

PART 5A RESOURCE MANAGEMENT STRATEGY

OUTLINE AND RATIONALE

5A.1 STRATEGY OUTLINE

The resource management strategy for Papakura District places priority upon the conservation and enhancement of the natural and physical resources of the District and the enablement of its community. The special values of the urban landscape, local amenity, and the role and future of the commercial precincts are matters recognised in this Plan. The integrated use, development and protection of these resources is provided for in a comprehensive manner which recognises the interrelationships of activities with each other and with the environment.

The strategy embraced by the provisions of this District Plan is to:

conserve and enhance those qualities which make Papakura District a distinctive and growing component of Auckland and the southern sub-region and a desirable place to live and work.

The elements of the strategy include:

- 1 *The protection and conservation of components of the natural environment such as native bush, the coastline, ridgelines, habitats and ecosystems;*
- 2 *The management of the urban areas of the District such that the rural/urban nature of the District is retained and the quality of the coastline and both the quality and quantity of the water resources of the District are protected;*
- 3 *The encouragement of urban intensification and mixed use development within the Central Area with complementary areas of openspace and the directing of new urban expansion to areas identified by the Regional Growth Forum (Takanini and Hingaia) timed to include appropriately sized mixed-use nodes to complement and support those growth areas;*
- 4 *The use of zoning and performance standards (and other methods including structure plans) to manage the effects of activities and secure amenity and heritage values throughout the District;*
- 5 *The adoption of planning techniques to recognise the unique quality, role and potential of the Central Business Area and to achieve the objectives of the Auckland Regional Policy Statement, Regional Growth Strategy and Regional Land Transport Strategy.*
- 6 *The particular zoning of land at Takanini and Hingaia to achieve greater urban intensification specifically near transportation nodes and mixed use development for urban purposes in accordance with evolving community needs which includes the provision of essential services to support these communities and responsible resource management;*

- 7 *The formulation of a District wide waste management policy which incorporates systems, procedures and facilities consistent with the needs of the community;*
- 8 *The imposition of development impact fees at a level which fairly reflects the cost and benefits to the community of development;*
- 9 *The monitoring of the quality and quantity of the resources of the District to ensure the achievement of the Council's statutory task of sustainable resource management; and*
- 10 *The gathering and recording of information about resource management.*

5A.2 THE RATIONALE

The Regional Policy Statement and Auckland Regional Growth Strategy identify the values of the people who live in the Auckland region and the way they want to live in the future. It establishes principles to manage growth to retain these values and future regional opportunities. The Regional Land Transport Strategy recognises the need for and promotes integrated land use and transportation planning.

The resource management objectives, policies and rules set out in this District Plan are founded on the clear wish of the community to retain the present levels of environmental quality of the District and, where possible, enable actions and responses which will enhance this amenity, having regard to the Regional Policy Statement, Regional Growth Strategy and Regional Land Transport Strategy.

By way of a hierarchy of objectives, policies and rules, the overall goal for Papakura District as articulated in the vision statement may be achieved in a manner consistent with community aspirations. The Plan seeks to translate basic community values and aspirations for the management of the natural and physical resources of the District into understandable objectives and policies and workable rules in a way which benefits the wider community and leaves a suitable legacy for future generations.

Papakura has special meaning for its citizens and through the provisions of the Plan the Council aims to conserve those elements of the District which give Papakura its particular identity and which contribute to the qualities which enhance it as a place to live and visit. The provisions of the Plan are designed to produce quality development which will secure appropriate living, business and heritage opportunities for the future.

Papakura is first and foremost a place where people live. A fundamental outcome sought through the planning process is the realisation of the basic needs of people and the freedom to allow a wide variety of lifestyles. The development of a range of living environments across the District is sought in order to cater to the housing needs of the population. It is envisaged that a wide spectrum of housing choice may develop ranging from conventional suburban dwellings located on their own "section" to more intensive styles of multi-unit development. Those choices which produced the development of the present will be protected and enhanced in appropriate locations.

Papakura District is home to an increasingly diverse mix of cultures. The Auckland Region is multi-cultural and this cultural diversity has flowed through to Papakura and adds dimension and richness to the community. The provisions of this Plan give the

widest opportunity to the different cultural groups to express the unique significant elements of their culture.

Particular recognition is given to Maori and their special status as tangata whenua. This status will be given substance through the tangible recognition of the Maori contribution to the heritage of the District and the involvement of tangata whenua in the decision making process where proposals impact upon things significant to Maori.

The conservation and preservation of significant elements of the natural environment is an essential component of this District Plan. These elements include those distinctive parts of the natural environment which form part of the heritage of the District and include the coastline, the Hunua Ranges, and specific habitats as well as the man-made, open-space recreation areas. As most components of the natural environment of the District are utilised by the community, the maintenance of environmental values has a direct relevance in retaining and enhancing the overall amenity of Papakura as a place to live and work.

There is additional economic benefit to accrue from a strategy of conservation. Such places contribute to the attraction of the District as a destination for visitors. Moreover, the contribution which such aspects make to the overall “quality of life” of Papakura which make it an attractive location for businesses must be fostered. Thus, the health of such areas is seen as intrinsic to the overall economic health of Papakura.

This District Plan acknowledges the importance of industry and commerce to the long term viability of Papakura and seeks to create a regulatory climate which maximises the ability of commerce to take advantage of economic opportunities. The Auckland Regional Growth Forum recognises the importance of Central Papakura as a key sub-regional centre and encourages more intensive and greater mixed use development.

The evolution of technology allows for a flexible approach to the location of much industry today. The District Plan does not direct the growth of business and industry but rather lays down the environmental ground rules by which commerce and industry must abide. These ground rules are focused on the management of the effects which such activities may have on their surroundings rather than seeking the arbitrary segregation of activities based on assumptions about their impacts.

The flexibility of a planning approach based on effects offers business and industry much more opportunity to focus locational decision-making on achieving efficiencies through the choice of sites which maximise return and offer economies. It is anticipated that there will be a lessening of the agglomeration of like land uses which results from activity-based patterns of zones and a move towards greater mixed land use as promoted in the Regional Growth Strategy.

It is also anticipated that locational decisions made under such a regime will result in efficiency gains in the use of transport and infrastructure. The provisions of the Plan offer the prospect of linked manufacturing and retailing functions locating on the same or adjacent sites, or location of innocuous service activities within traditional residential areas, thus minimising transport costs and traffic movements.

An underlying intent of this District Plan is to ensure the maintenance of an efficient infrastructure for communication within the District. The importance of securing a high level of access to services and community facilities such as health and educational

facilities is fundamental to the well-being of the people of the District and the continued provision of efficient and effective transportation systems and networks is essential to the sustainability of the economic fabric of the city.

The end point for the District Plan is to set out the stage for people and businesses to carry on their lives in an environment which maximises their ability to realise their personal, cultural and business aspirations in a way that does not detract from the ability of others to do the same and which affords later generations the same level of opportunity.

5A.3 THE OBJECTIVES

The overall objectives of the Council directed at achieving the sustainable management of the resources of the District and which underpin the strategy are:

1.0 Natural Environment and Resources

- 1.1 To conserve, protect and enhance the natural environment of the District.
- 1.2 To conserve the resources of the District in order to meet the present and on-going needs of the community.
- 1.3 To protect the resources of the District from any adverse effects of activities and development.
- 1.4 To protect, preserve and enhance significant habitats and flora.
- 1.5 To conserve significant landscape features of the District.
- 1.6 To conserve significant features of the coastline.
- 1.7 To protect views of the coast from the land and to secure public access around the coastline and waterways of the District, except where the Council is satisfied that restrictions on that access are necessary to protect Maori cultural values.
- 1.8 To protect the quality of water from the catchment areas of the District.

2.0 Built Environment and Heritage

- 2.1 To retain and enhance the amenity of the District.
- 2.2 To protect and conserve significant items of cultural heritage.
- 2.3 To improve the quality of the built environment while providing for further growth in activities.
- 2.4 To maximise the use of the existing built environment.
- 2.5 To give particular recognition to taonga.
- 2.6 To provide a range of residential and mixed use zonings in the District to enhance the variety of living environments, especially in the Central Area, Takanini and Hingaia.
- 2.7 To enable development which supports transportation and travel efficiency, including a reduction in the number of vehicle trips, the efficient use of main transport corridors, and is supportive of a variety of transport modes.

