

LOCAL GOVERNMENT (AUCKLAND) AMENDMENT ACT 2005 RESOURCE MANAGEMENT ACT 1991

Rodney District Proposed District Plan 2000 – Proposed Variation Number 22 – Amendments to Include Requirements of the Local Government (Auckland) Amendment Act 2004

Explanation

The Local Government (Auckland) Amendment Act 2004 (LGAAA) requires that all councils in the Auckland Region integrate their land transport and land use provisions in order that they can give effect to the Auckland Regional Growth Strategy. Section 40 of the Act describes such changes as:

“A land transport and land use change is a change or variation to an Auckland planning document by including issues, objectives, policies, and descriptions of methods for the purpose of-

- a) Giving effect, in an integrated manner, to the growth concept in the Auckland Regional Growth Strategy prepared under section 37SE of the Local Government Act 1974; and*
- b) contributing, in an integrated manner, to the matters specified in Schedule 5”.*

Among the obligations placed on local authorities by the LGAAA is the requirement in Schedule 5(e) of the Act to integrate transport and land use policies to reinforce metropolitan urban and rural objectives of the Auckland Regional Policy Statement (ARPS). In short, local authorities when doing changes anticipated by the LGAAA, must also ensure their plans are in keeping with the Auckland Regional Policy Statement (ARPS) objectives.

Chapters 2 and 4 of the Auckland Regional Policy Statement have been redrafted to give effect to requirements of the LGAAA and to remove unnecessary duplication.

In Chapter 2 – Regional Overview and Strategic Direction - amendments include changes to the strategic objectives in the ARPS which:

- introduce a new objective to achieve a *compact sustainable urban form* served by a multi-modal transport system;
- introduce a new key objective to *ensure high levels of mobility and access* in the region for both people and goods in a sustainable basis;
- changes the objective relating to environmental quality to achieve a built environment in the region which has a sense of identity, is visually pleasant, functionally efficient, socially and environmentally responsible and economically vibrant.

Chapter 2 also sets out a number of strategic policies and methods to achieve these objectives. Chapter 2 also introduces of new schedules, which set out areas in the Region where urban intensification will be encouraged through district plan changes and where alterations to the Metropolitan Urban Limits will be considered. The ARPS methods require each territorial authority to:

“include a programme for the sequencing and timing of the development of areas identified in Schedules 1 and 2 to accommodate growth based on a twenty year time frame....”

Chapter 4 of the ARPS has been amended to recognise the positive role of transportation in “leveraging development within high density centres and corridors.” *The Chapter discusses “a transport system which supports more intensive forms of development in the Auckland Region.”*

Amendments to the RPS include:

- introduction of a new objective that seeks the development of a transport network which supports a compact sustainable urban form;
- a revised policy to increase public transport usage, walking and cycling;
- an additional method to ensure that planning controls do not unnecessarily restrict the development of intensive centres and corridors;
- an additional method to ensure that the Regional Land Transport Strategy recognises and guides transport system development in a way that supports the urban form sought in Chapter 2.

All of the above changes place a range of obligations on the Council to amend its District Plan.

The attached variation to the Rodney Proposed District Plan includes changes to Chapters 13 - Future Development and Structure Plans, Chapter 8 - Residential, Chapter 9 - Business and Chapter 4 – Overview. The variation includes:

- amendments to objectives and polices and new objectives and polices relating to:
 - providing a more positive tone to the residential objectives and policies on intensification
 - referring to “mixed use”
 - providing stronger integration of land use and transport matters.
- a schedule of growth areas
- reference to the LGAAA and the “Growth Concept” in the Regional Growth Strategy.

This variation to the Proposed District Plan 2000 need to be read in conjunction with decisions the Council has made to submissions to the Proposed District Plan 2000 on Chapter 13 – Future Development and Structure Plans. The decisions are set out in Decision Report 2201. That decision is to be released at the same time as this Plan Change is notified. These decisions clearly result in amendments to the Proposed Plan that reflect the requirements of the LGAAA.

The schedule of amendments is set out below.

VARIATION

SCHEDULE OF AMENDMENTS

RODNEY PROPOSED DISTRICT PLAN

1 CHAPTER 8 - RESIDENTIAL

1.1 Amend Objective 8.3.3 to read: (additions are underlined deletions struck through)

To ~~allow~~ enable higher intensity development around town centres ~~only and~~ where both the local and the more wide-ranging adverse effects of such development can be avoided, remedied or mitigated.

