

3.0 DEVELOPMENT STRATEGY

3.1 DEVELOPMENT GOALS AND OBJECTIVES

The broad development goals and objectives for Sandspit-Snells Beach-Algies Bay can be summarised in a few short statements:

- (i) To provide adequately and appropriately for the economic, residential, service and other functional needs of the existing and future populations.
- (ii) To recognise those key landscape elements which give the area its uniqueness of character and to protect them from the visual intrusion of significant built urban development.
- (iii) To recognise the demand for growth, and to manage this growth within the limits of both natural resource sustainability and also the landscape confines of retaining the area's overall high landscape amenity.
- (iv) To locate and develop the urban and built areas in a form which optimises the potential for mitigating the natural environmental impacts of such built development, at both a cumulative and local scale.
- (v) From above, to generally contain urban and built development within lesser valued landscape envelopes, and to thereby protect and conserve the visual character of surrounding rural and coastal landscapes.
- (vi) In providing for urban expansion, to integrate the mutual development of land use, road access and required engineering services to ensure that the urban areas perform and function optimally.
- (vii) To enhance the operation, safety and coherence of the urban road network, and provide a road network that will be flexible and adaptable to a range of likely future demands and have the capacity for staged development.
- (viii) To formulate a comprehensive plan for a spatial structure which not only addresses existing problems, but also enables a variety of future development options.

3.2 STRATEGIC OPTIONS

Strategic options with respect to Sandspit-Snells Beach-Algies Bay future settlement growth can be reduced to three scenarios. These are:

(i) **Continuation of status quo**

This will result in:

- Increased natural environmental pressures on especially the more sensitive Mahurangi and Matakana estuarine zones.
- Residential growth proceeding on an ad hoc basis in several directions around existing townships, sometimes led by developer-chosen locations, compounding engineering services programmes and leading to unnecessary increased servicing costs and urban sprawl.
- Increased visual blight of highly valued landscape elements through local and piecemeal infringement.

- The non-optimisation of scarce land resources as inappropriate levels of urban density proceed according to present zonings.
- Further expansion of commercial activities in the Snells Beach town centre, with the centre likely to perform poorly with respect to traffic access and routing.
- Service industrial expansion adjacent to the Snells Beach town centre, which is appropriate.
- Increased traffic problems on Mahurangi East Road, as residential extensions proceed with individual site ingresses directly on to this key local arterial route.
- Compounded stormwater management problems, as inappropriate and piecemeal residential extension fail to proceed on a comprehensive and overall stormwater management and design basis.
- Dysfunctional and disintegrated open space network and absence of a functional hierarchy of passive and active open spaces.

This approach is clearly not desirable or sustainable, and undertaking the Structure Plan, to avoid this scenario, recognises this.

(ii) **Short term "quick fix" strategy**

This approach would see ad hoc solutions applied to individual problem areas, as they have been identified. Some solutions would no doubt be generated in relation to many of the problems already identified, but in effect:

- Solutions would be reactive and piecemeal and not necessarily coordinated.
- Is likely to generate contradictions, thereby requiring the re-visiting of certain problem areas in the future, at an increased overall development cost.
- Will not position the area to deal with future developmental pressures, as by its very nature, this type of strategy is not forward looking.

This approach is equally inappropriate in that it is counter to the strategic and comprehensive planning objectives of the Structure Plan.

(iii) **Comprehensive and integrated planning**

This strategy is recommended and adopted in that it:

- Considers all elements of physical development and provides a set of mutually reinforcing solutions and developmental guidelines.
- Is aimed at solving identified problems as well as opening up as many future options as possible, thereby reducing the likelihood of localised problems arising in the future.
- Allows for integrated programmes and budgets to be formulated.
- Is forward looking, thereby not only creating a vision for future development, but also provides a plan which will position the area and its townships to accommodate future growth pressures before they might arise.

3.3 SPATIAL DEVELOPMENT STRATEGY

In terms of the broader context of the greater Mahurangi peninsula the Strategy aims to concentrate urban development to within the study area for the foreseeable future, and retain the areas to the immediate north (towards Warkworth) and south (lower Mahurangi Peninsula) of the study area, as rural.

The overall spatial development strategy for the study area (refer Plan 7, overleaf) recognises the limits to physical growth imposed by the need to retain the high landscape amenity and ecological values of the area. The following key landscape elements (which together form the area's visual identity) are thus excluded from potential urban development:

- the east facing valley between Snells Beach and the Brick Bay area
- the slopes overlooking the Mahurangi Estuary at the end of Hamilton, Dawson and Goodall Roads
- the elevated and well vegetated south and east facing slopes of the Lawrie Road ridge
- the cliffs and adjacent elevated plateaux of the three points between Algies Bay and Martins Bay
- the elevated slopes above Martins Bay
- the elevated slopes of the Martins Bay Road-Scandrett Road ridge and southward of this ridge.