3.0 Rural Land and Lifestyle Opportunities

- 3.1 To protect productive land unless or until it is required for planned urban development.
- 3.2 To retain the rural character.
- 3.3 To provide for a range of rural lifestyles.

4.0 Community

- 4.1 To achieve a healthy and safe living environment for the community.
- 4.2 To enable the community to provide for its wellbeing within the District in terms of appropriate local access to services, goods and employment opportunities.
- 4.3 To allow for the development of a range of residential neighbourhoods and environments.
- 4.4 To protect and enhance residential amenities.
- 4.5 To recognise the status of the tangata whenua and provide for their interests.
- 4.6 To facilitate the wide use and provision of community resources and facilities.
- 4.7 To enable the development of community identity and distinctiveness.
- 4.8 To allow flexible resource management without adversely impacting on neighbouring properties.

5.0 Commerce and Industry

- 5.1 To ensure that the distribution of commercial development outside the Central Business Area does not detract from the present and future evolving roles of the Papakura Central Business Area as a sub-regional centre (a status accorded to the Central Business Area in the Auckland Regional Growth Strategy).
- 5.2 To apply appropriate zoning provisions for the new growth locations.
- 5.3 To enable economic growth and development which does not compromise environmental values.
- 5.4 To enable economic activities which maintain and enhance the qualities of the District.
- 5.5 To maintain and enhance the qualities of the District which contribute to its attractiveness for commerce and industry.
- 5.6 To protect the resources of the District which encourage visitors.
- 5.7 To allow for the establishment of imaginative and productive business activities.

6.0 Infrastructure

- 6.1 To improve levels of infrastructure to meet the needs of the community, including public transport related facilities and new pedestrian, cycling and road links required for improved connectivity.

- 6.2 To enable activities and development which recognise servicing constraints.
- 6.3 To monitor the development of Papakura so that the requirements of growth may be balanced with the environmental capacity of the District.
- 6.4 To allow for the undertaking of services in accordance with the principles of environmental protection and enhancement.
- 6.5 To protect the safe and efficient operation of existing utilities and people's amenity, health and safety by ensuring that the design and undertaking of new development recognises known risks to and from existing physical infrastructure resources.

PART 5B STRUCTURE PLAN AREAS

5B.1 INTRODUCTION

Part 5B of Section One and Part 16 and 17 of Section Three of the District Plan sets out the provisions for urban growth in the following areas:

Takanini Structure Plan Area, including Area 1b.

Hingaia Structure Plan Area.

The 1999 Auckland Regional Growth Strategy anticipated an additional one million people to be accommodated within the Auckland Region by 2050. Approximately 70% of the population increase would need to be accommodated within the existing metropolitan urban limits and the balance in greenfield areas.

The strategy focuses most urban growth around centres, or nodes of varying sizes, which are located along primary passenger transport corridors. The strategy also seeks to focus growth in locations with good access to passenger transport such as Takanini.

The strategy allocates considerable growth to the Papakura area which takes the form of new settlements in Takanini and Hingaia as well as intensification of the existing Papakura Town Centre and urban area. The strategy envisages the population of Papakura District increasing from a 1996 base of 40,000 to around 94,000 by 2050, representing an increase of 135%. This growth will comprise an additional 17,000 in the existing urban area, 2000 in the rural areas, and 30,000 in the proposed new settlements of Takanini (20,000) and Hingaia (10,000).

5B.2 TAKANINI STRUCTURE PLAN AREA

5B2.1 OVERVIEW

In February 2000, Papakura District Council commenced a structure plan/charette process for Takanini designed to identify the constraints and opportunities of the land, the objectives of the community and development sector in establishing an overall framework for the planned growth and development of the Takanini area. The structure plan was approved in draft form by Council in May 2000 and adopted in November 2000.

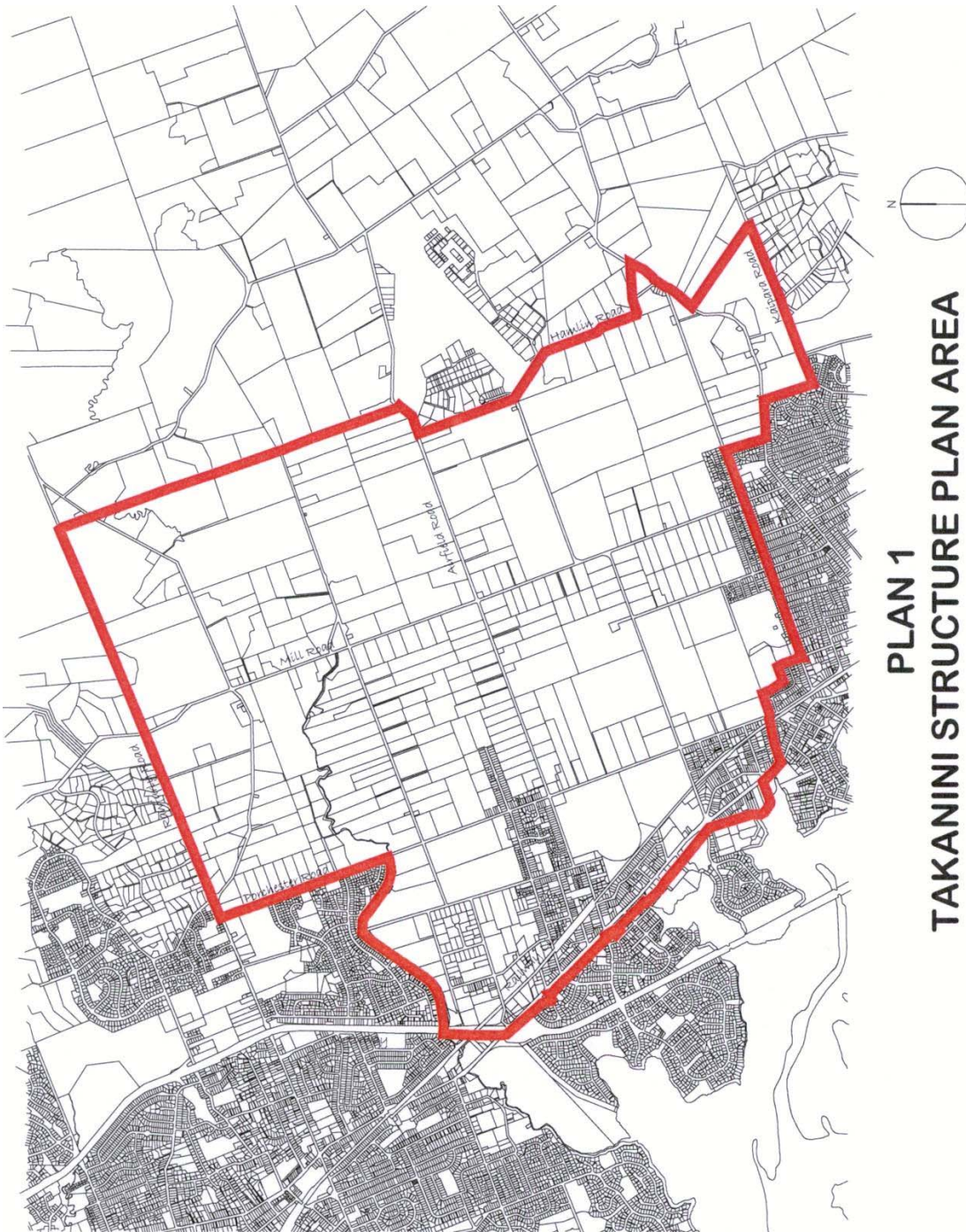
For the purpose of implementation, the Takanini Structure Plan Area (see Plan 1 overleaf) has been broken into sub areas. This section of the District Plan enables the staged implementation of the structure plan beginning with Area 1b (Glenora).