1.2 Amend Policy 8.4.6 and the Explanation and Reasons to read: (additions are underlined)

High intensity residential areas should be concentrated within defined locations around town centres that are within easy walking distance of main public transport routes and significant community focal points including Schedule 1 areas listed in Appendix 13B Chapter 13.

Explanation and Reasons

This policy seeks to achieve Objective 8.3.3.

See the explanation and reasons for Policy 8.4.8.

1.3 Amend Policy 8.4.7 to read: (additions are underlined deletions struck through)

~~In dealing with the adverse effects~~ To create high amenity values for high intensity development the following mitigation measures may be considered:

- (a) the use and enhancement of the street, streetscape or other open space environment as an outlook and pleasant public realm area, to mitigate the adverse effects of intensification.*
- (b) allowance for the concentration of higher intensity development in defined areas so that beneficial measures such as sufficient infrastructure, including multi modal transportation, and local services, and community and social infrastructure may be put in place to offset any adverse environmental effects.*
- (c) the effects of higher intensity development on other types of development can be avoided through ~~isolation~~ separation from lower intensity development.*

Explanation and Reasons

This policy seeks to achieve Objective 8.3.3

See the explanation and reasons for Policy 8.4.8.

1.4 Amend Policy 8.4.8 and the Explanation and Reasons to read: (additions are underlined deletions struck through)

High intensity residential development is not appropriate in areas where suitable supporting infrastructure, and community and social infrastructure ~~is~~ are not available.

Explanation and Reasons

This policy seeks to achieve Objective 8.3.3

To ensure that high intensity residential areas are attractive places to live and have high amenity values it is important that they are located around or near town centres which provide a range of activities and services that can be easily accessed without needing to use a car. The vibrancy of town centres can also be enhanced by the location of larger numbers of people living close to them. It is also important that high intensity residential areas have access to multi modal transport options to minimise the use of cars and encourage use of public transport.

In some places there is insufficient supporting infrastructure, such as roads, public transport, stormwater, water supply and wastewater disposal, or community facilities, in place to manage the adverse effects of intensive residential development. In these locations intensive development should not occur.

1.5 Amend Policy 8.4.14 to read: (additions are underlined deletions are struck through)

In greenfield situations, including Schedule 2 areas listed in Appendix 13B Chapter 13, subdivision should be designed:

- (a) to achieve high levels of vehicular and pedestrian connection throughout the subdivision and with adjoining land;*
- (b) to take account of topographical, geotechnical and other natural constraints on the land;*
- (c) to enable a choice of housing types and densities;*
- (d) to provide adequate infrastructure so as to remedy or mitigate the adverse effects on or of development that are likely to occur as a result of the subdivision;*
- (e) to provide for the retention of significant trees that are appropriate to an urban environment;*
- (f) to provide adequate reserve land, or where this is not practicable physically, to do so through the payment of financial contributions.*
- (g) to enable the creation of pleasant, attractive and safe areas of public realm.*

1.6 Amend High Intensity Residential Zone Objective 8.8.6.1.1 to read: (additions are underlined deletions are struck through)

To enable residential living at higher intensities ~~than is traditional in the District,~~ in defined locations particularly around town centres where intensification can contribute to the vitality of the town centres. ~~only~~

1.7 Amend High Intensity Residential Zone Policy 8.8.6.2.1 to read: (additions are underlined)

High intensity residential development should be concentrated in defined zones around town centres, within easy walking distance of main public transport routes and significant community focal points, including Schedule 1 areas listed in Appendix 13B Chapter 13.

- 1.8 Amend High Intensity Residential Zone Policy 8.8.6.2.2 to read: (additions are underlined deletions are struck through)

~~In dealing with the adverse effects~~ To create high amenity values of in high intensity development in the High Intensity Zone the following mitigation measures should be considered:

- (a) the use and enhancement of the street, streetscape, or other permanent open spaces (not other people's backyards) as outlook areas and pleasant public realm;
- (b) concentrations of higher intensity development in defined areas, so that beneficial measures such as sufficient infrastructure, including multi modal transportation, ~~and~~ local services and community and social infrastructure may be put in place to offset any adverse environmental effects;
- (c) the effects of higher intensity development on other types of development can be avoided through ~~isolation~~ separation from lower intensity development.

