Square. The proposed special character statement describes is contribution to the special character values including the importance of this as a community gathering place, its form and relationship to the street, and materials (red brick) used. Similar to the Uxbridge centre, only the part of the site where the community centre building is, is identified are “character supporting”.

161. Both the Uxbridge Arts and Culture Centre and the Howick War Memorial Community Centre are zoned Open Space – Community and are both owned by Auckland Council. Including both these sites within the SCA Overlay means resource consent will be required for some development, that will not otherwise require consent under the zone i.e. demolition of a building, or additions to a building or a new building that comply with the zone standards.

162. The Height Variation Control also does not apply to them because the maximum permitted height of this zone is eight metres. If this zone standard is infringed the SCA Overlay would require consideration of the effects on the special character values.

Stockade Hill

163. During the preparation of the draft character statement some people involved in consultation expressed the view that Stockade Hill should also be included within the extent of the Howick Business SCA. Stockade Hill is a public open space just to the north-west of the Howick Business SCA.

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164. The proposed special character statement identifies the contribution Stockade Hill makes to the Howick Business SCA, noting that Stockade Hill is a “historic landmark” that bookends Picton Street. It also describes how the redoubt of Stockade Hill was developed during the early Fencible settlement and that it is a scheduled historic heritage place. The proposed special character statement also states “…It is the interrelationship of seascape, landscape and built form that lends Howick its charm and special character” and notes that it is “…the early street layout of Picton Street and its cross streets, subdivision pattern, open spaces, views on entry into the village towards All Saints Church, views to Stockade Hill and views from Picton Street to the Tamaki Strait that lends Howick its character.”

165. While Stockade Hill is a significant landmark within Howick, and it contributes to the character values, it is not considered appropriate or necessary to include Stockade Hill within the physical extent of the SCA Overlay. This is because there are other methods in the AUP that currently manage future development and protect the values of Stockade Hill in a more appropriate way i.e. the Open Space – Conservation Zone, the Historic Heritage Overlay, Stockade Hill Viewshaft Overlay and the Height Variation Control.

166. The Stockade Hill Viewshaft Overlay was recently added to the AUP through Plan Change 3. This overlay seeks to protect views from Stockade Hill towards the coastal environment, by restricting the building height on some sites. As noted earlier the Height Variation Control also restricts building heights within the town centre. One of the reasons for this is to retain the views from Picton Street to Stockade Hill.

167. As a special character business area, all activities in the Howick Business SCA that require resource consent relate to the development of buildings i.e. demolition of a building, alterations or additions to a building, or a new building. While some structures on Stockade Hill are classified as a building (e.g. the obelisk/monument), the hill itself being a landmark is not a building: As such the SCA Overlay provisions will have a limited effect if the overlay is applied to Stockade Hill. It should be noted that if Stockade Hill is included within the SCA Overlay, it will not be able to be identified as “character defining” or “character supporting” because it is not a building. The criteria for these clearly relate to individual buildings only.

168. On the other hand the provisions of the open space zone and the Historic Heritage Overlay, which both already apply to Stockade Hill, will more appropriately manage and protect Stockade Hill from any inappropriate subdivision, use or development.

169. The sustainable management of historic heritage is recognised as a “matter of national importance” within the Act. The AUP recognises the historic heritage significance of Stockade Hill which is included in the Historic Heritage Overlay -

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52 AUP D20A Stockade Hill Viewshaft Overlay
51 AUP D18.2 Policy 9
52 Section 8(f) “the protection of historic heritage from inappropriate subdivision, use, and development”, the Act.
Schedule 14. It is a Category B place and is scheduled for its historical, knowledge, aesthetic and context values. It is also subject to additional archaeological rules.

170. The Historic Heritage Overlay manages a range of activities. Where it manages activities that the SCA Overlay also manages (i.e. demolition, modifications and new buildings), it is generally more restrictive in terms of activity status than the SCA Overlay. For the Historic Heritage Overlay these activities apply to any feature within the scheduled historic heritage place, except where expressly excluded. This differs to the SCA Overlay where the rules only apply to buildings.

171. The Open Space – Conservation Zone that is applied to Stockade Hill is generally applied to “…open spaces with natural, ecological, landscape, and cultural and historic heritage values. …To protect the values of the zone, recreation activities and development are limited in scale and intensity.” Where the zone and the SCA Overlay manage similar activities, such as new buildings or additions to existing buildings the zone is generally more restrictive.

172. There is precedence in other special character statements in the AUP that refer to the contribution land forms make to the special character values of the area, without these being within the physical extent of the SCA Overlay. For example the maua of Mount Eden/Maua is not included within the SCA Overlay. However the special character statement for the Business Mount Eden Village Special Character Area recognises the significant contribution it makes to the special character values of that special character area. By recognising landforms and features that are outside the extent of the SCA Overlay in the special character statements, it means any proposal for development within the special character areas should take into consideration any effects on the relationship between these and the special character area.

10 Conclusion

173. The purpose of PPC XX is to rectify the lack of identified special character values in the AUP for the Howick Business SCA. The Howick Business SCA is the only special character area that does not have a special character statement in Schedule 15 of the AUP.

174. The objectives of the SCA Overlay seek to:

- maintain and enhance the special character values of identified special character areas
- retain physical attributes that define, contribute or support the special character

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53 Schedule 14.1 Schedule of Historic Heritage, ID 1268.
54 Modification is similar to alterations and additions which is managed in the SCA Overlay.
55 AUP H7.4.1
56 AUP Schedule 15.1.6.10
- avoid, remedy or mitigate adverse effects of subdivision, use and development on special character values.

175. The special character statements play a pivotal role in achieving the objectives of the SCA Overlay because they identify the special character values for each special character area. This includes identifying historical values, and physical and visual attributes of the specific special character areas. Special character statements also identify “character defining” and “character supporting” buildings. These buildings either make “considerable” or “moderate” contribution to the character of these areas. Identifying the special character values in the AUP for the Howick Business SCA will increase certainty for land owners, developers and the community about what level of development might be appropriate on their site, and the Howick Business SCA as a whole.

176. Three options are analysed as part of this Section 32 evaluation. These are:

- Option 1: Status quo – do nothing
- Option 2: Amend the AUP to add a special character statement for the Howick Business SCA, with no changes to the physical extent of the SCA Overlay
- Option 3: Amend the AUP to add a special character statement for the Howick Business SCA and amend the physical extent of the SCA Overlay to add four new sites that contain “character defining” or “character supporting” buildings.

177. Option 3 is the recommended option. This option will identify the special character values of the Howick Business SCA. This will correct a ‘gap’ currently in the AUP. It will also identify the appropriate “character defining” and “character supporting” buildings that contribute to the special character values of the Howick Business SCA.

178. In summary PPCXX will:

- Amend Schedule 15 of the AUP to add a special character statement for the Howick Business SCA. This includes identifying “character defining” and “character supporting” buildings.
- Amend the AUP GIS Viewer to include four new sites within the extent of the SCA Overlay for the Howick Business SCA.
- Make consequential amendments to Chapter D18 of the AUP.

179. This section 32 evaluation report concludes that:

- PPC XX is consistent with Part 2 of the Act, and in particular the purpose of the Act, as it seeks to provide for the sustainable management of the amenity values and the quality of the environment in the Howick town centre.
• PPC XX will assist the council carry out its functions set out in Sections 30 and 31 of the Act.

• PPC XX is consistent with the objectives and policies of the RPS, in particular Chapter B5.3 which seeks to maintain and enhance the character and amenity values of identified special character areas.

• The proposed amendments to Chapter D18, Schedule 15 and the GIS Viewer are the most appropriate way to achieve the purpose of PPC XX, and the objectives of the SCA Overlay, having regard to their efficiency, effectiveness, costs and benefits.

180. This section 32 evaluation will continue to be refined in relation to any consultation that occurs, and in relation to any new information that may arise, including through submissions on PPC XX and during hearings.

11 Attachments

There are three attachments to this section 32 evaluation report. They are:

Attachment A: PPC XX: Amendments to Chapter D18, Schedule 15, and GIS Viewer of the AUP (Operative in Part)

Attachment B: Chapter D18 Special Character Areas Overlay – Residential and Business of the AUP (Operative in Part) (as of 30 July 2019)

Attachment A: PPC XX: Amendments to Chapter D18, Schedule 15, and GIS Viewer of the AUP (Operative in Part)
Auckland Unitary Plan Operative in Part

Proposed Plan Change: Special Character Statement for Special Character Areas Overlay – Howick Business

This is a council-initiated plan change

Explanatory Note – Not part of proposed plan change

This proposed plan change is to introduce a Special Character Statement into Schedule 15 Special Character Areas Overlay – Residential and Business (Schedule 15) of the Auckland Unitary Plan (Operative in Part) (Auckland Unitary Plan) for the Howick Business Area in the Special Character Areas Overlay – Residential and Business (SCA Overlay).

In summary the plan change proposes to:

- Amend Schedule 15 of the Auckland Unitary Plan to add a special character statement for the Howick Business Special Character Area. The character statement identifies the collective special character values of this area, based on historical, and physical and visual qualities. Special character statements are important because any assessment of proposals for development and modifications to buildings within special character areas are considered against the character statement and the special character values identified in those statements.

- Amend the extent of the SCA Overlay in the GIS Viewer (maps) to add four new sites into the Howick Business Special Character Area. These sites are shown on the attached map. For three of these sites all or part of the site will be identified as a site with a ‘character supporting’ building and the remaining site as a site with a ‘character defining’ building. Mapping changes will need to be made to the extent of the Special Character Areas Overlay in the GIS Viewer, and the sites with ‘character defining’ and ‘character supporting’ buildings are shown on the map included in the special character statement.

- Make consequential amendments to Chapter D18 Special Character Areas Overlay – Residential and Business. This will remove the references/wording that the Howick area does not have a character statement. The proposed plan change does not seek to change any objectives, policies or rules for the SCA Overlay.

Proposed Plan Change amendments to text

Note:
1. Amendments proposed by this plan change to the AUP are underlined for new text and strikethrough where existing text is proposed to be deleted.
2. The use of ….. indicates that there is more text, but it is not being changed. These are used when the whole provisions if too long to be included.
3. Some existing text is shown to place the changes in context.
4. For clarity the map in the character statement is proposed to be added.
Proposed amendments to Chapter D18 Special Character Areas Overlay – Residential and Business

D18. Special Character Areas Overlay – Residential and Business

D18.1. Background

The Special Character Areas Overlay – Residential and Business seeks to retain and manage the special character values of specific residential and business areas identified as having collective and cohesive values, importance, relevance and interest to the communities within the locality and wider Auckland region.