Private Plan Change 6 rezoned a further area, being part of the former Papakura Military Camp, for medium density residential development.

Area 1b comprises some 164 hectares of rural land including Bruce Pulman Park. This land is generally located between Airfield Road to the north, Walters Road to the south, the North Island Main Trunk (NIMT) rail line to the west and Mill Road to the east. Area 1a comprises rural land to the immediate east and urban land to the west of the railway line centred on a proposed new train station and transport interchange. A subsequent Plan

Change(s) will facilitate the development of Area 1a as a mixed use node. Together, Area 1a and Area 1b are referred to as the Glenora Structure Plan.

Takanini Part Area 3 is the now decommissioned portion of the former Papakura Military Camp. It is bounded to the north by Walters Road and Bruce Pulman Park and to the south by McLennan Park. It is bounded to the east by the remaining New Zealand Defence Force facility and to the west by Papakura Normal School, and the rear of residential properties which front onto Dittmer Place and Arimu Road. The land comprises some 37ha in areas, and is flat in contour.



5B2.2 ISSUES, OBJECTIVES, POLICIES AND EXPECTED ENVIRONMENTAL RESULTS FOR THE TAKANINI STRUCTURE PLAN AREA

Six resource management issues of particular relevance to the Takanini Structure Plan Area have been identified. These are set out below together with the objectives, policies, and a summary of methods that have been adopted to deal with these issues. Additional, more specific objectives and policies apply to the zones within the Structure Plan Area.

5B2.2.1 Resource Scarcity

5B2.2.1.1 Issue

The Takanini Structure Plan Area is one of a limited number of areas that have been identified by the Regional Growth Forum as an appropriate location to accommodate population growth within the Auckland Region and in particular within the Southern Sector. Land at Takanini is part of a limited and scarce resource in which to accommodate a share of the Region's projected population growth in an efficient and effective manner.

5B2.2.1.2 Objective

To achieve the efficient subdivision and development of the Takanini Structure Plan Area in a way which:

accommodates its share of projected population growth; and

makes provision for a choice of living environments, commercial, social and community facilities and employment opportunities and the health and safety of the people and their communities.

5B2.2.1.3 Policy

Subdivision and development should be of a density, design and type that is consistent with Regional objectives of accommodating population growth and that provides opportunities for a choice of residential environments, social and community facilities and services, and employment opportunities.

5B2.2.1.4 Explanation

Takanini is one of the limited areas that have been identified as appropriate for urban expansion in the Auckland Region. The area has been identified as having the potential to accommodate a resident population of approximately 20,000 as well as having the potential to establish an additional 3,000 jobs.

A Structure Planning exercise has been undertaken, which underpins the zoning framework for the Structure Plan Area. A range of development densities have been considered throughout the Structure Plan Area, with higher densities located on the flatter land and in proximity to the proposed mixed use nodes centred on the North Island Main Trunk rail line.

A proactive approach toward achieving residential density has been taken in respect of the Residential 8 Zone to enable medium density development to be achieved within that zone.

5B2.2.1.5 Methods

The following methods have been adopted to implement this policy:

- Zoning
- Subdivision rules
- Activity controls

5B2.2.2 TRANSPORTATION

5B2.2.2.1 Issue

Extensive lower density urban development places reliance on the private motor vehicle as the main transport mode. Private motor vehicle use results in a range of adverse environmental effects in relation to air and water quality and inefficient utilisation of land.

5B2.2.2.2 Objective

To achieve forms of development which are supportive of pedestrian, cycle and public transport, and reduce reliance on the private motor vehicle.

5B2.2.2.3 Policy

Subdivision and development should be of a type, density and design which is likely to be supportive of pedestrian, cycle and public transport (such as appropriately located mixed use retail/commercial activities and higher density residential activity).

5B2.2.2.4 Explanation

The Takanini Structure Plan Area is well located in respect of road access and potential transport connections to the NIMT railway line. The opportunity exists, therefore, to encourage and achieve modes of subdivision and development that are supportive of pedestrian, cycle and public transport and reduce reliance on the private motor vehicle consistent with the Auckland Regional Land Transport Strategy. This policy is implemented through the zoning pattern, and in particular locating the higher density residential and mixed use zones in close proximity to the NIMT rail line.

5B2.2.2.5 Methods

The following methods have been adopted to implement this policy:

- Zoning
- Subdivision rules
- Activity controls

5B2.2.3 ENVIRONMENTAL CONSTRAINTS

5B2.2.3.1 Issue

Urbanisation can give rise to adverse effects on natural resources. While the Takanini Structure Plan Area is relatively unconstrained in terms of environmental values, much

of it (excluding land north of the Papakura Stream) is subject to geotechnical and stormwater constraints due to the soil conditions (peat) and flat topography.

Because of the flatness of much of the area, it is also subject to potential flooding.

Urban development also has the potential to adversely affect water quality through sediment discharges during the development process, and through pollutant runoff from impervious surfaces arising from development.

5B2.2.3.2 Objective

To achieve development which avoids, remedies or mitigates adverse effects on the natural environment, particularly in relation to water quality and in relation to the area's geotechnical and hydrological constraints.

5B2.2.3.3 Policy

Subdivision and development should be of a type and undertaken in a manner which is consistent with an approved Catchment Management Plan and avoids significant adverse effects in relation to water quality, the area's hydrological regime, flooding and maintains geotechnical stability.

5B2.2.3.4 Explanation

As part of the structure planning exercise, environmental evaluation work was undertaken. This work showed that while the structure plan area is relatively unconstrained in environmental terms, much of it is subject to geotechnical and stormwater constraints.

The geotechnical conditions place constraints on the loadings of buildings that may be built and also require ground water levels to be maintained in order to maintain stability by preventing drying off of the underlying peat.

The flatness of the area renders it subject to potential flooding, but also presents an opportunity for engineering to avoid flooding, minimise sediment run off and maintain water quality. This opportunity will be implemented through the incorporation of stormwater quality and detention measures in the Structure Plan Area through subdivision controls, and through the requirement for on site stormwater soakage devices. Development will need to conform with the recommendations of an approved Catchment Management Plan for the area which will include measures to avoid or mitigate the potential for flooding.

A stormwater Catchment Management Plan for Takanini South has been developed with the following key objectives:-

- Provide a stormwater design basis for the future development of the Glenora Structure Plan area, and promote the sustainable management of natural and physical resources;

- Set design criteria to minimise impacts and mitigate the effects of future development on the overall catchment and the receiving environment;

- Consider those parts of the catchment that may have physical constraints on development due to topographical, stability or environmental limitations;

Provide information for input into an overall framework for assessing and evaluating land use and development proposals;

Form the basis of a discharge consent application to the Auckland Regional Council.

5B2.2.3.5 Methods

The following methods have been adopted to implement this policy:

- Zoning
- Subdivision rules
- Activity controls

5B2.2.4 HERITAGE VALUES

5B2.2.4.1 Issue

The Structure Plan Area is located within an established rural area, which has its own existing heritage values. Development within the Structure Plan Area has the potential to maintain these values. Conversely, urbanisation of the land also has the potential to adversely affect these values.

5B2.2.4.2 Objective

To achieve subdivision and development which does not create significant adverse effects on significant heritage values.

5B2.2.4.3 Policy

Subdivision and development should be designed and located so as to avoid, remedy or mitigate significant adverse effects on significant existing heritage values.

5B2.2.4.4 Explanation

As part of the structure planning exercise, evaluation and consultation was undertaken in respect of existing heritage values within the Structure Plan Area. Significant values were noted, and incorporated into the Structure Plan. The Council recognises that it may be appropriate to ensure that significant heritage values are not adversely affected by development within the Structure Plan Area.

5B2.2.4.5 Methods

Methods will be adopted to implement this policy as and when land which contains significant heritage values is rezoned.

5B2.2.5 AMENITY VALUES

5B2.2.5.1 Issue

The quality, layout and design of an urban area can strongly influence the amenity, attractiveness and functioning of that area and the safety and wellbeing of people living in that area. The Takanini Structure Plan Area provides an opportunity for establishment of a new urban area with a positive local identity, high levels of amenity, pedestrian safety and convenience.