With the exception of the latter area (which has potential for a limited amount of lifestyle blocks) all of the above areas are proposed to be retained as rural, or proposed as park or conservation areas. All of these areas would fall within a special landscape protection policy area.

A second important aspect of the overall strategy is discouraging further development pressure on the Sandspit-Brick Bay area, by retaining the area as a large lot residential environment and limiting further conventional townships and wharfside developments on the Matakana estuary.

Concomitant with the above is the containment of urban growth to areas which are of lesser prominence with respect to the greater Mahurangi and Kawau visual envelopes, and the definition of a strong and permanent edge to the urban area.

Furthermore, the form of urban development (eg density, layout) within areas available and suited to development will be such that it optimises the potential for the attenuation of impacts, specifically with respect to:

- integrated stormwater catchment management
- differential built densities on the basis of geotechnical conditions, landscape aesthetics, and ability to mitigate stormwater impacts.
- zones of engineering serviceability

The adopted spatial strategy has the following key elements, as depicted in Plan 7:

- (i) The maintenance of Sandspit Road as the single route accessing the area, and Mahurangi East Road as the central urban arterial route.
- (ii) Providing collector roads through the new urban extensions and also for the Grange Street area, the Brick Bay Drive area and the town centre. The latter road would serve to generally limit multiple intersections and individual site accesses on to Mahurangi East Road.
- (iii) New residential areas which could accommodate approximately 2,400 additional residential units are planned, as outlined below.

- (iv) Four high density residential zones (suitable for example, for residential development, resort development, retirement village, etc), located:
- on the flat foreshore platform of the valley at the northern end of Snells Beach
 - on the south-westward facing back slope of the ridge/point at the southern end of Algies Bay.
 - on the lower seaward facing slope along Goldsworthy Bay
 - between the town centre and Muncaster Road.
- (v) A total of about 1,600 mixed residential sites (of which some 80% will be conventional 600 m² sites, and the remainder, larger 2,000 m sites) in the following residential extensions:
- a large new residential area in the valley between Goodall Road and Mahurangi East Road. It is noted that although there is potential for some 700 residential sites in this area, further (water supply, stormwater impact) investigations could see this quantity reduced.
 - a large, but less continuous residential extension on the lower slope between Algies Bay and Goldsworthy Bay)
 - two other small residential extensions, i.e. on Dawson Road and near Governor Grey Road.
- (vi) About 60 additional lifestyle blocks in two broad locations, i.e. on either side of Grange Street and along the elevated areas of the Martins Bay-Scandrett Road ridge.
- (vii) The maintenance of a single town centre and the northward extension of the existing Snells Beach centre (including additional land for both retail commercial and service industrial uses) along a planned new town centre access road extending from Hamatana Road and intersecting with Mahurangi East Road just north of the existing BP garage.
- (viii) The maintenance of Goodall Reserve as the main active recreational public reserve, and the development of the nearby Dawson Road School.
- (ix) The maintenance of the Sandspit and Brick Bay Drive areas largely as they are, accepting the potential for some 80 additional houses in the area (on vacant sites and existing zoned areas not yet subdivided).
- (x) The creation of a multi-faceted residential, resort and recreation zone extending broadly from Goldsworthy Bay through to Martins Bay, to include:
- a high density residential and/or resort at Goldsworthy Bay (possibly associated with a marina)
 - a new regional park on Mullet Point
 - the retention of the public camping ground and local bach township at Martins Bay (albeit with localised modifications).
- (xi) Taking further development pressure off Sandspit by over time relocating some of the functions and activities on the spit (by creating an alternative parking area at the bottom of Brick Bay Road, and also by relocating some of the ferry terminus functions to a Goldsworthy Bay Marina in the longer term).
- (xii) An integrated and continuous open space network including:
- the existing network of reserves, esplanades and walkways
 - a series of multi-purpose linear reserves (to include stormwater quality ponds, walkways, local parks, large areas of tree screens, etc) in new residential areas
 - a continuous esplanade along the estuarine and marine foreshores

- local and regional parks, and (landscape and heritage) conservation areas
 - conservation (no-build covenants) typically along natural drainage paths
- (xiii) The possible construction of a new water treatment plant and sewage treatment and their integration with existing networks.