Each special character area, other than Howick, is supported by a Special character area statement identifying the key special character values of the area. Assessment of proposals for development and modifications to buildings within special character areas will be considered against the relevant policies and the special character area statements and the special character values that are identified in those statements. These values set out and identify the overall notable or distinctive aesthetic, physical and visual qualities of the area and community associations.

Standards have been placed on the use, development and demolition of buildings to manage charge in these areas.

Special character areas are provided for as follows:

(1) Special Character Areas - Business; and

(2) Special Character Areas – Residential; and

(3) Special Character Areas - General (both residential and business).

Areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a residential zone, the Special Character Areas Overlay - Residential provisions will apply and for any site/s in a business zone, the Special Character Areas Overlay - Business provisions will apply.

The following areas are identified as special character areas:

<table>
<thead>
<tr>
<th>Special Character Areas Overlay - Residential</th>
<th>Special Character Areas Overlay - Business</th>
<th>Special Character Areas Overlay – General (both Residential and Business)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West</td>
<td>Special Character Areas Overlay – Business: Howick</td>
<td>Special Character Areas Overlay – General: Balmoral Tram Suburb, East</td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Helensville</td>
<td>Special Character Areas Overlay – Business: Balmoral Shopping Centre</td>
<td>Special Character Areas Overlay – General: Foch Avenue and Haig Avenue</td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential</td>
<td>Special Character Areas Overlay - Business</td>
<td>Special Character Areas Overlay - General (both Residential and Business)</td>
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<td>---------------------------------------------</td>
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<tr>
<td>Special Character Areas Overlay – Residential: North Shore – Birkenhead Point</td>
<td>Special Character Areas Overlay – Business: Eden Valley</td>
<td>Special Character Areas Overlay – General: Hill Park</td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: North Shore – Devonport and Stanley Point</td>
<td>Special Character Areas Overlay – Business: Eleries</td>
<td>Special Character Areas Overlay – General: Puhia</td>
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<tr>
<td>Special Character Areas Overlay – Residential: North Shore – Northcote Point</td>
<td>Special Character Areas Overlay – Business: Grey Lynn</td>
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<tr>
<td>Special Character Areas Overlay – Residential: Early Road Links</td>
<td>Special Character Areas Overlay – Business: Helensville Central</td>
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<td>Special Character Areas Overlay – Residential: Kings Road and Princes Avenue</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B - Remuera</td>
<td>Special Character Areas Overlay – Business: Devonport</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B – Remuera / Meadowbank</td>
<td>Special Character Areas Overlay – Business: Mt Eden Village</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B – Mission Bay</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B – St Heliers</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B – Herne Bay</td>
<td>Special Character Areas Overlay – Business: Ponsonby Road</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B - Parnell</td>
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<td>Special Character Areas Overlay - Residential</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B - Epsom</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B – Epsom/Greenlane</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part A)</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part B)</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B - Mount Albert</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B - Mount Roskill</td>
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<td>Special Character Areas Overlay – Residential: Isthmus B - Otahuhu</td>
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<td>Special Character Areas Overlay – Residential: Isthmus C - St Heliers/Glenbowie</td>
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<td>Special Character Areas Overlay – Residential: Isthmus C - Mount Eden</td>
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<td>Special Character Areas Overlay – Residential: Isthmus C - Three Kings</td>
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<td>Special Character Areas Overlay – Residential: Isthmus C - Mount Albert</td>
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<tr>
<td>Special Character Areas Overlay – Residential:</td>
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</tbody>
</table>
The special character area statements are located in Schedule 13 Special Character Schedule, Statements and Maps.

Note 1

There is no special character area statement for Special Character Area Overlay – Business: Hewick.

The maps for the following special character areas are located in Schedule 15 Special Character Schedule, Statements and Maps:

<table>
<thead>
<tr>
<th>Special Character Areas Overlay · Residential</th>
<th>Special Character Areas Overlay · Business</th>
<th>Special Character Areas Overlay · General (both Residential and Business)</th>
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<tbody>
<tr>
<td>Isthmus C – Remuera/Epsom</td>
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<tr>
<td>Special Character Areas Overlay – Residential : Station Road, Papatoetoe</td>
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<td>Special Character Areas Overlay – Residential : Pukenana Avenue</td>
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<td>Special Character Areas Overlay – Residential : Balmoral Tram Suburb, West</td>
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<td>Special Character Areas Overlay – General: Balmoral Tram Suburb, East</td>
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<td>Special Character Areas Overlay – Business: Eden Valley</td>
<td>Special Character Areas Overlay – General: Foch Avenue and Haig Avenue</td>
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<td>Special Character Areas Overlay – Residential : North Shore – Birkenhead Point</td>
<td>Special Character Areas Overlay – Business: Ellerslie</td>
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<tr>
<td>Special Character Areas Overlay – Residential : North Shore – Devonport and Stanley Point</td>
<td>Special Character Areas Overlay – Business: Grey Lynn</td>
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<td>Special Character Areas Overlay – Residential: Early Road Links</td>
<td>Special Character Areas Overlay – Business: Kingsland</td>
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### Special Character Areas

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<td>Special Character Areas Overlay – Residential: Isthmus B - Mount Albert</td>
<td>Special Character Areas Overlay – Business: Howick</td>
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### D18.2. Objectives

...
Proposed amendments to Chapter L: Schedule 15 Special Character Areas Overlay – Residential and Business

Schedule 15 Special Character Schedule, Statements and Maps

15.1.1. Background

... 

15.1.2. Special Character Areas Overlay - Business – Character Statements and Maps

15.1.2.1. Special Character Areas Overlay – Business: Howick

15.1.2.1.1. Extent of area

Special Character Area Map:

The extent of the Special Character Areas Overlay – Business: Howick can be found in the planning maps.
Description:
The extent of the overlay area reflects the commercial centre of Howick, located along Picton Street, and includes parts of Fencible Drive, Moore Street, Uxbridge Road, Selwyn Road, Parkhill Road, Wellington Street and Walter MacDonald Street.

Picton Street is the mainstreet of Howick town centre. It is bookended by two historic landmarks: Stockade Hill to the northwest and All Saints Church (the Selwyn Church) at the southeastern end of Picton Street, at the junction of Selwyn Road, Cock and Picton Streets. All Saints Church is one of the most iconic and character-defining buildings of the centre.

15.1.2.1.2. Summary of special character values
No special character statement has been prepared for Howick.

Historical:
The area collectively reflects an important aspect, or is representative of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as Howick is associated with an early period of European settlement and development in Auckland. Howick was established as a Fencible settlement in 1847. It was the first and largest of four Fencible settlements to the south of Auckland, tasked with guarding the south-eastern approaches to Auckland. The other three were at Onehunga, Panmure and Ōtāhuhu.

The features of the initial military settlement included the redoubt of Stockade Hill overlooking the surrounding landscape and roads radiating from the township along the ridgelines. Howick is named after the Rt Hon. Henry George Grey, 3rd Earl Grey and Viscount Howick, who was secretary for the Colonies in the British Parliament. Howick’s links to Auckland’s colonial and Fencible past are evident in both the street pattern and the naming of streets after British military heroes or battles such as Wellington, Picton, Waterloo and Uxbridge.

Howick was established with key features of a British settlement, including a village green (now Howick Domain, off Howe Street) and an Anglican Church, All Saints Church, erected in 1847 (the oldest surviving intact church in Auckland). This was followed by construction of the original Our Lady Star of the Sea Roman Catholic Church, on the corner of Parkhill Road and Picton Street, in 1854. The two churches with graveyards, located on the main street, and in close proximity to one another are a rare surviving feature amongst all of the south Auckland Fencible settlements.

Originally, the commercial centre of Howick was focused around Howe Street. However, following the opening of the wharf in the late 19th century, Howick evolved into a popular seaside village and the community wanted to be closer to the churches and be able to enjoy the sea views. Therefore, during the early 20th century the main street commercial activity shifted to Picton Street, on the
dominant ridgeline, where it remains today.

Following the initial military period of its history, Howick remained a small rural, seaside village that serviced the surrounding eastern farming areas. There was limited access to Auckland. Picton Street developed in the interwar period, from 1920 – 1930. Many of Howick’s character defining buildings derive from this period. The 1930s saw the construction of a concrete all-weather road connecting Howick to Panmure via Pakuranga.

Following the end of WWII, Howick experienced rapid growth in conjunction with investment in transport infrastructure that connected the area with other settlements, such as Perrose, Greenlane, Panmure and Otahuhu. Growth also occurred because of major post-war subdivisions that were undertaken to help remedy the housing shortage. The opening of the Panmure bridge in 1959 was a catalyst for further development. A number of commercial buildings on Howick’s main street date from the late 1950s to 1970s.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it represents the structure of an early rural village within greater Auckland. The overlay area demonstrates in its structure and built fabric, the progressive development of the town centre from the establishment of Howick in the Victorian era through to commercial expansion and consolidation in the latter half of the 20th century through to present day.

15.1.2.1.3 Description of physical and visual qualities

Built Form

Period of development

The core commercial area, centred on Picton Street, includes a small number of 1920s and 1930s commercial buildings, which are identified as character-defining buildings. However, most of the buildings along Picton Street date from the mid-20th century, late 1950s, 1960s and 1970s, following the opening of Panmure Bridge in 1959.

Fencible Drive was formed after 1959 and buildings along that street date from the second half of the 20th and early 21st centuries. Fencible Drive, itself, does not contribute to the special character of Howick, however 34 Moore Street (former Howick Borough Council Buildings) and 16 Fencible Drive contribute to the sense of place of Howick village.

It is the early street layout of Picton Street and its cross streets, subdivision pattern, open spaces, views on entry into the village towards All Saints Church, views to Stockade Hill and views from Picton Street to the Tamaki Strait that lends Howick its character.

Scale of development
While there are only a small number of historic buildings, one of the defining characteristics of Howick town centre is the scale of development. Picton Street possesses an intimate scale of one and two-storey buildings including two solid masonry two-storey buildings from the early 20th century, both of which are scheduled historic heritage places (Marine Hotel (former)/Prospect of Howick Hotel and McIntyre Building). Larger developments, both in height and scale are located behind the main street, fronting Fencible Drive.