5B2.2.5.2 Objective

To achieve subdivision and development which provides a high standard of amenity and pedestrian safety and convenience, and contributes to the creation of a positive sense of place and identity.

5B2.2.5.3 Policy

Subdivision and development should be of a type and design so as to achieve a high standard of amenity, pedestrian safety and convenience, and contribute to a positive sense of place and identity.

Key elements of urban form which are considered likely to contribute to achieving this policy are:

Higher intensity development centred on coherent nodes based around significant transport routes and interchanges

Nodes comprising accessible, walkable, and convenient community facilities, commercial activities and mixed use developments

Highest densities of housing in close proximity to public transport routes and interchanges

A highly connected street network, providing footpaths, cycle routes and vehicular access to, and infrastructure for, passenger transport

Complementary, consistent and legible landscaping themes within the road reserve and open spaces throughout the Structure Plan Area

Quality public open spaces in locations that provide opportunities for passive surveillance (e.g. generally adjacent to streets rather than backing onto residential sections).

Attractive wetland areas for stormwater treatment and detention that also provide reserve and amenity opportunities.

Development that addresses and engages the street and public realm through quality urban design at the interface.

5B2.2.5.4 Explanation

Urban form can strongly influence the desirability and liveability of an area, and ultimately the success of a newly developed urban area. Elements of urban layout and design that help promote a high standard of amenity and are likely to assist in the development of a positive sense of place have been identified. This policy is implemented primarily through rules and assessment criteria applied at the time of subdivision and development.

5B2.2.5.5 Methods

The following methods have been adopted to implement this policy.

Zoning

Subdivision rules and assessment criteria

Activity controls and assessment criteria

Performance standards

5B2.2.6 ACTIVITIES WITH INAPPROPRIATE EFFECTS

5B2.2.6.1 Issue

Some activities have the potential to have significant adverse effects on the quality of the environment and amenity values, effects which could compromise the opportunity within the Structure Plan Area to accommodate residential and employment growth in a manner consistent with the Regional Growth Strategy. Such growth must, however, be accommodated appropriately. Residential activity in close proximity to existing infrastructure resources can significantly affect in an adverse way people's health and safety and the efficient and safe operation of those resources.

5B2.2.6.2 Objective

To ensure that activities are not established which have the potential to significantly adversely affect amenity values and the quality of the environment, and hence compromise existing infrastructure and/or the Structure Plan Area's potential to accommodate residential and employment growth.

5B2.2.6.3 Policy

Activities should be located in such a way and be of a type which ensure a high standard of amenity and environmental quality appropriate to new residential, public open space and mixed use areas. Further, new residential activities in close proximity to existing infrastructure resources should be located or designed to ensure that the function and operation of those resources is not undermined. Amenity and environmental quality should not be undermined by the presence of activities which have potentially significant objectionable, noxious or dangerous effects, or (in the case of residential areas) are likely to compromise the residential character and amenity of those areas.

5B2.2.6.4 Explanation

Certain activities have the potential to have significant adverse effects on the quality of the environment and amenity values in which they are located. The Plan seeks to discourage such activities from the residential and mixed use zones within the Takani Structure Plan Area, as well as the zones applied to Bruce Pulman Park and other reserve areas. In certain circumstances, new residential activities also have the potential to generate significant adverse effects on important existing physical resources. This occurs where sensitive new activity (such as residential activity) is allowed within close proximity of a less sensitive existing activity (such as a high voltage transmission line or a substation). Measures are necessary to protect existing utilities and people's health and safety.

5B2.2.6.5 Methods

The following methods have been adopted to implement this policy

Zoning

Activity controls
Performance standards
Subdivision rules

5B2.2.7 EXPECTED ENVIRONMENTAL RESULTS

The expected environmental results for the Takanini Structure Plan Area are as follows :-

The establishment of a choice of housing types, commercial activity, social and community facilities.

Accommodation of a resident population of approximately 20,000 and new employment opportunities for some 3,000, upon the ultimate development of the Structure Plan Area.

Maintenance (as far as is practicable) of water quality and hydrological regimes.

Establishment of development which is compatible with geotechnical constraints.

Higher density and intensity development in close proximity to the NIMT railway line, which is supportive of public transport use.

Maintenance and enhancement of significant heritage values.

Maintenance and enhancement of urban amenity values.

The protection of existing infrastructure resources.

Establishment of a high standard of amenity. Aspects of urban form expected are as follows :-

- Higher intensity development centred on coherent nodes based around significant transport routes and interchanges.
- Nodes comprising accessible, walkable, and convenient community facilities, commercial activities and mixed use developments.
- Highest densities of housing in close proximity to public transport routes and interchanges.
- A highly connected street network, providing footpaths, cycle routes and vehicular access to, and infrastructure for, passenger transport.
- Complementary, consistent and legible landscaping themes within the road reserve and open spaces throughout the Growth Area.
- Quality public open spaces in locations that provide opportunities for passive surveillance (e.g. adjacent to streets rather than backing onto residential sections).
- Attractive wetland areas for stormwater treatment and detention that also provide reserve and amenity opportunities.
- Development that addresses and engages the street and public realm through quality urban design at the interface.
- Absence of new activities with potentially significant objectionable, noxious or dangerous effects.

The Takanini South Stormwater Catchment Management Plan (referred to in 5B2.2) has been developed with the following expected environmental results:

Maintenance (as far as practicable) of the hydrological balance between groundwater recharge and surface runoff.

Mitigation of the effects of development on the quality of stormwater discharged into the receiving environment.

Minimising (as far as practicable) flood risk in the Growth Areas and downstream developed areas.

Provision of landscaped swales and stormwater wetlands or ponds to assist in improving water quality and minimising flood risk, while also providing amenity features.

5B2.2.8 PROCEDURES FOR MONITORING

In order to assess the suitability and effectiveness of the objectives, policies and methods for achieving the anticipated environmental results for the Takanini Structure Plan Area, the Council will develop a monitoring programme which will include the following monitoring procedures:

Monitoring complaints and enforcement actions regarding the nuisance aspects of activities in residential and mixed use areas;

Undertaking surveys of residents to ascertain the level of satisfaction with the facilities available in mixed use areas, choice of housing stock, the usability and quality of the public open space network, the level of amenity and environmental quality being achieved and the availability of transport options;

Monitoring resource consents in residential and mixed use areas, including the number of applications granted consent, diversity of housing types, compliance with consent conditions, and the effectiveness of those conditions.

Undertaking safety audits of public spaces (e.g. residential streets, neighbourhood parks and walkways) and analysing crime and traffic accident statistics to assess the impacts of design and planning on the sense of personal safety people might experience in residential areas;

Undertaking streetscape assessments of the level of visual amenity being attained in residential areas;

Monitoring the level of uptake of vacant land and the density to which it is developed.

Monitoring the diversity of housing types by assessing building consents and census data.

Monitoring groundwater levels to assess the performance of methods adopted to maintain groundwater recharge.

5B.2.3 IMPLEMENTATION

The objectives and policies set out above will be implemented through the application of zones within the Structure Plan Area, with rules applying to the zones. Each of the zones may have more specific objectives and policies which apply in addition to those set out above. The initial proposed zones within the Structure Plan Area are as follows:

Residential 8 Zone: This zone provides for medium density housing in areas in close proximity to the proposed mixed use nodes centred on the NIMT rail line. (See Part 16.1 of Section Three)

Reserves and Community Uses Zone: This zone is applied to the eastern portion of Bruce Pulman Park (Bratlie Block). (See Part 16.2 of Section Three)

Special Purpose and Recreation Zone: This zone is applied to the western portion of Bruce Pulman Park. (See Part 16.3 of Section Three)

5B.3 HINGAIA STRUCTURE PLAN AREA

5B.3.1 OVERVIEW

In July 2000, Papakura District Council commenced a structure plan/charrette process for Hingaia designed to identify the constraints and opportunities of the land, the objectives of the community and development sector in establishing an overall framework for the planned growth and development of the Hingaia Peninsula.