Explanation and Reasons

To ensure that high intensity residential areas are attractive places to live and have high amenity values it is important that they are located around or near town centres and significant community focal points which can be easily accessed without needing to use a car. The vibrancy of town centres can also be enhanced by the location of larger numbers of people living close to them. The provision of higher intensity development concentrated in defined areas limits the adverse effects on lower and medium intensity areas and assists in achieving some of the benefits of higher densities such as localised services and employment opportunities. The concentration of higher intensity living may also allow the development of mixed-use precincts where the above benefits can be achieved by locating services and employment generating uses together with residential activity.

It is also important that high intensity residential areas have access to multi modal transport options to minimise the use of cars and to provide ready access to facilities including community and social infrastructure. It is appropriate that high intensity areas be located within easy walking distance of major public transport routes. This provides a greater pool of customers for bus services thus making them more viable. It may also increase the number of bus services provided which will make them more attractive to users. Other areas where such development may be appropriate, are near significant community focal points such as town centres or major recreation facilities.

The provision of higher intensity development concentrated in defined areas also limits any potential adverse effects on lower and medium intensity areas.

It is considered that allowing for the concentration of high intensity development promotes the sustainable provision of services and infrastructure, and assists in limiting the adverse effects of the spread of urban areas.

2 CHAPTER 9 - BUSINESS

- 2.1 Amend Objective 9.3.2 to read: (additions are underlined)

To maintain the capability for town centre business areas to act as community focal points and mixed use areas including residential activity.

- 2.2 Amend section 9.8.1.1 Retail Service Zone Objectives by adding a new Objective 9.8.1.1.2 as follows: (additions are underlined)

To enable mixed use development in town centre areas including residential development.

(This objective relates to Issue 9.2.1)

- 2.3 Amend section 9.8.1.2 Retail Service Zone Policies by adding a new Policy 9.8.1.2.2 as follows and renumber subsequent policies: (additions are underlined)

Development in town centres, including Schedule 1 areas listed in Appendix 13B Chapter 13, should include mixed use development with residential development above ground floor level where practicable.

- 2.4 Amend the Explanation and Reasons following Policy 9.8.1.2.5 by adding the following after the first paragraph: (additions are underlined)

The amenity values and vibrancy of town centres can also be enhanced by enabling people to live in them. This provides housing and living choices, activity after hours, increases security and enables development that intensifies the town centres. While it is desirable to enable residential development and mixed use in the town centres it is also important that residential activity does not inhibit retail and other commercial activity at ground level and thus compromise street frontage objectives, hence the encouragement of residential development to above ground level.

3 CHAPTER 21 - TRANSPORTATION AND ACCESS

- 3.1 Amend section 21.3 Objectives by adding a new objective 21.3.5 as follows: (Additions are underlined)

To ensure the integration of land use and transport activity.

(This objective relates to Issues 21.2.2 and 21.2.3)

- 3.2 Amend Policy 21.4.4 to read: (additions are underlined deletions struck through)

The transportation network should be designed to be integrated with land use activity ~~and~~ incorporate, where appropriate, pleasant, attractive and safe opportunities for cycling and walking, particularly between neighbourhoods and between neighbourhood and community facilities, work places, shopping and recreation facilities and social infrastructure and public transport routes.

- 3.3 Amend Policy 21.4.5 to read: (additions are underlined)

The transportation network should be designed and integrated with land uses to ensure that opportunities for the use of public transport are provided and maintained, including:

- (a) a roading network which allows efficient movement of public transport to collect passengers;
- (b) a roading network with a high level of interconnections which allows the effective through movement of public transport, particularly between residential areas and community facilities, work places, shopping and recreation facilities, and between neighbourhoods;

- (c) *a pleasant, attractive and safe pedestrian network with access to the public transport routes; and*
- (d) *facilities for passengers, such as shelters, park and ride facilities and passenger drop off points.*

3.4 Amend Policy 21.4.7 to read: (additions are underlined)

The development of new urban areas, or the redevelopment of existing urban areas, should occur in ways which integrate land use and transport activities and ensure the efficient and effective provision of a transport network. This includes:

- (a) *ensuring that the transport network has a high level of interconnection which enhances access within and between residential, business, recreation and community areas and facilities;*
- (b) *intensifying development around transport routes and nodes, and commercial areas;*
- (c) *~~locating~~ concentrating high trip generating activities close together, so that cumulative vehicle trip generation and trip length are minimised;*
- (d) *ensuring that high traffic generating activities, eg. shopping centres, are located adjacent to roads with the appropriate vehicle carrying capacity*
- (e) *ensuring that opportunities are provided for facilities for public transport and other high occupancy vehicles in high trip generating areas; and*
- (f) *ensuring that opportunities are provided for safe access for pedestrians and cyclists.*
- (g) *enhancing the public realm role of the streetscape.*

3.5 Amend Policy 21.4.2 Explanation and Reasons by adding the following to the second paragraph: (additions are underlined)

The quality of the "streetscape" is important in maintaining the amenity value and the visual appearance of a street and its surrounds. It includes elements such as the geometry of the street pattern and subdivision, the width and length of streets, the degree of enclosure, building setbacks from the street, fencing and street design and the contribution that vegetation makes to the appearance of the street.

4 CHAPTER 4 - OVERVIEW

4.1 Amend Chapter 4 Overview, section 4.3, first paragraph as follows: (deletions are stuck through)

Rodney District lies on the northern fringe of New Zealand's largest metropolitan area. The population of the Auckland region is expected to grow to approximately 2 million in the year 2050, from a 1996 population of 1.2 million. The District provides a range of opportunities and attractions that tend to encourage population growth and new development. These take the form of ~~comparatively lower land and house prices to those found in areas nearer to Central Auckland,~~ and large tracts of non urbanised land in close proximity to major transport routes. It also offers highly attractive coastal and rural living environments relatively close to the major employment centres, and the major facilities of Auckland.

- 4.2 Amend section 4.3 Rodney District in the Regional Context section 4.3.1 second paragraph as follows: (additions are underlined deletions struck through)

~~As a result of these and other factors, the District has grown rapidly in recent years and continues to experience significant growth. As noted earlier, the District is increasing its share of the Regional population. Rodney's population in 1991 made up 6% of the Region's total. Between 1991 and 1996 this population had grown to 6.5%. Rodney's population continues to grow at a rate second only to Queenstown - Lakes District at 14.6% between 1996 and 2001. This rate of growth resulted in the population increasing from 66,500 permanent residents to 76,182 in the period 1996 to 2001. The estimated population as at 30 June 2003 was 84,100. The District's population in 1996 made up 6.2% of the Region's total. Significantly though, this proportion grew to almost 6.6% by 2001. The District is increasing its share of the Regional population. At current rates of growth Rodney is projected to have 117,000 people permanently resident by 2021.~~

- 4.3 Amend Chapter 4 Overview, section 4.3, third paragraph as follows: (additions are underlined)

~~Much of the District's recent growth has been from immigration as people choose to relocate from elsewhere to Rodney District. This substantial immigration has been occurring in a District which is relatively undeveloped in terms of housing supply, business land and employment activities, and associated infrastructure and services.~~

- 4.4 Amend section 4.3 Rodney in the Regional Context by adding a new section 4.3.2 as follows: (additions are underlined)

4.3.2 Local Government (Auckland) Amendment Act 2004

The Local Government (Auckland) Amendment Act 2004 (LGAAA) requires that all councils in the Auckland Region integrate their land transport and land use provisions in order that they can give effect to the growth concept in the Auckland Regional Growth Strategy. Section 40 of the LGAAA also requires the changes to contributing, in an integrated manner, to the matters specified in Schedule 5.

Among the obligations placed on local authorities by the LGAAA is the requirement in Schedule 5 of the Act to integrate transport and land use policies to reinforce metropolitan urban and rural objectives of the Auckland Regional Policy Statement (ARPS). Local authorities when doing changes anticipated by the LGAAA, must also ensure their plans are in keeping with the Auckland Regional Policy Statement (ARPS) objectives of:

- (a) providing increased certainty in the assessment of resource consents, designations, and plan changes related to transport and urban form, and ensuring that transport and land use patterns are aligned to achieve sustainability, efficiency, and liveability in the Auckland Region; and
- (b) managing transport and transport infrastructure, facilitating a multimodal transport network, and facilitating integrated transport management; and
- (c) reducing adverse effects of transport on the environment (including improving air and water quality, reducing noise and stormwater, improving heritage protection and reducing community disruption and transport land use), and reducing the adverse effects and increasing the positive interactions of transport and land use; and

(d) supporting compact sustainable urban form and sustainable urban land use intensification (including location, timing and sequencing issues, and associated quality, character, and values of urban form and design); and

(e) integrating transport and land use policies to reinforce metropolitan urban and rural objectives of the Auckland Regional Policy Statement, the development of a competitive and efficient economy and a high quality of life, underpinned by a quality environment and amenity.