This scale of development was further reinforced by height limits of 9m along much of Picton Street the western side of Wellington Street and the southwestern side of Fencible Drive in the legacy Manukau District Plan. This has been carried through to the Auckland Unitary Plan via the height variation control.

A greater height of 12m was provided for in the legacy Manukau District Plan on the northeastern side of Fencible Drive. This has been increased to 13m on the northeastern side of Fencible Drive (to provide greater variety in roof forms) and in Picton Street on some of the scheduled historic heritage buildings (to recognise the greater height of the church spires).

**Form and relationship to street**

Howick town centre includes two distinct urban forms that relate to key stages of development. The first is the Picton Street traditional main street. Buildings have a strong relationship to the street, directly abutting the footpath with continuous verandahs over retail shopfronts, with large windows and direct openings to the street.

The roof forms of the churches, the hipped roof of the Prospect of Howick and the many differing roof forms of mid-20th century retail buildings contribute to the diversity of forms and interest along Picton Street.

Exceptions to the continuous built pattern occur at Market Square, which contains the Howick War Memorial Community Centre (information centre) and, with cafés and community facilities opening onto it, is a hub for the village. Other locations with breaks to the built edge include the garden outside the former Prospect of Howick Hotel on the corner of Picton Street and Uxbridge Road. The Our Lady Star of the Sea graveyard, which, dating from the mid-19th century, predates many of the buildings on Picton Street, and affords views to the Tamaki Strait.

In contrast, the blocks behind Picton Street, fronting Wellington Street and Fencible Drive, which relate to later developments from 1959 onwards, do not exhibit the same strong relationship to the street and do not contribute to the character of Howick village. On the southwestern side of Fencible Drive, buildings are typically two storeys and built to the street edge, while the northeastern side buildings are of a larger scale and mass and are set back from the street edge with car parking in front.

**Major features and buildings**

Character-defining buildings which make an important contribution to the area are shown on the special character area map. These include:
• 78 Picton Street – Good Home (Marine Hotel (former)/Prospect of Howick Hotel)
• 127 Picton Street – McInnes Building (Macs Corner)
• 9 Selwyn Road - All Saints Church (Selwyn Church) and graveyard

Character-supporting buildings which contribute to the character and identity of Howick village are shown on the special character map and include:

• 26 Picton Street – Our Lady Star of the Sea Roman Catholic Church and graveyard
• 65 Picton Street – Bells Butchery and Rices Bakery
• 115 Picton Street – Howick War Memorial Community Centre (information centre)
• 35 Uxbridge Road - Uxbridge Arts & Culture Centre

Uxbridge, at the northern edge of the overlay area, is a community hub that includes the old wooden Uxbridge Presbyterian church dating from 1907 as well as the neighbouring Garden of Memories. Market square is also of significance as a gathering space and hub of the village.

Other contributing features include the bluestone kerbs, lampposts, street furniture, the band rotunda, street trees, and the remnants of the old concrete road which add to the distinctive local amenity of Picton Street.

At the edge of the special character overlay area, the WWI and WWII memorial obelisk on the scheduled historic heritage Stockade Hill and the spire and Cypresses trees at All Saints Church (Selwyn Church), also a scheduled historic heritage place, act as vertical markers for the entrances to the village centre.

Density/Pattern of development

Building frontages are based around an early subdivision pattern with lot widths between 12-30m. Buildings built to the street edge create a high density (although relatively low-rise) pattern of development that is maintained throughout Picton Street.

The lots fronting Fencible Drive are larger and less uniform and dominated by surface carparking. The buildings have large footprints and are up to 3 storeys on the northeastern side of the street, with lower heights and a finer grain on the southwestern side of the street.

Types

The overlay area includes a range of building types and styles that reflect its development over a long period of time. The varied range of building types contributes to the vibrancy of the streetscape. Rather than a uniform architectural style, Howick village is defined by its street and subdivision pattern, relationship to heritage buildings and places and sea vistas between buildings.

Visual coherence

Despite stylistic variations, the general consistency along Picton Street of one to two storey relatively continuous buildings built to the street edge with
overhanging verandahs, lampposts and exotic street trees provides visual coherence to Picton Street as a main street.

There is less visual coherence to Fencible Drive.

**15.1.2.1.4 Architectural values**

**Materials and construction – built fabric**

Visual coherence is further strengthened by a limited palette of materials and colours reminiscent of an English village including rendered brick, exposed red brick and white painted weatherboard, with red tile or slate/wooden shingle roofs. The Prospect of Howick and Howick Library with their exposed red bricks and yellow facings dominate the northeastern side of the village. Those colours and materials are repeated in other commercial buildings along Picton Street, including Howick War Memorial Community Centre. Windows are generally set within a solid façade. Some shopfronts exhibit the traditional tiled shopfront detailing.

**15.1.2.1.5 Urban Structure**

**Subdivision**

The subdivision pattern of the overlay area reflects the periods of development, as large farm blocks were subdivided for commercial and residential purposes in the mid-20th century. The lot sizes on Picton Street are generally narrower than the surrounding residential lots. The relatively narrow lot widths create a fine-grained character to the centre.

In contrast, the lot sizes on Fencible Drive are predominantly large parcels both in street frontage and depth.

**Road pattern**

The street pattern in Howick town centre is relatively organic, reflecting the landform. Picton Street follows the dominant ridge, while side streets radiate on spur ridges wending towards Howick Beach/ Mellons Bay to the north or Howick Domain to the south. This street pattern affords vistas from the town centre to the surrounding landscape, including the Tamaki Strait, which reinforces Howick's sense of place as a seaside village.

**Streetscape**

The special character of Howick village has evolved from its roots as a traditional British seaside village. It is the interrelationship of seascape, landscape and built form that lends Howick its charm and special character. The form of commercial development within the overlay area is that of a traditional suburban town centre, serving the surrounding residential area. The continuous retail frontage punctuated by open spaces with views to Stockade Hill and the Tamaki Strait, reinforces the connection to the sea. The retail contributes to the streetscape quality by providing active building frontages with a mix of uses.

Parallel parking on both sides of the street and several pedestrian crossing points moderate traffic and lend Picton Street, and the neighbouring cross streets, a pedestrian-orientated character. At some of the intersections the
footpath has been widened to provide amenity areas which contain seating and planting. Uxbridge Road is notable with the garden of Prospect of Howick on one side and the rotunda on the other.

Vegetation and landscape characteristics

Howick has a number of mature exotic and some select native trees, many of them scheduled notable trees in the Auckland Unitary Plan, which lend character to Howick, reinforcing the sense of an English village, and providing seasonal colour and enclosure to Picton Street. These include the oaks and Norfolk Island pines on Stockade Hill. Cypress trees in the ground of All Saint’s Church, English oaks in the ground of Our Lady Star of the Sea Roman Catholic Church and pohutukawa trees and oaks on Cook Street.

15.1.2.2. Special Character Areas Overlay – Business: Balmoral Shopping Centre

...
Proposed amendments to Auckland Unitary Plan GIS Viewer (maps)

Proposed Plan Change amendments to GIS Viewer (maps)

Note:
1. The proposed spatial changes to the GIS Viewer (maps) have not been made yet.
2. Add the Special Character Areas Overlay – Business: Howick to the following sites.

Add part of 23 Picton Street into extent of Special Character Areas Overlay

Add 33, 35 and 37R Uxbridge Road into extent of Special Character Areas Overlay

Add 9 Selwyn Road into extent of Special Character Areas Overlay

Add 115 Picton Street into extent of Special Character Areas Overlay

Four new sites proposed to be added into the Howick Business Special Character Area, Special Character Areas Overlay
Attachment B: Chapter D18 Special Character Areas Overlay – Residential and Business of the AUP (Operative in Part) (as of 30 July 2019)
D18. Special Character Areas Overlay – Residential and Business

D18.1. Background

The Special Character Areas Overlay – Residential and Business seeks to retain and manage the special character values of specific residential and business areas identified as having collective and cohesive values, importance, relevance and interest to the communities within the locality and wider Auckland region.

Each special character area, other than Howick, is supported by a Special character area statement identifying the key special character values of the area. Assessment of proposals for development and modifications to buildings within special character areas will be considered against the relevant policies and the special character area statements and the special character values that are identified in those statements. These values set out and identify the overall notable or distinctive aesthetic, physical and visual qualities of the area and community associations.

Standards have been placed on the use, development and demolition of buildings to manage change in these areas.

Special character areas are provided for as follows:

1. Special Character Areas - Business; and
2. Special Character Areas – Residential; and
3. Special Character Areas - General (both residential and business).

Areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a residential zone, the Special Character Areas Overlay - Residential provisions will apply and for any site/s in a business zone, the Special Character Areas Overlay - Business provisions will apply.

The following areas are identified as special character areas:

<table>
<thead>
<tr>
<th>Special Character Areas Overlay - Residential</th>
<th>Special Character Areas Overlay - Business</th>
<th>Special Character Areas Overlay – General (both Residential and Business)</th>
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<tr>
<td>Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West</td>
<td>Special Character Areas Overlay – Business: Howick</td>
<td>Special Character Areas Overlay – General: Balmoral Tram Suburb, East</td>
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<tr>
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</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B – Remuera / Meadowbank</td>
<td>Special Character Areas Overlay – Business: Mt Eden Village</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B – Mission Bay</td>
<td>Special Character Areas Overlay – Business: Newmarket</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B – St Heliers</td>
<td>Special Character Areas Overlay – Business: Parnell</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B – Herne Bay</td>
<td>Special Character Areas Overlay – Business: Ponsonby Road</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B - Parnell</td>
<td>Special Character Areas Overlay – Business: Sandringham</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B - Epsom</td>
<td>Special Character Areas Overlay – Business: Upper Symonds Street</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential:</td>
<td>Special Character Areas Overlay – Business: West</td>
<td></td>
</tr>
</tbody>
</table>

Auckland Unitary Plan Operative in part
### D18 Special Character Areas Overlay – Residential and Business

<table>
<thead>
<tr>
<th>Special Character Areas Overlay - Residential</th>
<th>Special Character Areas Overlay - Business</th>
<th>Special Character Areas Overlay – General (both Residential and Business)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Isthmus B – Epsom/Greenlane</td>
<td>Lynn</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part A)</td>
<td>Special Character Areas Overlay – Business: Onehunga</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part B)</td>
<td>Special Character Areas Overlay – Business: Otahuhu</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B - Mount Albert</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B - Mount Roskill</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus B - Otahuhu</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus C: St Heliers/Glendowie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus C - Mount Eden</td>
<td>Special Character Areas Overlay – Residential: Isthmus C - Three Kings</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Station Road, Papatoetoe</td>
<td>Special Character Areas</td>
<td></td>
</tr>
</tbody>
</table>

Auckland Unitary Plan Operative in part 3
The special character area statements are located in Schedule 15 Special Character Schedule, Statements and Maps.