These findings were embodied in the adopted “Draft Hingaia Structure Plan, October 2000”. It sought to provide for a living environment with high amenity, character, access to public open space, a range of housing and lifestyle opportunities and business and employment provision.

The Hingaia Structure Plan was further reviewed in 2001 to include additional technical information, in particular stormwater catchment management plan provisions, and to accord with the Southern Sector Agreement requirements for greenfields.

“The Hingaia Peninsula Structure Plan November 2002” supersedes all earlier reports. This Structure Plan develops and refines the community aspirations and vision identified for the area, Regional Growth Strategy and Sector Agreement requirements, subsequent community consultation, with supplementary technical inputs to provide a comprehensive framework for the staged development of the Peninsula.

For the purpose of implementation in the short to medium term, Hingaia East has been identified as the first stage of the Hingaia Peninsula Structure Plan Area (see Plan 1 overleaf). Hingaia East comprises some 318ha of currently rural zoned land. This is generally located to the west of the Southern Motorway and to the north and south of Hingaia Road. It includes the area of lifestyle block properties located in the vicinity of Pararekau, Normanby and Oaklands Roads. Hingaia East is itself split into two sub areas - Area 1a comprising some 146ha, and the balance.

Part 5B of Section One and Part 17 of Section Three of the District Plan enables the staged implementation of the structure plan beginning with the proposed zoned areas within Area 1a. It is anticipated that further Plan Changes will follow to introduce appropriate rules to manage subdivision and development within the balance of Hingaia East, which includes Karaka Park.

The issues, objectives and policies set out in the following Part 5B.3.2 relate to the whole of the Hingaia Structure Plan Area. More specific objectives and policies set out in Parts 17.1.1 and 17.2.1 of Section Three relate only to those parts of the Hingaia Structure Plan Area to be rezoned Residential 9 and Mixed Use 1.

As further Plan Changes relating to other areas are introduced, further objectives and policies may be introduced that relate to issues specific to those areas.

Until specific land areas are rezoned for urban purposes, the existing rural zone provisions (objectives, policies, rules) shall apply.

Note in relation to Papakura Interchange

It is recognised that, as of May 2006, the Southern Motorway Papakura Interchange will require upgrading to provide an appropriate level of service to accommodate both existing traffic levels and the future growth in Papakura and Franklin District that is anticipated by the Auckland Regional Policy Statement, the Auckland Regional Growth Strategy and the Southern Sector Agreement between Auckland Regional Council, Papakura District Council, Manukau City Council and Franklin District Council.

These are various possible sources of funding available for those upgrade works which include one or more of the following:

Land Transport New Zealand (LTNZ) funding via Transit New Zealand;

LTNZ and/or Auckland Regional Transport Authority funding secured by Council (where applicable);

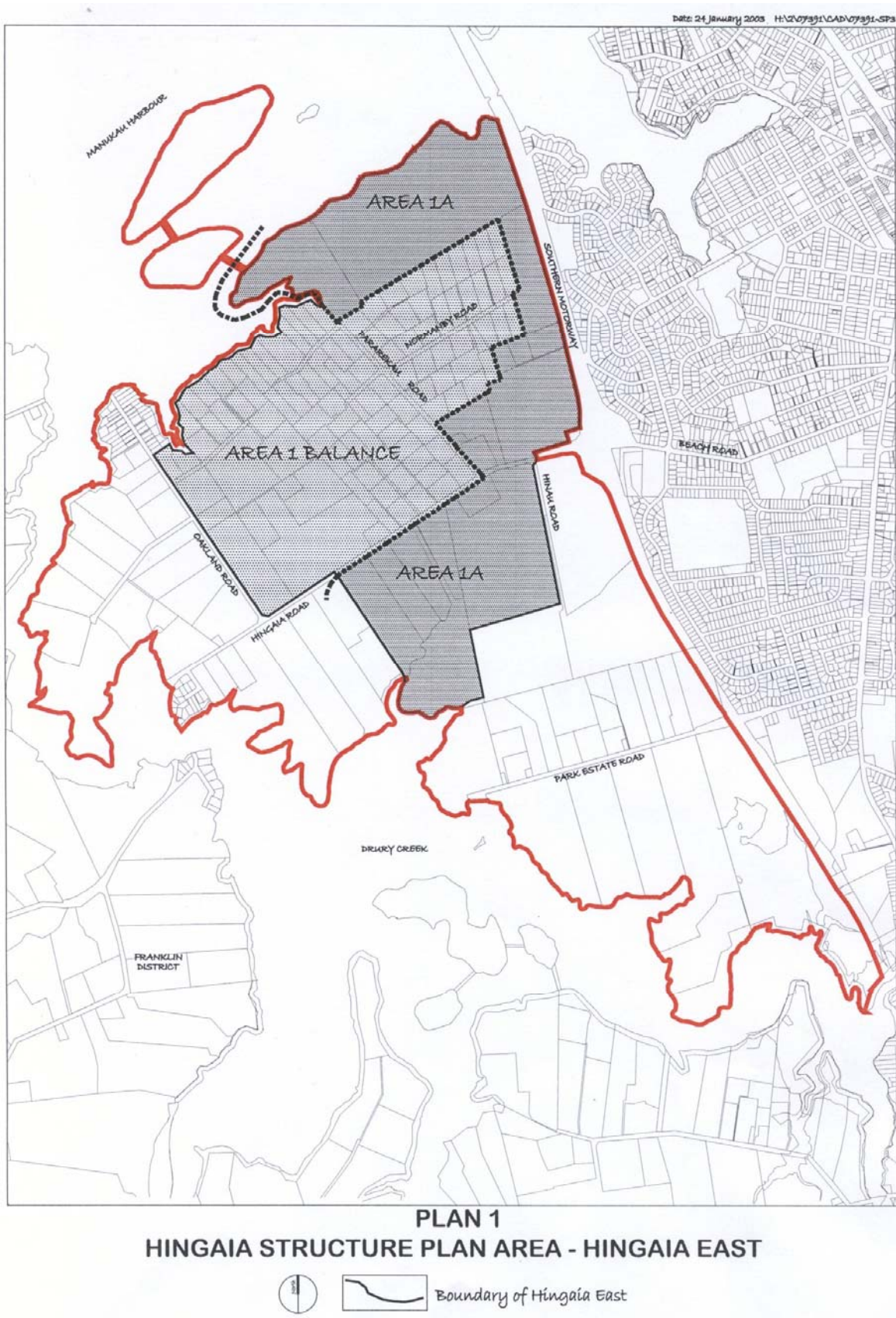
Contributions via Council's development contributions policy under the Local Government Act 2002;

Contributions via financial contributions under the RMA (to the extent permitted by Council's Long Term Council Community Plan);

Contributions secured under development agreements executed over land in the District;

Contributions secured through other mechanisms that may be available.

The appropriate source of funding, or funding mix, needs to be determined by further discussions outside the current District Plan process. As an initial step, Transit New Zealand, the Papakura District Council and the principal developers of Area 1A of the Hingaia Structure Plan have made a good faith commitment to discuss cost sharing and funding options for the upgrade works.



5B.3.2 ISSUES, OBJECTIVES, POLICIES AND EXPECTED ENVIRONMENTAL RESULTS FOR THE HINGAIA STRUCTURE PLAN AREA

Seven resource management issues of particular relevance to the Hingaia Structure Plan Area have been identified. These are set out below together with the objectives, policies, and a summary of methods that have been adopted to deal with these issues. Additional, more specific objectives and policies apply to the zones within the Structure Plan Area (refer to Part 17 of Section Three).

5B.3.2.1 RESOURCE SCARCITY

5B.3.2.1.1 Issue

The Hingaia Structure Plan Area is one of a limited number of areas that have been identified by the Regional Growth Strategy 1999 as an appropriate location to accommodate population growth within the Auckland Region and in particular within the Southern Sector. Land at Hingaia is part of a limited and scarce resource in which to accommodate a share of the Region's projected population growth.

The uncontrolled release of this land has the potential to undermine regional objectives of achieving more intensive residential areas (to support public transport) and is also likely to undermine the establishment of the coordinated and efficient provision of infrastructure.