4.3 Amend section 4.3 Rodney District in the Regional Context by adding a new section 4.3.3 and amend paragraph 2 under the existing 4.3.2 as follows: (additions are underlined deletions are struck through)

~~The Auckland Regional Growth Strategy (November 1999 – a Non-Statutory document) suggests that Rodney District could have a population capacity of 177,000 by the year 2050. In percentage terms, such a population growth represents the biggest increase of all the territorial local authorities in the region, when considering growth prospects up to the year 2050.~~

Auckland Regional Growth Strategy

The Auckland Regional Growth Strategy (November 1999 - a Non-Statutory document) sets out a vision for the future of the Auckland region to 2050. The purpose of the Regional Growth Strategy is “to ensure growth is accommodated in a way that meets the best interests of the inhabitants of the Auckland Region”. The strategy provides a vision for what Auckland could look like in 50 years time with a population of 2 million people.

This vision is to sustain:

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

The Growth Strategy sets out a “Growth Concept” which is a snapshot of how the region could look at 2050 if growth is managed according to the vision, outcomes and principles.

Key features of the “Growth Concept” are:

- that population growth will be managed by promoting quality, compact urban environments (intensification);
- most population growth within the existing metropolitan area with development outside current urban limits only where environmental, accessibility and community principles can be met;
- most urban growth focused around town centres and major transport routes to create higher density communities, with a variety of housing, jobs, services, recreational and other activities (mixed use);
- much less emphasis on general infill throughout suburban areas.

The town centres and transport routes for the region are shown in Schedule 1 of the Regional Policy Statement and for Rodney District in Schedule 1 in Chapter 13 – Future Development and Structure Plans.

Outside the suburbs, specific new areas are earmarked for growth (refer to Schedule 2 of the Regional Policy Statement for the regional growth areas and for Rodney District

see Schedule 2 in Chapter 13 – Future Development and Structure Plans). The regional growth areas include:

- future urban (greenfield) areas including Takanini, Flat Bush /East Tamaki, Hingaia, Westgate/Redhills, Albany/Greenhithe, Long Bay and Orewa/Silverdale.
- rural and coastal towns to roughly double in size through natural growth. Helensville, Kumeu and Pukekohe to get a greater share of development because of their location on rail lines.
- Development is avoided in the most highly valued and sensitive natural areas and catchments. These areas range from the Waitakeres and Hunuas to localities such as Puhoi, Waiwera, Mahurangi (greater area), Weiti, Okura, eastern Waiheke Island and Whitford surrounds.

Some expansion in new greenfield areas is necessary to provide sufficient land and locational choice for dwellings and businesses. If all proposed greenfield development proceeds the Auckland region's metropolitan area will increase by about 10% or 5000 hectares, over the 50-year timeframe.

By 2050, more than a quarter of the population (more than 500,000 people) could be living in higher density, multi-unit accommodation compared with less than an eighth or 125,000 people in 1996. However, even after 50 years, 70% of people could still live at lower densities in the suburbs and rural areas.

The Growth Strategy suggests that Rodney District could have a population capacity of 177,000 by the year 2050. In percentage terms, such a population growth represents the biggest increase of all the territorial local authorities in the region, when considering growth prospects up to the year 2050.

The Growth Concept provides for more mixed use development (different activities, residential, business, retail etc, sharing premises and within the same area.) Mixed use is already common in places like Ponsonby, Newmarket, Newton, Takapuna and New Lynn but additional mixed use is desirable. In Rodney, Orewa and Silverdale are two examples of areas where the mixed use is being pursued.

The Growth Concept also seeks to ensure there is sufficient business land available in specific employment zones (e.g. Penrose – Onehunga, Wiri, Wairau Park) for larger industrial and commercial development. Major employment development is envisaged in these areas as well as in Albany, Silverdale, Westgate, East Tamaki, Sylvia Park, Mt Wellington and the central area. Maintaining and improving access to jobs and between businesses will be vital. At 2005 Rodney District has a shortage of industrial zoned land within the MUL and there is a need to develop an industrial strategy for the District.

An efficient transport system is vital to the prosperity of the Auckland Region and to the well-being of Aucklanders. Transport and land use are closely interrelated. Transport systems can both service growth and development and can also facilitate future development patterns.