Note 1
There is no special character area statement for Special Character Area Overlay – Business : Howick.

The maps for the following special character areas are located in Schedule 15 Special Character Schedule, Statements and Maps:

<table>
<thead>
<tr>
<th>Special Character Areas Overlay - Residential</th>
<th>Special Character Areas Overlay - Business</th>
<th>Special Character Areas Overlay – General (both Residential and Business)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Character Areas Overlay – Residential : Balmoral Tram Suburb, West</td>
<td>Special Character Areas Overlay – Business : Balmoral Shopping Centre</td>
<td>Special Character Areas Overlay – General : Balmoral Tram Suburb, East</td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential : Helensville</td>
<td>Special Character Areas Overlay – Business : Eden Valley</td>
<td>Special Character Areas Overlay – General : Foch Avenue and Haig Avenue</td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential : North Shore – Birkenhead Point</td>
<td>Special Character Areas Overlay – Business : Ellerslie</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential : North Shore – Devonport and Stanley Point</td>
<td>Special Character Areas Overlay – Business : Grey Lynn</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential : North Shore – Northcote Point</td>
<td>Special Character Areas Overlay – Business : Helensville Central</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential : Early Road Links</td>
<td>Special Character Areas Overlay – Business : Kingsland</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential : Kings Road and Princes Avenue</td>
<td>Special Character Areas Overlay – Business : Hinemoa Street</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas</td>
<td>Special Character Areas</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential</td>
<td>Special Character Areas Overlay - Business</td>
<td>Special Character Areas Overlay - General (both Residential and Business)</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>------------------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Isthmus B - Remuera</td>
<td>Devonport</td>
<td></td>
</tr>
<tr>
<td>Isthmus B - Remuera / Meadowbank</td>
<td>Special Character Areas Overlay - Business : Mt Eden Village</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential : Isthmus B - Mission Bay</td>
<td>Newmarket</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential : Isthmus B - St Heliers</td>
<td>Special Character Areas Overlay - Business : Parnell</td>
<td></td>
</tr>
<tr>
<td>Isthmus B - Heine Bay</td>
<td>Special Character Areas Overlay - Business : Ponsonby Road</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential : Isthmus B - Parnell</td>
<td>Special Character Areas Overlay - Business : Sandringham</td>
<td></td>
</tr>
<tr>
<td>Isthmus B - Epsom</td>
<td>Special Character Areas Overlay - Business : Upper Symonds Street</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential : Isthmus B - Epsom/Greenlane</td>
<td>Special Character Areas Overlay - Business : West Lynn</td>
<td></td>
</tr>
<tr>
<td>Isthmus B - Mount Eden/Epsom (Part A)</td>
<td>Special Character Areas Overlay - Business : Onehunga</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential : Isthmus B - Mount Eden/Epsom (Part B)</td>
<td>Special Character Areas Overlay - Business : Otahuhu</td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential : Isthmus B - Mount Albert</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay - Residential : Isthmus B - Mount Roskill</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Auckland Unitary Plan Operative in part 5
### D18 Special Character Areas Overlay – Residential and Business

<table>
<thead>
<tr>
<th>Special Character Areas Overlay - Residential</th>
<th>Special Character Areas Overlay - Business</th>
<th>Special Character Areas Overlay – General (both Residential and Business)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overlay – Residential: Isthmus B - Otahuhu</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus C – St Heliers/Glenbowie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus C – Mount Eden</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus C - Three Kings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus C - Mount Albert</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus C – Remuera/Epsom</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Station Road, Papatoetoe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Puakehama Avenue</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The maps for the following special character areas are only provided in the planning maps:

<table>
<thead>
<tr>
<th>Special Character Areas Overlay - Residential</th>
<th>Special Character Areas Overlay - Business</th>
<th>Special Character Areas Overlay – General (both Residential and Business)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Character Areas Overlay – Residential: Isthmus A</td>
<td>Special Character Areas Overlay – Business: Howick</td>
<td>Special Character Areas Overlay – General: Hill Park</td>
</tr>
<tr>
<td>Special Character Areas Overlay – Residential: Puakehama Avenue</td>
<td></td>
<td>Special Character Areas Overlay – General: Puhoi</td>
</tr>
</tbody>
</table>

Auckland Unitary Plan Operative in part
D18.2. Objectives

(1) The special character values of the area, as identified in the special character area statement are maintained and enhanced.

(2) The physical attributes that define, contribute to, or support the special character of the area are retained, including:

(a) built form, design and architectural values of buildings and their contexts;

(b) streetscape qualities and cohesiveness, including historical form of subdivision and patterns of streets and roads; and

(c) the relationship of built form to landscape qualities and/or natural features including topography, vegetation, trees, and open spaces.

(3) The adverse effects of subdivision, use and development on the identified special character values of the area are avoided, remedied or mitigated.

D18.3. Policies

Special Character Areas Overlay - Residential

(1) Require all development and redevelopment to have regard and respond positively to the identified special character values and context of the area as identified in the special character area statement.

(2) Maintain and enhance the built form, design and architectural values of the buildings and the area, as identified in the special character area statement, so that new buildings, alterations and additions to existing buildings, infrastructure and subdivision (where applicable):

(a) maintain the continuity or coherence of the identified special character values of the area;

(b) maintain the streetscape qualities and cohesiveness;

(c) respond positively to the design, scale, height, setback and massing of existing development, any distinctive pattern of subdivision, intensity of development, its relationship to the street, streetscape cohesiveness and is of a compatible form which contributes to the identified special character values of the area;

(d) maintain the relationship of built form to open space and landscape context;

(e) maintain the setting of the special character area, where these features, such as mature trees and landform, contribute to the special character values of the area;

(f) enable the removal of additions and features that detract from the special character of the building or identified special character of the wider area;
D18 Special Character Areas Overlay – Residential and Business

(g) minimise the loss of built fabric and encourage maintenance and repair;

(h) require new materials to be compatible with the age, detailing, finishes and colour; and

(i) recover or reveal special character values of buildings and features.

(3) Discourage the removal or substantial demolition of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement.

(4) Require any application for demolition or removal of a building in a special character area to, on its own or cumulatively as a result of other removals or demolition, demonstrate that the loss of the building:

(a) would not erode the identified special character values of the area; and

(b) would not disrupt the cohesiveness of the streetscape and wider special character area, including links with scheduled historic heritage places.

(5) Encourage the on-going use and maintenance of buildings in special character areas.

(6) Manage the design and location of car parking, garaging and accessory buildings to maintain and enhance the streetscape and special character values of the area, as identified in the special character statement.

(7) Encourage the retention of special features such as boundary walls, fences, paths and plantings that contribute to the character of the area.

**Special Character Areas Overlay - Business**

(8) Require all development and redevelopment to have regard and respond positively to the identified special character values and context of the area as identified in the special character area statement.

(9) Identify individual buildings that contribute to the identified special character according to the following descriptions:

(a) character defining – makes a considerable contribution to the character of the area because of historical, physical and visual qualities; and

(b) character supporting – makes a moderate contribution to the character of the area. The building should contribute to the appearance, quality, and identity of the area and should be consistent with the values of character-defining places.

(10) Require any application for demolition or removal of a character-defining and character-supporting building in a Special Character Area - Business to, on its own or cumulatively as a result of other demolition, demonstrate that the loss of the building:
D18 Special Character Areas Overlay – Residential and Business

(a) would not erode the identified special character values of the area; and

(b) would not disrupt the cohesiveness of the streetscape and wider special character area, including links with scheduled historic heritage places.

(11) Discourage the removal or substantial demolition of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement.

(12) Require new buildings, alterations or additions to existing buildings, or infrastructure, which are within the overlay but are not character defining or character supporting buildings, to maintain the integrity of the context of the area by providing quality design, materials, colour and decoration which respects and enhances the built form and streetscape of the area.

(13) Require additions and alterations to existing character defining and character-supporting buildings, to be compatible with and respect the special character and existing scale of development.

(14) Encourage the ongoing use and maintenance of buildings in special character areas.

D18.4. Activity table

Table D18.4.1 Activity table Special Character Areas Overlay – Residential specifies the activity status of land use and development for activities in the Special Character Area Overlay – Residential pursuant to section 9(3) of the Resource Management Act 1991.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Activity status</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A1) Restoration and repair to a building on all sites in the Special Character Areas Overlay–Residential or the Special Character Areas Overlay - General (with a residential zoning)</td>
<td>P</td>
</tr>
<tr>
<td>(A2) Minor alterations to the rear of a building on all sites in the</td>
<td>P</td>
</tr>
</tbody>
</table>

Areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a residential zone, the Special Character Areas Overlay - Residential rules in Table D18.4.1 Activity table will apply and for any site/s in a business zone, the Special Character Areas Overlay - Business rules in Table D18.4.2 Activity table will apply.

Rules for network, utilities and electricity generation in the Special Character Areas Overlay – Residential and Business are located in E26 infrastructure.

Table D18.4.1 Activity table – Special Character Areas Overlay - Residential
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
</table>
| A3   | Total demolition or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof areas) of a building, or the removal of a building (excluding accessory buildings), or the relocation of a building within the site on:  
  (a) all sites in all the following Special Character Areas Overlay - Residential:  
    (i) Special Character Area Overlay – Residential: Isthmus A;  
    (ii) Special Character Areas Overlay – Residential: Pukehana Avenue;  
    (iii) Special Character Area Overlay – General: Hill Park (those sites with a residential zone); and  
    (iv) Special Character Area Overlay – General: Puhoi (those sites with a residential zone); and  
  (b) all other sites identified as subject to demolition, removal or relocation rules as shown in the maps in the Special Character Areas Overlay Statements. |
| A4   | External alterations or additions to a building on all sites in the Special Character Areas Overlay – Residential or Special Character Areas Overlay – General (with a residential zoning) |
| A5   | Construction of a new building or relocation of a building onto a site on all sites in the Special Character Area Overlay – Residential or Special Character Areas Overlay – General (those sites with a residential zone) |

Table D18.4.2 Activity table – Special Character Area – Business specifies the activity status of land use and development for activities in the Special Character Area Overlay – Business pursuant to section 9(3) of the Resource Management Act 1991.

Areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a residential zone, the Special Character Areas Overlay - Residential rules in Table D18.4.1 Activity table will apply and for any site/s in a business zone, the Special Character Areas Overlay - Business rules in Table D18.4.2 Activity table will apply.
D18 Special Character Areas Overlay – Residential and Business

Rules for network utilities and electricity generation in the Special Character Areas Overlay – Residential and Business are located in E26 infrastructure.

Table D18.4.2 Activity table – Special Character Areas Overlay - Business

<table>
<thead>
<tr>
<th>Activity</th>
<th>Activity status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Development</strong></td>
<td></td>
</tr>
<tr>
<td>Special Character Areas Overlay – Business with identified character defining buildings</td>
<td></td>
</tr>
<tr>
<td>(A6) External redecoration and repair to a character defining building</td>
<td>P</td>
</tr>
<tr>
<td>(A7) Alterations to the rear of a character defining building</td>
<td>P</td>
</tr>
<tr>
<td>(A8) Additions to a character defining building</td>
<td>RD</td>
</tr>
<tr>
<td>(A9) Total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a character defining building</td>
<td>D</td>
</tr>
<tr>
<td>(A10) Any demolition of the front façade of a character defining building</td>
<td>RD</td>
</tr>
<tr>
<td>(A11) Alterations to a character defining building not otherwise provided for above</td>
<td>RD</td>
</tr>
<tr>
<td>(A12) New buildings</td>
<td>RD</td>
</tr>
<tr>
<td>(A13) Alterations and additions to buildings, not identified as character defining buildings</td>
<td>RD</td>
</tr>
<tr>
<td>Special Character Areas Overlay – Business with identified character supporting buildings</td>
<td></td>
</tr>
<tr>
<td>(A14) External redecoration and repair of a character supporting building</td>
<td>P</td>
</tr>
<tr>
<td>(A15) Alterations to the rear of a character supporting building, except on corner sites where the works use a similar design and materials to the existing building</td>
<td>P</td>
</tr>
<tr>
<td>(A16) Additions to a character supporting building</td>
<td>RD</td>
</tr>
<tr>
<td>(A17) Alterations to a character supporting building not otherwise provided for above</td>
<td>RD</td>
</tr>
<tr>
<td>(A18) Total or substantial demolition of a character supporting building (exceeding 30 per cent or more, by area, of wall elevations and roof area)</td>
<td>RD</td>
</tr>
<tr>
<td>(A19) Any demolition of the front façade of a character supporting building</td>
<td>RD</td>
</tr>
<tr>
<td>(A20) New buildings</td>
<td>RD</td>
</tr>
<tr>
<td>(A21) Alterations and additions to buildings not identified as character supporting buildings</td>
<td>RD</td>
</tr>
<tr>
<td>Special Character Areas Overlay – Business with no identified character defining or character supporting buildings</td>
<td></td>
</tr>
<tr>
<td>(A22) External redecoration and repair of a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings</td>
<td>P</td>
</tr>
<tr>
<td>(A23) Alterations to the rear of a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings</td>
<td>P</td>
</tr>
</tbody>
</table>
D18 Special Character Areas Overlay – Residential and Business

<table>
<thead>
<tr>
<th>character-supporting buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A24) Additions to a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings</td>
</tr>
<tr>
<td>(A26) Alterations to a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings</td>
</tr>
<tr>
<td>(A26) Total or substantial demolition of a building (exceeding 30 per cent or more, by area, of wall elevations and roof area) in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings</td>
</tr>
<tr>
<td>(A27) New buildings in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings</td>
</tr>
</tbody>
</table>

D18.5. Notification

(1) Any application for resource consent for an activity listed in Table D18.4.1 or Table D18.4.2 will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

(2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

D18.6. Standards

D18.6.1. Standards for buildings in the Special Character Areas Overlay - Residential

All activities listed in Table D18.4.1 Activity table - Special Character Areas Overlay - Residential must comply with the following standards.

D18.6.1.1. Building height

(1) Buildings in the Special Character Areas Overlay – Residential must not exceed 8m in height except that 50 per cent of a building’s roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15 degrees or more. This is shown in Figure D18.6.1.1.1 Building height in the Special Character Areas Overlay – Residential.
D18.6.1.2. Height in relation to boundary

[Insert text]

(1) Buildings in the Special Character Areas Overlay – Residential must not project above a 45-degree recession plane measured from a point 3m above the ground level along any boundary of the site.

[Insert text and figures]

D18.6.1.3. Yards

[Insert text]

(1) A building or parts of a building in the Special Character Overlay – Residential must be set back from the relevant boundary by the minimum depth listed in Table D18.6.1.3.1 Yards below:

<table>
<thead>
<tr>
<th>Yard</th>
<th>Minimum depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>The average of existing setbacks of dwellings on adjacent sites, being the three sites on either side of the subject site or six sites on one side of the subject site</td>
</tr>
<tr>
<td>Side</td>
<td>1.2m</td>
</tr>
<tr>
<td>Rear</td>
<td>3m</td>
</tr>
</tbody>
</table>
D18 Special Character Areas Overlay – Residential and Business

D18.6.1.4. Building coverage

(1) The maximum building coverage for sites in the Special Character Areas Overlay – Residential must not exceed the percentage of net site area listed in Table D18.6.1.4.1 Building coverage in the Special Character Areas Overlay – Residential below:

<table>
<thead>
<tr>
<th>Site area</th>
<th>Building coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 200m²</td>
<td>55 per cent of the net site area</td>
</tr>
<tr>
<td>200m² – 300m²</td>
<td>45 per cent of the net site area</td>
</tr>
<tr>
<td>300m² – 500m²</td>
<td>40 per cent of the net site area</td>
</tr>
<tr>
<td>500m² – 1,000m²</td>
<td>35 per cent of the net site area</td>
</tr>
<tr>
<td>Greater than 1,000m²</td>
<td>25 per cent of the net site area</td>
</tr>
</tbody>
</table>

D18.6.1.5. Landscaped area

(1) The minimum landscaped area for sites in the Special Character Areas Overlay – Residential is the percentage of net site area listed in Table D18.6.1.5.1 Landscaped area in the Special Character Areas Overlay – Residential below:

<table>
<thead>
<tr>
<th>Site area</th>
<th>Landscaped area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 200m²</td>
<td>28 per cent of the net site area</td>
</tr>
<tr>
<td>200m² – 500m²</td>
<td>33 per cent of the net site area</td>
</tr>
<tr>
<td>500m² – 1,000m²</td>
<td>40 per cent of the net site area</td>
</tr>
<tr>
<td>Greater than 1,000m²</td>
<td>50 per cent of the net site area</td>
</tr>
</tbody>
</table>

(2) The front yard must comprise at least 50 per cent landscaped area.
D18.6.1.6. Maximum paved area

(1) The maximum paved area for sites in the Special Character Areas Overlay – Residential must not exceed the percentage of net site area listed in Table D18.6.1.6.1 Maximum paved area in the Special Character Areas Overlay – Residential below:

<table>
<thead>
<tr>
<th>Site area</th>
<th>Paved area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 200m²</td>
<td>17 per cent of the net site area</td>
</tr>
<tr>
<td>200m² – 500m²</td>
<td>20 per cent of the net site area</td>
</tr>
<tr>
<td>500m² – 1,000m²</td>
<td>25 per cent of the net site area</td>
</tr>
<tr>
<td>Greater than 1,000m²</td>
<td>25 per cent of the net site area</td>
</tr>
</tbody>
</table>

D18.6.1.7. Fences, walls and other structures

(1) Fences, walls and other structures, or any combination of these, in the Special Character Areas Overlay – Residential must not exceed a height of 1.2m above ground level.

D18.6.2. Standards for buildings in the Special Character Areas Overlay – Business

All activities listed in Table D18.4.2 Activity table - Special Character Areas Overlay - Business must comply with the standards for the zone in which they are located, unless otherwise specified.

D18.7. Assessment – controlled activities

There are no controlled activities in this section.

D18.8. Assessment – Restricted discretionary activities

D18.8.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary resource consent application.

D18.8.1.1. Special Character Areas Overlay - Residential
D18 Special Character Areas Overlay – Residential and Business

(1) For the total demolition or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof areas); or the removal of a building (excluding accessory buildings) from a site; or the relocation of a building within the site:

(a) the effects on the streetscape and special character context as outlined in the special character area statement;

(b) the integrity of the building in its current state, having regard to its architectural form and style and the authenticity of its component parts as well as its contribution to the streetscape character;

(c) the building’s relationship to other adjacent buildings, and if it contributes to a group in such a way that its loss or relocation would result in the loss of a character value attributable to the group;

(d) the condition of the building, and the practicality and cost of any necessary rehabilitation, and the ability to achieve reasonable amenity for occupants and reasonable compliance with any requirement of the Building Act 2004;

(e) where a replacement building is proposed, its design, quality, purpose and amenities and the contribution that such as building might make to the qualities of streetscape character; and

(f) the effect on landscape and vegetation.

(2) for external alterations or additions to buildings; or for the construction of a new building or the relocation of a building onto a site:

(a) the effects on the streetscape and special character context as outlined in the Special Character Area Statement;

(b) the building and its contribution to streetscape character; including its design, quality, purpose and amenities including matters of scale, form, massing, materials, setbacks and the relationship to the street; and

(c) the effects on landscape and vegetation.

(3) for an infringement of any of the standards listed in Standard D18.6.1 Standards for buildings in the Special Character Areas Overlay – Residential:

(a) the effects of the infringement of the standard on the streetscape and special character context as outlined in the special character area statement; and

Note 1
D18 Special Character Areas Overlay – Residential and Business

Where more than one standard will be infringed, the effects of all infringements on the streetscape and special character context as outlined in the special character area statement will be considered together.

(b) the matters for external alterations or additions to buildings or for the construction of a new building or relocation of buildings onto a site listed in D18.6.1.1(2) above.