5B.3.2.1.2 Objective

To achieve the efficient subdivision and development of the Hingaia Structure Plan Area in a way which:

- a) Accommodates its share of projected population growth; and
- b) Makes provision for a choice of living environments, commercial, social and community facilities, employment opportunities and the health and safety of the people and communities.
- c) Does not undermine the potential for urban intensification, compromise the ability to provide for a strategically and well planned urbanised area with high amenity, nor result in uncoordinated or inefficient provision of infrastructure.

5B.3.2.1.3 Policy

Subdivision and development shall be of a density, design and type that is consistent with Regional objectives of accommodating population growth and that provides opportunities for a choice of residential environments, social and community facilities and services, and employment opportunities. Subdivision to urban densities shall be undertaken on a staged basis consistent with the Structure Plan for the Peninsula. Rural zoned land should not be subdivided for lifestyle or urban use ahead of rezoning this land for urban subdivision and/or development and the MUL boundary being moved to include this area.

5B.3.2.1.4 Explanation

Hingaia is one of the limited areas that have been identified as appropriate for urban expansion in the Auckland Region. The area has been identified as having the potential to accommodate a resident population of a minimum of 10,000 as well as having the potential to establish infrastructure for employment provision.

A Structure Planning exercise has been undertaken, which underpins the zoning framework for the Structure Plan Area. A range of development densities have been considered throughout the Structure Plan Area. The preferred densities resulting from the structure plan process seek to accommodate growth while maintaining elements of the existing spacious character of much of the Peninsula. The initial Structure Planning / Charrette exercise recommended a “Village Concept” – i.e. that provision be made for some medium densities around a Mixed Use / Neighbourhood Centre and local centres in appropriate areas, surrounded by existing lifestyle blocks and low density residential areas.

In order to ensure that regional objectives of urban intensification are achieved, to manage the effects of development and also to best ensure that infrastructure is provided in a coordinated and efficient manner, a strategy of staged release of land for urbanisation has been adopted. For the proposed zoned areas within Area 1a, this will be in accordance with financial contribution development agreements between landowners and Council.

In order to ensure that eventually the whole of the Structure Plan Area is a well planned urban area with high amenity values and efficient infrastructure the objectives and policies for the Structure Plan Area seek to ensure that subdivision of rural zoned land both inside and outside the MUL boundary for lifestyle or urban use, does not occur ahead of rezoning of this land at some future time for urban subdivision and development.

5B.3.2.1.5 Methods

The following methods have been adopted to implement this policy:

- a) Zoning
- b) Subdivision rules
- c) Activity controls

5B.3.2.2 ENVIRONMENTAL CONSTRAINTS

5B.3.2.2.1 Water Quality

5B.3.2.2.1.1 Issue

Urbanisation can give rise to adverse effects on natural resources. Urban development has the potential to adversely affect water quality through sediment discharges during the development process and through pollutant run-off from impervious surfaces arising from development.

While the Hingaia Structure Plan Area is generally unconstrained in terms of environmental values it contains some areas which are sensitive to development and warrant some form of protection, conservation or limitation on development.

The approved Stormwater Catchment Management Plan for the Hingaia Peninsula identifies the following features in particular:

- a) Two perennial watercourses, which warrant enhancement and protection of their natural channels.
- b) Two freshwater wetlands with potential for enhancement.
- c) A valuable coastal and estuarine environment surrounding the Peninsula, which requires protection for the avoidance and mitigation of adverse effects to water quality.
- d) Four maritime marsh areas of high ecological value which require protection because of their high ecological value.

Other ephemeral watercourses may also warrant protection and riparian enhancement, and all these features have the potential to provide ecological linkages and form the basis of a public walkway network.

5B.3.2.2.1.2 Objective

To achieve development which maintains or enhances the coastal and estuarine environment, key watercourses, and wetland areas.

5B.3.2.2.1.3 Policy

Subdivision and development shall be of a type and be undertaken in a manner which is consistent with the approved Stormwater Catchment Management Plan and maintains or enhances the estuarine environment, esplanade areas and key watercourses.

5B.3.2.2.1.4 Explanation

As part of the structure planning process, environmental evaluation work was undertaken. This work showed that while the Structure Plan Area is relatively unconstrained in environmental terms, it contains some locally significant watercourses, wetlands and coastal fringes with varying constraints. The

protection and enhancement of streams can maintain and enhance water quality within them and also contribute to maintaining and enhancing water quality in the receiving estuarine environment. The protection of streams also has the potential to provide ecological linkages and improve habitat quality, and will contribute to the green spacious character of the area. Development also has the potential to adversely affect water quality (and ultimately damage downstream ecology) through sediment run-off during development and pollutant run off from impervious surfaces. The location of streams and nature of protection afforded is shown on the Hingaia East Structure Plan (Appendix 17A).

Water quality, riparian areas and coastal margins will be safeguarded through the incorporation of stormwater treatment mechanisms in the Structure Plan Area through the subdivision consent process, through the requirement for detention devices for riparian enhancement of identified streams and through appropriate building setbacks. Development will need to conform with the recommendations of the approved Stormwater Catchment Management Plan for the area which includes measures to avoid or mitigate the potential for flooding.

A Stormwater Catchment Management Plan for Hingaia has been developed with the following key objectives:-

- a) Study the effect of the urbanisation on the aquatic environment. This includes the existing ecology on the Peninsula and the receiving coastal marine environment.
- b) Provide a design base for the future development of the Structure Plan Area and promote the sustainable management of natural and physical resources.
- c) Set criteria that avoid, remedy, or mitigate the stormwater effects of future development in the area.
- d) Consider parts of the catchment, which may be subject to physical constraints on development due to conservation, topographical or stability limitations.
- e) Provide information for input into an overall framework for assessing and evaluating land use and future development proposals.
- f) Form the basis of an application to the ARC for a comprehensive catchment stormwater discharge consent.

5B.3.2.2.1.5 Methods

- a) Subdivision rules
- b) Activity controls

5B.3.2.2.2 Coastal Erosion and Instability

5B.3.2.2.2.1 Issue

Coastal erosion and instability can pose a hazard to people, property and the environment. Inappropriate subdivision, use and development of land can also change natural processes, exacerbating coastal erosion and instability or creating new risks for people, property and the environment.

Coastal Hazard assessment investigations suggest that some areas of the Peninsula's coastline is subject to erosion that may affect future development. A precautionary approach is necessary, restricting subdivision and development in particularly sensitive locations. Areas of the coast subject to coastal erosion are identified as "Controlled Building Area" on the Hingaia East Structure Plan in Appendix 17A.

5B.3.2.2.2 Objectives

- a) To avoid the adverse effects of coastal erosion and instability on people, property and the environment and, where this is not possible, to remedy or mitigate the effects of coastal instability.
- b) To avoid coastal erosion and instability being exacerbated through changes to natural processes as a result of inappropriate subdivision, development and land use.
- c) To locate and design new subdivision and development so that the need for hazard protection works is avoided.

5B.3.2.2.3 Policies

- a) In areas prone to coastal erosion and instability, activities which are sensitive to those hazards, shall, where possible, be avoided. Where this is not possible, activities shall ensure that any risk to people, property or environmental damage is minimised through appropriate mitigation or remedial measures.
- b) Development, subdivision and land use activities, including:
 - i) Vegetation clearance.
 - ii) Changes in overland flow paths and stormwater.
 - iii) Earthworks.

shall be prevented if they are likely to significantly exacerbate any hazard, unless it can be demonstrated that the adverse effects can be mitigated, remedied or avoided.

5B.3.2.2.4 Explanation

The coastal zone is an area of dynamic equilibrium, constantly changing and adapting to inputs from the sea, land and weather.

A Coastal Hazard investigation identified varying rates of coastal erosion around the Peninsula. Where higher erosion rates are identified, a precautionary approach to land development is suggested by use of full width esplanade reserves, yard setbacks and additional development restrictions on lots and buildings. Applications for subdivision adjacent to a required esplanade reserve will need to be accompanied by a Geotechnical Report.