The "Growth Concept" anticipates a shift in land use patterns towards a more compact urban form which focuses growth in more intensive mixed-use centres along the northern, western and southern passenger transit corridors, as well as near main arterial roads. More intensive development can support a greater range of local services and facilities, increase the opportunity for safe walking and cycling and help support passenger transport, by bringing people closer to the main routes. Careful design will be needed to ensure good urban amenity.

Lifestyle issues will be important in determining people's desire to live in intensive areas. The "Growth Concept" envisages that many people will consider being close to activities,

shops, cafes and possible work, as well as not having the responsibility for a large garden, or daily commutes, as a desirable trade-off for living in a busier environment. Agreement has been reached through the Passenger Transport Action Plan on priority passenger transport improvements for the next ten years that will service the more intensive areas and help support increased urban intensification.

Accessibility between different parts of the region will be improved with traffic demand measures (such as tele-working, ride-sharing, road pricing, parking constraints) and completing and upgrading transport networks, including the region's arterial roading network, to provide alternative routes. The Regional Land Transport Strategy, released at the same time as the Regional Growth Strategy, is a key mechanism in the implementation of the Growth Strategy.

5 CHAPTER 3 - DEFINITIONS

- 5.1 Amend Chapter 3 - Definitions by adding the following new definition:

Streetscape means the visual appearance of a street and its surrounds, and includes geometry of street pattern and subdivision, width and length of streets, degree of enclosure, building setbacks from the street, fencing and street design and the contribution that vegetation makes to the appearance of the street.

6 CHAPTER 13 FUTURE DEVELOPMENT AND STRUCTURE PLANS

- 6.1 Amend section 13.3 Objectives, existing Objective 13.3.3 as follows: (additions are underlined)

To ensure that opportunities exist for key facilities that may be required by the population of developing urban areas, such as business and employment areas and community facilities.

- 6.2 Amend section 13.3 Objectives, existing Objective 13.3.2 as follows: (additions are underlined)

To ensure that urban development in new "greenfield" areas has a high level of amenity value and includes opportunities for a range of living choices.

- 6.3 Amend Section 13.4. Policies, by adding a new Policy 13.4.2 as follows: (additions are underlined)

Future urban growth should be located either:

- in identified residential intensification areas or (including those areas set out in Schedule 1 in Appendix 13B)
- identified "greenfield" growth areas (including those areas set out in Schedule 2 in Appendix 13B)

or on the Hibiscus Coast and in Rodney's smaller urban settlements.

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.2 and 13.3.3.

Some of the growth that the District will experience should be located in identified residential intensification areas. These are the High Intensity Residential zones which are addressed in Chapter 8 – Residential. The Auckland Regional Policy Statement has identified a metropolitan urban limit for the Hibiscus Coast and this basically lies to the east of the motorway between Orewa and Silverdale. This includes the growth areas of

Silverdale North, Silverdale South and Orewa West for which structure plans have been prepared. It is in these areas that the bulk of the greenfield development will occur on the Hibiscus Coast. In relation to the rural and coastal settlements growth is accommodated by identifying additional growth areas through a structure plan process. These areas are set out in the schedules in Appendix 13B. The schedule sets out the possible timing of notification of variations to the Proposed District Plan to rezone the areas concerned. The areas identified in this schedule are those that were identified in the Northern and Western sectors Agreement. The timing indicated is also dependent on the Long Term Council Community Plan process.

- 6.4 Amend section 13.4 by adding a new Policy 13.4.5 as follows: (additions are underlined)

Future urban growth and development should be located, designed and implemented in ways which enable an integrated multi nodal transport network.

Explanation and Reasons

This policy seeks to achieve Objectives 13.3.1, 13.3.2, 13.3.3.

The development of new urban areas provides an opportunity to establish an efficient and effective transport network which can, incorporate a multi modal transport network, in particular, public transport. As the District continues to grow and traffic volumes increase, it is important to focus on reducing the need for vehicle trips and particularly the predominance of vehicles with only one occupant.

It is therefore necessary to ensure that the transport network enables ease of access within, for example, residential and business areas. It is also important that efficient and effective routes are provided between key trip generating areas. This requires a roading network with a high level of interconnections, which enables direct access between places, (eg. avoids long cul-de-sacs). It must also be designed to carry the anticipated traffic volumes, and to limit and manage access to arterial routes.