[D18.8.1.2. Special Character Business Areas]

(1) For all restricted discretionary activities:

(a) the effects of the activity on the streetscape and special character context as outlined in the special character area statement;

(b) the integrity of the building in its current state, having regard to its architectural form and style and the authenticity of its component parts as well as its contribution to the streetscape character;

(c) the building’s relationship to other adjacent buildings, and if it contributes to a group in such a way that its demolition, alteration or addition would result in the loss of a character value attributable to the group; and

(d) the condition of the building, and the practicality and cost of any necessary rehabilitation, and the ability to achieve reasonable amenity for occupants and reasonable compliance with any requirement of the Building Act 2004.

(2) for an infringement of the any of the standards on the zone in which the building is located:

(a) the effects of the infringement of the standard on the streetscape and special character context as outlined in the special character area statement.

Note 1
Where more than one standard is infringed, the effects of all infringements on the streetscape and special character context as outlined in the special character area statement will be considered together.

D18.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities.

D18.8.2.1. Special Character Areas Overlay – Residential
D18 Special Character Areas Overlay – Residential and Business

(1) For the total demolition or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof areas); or the removal of a building (excluding accessory buildings) from a site; or the relocation of a building within the site:

(a) Policies D18.3(1) to (7);

(b) for all areas in a Special Character Areas Overlay other than Special Character Areas Overlay – Residential: Isthmus B and Residential: Isthmus C:

(i) whether the building has retained its original (or repaired) visual design features relating to form, mass, proportion and materials so that restoration/renovation of the building is practical and reasonable. When determining what is practical and reasonable, regard shall be had to providing amenity for occupants and compliance with any requirement of the Building Act;

(ii) the extent to which any special character qualities and original design features of the existing building are visible from the street or a public realm;

(iii) whether the building is beyond rehabilitation to its original state and the costs of the rehabilitation to reproduce the special character qualities of the building and enhance the architectural qualities and special character of the streetscape and the surrounding area, in comparison to the costs of a new building of a similar size and quality;

(iv) whether in rare cases the building is beyond rehabilitation in terms of poor structural or physical condition, and the costs of the repair work or upgrading necessary to extend the useful life of the building are prohibitive, (in comparison to the costs of a new building of similar size), an application for a new building may be considered favourably in accordance with assessment criteria D18.8.2.1(1)(b)(v) below;

(v) whether any proposed replacement building, in terms of its design, quality and amenities, makes a positive contribution to the qualities of streetscape character;

(c) for Special Character Areas Overlay – Residential: Isthmus B and Residential: Isthmus C:

(i) whether the special character and architectural value of the existing building (irrespective of age) and its contribution to streetscape character warrants its retention;
D18 Special Character Areas Overlay – Residential and Business

(ii) whether the special character value of the building by reference to its architectural style, whether as an exemplar of the type or as being representative of the type warrants its retention;

(iii) whether the integrity of the building in its current state, having regard to its architectural form and style and the authenticity of its component parts warrants its retention;

(iv) whether its relationship to other adjacent buildings and whether the contribution it makes to a group of buildings is such that its loss would result in the loss of a character value attributable to the group;

(v) whether its contribution to streetscape character by reference to surrounds within the site, and/or to the public street, and/or to relationships to open space shared with adjacent buildings warrants its retention;

(vi) whether the practicability and cost of any necessary rehabilitation, and the inability to achieve reasonable amenity for occupants and reasonable compliance with any requirement of the Building Act warrants its demolition;

(vii) whether any proposed replacement building, in terms of its design, quality and amenities makes a positive contribution to the qualities of streetscape character;

(vii) in Special Character Areas Overlay – Residential : Isthmus C; the extent to which the nature and extent of any disturbance to the biophysical components that contribute to streetscape character such as landform or vegetation cover can be avoided, remedied or mitigated.

(2) For external alterations and additions to a building:

(a) policies D18.3(1) to (7);

(b) for Special Character Areas Overlay – Residential : Helensville; Residential : General (with a residential zone); Residential – Balmoral Tram Suburb, West; Residential : Early Road Links; Residential : Kings Road and Princes Avenue; and Residential : Puukehana Avenue; Residential : Station Road, Papatoetoe;

(i) whether the effect of the additions and/or alterations on the special character of the building maintains or enhances its contribution to the streetscape of the area;
D18 Special Character Areas Overlay – Residential and Business

(ii) whether the design and appearance of the additions and/or alterations respond positively to the building, in terms of scale, proportions, architectural form, massing, materials and detailing;

(iii) whether the addition or alteration is of a design and uses materials similar or compatible with the traditional character and material of the building;

(iv) whether consideration has been given to retaining as much of the existing building façade as practicable by refurbishing, restoring and adapting parts of the existing building rather than replacing them;

(v) whether the colour scheme is compatible with the age and detailing of the building; and

(vi) whether the location and design of attachments, such as aerials and air conditioning units, are sympathetic to the existing building through the use of appropriate colour, design, form and location on the building.

(c) for Special Character Areas Overlay – Residential : Isthmus A:

(i) whether, where garages or carports are to be adjoined to the existing building on the site, they are designed primarily to allow good visibility of the residential building from the street. Where visibility of the building will be significantly obscured, whether alternative designs and locations for garages and carports or provision of a car pad have been considered.

(d) for Special Character Areas Overlay – Residential : Isthmus A and Residential : Isthmus C:

(i) whether the form, mass, proportion and scale of the external additions and alterations are such that they maintain or enhance the streetscape character and amenity.

(e) for Special Character Areas Overlay – Residential : Isthmus A and Residential : Isthmus C1:

(i) whether the alterations and/or additions to expand the building within a roof space leave visible the dominant form and lines of the existing roof, particularly when viewed from the street;

(ii) whether, where decoration and architectural features are used, they follow the characteristic form and detail of the existing building on the site, or if the original features have been removed/altered, they follow the characteristic form and detail of other buildings of the same period in the street;
D18 Special Character Areas Overlay – Residential and Business

(iii) whether materials used are the same or similar as the existing materials of the building so that the new building work is consistent with the traditional character and material of existing buildings on the site and in the street;

(iv) whether any existing traditional fencing along the road frontage boundary is preserved or reinstated at the completion of development; and

(v) whether, for those parts of the buildings highly visible to the street or public place the proportions and detail of the new windows and doors are consistent with those traditionally present in buildings of the style including the overall window to wall ratio.

(f) for Special Character Areas Overlay – Residential : Isthmus B:

(i) whether the alteration or addition has regard to, or complements the form, style and materials of the existing building;

(ii) whether the proposed change contributes positively to the street and

(iii) whether the alteration or addition is designed to have regard to landscape elements, including structural and built elements and existing established trees and hedges which make a significant contribution to streetscape value or if, where this is not practical, replacement planting or a replacement structural/built element is proposed.

(g) for Special Character Areas Overlay – Residential : Isthmus C:

(i) whether the scale, form, mass, proportion and colour of the external addition or alteration is compatible with the prevailing architectural style of the existing building on the site; and

(ii) whether the additions and alterations which are visible from the street or public realm detract from the architectural character of period housing or landscape qualities that are predominant in the street.

(h) for Special Character Areas Overlay – Residential : Isthmus C1:

(i) whether, where garages or carports are to be adjoined to the existing building on the site, they are designed primarily to allow good visibility of the residential building from the street. Where visibility of the building will be significantly obscured, whether alternative designs and locations for garages and carports or provision of a car pad have been considered, unless such
D18 Special Character Areas Overlay – Residential and Business

alternative locations create adverse visual effects on a volcanic landform;

(ii) whether the addition or alteration or associated site-works for any proposed addition or relocation has avoided physical effects on the natural volcanic landform, including cumulative effects; and

(iii) whether the addition, alteration or relocation has minimized adverse visual effects on the volcanic landscape by minimising alteration to the natural landform, and by appropriate placement of additions or alterations on the site.

(i) for Special Character Areas Overlay – Residential : Isthmus C2:

(i) whether, the additions, alterations or relocation are located so that larger trees on the site are retained, where this is not practical, whether replacement planting, particularly of indigenous trees will be undertaken where appropriate; and

(ii) whether, the addition, alteration or relocation minimizes adverse visual effects on the landscape context by avoiding visually obtrusive excavation, and by appropriate placement of additions on the site.

(j) for Special Character Areas Overlay – Residential : North Shore:

Note 1

The threshold limits outlined below and illustrated in Figure D18.8.2.1(2)(j)(1) Threshold limits for alterations and additions have been determined in consideration of the sensitivity to change inherent in the various elements of special character buildings. These thresholds distinguish between relatively minor proposals for change and proposals which will require additional consideration and assessment.

An application which proposes the following may be assessed only against criteria D18.8.2.1(2)(j)(1) – (v) below, where relevant:

- no change to the front elevation (excluding the roof); and/or
- changes involving up to 20 per cent of the area of one or each of the side elevations (excluding the roof); and/or
- changes involving up to 80 per cent of the area of the rear elevation (excluding the roof); and/or
- no change to the front half of the roof; and/or
D18 Special Character Areas Overlay – Residential and Business

- changes involving up to 10 per cent of the rear half of the roof.

An application which proposes the following may be assessed against D18.8.2.1(2)(j)(i) – (vi) below, where relevant:

- any change to the front elevation (excluding the roof); and/or
- changes involving more than 20 per cent of the area of either side elevation (excluding the roof); and/or
- changes involving more than 80 per cent of the area of the rear elevation (excluding the roof); and/or
- any change to the front half of the roof; and/or
- changes involving more than 10 per cent of the rear half of the roof.

Figure D18.8.2.1(2)(j).1 Threshold limits for additions and alterations

Auckland Unitary Plan Operative in part
(i) whether the proposed additions/alterations to pre-1940 buildings retain the architectural and historic fabric, including the original
Item 11

D18 Special Character Areas Overlay – Residential and Business

... roof form, proportions and style of the building and other design characteristics such as design detailing, built fabric and materials, finishes, proportions, and window size, proportion and location within walls. Whether alterations to post-1940s buildings are designed to avoid dominance of, or contrast with, the streetscape character;

(ii) whether the alterations and/or additions to expand the building within a roof-space leave visible the dominant form and lines of the existing roof, particularly when viewed from the street;

(iii) whether the additions and/or alterations adversely affects the contribution the subject building makes to a group of buildings which contribute to the special character of the area, particularly when the subject site is adjacent to or in the vicinity of any scheduled historic heritage place;

(iv) whether the design and appearance of alterations or additions use materials that are the same or similar to existing materials to maintain the integrity of the special character of the area. Traditional materials such as corrugated steel sheet, timber shingles, timber weatherboards, and timber joinery are considered generally appropriate, especially where these materials match or are very similar to the original materials, and are used in the same manner as those of the subject building;

(v) whether alterations and additions, to buildings that are clearly visible from the street or public realm should fit compatibly within the context of surrounding buildings and the neighbourhood and avoid dominance of, or contrast with the character of that context. Special attention must be paid to the bulk, scale, form, massing and use of materials and consistency with the style and detailing of the building; and

(vi) whether the additions/alterations have been designed to avoid cumulative adverse effects arising from successive additions and alterations. Where cumulative effects cannot be avoided, whether proposals include initiatives to recover original built form and lost details, particularly at the front of the buildings.