5B.3.2.2.2.5 Methods

The following methods have been adopted to implement these policies:

- a) Zoning
- b) Subdivision rules
- c) Activity controls

5B.3.2.3 EXISTING AMENITY VALUES AND CHARACTER

5B.3.2.3.1 Issue

The Structure Plan Area is an area of rolling countryside on the fringe of the existing urban area, which has its own existing rural and rural/residential amenity values and character. With urbanisation this character will change. However, the District Plan provisions seek to maintain certain key elements of this character such as riparian margins and coastal landscapes.

5B.3.2.3.2 Objective

To achieve subdivision, development and use which maintains and enhances significant elements of existing amenity values and character, including the amenity values and character of the coastal environment and public access to and along the coast.

5B.3.2.3.3 Policy

Subdivision and development shall be designed and located so as to maintain significant elements of existing amenity values and character and enhance natural and landscape values of riparian margins and the natural coastal environment, create a green network of open spaces, neighbourhood and coastal reserves, and provide a connected system of public access to and along the coastal margins.

5B.3.2.3.4 Explanation

As part of the structure planning exercise, evaluation and consultation was undertaken in respect of existing amenity and landscape values within the Structure Plan Area. Values were noted, and incorporated into the Structure Plan. The Council recognises that it is appropriate to maintain significant elements of these values and character by controlling subdivision and development within the Structure Plan Area.

5B.3.2.3.5 Methods

The following methods have been adopted to implement this policy:

- a) Zoning
- b) Subdivision rules
- c) Activity controls

5B.3.2.4 URBAN AMENITY VALUES

5B.3.2.4.1 Issue

The quality, layout and design of an urban area can strongly influence the amenity, attractiveness and functioning of that area and the safety and wellbeing of people living in that area. The Hingaia Structure Plan Area provides an opportunity for establishment of a new urban area with a positive local identity, high levels of amenity, pedestrian safety and convenience.

5B.3.2.4.2 Objective

To achieve subdivision and development which provides a high standard of amenity and pedestrian safety and convenience, and contributes to the creation of a positive sense of place and identity.

5B.3.2.4.3 Policy

Subdivision and development shall be of a type and design so as to achieve a high standard of amenity, pedestrian safety and convenience, and contribute to a positive sense of place and identity.

Key elements of urban form which are considered to contribute to achieving this policy in Hingaia are:

- a) Neighbourhood and local centres comprising accessible, walkable, and convenient community facilities, commercial activities and mixed use developments.
- b) A connected street network, providing footpaths, cycle routes and vehicular access to neighbourhood and local centres, main transport routes and the coastal edge.
- c) Complementary, consistent and legible landscaping themes within the road reserve and open spaces throughout the Structure Plan Area.
- d) Quality public open spaces in locations that provide opportunities for passive surveillance (e.g. generally adjacent to streets rather than backing onto residential sections) and which enable recreational use of the coastal edge.
- e) Development that addresses and engages the street and public realm through quality urban design at the interface.
- f) Residential developments that maintain the appearance of a high quality area with a spacious character.
- g) A network of connected reserves providing pedestrian and cycle routes and enhancement of significant streams where appropriate, providing access opportunities within the Structure Plan Area and along its coastal margins.

5B.3.2.4.4 Explanation

Urban form can strongly influence the desirability and liveability of an area, and ultimately the success of a newly developed urban area. Elements of urban layout and design that help promote a high standard of amenity and are likely to assist in the development of a positive sense of place have been identified. This

policy is implemented primarily through rules and assessment criteria applied at the time of subdivision and development.

5B.3.2.4.5 Methods

The following methods have been adopted to implement this policy.

- a) Zoning
- b) Subdivision rules and assessment criteria
- c) Activity controls and assessment criteria
- d) Performance standards

5B.3.2.5 ACTIVITIES WITH INAPPROPRIATE EFFECTS

5B.3.2.5.1 Issue

Some activities have the potential to have significant adverse effects on the quality of the environment and amenity values, effects which could compromise the opportunity within the Structure Plan Area to accommodate residential and employment growth in a manner consistent with Regional Growth Strategy principles.

5B.3.2.5.2 Objective

To ensure that activities are not established which have the potential to significantly adversely affect amenity values and the quality of the environment, and hence compromise existing infrastructure and/or the Structure Plan Area's potential to accommodate residential and employment growth.

5B.3.2.5.3 Policy

Activities shall be located in such a way and be of a type which ensure a high standard of amenity and environmental quality appropriate to new residential, public open space and mixed use areas. Amenity and environmental quality shall not be undermined by the presence of activities which have potentially significant objectionable, noxious or dangerous effects, or (in the case of residential areas) are likely to compromise the residential character and amenity of those areas.

5B.3.2.5.4 Explanation

Certain activities have the potential to have significant adverse effects on the quality of the environment and amenity values in which they are located. The Plan seeks to discourage such activities from the Residential and Mixed Use Zone within the Hingaia Structure Plan Area.

5B.3.2.5.5 Methods

The following methods have been adopted to implement this policy:

- a) Zoning

- b) Activity Controls
- c) Performance Standards

5B.3.2.6 EFFECTS OF PREVIOUS LAND USES

5B.3.2.6.1 Issue

Some rural service activity and horticultural practices which have historically been undertaken on the Peninsula have involved the use of pesticides, fungicides and fertilisers. In sufficient concentrations, residues of these chemicals may be harmful to human health.

5B.3.2.6.2 Objective

To ensure that the risk to human health associated with concentrations of residues of agricultural or horticultural chemicals is minimised.

5B.3.2.6.3 Policy

Prior to urban subdivision or development, the presence (or otherwise) of residues of agricultural chemicals shall be established, and appropriate remedial works recommended and undertaken to remove any significant risk to human health.

5B.3.2.6.4 Explanation

Some areas of the Hingaia Peninsula have been historically utilised for rural service activity, and horticultural purposes. These uses generally expired at the beginning of the 1990s, however some limited rural service and horticultural uses remain.

Conventional horticultural practices involved the utilisation of pesticides, fungicides and fertilisers which can potentially leave residues in the soil, some of which are believed to be harmful to public health. Residues in the soil in the Hingaia Peninsula are not believed to pose a significant risk, although there are some localised hotspots which warrant further investigation and possible remedial works prior to urban development. A conservative approach has been adopted, requiring soil testing and identification of remedial works (if required) to be undertaken prior to any subdivision or development (whichever comes first).

5B.3.2.6.5 Methods

This policy will be implemented through rules.

5B.3.2.7 REVERSE SENSITIVITY

5B.3.2.7.1 Urban / Rural Interface

5B.3.2.7.1.1 Issue

Urbanisation of a formerly rural area adjacent to land which is likely to remain rural in the short to medium term has the potential to create conflicts between urban and rural / semi rural activities and land management practices, particularly in relation to noise, odour and spray drift.

5B.3.2.7.1.2 Objective

To minimise the potential for conflicts and nuisance effects between urban zones and adjacent rural zoned land.

5B.3.2.7.1.3 Policy

Residential activity shall be located so as to minimise the potential for conflicts with adjacent rural and semi-rural activities.

5B.3.2.7.1.4 Explanation

There is the potential for conflicts arising from nuisance effects particularly in relation to odour, noise and spray drift associated with rural activities experienced at the interface of adjacent urban and rural / semi-rural areas. The Plan seeks to minimise the potential for these conflicts to arise by requiring a buffer to be provided at the boundary of new urban development zones and the Rural Papakura Zone.

5B.3.2.7.1.5 Methods

a) Performance standards – Rural Amenity Yard.

5B.3.2.7.2 Network Utility Operations

5B.3.2.7.2.1 Issue

Development in close proximity to existing electrical or natural gas infrastructure resources can adversely affect people's health and safety and the efficient and safe operation of those resources.

5B.3.2.7.2.2. Objective

To minimise risks to health and safety that can arise from development in close proximity to electrical and natural gas infrastructure.

To ensure that development is undertaken so as to minimise adverse effects on the efficient and safe operation of existing electrical and natural gas infrastructure.