Intensification of activity around transport nodes and routes helps facilitate public transport by providing a larger number of patrons close to the public transport network. As residential and employment densities increase so the number of potential passengers increases. The closer people are to the network, the more they will be inclined to use it. Generally, a distance of 400m is the maximum desired walking distance to public transport.

Some activities have a significant influence on the number and pattern of vehicle trips within the District. The co-location of high traffic generators and the creation of mixed use areas will lower the incidence of single purpose shopping trips, and reduce the necessity to travel from one retail outlet to another by motor vehicle to accomplish a relatively small number of tasks.

- 6.5 Amend section 13.4 by adding a new Policy 13.4.6 as follows: (additions are underlined)

Future urban growth and development should be designed and implemented in ways which enable a range of living choices.

Explanation and Reasons

This policy seeks to achieve Objective 13.3.2.

To sustainably manage urban growth, reduce urban sprawl and increase the vibrancy of our town centres it is important that a range of living choices are possible. The community is also increasingly seeking wider housing choices.

6.6 Amend section 13.5 Strategy paragraph 4 bullet (e) as follows: (additions are underlined)

(e) roading and other transport networks, including railway and bus networks, and airfields and ferries;

6.7 Amend Chapter 13 by adding as Appendix 13B the following:

SCHEDULE OF GROWTH AREAS

The areas identified in this schedule are those that were identified in the Northern and Western sectors Agreement. The timing indicated is also dependent on the Long Term Council Community Plan and District Spatial Strategy processes.

SCHEDULE 1A AND 1B AREAS

<u>SCHEDULE 1A</u> <u>Intensification Areas</u>	<u>SCHEDULE 1B</u> <u>(Greenfield Areas)</u>	<u>TIMING AND SEQUENCING</u> <u>(Note: Timing is date of notification of District Plan Changes)</u>
<u>Orewa Town Centre</u>		<u>Already zoned for intensification. Work ongoing to review opportunities for further intensification.</u>
<u>Red Beach</u>		<u>Already zoned for intensification</u>
<u>Whangaparaoa Town Centre</u>		<u>Already zoned for intensification</u>
<u>Manly</u>		<u>Already zoned for intensification</u>
	<u>Orewa West</u>	<u>Late 2006</u>
<u>Silverdale (Falkirk land)</u>		<u>Already zoned</u>
	<u>Silverdale North</u>	<u>Zoned Future</u>
	<u>Hibiscus Coast Gateway, Silverdale</u>	<u>Urban. Residential zoning Mid 2005</u>
	<u>Silverdale Industrial</u>	<u>Mid 2005</u>
<u>Warkworth Town Centre Area</u>		<u>Late 2006 (resource consent required for sewerage treatment plant upgrade)</u>
	<u>McKinney Road, Warkworth</u>	<u>Zoned Future Urban Late 2006 (resource consent required for sewerage treatment plant upgrade)</u>
	<u>Woodcocks Road, Warkworth</u>	<u>Zoned Future</u>
	<u>Hudson Road, Warkworth</u>	<u>Urban. Subject to Waste Water Strategy</u>
		<u>Subject to Waste Water Strategy</u>
<u>Huapai Town Centre</u>		<u>Already zoned. Work ongoing to review opportunities for further intensification. Early 2006</u>
	<u>Huapai North</u>	<u>Zoned Future</u>
	<u>Huapai South</u>	<u>Urban. Residential zoning early 2006</u>
		<u>Zoned Future</u>
	<u>Huapai South</u>	<u>Urban. Subject to District Spatial Strategy</u>
		<u>Zoned Future</u>
	<u>Riverhead South</u>	<u>Urban. Subject to District Spatial Strategy</u>
		<u>Zoned Future</u>
	<u>Helensville South</u>	<u>Urban. Subject to District Spatial Strategy</u>
		<u>Zoned Future</u>
	<u>Snells Beach North</u>	<u>Urban. Subject to District Spatial Strategy</u>
	<u>Algies Bay South</u>	<u>Zoned Future</u>

		<u>Urban. Subject to District Spatial Strategy</u>
	<u>Goldsworthy</u>	<u>Zoned Future</u> <u>Urban. Subject to District Spatial Strategy</u>
	<u>Wellsford (includes various small areas on the fringe of the town)</u>	<u>Zoned Future</u> <u>Urban. Subject to District Spatial Strategy</u>