(3) For the construction of a new building or relocation of a building onto a site:

(a) policies D18.3(1) to (7);

(b) for all areas in a Special Character Areas Overlay other than Special Character Areas Overlay – Residential: isthmus B and Residential : isthmus C:
D18 Special Character Areas Overlay – Residential and Business

(i) whether the design and external appearance of the proposed building is compatible with the streetscape and the identified special character of the area;

(ii) whether the form, mass, proportion and scale of the building is compatible with the special character of the area;

(iii) whether the building preserves the sense of visual frontage access and interactivity between residential buildings and the street, and does not present blank or near-blank façades to the street;

(iv) whether materials used maintain the integrity of, and have a clear relationship to, the traditional character and materials of buildings in the street;

(v) whether those parts of a building which are highly visible to the street maintain a window to wall ratio visible from the street that is similar to that surviving original predominant character buildings in the street;

(vi) whether the building is located on a site that reflects the original subdivision and development patterns existing in the street, particularly in situations where development is occurring on an amalgamated site so as to maintain the ‘grain’ of the area in terms of the size, spacing and rhythm of street front buildings;

(vii) whether particular attention has been paid to the continuity of the front façade alignment to the street;

(viii) whether the building has a roof form that is compatible with the traditional roof forms predominant in the special character area and identified in the special character statement;

(ix) whether the provision of any vehicle access and parking complements the character of the streetscape, having particular regard to location, design, detailing, use of materials and landscaping;

(x) whether garages and carports allow good visibility of the building from the street, and where possible are located to the rear of, underneath (where appropriate in terms of topography), or alongside the building on the site.

(xi) consent to the location of a garage or carport in the front yard may be considered acceptable where:

- no practical location is available elsewhere on the site;
D18 Special Character Areas Overlay – Residential and Business

- any structure associated with the parking provisions is minimal in scale, (which in most circumstances will exclude a double-width garage or double-width carport) and is designed in a manner which is coherent with the architectural character of any buildings on the site; and

- the garage or carport will not significantly obscure the visibility of the existing building from the street or public realm;

(xii) whether any existing traditional fencing along the front boundary will be preserved or reinstated at the completion of development; and

(xiii) the extent to which a building is designed to have regard to any particular landscape elements including mature trees, which make a significant contribution to the streetscape and special character of the area, or how the proposal mitigates this through replacement planting.

(c) for Special Character Areas Overlay – Residential: Isthmus B:

(i) the design of a proposed new/relocated building will complement the existing patterns of bulk and location, and the relationship to the street in the vicinity of the site;

(ii) if a new/relocated building is significantly larger than existing adjacent buildings, its architectural design acknowledges the predominant scale of those existing buildings, through its massing and formal arrangement on the site. In the case of non-residential buildings, it is acknowledged that such formal arrangement may not be appropriate;

(iii) whether bulk and location standards prevent the achievement of an architectural scale which might otherwise be appropriate to the locality or to the prevailing scale, or whether some relaxation of such standards will enable development of more appropriate form and scale;

(iv) whether the design of a new/relocated building in a contemporary idiom can be shown by analysis to have qualities which are sympathetic to existing established architectural forms and scale, in such a way as to make a positive contribution to streetscape; and

(v) whether a new/relocated building is designed to have regard to landscape elements, including structural and built elements and existing established trees and hedges which make a significant contribution to streetscape value or if, where this is not practical,
replacement planting or a replacement structural/built element is proposed

(d) for Special Character Areas Overlay – Residential: Isthmus C1:

(i) whether materials used maintain the integrity of, and have a clear relationship to, the traditional character and materials of existing buildings along the street;

(ii) whether the scale, form, mass, proportion and colour of the building is compatible with the architectural style predominant in the street;

(iii) whether those parts of a building highly visible to the street maintain a window to wall ratio visible from the street that is similar to the predominant special character buildings in the street;

(iv) whether the building is located on a site so that it reflects the original subdivision and development patterns existing in the street, particularly in situations where development is occurring on an amalgamated site so as to maintain the 'grain' of the area in terms of the size, spacing and rhythm of street-front buildings;

(v) whether buildings are located on a site so as not to detract from the continuity of the front façade alignment of residential buildings in the street;

(vi) whether any new or relocated building is visually compatible with and minimises the adverse effects on the volcanic landscape by minimising alteration to the landform and the appropriate placement of the building on the site;

(vii) whether any existing traditional fencing along the front boundary will be preserved or reinstated at the completion of development;

(viii) whether the buildings preserves the sense of visual frontage access and interactivity between houses and the street, and does not present blank or near-blank façades to the street;

(ix) whether the building maintains the predominance of pitched roof form; and

(x) whether garages and carports obscure the visibility of the existing dwelling from the street or give rise to adverse visual effects on the volcanic landscape.

(e) for Special Character Areas Overlay – Residential: Isthmus C2:

Auckland Unitary Plan Operative in part 28
D18 Special Character Areas Overlay – Residential and Business

(i) whether materials used maintain the integrity of, and have a clear relationship to, the traditional character and materials of existing buildings on the street;

(ii) whether the scale, form, mass, proportion and materials of the building is compatible with the architectural style of the existing building on the site, or the architectural style predominant in the street;

(iii) whether the new building detracts from or adds to the consistency and harmony of building forms in the street and the coherence of the streetscape;

(iv) whether the building contributes positively to the special character and coherence of the streetscape;

(v) whether the building is located so that larger trees on the site are retained, and where this is not practical, replacement planting, particularly of indigenous trees are undertaken where appropriate;

(vi) whether any building or site-works avoids physical effects on the natural land-form, including cumulative effects;

(vii) whether any new or relocated building minimises adverse visual effects on the landscape by avoiding visually obtrusive excavation and by appropriate placement of the building on the site; and

(viii) whether pitched roofs, in gabled and/or hipped forms, are used to mitigate adverse visual effects on the natural environment.

(4) for an infringement of any of the standards listed in Standard D18.6.1

Standards for buildings in the Special Character Areas Overlay – Residential

(a) policies D18.3(1) to (7).

[insert text]

D18.8.2.2. Special Character Areas Overlay - Business

(1) For the total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a character defining building or a character supporting building; or for the total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings; or for any demolition of the front façade of a character supporting building:
D18 Special Character Areas Overlay – Residential and Business

(a) policies D18.3(8) to (14) as relevant, and in addition, all of the following:

(i) whether the proposal significantly adversely affects the built special character of the area, including the contribution the individual building makes to the context, character or cohesiveness of the streetscape;

(ii) the contribution the building makes to adjoining or nearby scheduled buildings and other character defining or supporting buildings or to the wider character area where there are no identified character supporting or character defining buildings, either through the context and the relationship of the building or through the building’s mass, height or rhythm of façades;

(iii) whether the existing building forms part of a cohesive group of buildings in terms of similarity of age, scale, proportion or design and the extent to which the building’s demolition or partial demolition would detract from the contribution that group makes to streetscape, the special character and context of the area;

(iv) whether the building is beyond rehabilitation to a state which would display its special qualities, architectural qualities or special characteristics of the streetscape and the surrounding area; and

(v) whether the costs of restoration and repair are significantly greater in comparison to the costs of a new building of similar size and quality.

(2) For additions to a character defining building:

(a) policies D18.3(8) to (14) as relevant, and in addition, all of the following:

(i) whether the additions are appropriate when considered against the relevant assessment criteria for additions in the zone;

(ii) whether at the street elevation(s) maintains an appearance similar to the original façade of the character defining building;

(iii) where relevant, whether the addition to building is positioned and designed to retain the continuity of the front façade alignment of the building or adjoining buildings and the established horizontal or vertical modulation;

(iv) whether the design and materials respect and respond positively to those originally used and contribute strongly to the architectural character and detailing of the building;
D18 Special Character Areas Overlay – Residential and Business

(v) whether the additions to building are compatible with the architectural form, mass, proportions and style of the existing building(s) on the site;

(vi) whether the additions to the building retain as much of the existing building fabric as practicable;

(vii) whether the additions to building use a colour scheme which is compatible with the age and detailing of the building;

(viii) for retail premises whether the additions to the building have main frontage(s) incorporating significant areas of unobscured display glazing and building entries reflecting traditional forms in order to maintain good visual connections with the street; and

(ix) whether the additions to the building locate and design attachments, such as signs, aerials and air conditioning units, sympathetically to the existing building.

(3) For alterations or additions to buildings identified as character supporting:

(a) policies D18.3(8) to (14);

(b) whether the alterations or additions to the building:

(i) are appropriate when considered against the relevant assessment criteria for alterations or additions in the zone;

(ii) have street elevation(s) sympathetic to the existing building, and any other surrounding scheduled historic heritage place, character-defining or character-supporting buildings;

(iii) where relevant, are positioned and designed to retain the continuity of the front façade alignment of the building or adjoining buildings, and the adjoining established horizontal or vertical modulation;

(iv) are compatible with the dominant architectural style of the existing building in terms of form, mass, proportion and materials;

(v) use materials which maintain the integrity of the special character and materiality of the building;

(vi) propose to combine adjoining buildings and whether the finished appearance/façade retains visual evidence of the historic pattern of development by vertical modulation;

(vii) for retail premises, have main frontage(s) incorporating significant areas of unobscured display glazing and building
D18 Special Character Areas Overlay – Residential and Business

entries reflecting traditional forms in order to maintain good visual connections with the street; and

(viii) locate and design attachments, such as signs, aerials and air conditioning units, sympathetically to the existing building.