5B.3.2.7.2.3 Policy

Development shall be undertaken so as to minimise the potential for conflicts with existing electrical or gas infrastructure resources such as high voltage transmission lines or natural gas supply stations.

5B.3.2.7.2.4 Explanation

Development in close proximity to high voltage electrical transmission infrastructure or natural gas supply stations has the potential to generate significant adverse effects and should be undertaken so as to ensure that risks to health and safety are minimised and that the integrity of supply is not compromised. The Plan seeks to ensure that appropriate distances are provided between development and existing infrastructure.

5B.3.2.7.2.5 Methods

- a) Subdivision rules

5B.3.2.8 EXPECTED ENVIRONMENTAL RESULTS

The expected environmental results for the Hingaia Structure Plan Area are as follows:-

- a) The establishment of a choice of housing types, commercial activity, social and community facilities.
- b) Accommodation of a resident population of a minimum of 10,000 (a minimum of 5,000 for Hingaia East) and new employment opportunities upon the ultimate development of the Structure Plan Area.
- c) Maintenance (as far as is practicable) of water quality and hydrological regimes.
- d) Maintenance and enhancement of the habitat value of significant streams and water courses.
- e) Maintenance and enhancement of amenity values and ecological values associated with the protection of the coastal edge of the Peninsula.
- f) Medium density residential and mixed use development in close proximity to the Neighbourhood Centre.
- g) Maintenance and enhancement of the amenity values and significant elements of the semi rural character of the Peninsula.
- h) The protection of existing infrastructure resources.
- i) Establishment of a high standard of amenity throughout the Structure Plan Area. Aspects of urban form expected are as follows:-
 - i) Neighbourhood and local centres comprising accessible, walkable, and convenient community facilities, commercial activities and mixed use developments.
 - ii) A connected street network, providing footpaths, cycle routes and vehicular access to the Neighbourhood Centre and main transport routes.

- iii) Complementary, consistent and legible landscaping themes within the road reserve and open spaces throughout the Structure Plan Area.
- iv) Quality public open spaces in locations that provide opportunities for passive surveillance (e.g. generally adjacent to streets rather than backing onto residential sections).
- v) Development that addresses and engages the street and public realm through quality urban design at the interface.
- vi) Residential developments that maintain the appearance of a high quality area with a spacious character.
- vii) A network of connected reserves providing pedestrian and cycle routes and enhancement of significant streams where appropriate.
- viii) Provision of public access to and along the coast with quality reserve areas which recognise recreation and amenity values.
- j) Absence of human health and safety effects attributable to horticultural or other chemical residues, or proximity to gas or electrical infrastructure.
- k) Absence of instances of complaints relating to urban / rural interface nuisance and effects.
- l) Environmental results as anticipated in the Hingaia Stormwater Catchment Management Plan (referred to in Part 5B.3.2.2 of Section One), namely:
 - i) Maintenance of estuarine environments, particularly within ecologically valuable maritime marshes that adjoin the Hingaia Peninsula.
 - ii) Maintenance and enhancement of freshwater aquatic environments, including wetlands and significant streams.
 - iii) Prevention or mitigation of excessive erosion of stream channels and coastal margins.
 - iv) Mitigation of the risk to life and property from stormwater flows.

5B.3.2.9 PROCEDURES FOR MONITORING

In order to assess the suitability and effectiveness of the objectives, policies and methods for achieving the anticipated environmental results for the Hingaia Structure Plan Area, the Council will develop a monitoring programme which may include the following monitoring procedures:

- a) Monitoring complaints and enforcement actions regarding the nuisance aspects of activities in residential and mixed use areas;
- b) Undertaking surveys of residents to ascertain the level of satisfaction with the facilities available in mixed use areas, choice of housing stock, the useability and quality of the public open space network, the level of amenity and environmental quality being achieved and the availability of transport options;
- c) Monitoring resource consents in residential and mixed use areas, including the number of applications granted consent, diversity of housing types, compliance with consent conditions, and the effectiveness of those conditions.
- d) Undertaking safety audits of public spaces (e.g. residential streets, neighbourhood parks and walkways) and analysing crime and traffic

- accident statistics to assess the impacts of design and planning on the sense of personal safety people might experience in residential areas;
- e) Undertaking streetscape assessments of the level of visual amenity being attained in residential areas.
 - f) Monitoring the level of uptake of vacant land and the density to which it is developed.
 - g) Monitoring the diversity of housing types by assessing building consents and census data.
 - h) Monitoring of water and sediment quality and the invertebrate community composition in streams and in the adjacent estuary.
 - i) Monitoring of stormwater treatment devices, including siltation measurements and sediment contamination analysis in ponds and wetlands.
 - j) Inspection of stream channels and pipe outfalls after major rainfall events, to assess any channel erosion and to estimate peak water levels.
 - k) Benchmarking and monitoring the rate of coastal erosion in identified areas.
 - l) Monitoring of public health records.
 - m) Monitoring of complaints to Council regarding cross boundary rural / urban nuisance issues.

5B.3.3 IMPLEMENTATION

The objectives and policies set out above will be implemented through the application of zones within the Structure Plan Area, with rules applying to the zones. Each of the zones may have more specific objectives and policies which apply in addition to those set out above. The zones within Area 1a are as follows:

- a) Residential 9 Zone (refer to Part 17.1 of Section Three): This zone provides for generally lower density residential development with a minimum average lot size of 600m². Multiple-unit developments at higher densities are enabled in appropriate locations. This zone is applied to land to the north and south of Hingaia Road.
- b) Mixed Use 1 Zone (refer to Part 17.2 of Section Three): This is a Mixed Use Zone providing opportunities for retail, commercial, medium density residential development, and for community facilities. It is located in close proximity to the main transport route (Hingaia Road/State Highway 1).

5B.3.4 RULES APPLYING TO ALL HINGAIA STRUCTURE PLAN ZONES

5B.3.4.1 SOIL INVESTIGATION

- 1. Prior to the development of land within the Hingaia Structure Plan Area, soil sampling and testing shall be undertaken to verify the presence (or otherwise) of contaminants associated with rural service activity, horticultural use or other potentially contaminating land uses and a report shall be provided to the satisfaction of the Council setting

- out the results of this sampling, together with recommendations as to (if required) appropriate remedial works.
2. Where the Council is satisfied that no remedial works are necessary, no further action shall be required in this regard. Council will confirm this in writing.
 3. In instances where the Council is satisfied that remedial work may be required, then any activity or development on the site which would otherwise be a Permitted or Controlled Activity will be a Restricted Discretionary Activity. Council will confirm this in writing.
 4. Except as provided for by Section 94C of the Resource Management Act 1991, such an application will be considered without notification or the need to obtain approval from affected persons.
 5. Council has restricted the exercise of its discretion to the following matters and may impose conditions in relation to these.
 - a) The nature, extent and implementation of remedial works proposed
 - b) Mitigation measures necessary to deal with any potential adverse effects of undertaking these works
 - c) Verification of effective completion of works.
 6. In instances where the Council is satisfied that remedial work may be required, any activity or development which is otherwise provided for as a Restricted Discretionary Activity, Discretionary Activity or Non-Complying Activity will in addition to any other relevant criteria be assessed with regard to the matters set out in 5 above and conditions may be imposed in respect of these.
 7. Council retains the discretion to waive the requirements above and may do so in instances where an investigation has been undertaken previously, and either the Council is satisfied that no remediation is necessary or any remediation required has or will be implemented.

Notes:

- a) In instances where subdivision precedes development, the soil investigation report shall be submitted together with the application to subdivide. The requirement to undertake any recommended works (if required) will be imposed as a condition of the subdivision consent.
- b) Consent from the Auckland Regional Council may be required for earthworks, or for remediation of sites which are contaminated associated with remedial works.

Explanation

Investigations have identified a very limited risk to human health caused by contamination of soil by rural servicing activity; horticultural chemical residue and previous land fill activity. The Plan adopts a precautionary approach in respect of this risk and requires site specific investigation and rehabilitation as part of the subdivision and development process and prior to occupation by new residents.

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