(4) For new buildings; or alterations and additions to buildings not identified as character defining or character supporting:

(a) policies D18.3(8) to (14);

(b) whether the new building or alterations and additions to buildings not identified as character defining or character supporting:

(i) are appropriate when considered against the relevant assessment criteria for new buildings or alterations or additions in the zone;

(ii) reflect and have regard to the special character statement for the area;

(iii) are designed to respond positively to the architectural form, bulk, proportions, materials and colour of any existing buildings on the site and/or any surrounding scheduled historic heritage place, character-defining or character-supporting buildings;

(iv) are designed to respond positively to the built form characteristics and urban structure of the special character area;

(v) are designed and located in a manner that respects original physical features of the special character area as identified in the built form section of the special character statement;

(vi) where possible, are positioned to reflect and/or enhance the continuity of the historic front façade alignments of the adjoining character defining or character supporting buildings;

(vii) are constructed with materials that are of a high standard of quality and durability that respond positively to the architectural character and detailing of any scheduled historic heritage place, character-defining or character-supporting buildings;

(viii) are designed to respond positively to the established horizontal or vertical modulation evident on the front façade of any existing scheduled historic heritage place, character-defining or character-supporting buildings;

(ix) for retail premises, have main frontage(s) incorporating significant areas of unobscured display glazing and building...
D18 Special Character Areas Overlay – Residential and Business

entries reflecting traditional forms in order to maintain good visual connections with the street;

(x) proposes to combine buildings and/or sites, so that the finished appearance/facade maintains visual evidence of the previous pattern of development by vertical modulation; and

(xi) provides for on-site parking or loading where this would enable better outcomes in terms of maintaining/enhancing special character and supporting commercial land use viability.

(5) For additions or alterations to a building in a Special Character Areas Overlay – Business with no identified character supporting or character defining buildings; or for a new building in a Special Character Areas Overlay – Business with no identified character supporting or character defining buildings:

(a) policies D18.3(8) to (14);

(b) whether the proposal:

(i) is appropriate when considered against the relevant assessment criteria for new buildings or alterations or additions in the zone;

(ii) reflects and has regard to the special character statement for the area;

(iii) is designed to respond positively to the architectural form, bulk, proportions, materials, colour and other built form characteristics and urban structure of the special character area;

(iv) is designed and located in a manner that respects original physical features of the special character area as identified in the built form section of the special character statement;

(v) where possible, is positioned to reflect and/or enhance the continuity of the front façade alignments of the adjoining buildings;

(vi) is constructed with materials that are of a high standard of quality and durability that respond positively to the architectural character and detailing identified in the special character statement;

(vii) is designed to respond positively to the established horizontal or vertical modulation evident on the front façade of the existing buildings in the character area;

(viii) for retail premises, has main frontage(s) incorporating significant areas of unobscured display glazing and building entries
D18 Special Character Areas Overlay – Residential and Business

reflecting traditional forms in order to maintain good visual connections with the street;

(ix) proposes to combine buildings and/or sites, so that the finished appearance/facade maintains visual evidence of the previous pattern of development by vertical modulation; and

(x) provides for on-site parking or loading where this would enable better outcomes in terms of maintaining/enhancing special character and supporting commercial land use viability.

D18.9. Special information requirements

There are no special information requirements in this section.
HOWICK TOWN CENTRE – SPECIAL CHARACTER AREA

To:            Katrina David, Principal Planner
               Plans and Places, Auckland Council

From:          Lisa Mein, Mein Urban Design and Planning Limited

Date:          5 July 2019

Dear Katrina,

Please find attached my evaluation of possible character-supporting and character-defining buildings within Howick village, centred on Picton Street (the mainstreet) and including Fencible Drive, Moore Street, Cook Street and Uxbridge Road. This evaluation is based on the information available at the time of assessment. This has been informed by a number of site visits in the first half of 2019, to view the exterior of buildings from the public realm and limited research confined largely to documents previously prepared for Auckland Council (and its predecessors) as well as input from community members, including Howick Local Board, Howick Residents and Ratepayers Association and local historian Alan La Roche. Reports used to inform the character statement include: information for the Scheduled Historic Heritage Places, “Howick Character Assessment” prepared by Isthmus and Dianne Brand for Manukau City Council in 2005 and “Howick Urban Design Report” by Will Thresher in 2010 and the elements of character statement from the legacy Manukau City District Plan. It is recognised that additional research may yield new information.

This evaluation does not include an assessment of archaeological values or an assessment of the importance of place to tangata whenua. It also does not intend to replace the more thorough investigation undertaken in identifying the heritage values of buildings and places.

The starting point in identifying character-defining and character-supporting buildings for Howick was to review the scheduled historic heritage places in the Auckland Unitary Plan. All Saints Church is the most iconic building in Howick, forming a bookend at the southeastern end of Picton Street, and definitely character-defining. The other buildings that are character defining both date from the inter-war period and frame dominant street corners along Picton Street. Character-supporting buildings are those that reinforce the character through the use of materials such as brick and/or ecclesiastical buildings that support the British village/church-centric early development of Howick Village and/or are representative of one of the three key periods of development: late 19th/early 20th century, interwar period and mid-century/late 1950s through to early 1970s.

HOWICK VILLAGE SPECIAL CHARACTER AREA
## HOWICK VILLAGE SPECIAL CHARACTER AREA – CHARACTER BUILDINGS

<table>
<thead>
<tr>
<th>Photograph</th>
<th>Name and Address</th>
<th>Legal description from GIS</th>
<th>Date and Notes</th>
<th>Character Defining/ Character Supporting</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="All Saint’s Church" /></td>
<td>All Saint’s Church and graveyard, 9 Selwyn Road – Opp Cook Street and Selwyn Road, Howick</td>
<td>PT Allotment 1 Section 7 Small lots near village of Howick</td>
<td>Wooden church in gothic revival architectural style. Designed by Frederick Thatcher. Pre-fabricated at St John’s College and brought to Howick by boat. Originally constructed in 1847, southern aisle added in 1862 and windows and interior subsequently modified in 1896. Old parson church of the Selwyn Group and has important associations with Bishop Selwyn and the Anglican Church. It is a considerable landmark at the southeastern end of Picton Street/Howick Village</td>
<td>Character-defining</td>
</tr>
<tr>
<td><img src="image2" alt="McInnes Buildings" /></td>
<td>McInnes Buildings (Mac’s Corner), 127 - 143 Picton Street, Howick</td>
<td>Lot 2 DP 166086</td>
<td>Known as Mac’s Corner. Constructed in 1827. Solid masonry construction, well-articulated, two-storey building framing the prominent corner of Picton Street and Cook St/Well opposite All Saint’s Church.</td>
<td>Character-defining</td>
</tr>
<tr>
<td><img src="image3" alt="Good Home Tavern" /></td>
<td>Good Home Tavern (former Marine Hotel/Prospect of Howick Hotel) 78 Picton Street</td>
<td>Lot 1 DP 164289</td>
<td>Built in 1935 by James Fletcher (Fletcher Construction) on the site of an earlier wooden Marine Hotel that stood from c1905 to the 1930s. Originally called the Marine Hotel. The building makes an important contribution to the streetscape with its materials and aesthetic. Later extensions from the 1970s have retained similar materials and architectural style to the original building. The contribution to place includes the garden bar on the corner of Picton Street and Uxbridge Road, which provides a sense of green open space and provides a focus and setting for the building on that highly visible corner.</td>
<td>Character-defining</td>
</tr>
</tbody>
</table>
### Attachment B

**Item 11**

<table>
<thead>
<tr>
<th>Building</th>
<th>Address</th>
<th>Land Titles</th>
<th>SPECIAL CHARACTER AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Howick War Memorial Community Centre (Information Centre), 115 Picton Street</td>
<td>Pt Lot 2 DP 31428, Pt Lot 3 DP 31428</td>
<td>Opened 24 April 1957 as a memorial to both WW1 and WW2. Brick masonry similar to older buildings on Picton Street. Originally contained a variety of community uses including the library, Portrait and a Council committee room. Located within Market Square, a key focal point for the village.</td>
<td>Character-supporting</td>
</tr>
<tr>
<td>Our Lady Star of the Sea Roman Catholic Church and graveyard, 28 Picton Street (corner Park Hill Road and Picton Street)</td>
<td>Lot 5 DP 48322</td>
<td>Original wooden church erected 1854 on this site adjacent to cemetery. The wooden church was demolished in 1956. In 1959, the present stone building was officially opened and blessed by Archbishop Lidon. While building itself if of limited architectural significance and the materials are not typical of the defining character of the built environment, the ongoing presence of the Catholic Church on Howick's main street is an important aspect of the character of the village.</td>
<td>Character-supporting</td>
</tr>
<tr>
<td>Uxbridge Arts and Culture Centre, 35 Uxbridge Road</td>
<td>Pt Lot 1 DP 8807, Pt Lot 4 DP 47633, Pt Lot 3 DP 47633</td>
<td>Original wooden Presbyterian Church in Howick, built 1907. It was purchased by Howick Borough Council in 1981 and incorporated into Uxbridge Arts and Culture complex. The old church building supports the character of Howick as an early British settlement.</td>
<td>Character-supporting</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
<td>Character Type</td>
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</tbody>
</table>
| Bells Butchery and Rices Bakery, 65 Picton Street | Lot 1 DP 13814, Lot 1 DP 130158, Lot 1 DP 182201, Lot 2 DP 138159  
Original brick bakery building to rear of Picton Street shops, built 1922. A baker’s shop was built fronting Picton Street a year later. A bakery still operates on premises – now Bakers Delight.  
Adjacent to bakery is the butchery, established at same site in 1923 (originally Bells Butchery).  
The building is associated with the core period of commercial development of the main street and includes intricate firework. Supports character of two-storey masonry building with fine grain retail on ground floor fronting street. | Character-supporting                  |
| 34 Moore Street, former Howick Borough Council | Lot 4 DP 91111, Lot 3 DP 91111, Lot 2 DP 91111  
Sheeply pitched roof form reminiscent of early churches. | Non-contributing to Character Area – but contribute to overall sense of place |
| 16 Fenicle Drive, Former Howick Library building, and Howick RSA, | Lot 2 DP 204497  
Purpose built as the Howick library c1960. Likely coincided with opening of Fenicle Drive.  
Fronts the car park behind Picton Street, presenting its rear to Fenicle Drive. | Non-contributing to Character Area – but contribute to overall sense of place |