

## 7.0 STUDY AREA CONSTRAINTS

This section examines those factors which could have a constraining impact on development within the study area. These factors include the visual impact of development, tensions at zone interfaces, stormwater controls, and roading.

### 7.1 Visual Impact and the Landscape

A Landscape Impact Report prepared for the Hibiscus Coast Urban Development Strategy contains a section on the Whangaparaoa Industrial Area. It was assessed as follows:

The area was assessed with regard to its "Existing Landscaping Quality", its "Visual Absorption Capacity" (VAC) and its "Audience" (passers by and local residents).

The existing landscape quality within the study area was assessed as low, however, as the area has a large passing audience and a low visual absorption rate, due to a lack of screening, the area was identified as being "particularly sensitive to change".

The landscape analysis indicated that this unit could absorb 300 household units at 1/400 m<sup>2</sup> provided it was developed in accordance with a Landscape Structure Plan. The purpose of a Landscape Plan would be to protect the sensitive skyline around the south side of the study area and reduce the impact of redevelopment as seen from Whangaparaoa.

The area identified as being suitable for further residential development is situated well below the main ridge. Consequentially residential development within this area will not impact on the ridge line. The ridge will continue to provide a softening backdrop to any proposed development.

When viewed from the ridge the visual impacts of any residential development will again be minor as the area is substantially lower in elevation than the ridge. Sight lines will be over development while the existing tall trees and regenerating bush will provide a further visual barrier.

The Industrial 3 zoning is intended to produce a spacious and industrial park type appearance which is compatible with the residential area that surrounds and overlooks it. All development is subject to a Controlled Activity application to ensure appropriate building colour and landscaping. It is recommended that this zoning replace the Industrial 5 zoning.

#### Recommendations

1. That the main ridge line continue to be recognised as a significant landscape feature within the Whangaparaoa Peninsula and therefore remain a Low Intensity Residential Activity Area.
2. That the area zoned Industrial 5 and retained for industrial purposes be rezoned Industrial 3 to ensure that the spacious industrial park appearance is continued.

### 7.2 The Zone Interface

With the suitability of the excess industrial land for residential purposes there exists the potential for conflict at the interface between the two zones. Past experiences

indicate that once residential activities locate at an industrial boundary they begin to exert pressure on their industrial neighbours to meet levels of residential amenity.

The Industrial 3 Zoning has been consciously designed with proximity to residential activities in mind and only light industrial activities are permitted as a result. Where development of industrial sites takes place on a boundary with a residential activity area both a 2m wide landscape strip and a close board wooden fence are required. However as a Structure Plan provides the opportunity to plan for development in a comprehensive manner a substantial buffer strip along the entire zone interface is proposed. This could be a planted area approximately 15m wide at the zone boundary. This strip should be vested in the Council as part fulfilment of the reserve contribution requirement. Any further contribution, other than that for neighbourhood reserves, should be taken in the form of cash and used to landscape the buffer strip in accordance with an approved landscape plan.

The buffer strip could be utilised as a pedestrian walkway. By providing links into the buffer strip from both the residential and industrial areas pedestrian permeability of the area will be enhanced.

#### Recommendation

1. That a substantial buffer zone (in the order of 15m) be provided at the industrial residential interface and vested in the Council as reserve.
2. That this buffer zone be landscaped and include a paved pedestrian way (Walkway/cycleway).
3. That any reserve contributions required in excess of the buffer strip and neighbourhood reserves be taken in the form of cash and utilised in the landscaping of the buffer zone.
4. That links to the pedestrian way be provided at convenient intervals within both the residential and industrial areas.

### 7.3 Roading

#### 7.3.1 The Industrial Area

A Traffic Management Plan October 1994 has been completed for that stretch of Whangaparaoa Road between Brightside Road and Homestead Road. Some of the following comments have been extracted from that report.

##### **Whangaparaoa Road/Arklow Lane**

The intersection of Whangaparaoa Road and Arklow Lane is a T-junction. A crest and vertical curve exists at this intersection which affects the visibility in both directions. The flush median does assist right turning traffic, however, the existing sight distance is still not desirable for a road serving a small number of industrial properties. A preferable alternative would be to extend Arklow Lane to meet a proposed industrial access road further east. This new access road would intersect Whangaparaoa Road at a location with better visibility than Arklow Lane and also form a T-junction with the proposed extension of Karepiro Drive to the west. Right turns should be prevented at the intersection of Whangaparaoa Road and Arklow Lane by a kerbed median. Left turns would be allowed to continue and adequate turning geometry should be maintained.

Much of the land needed for the second access entry is owned by the Council and Whangaparaoa Industrial Estate Limited, however, a small portion of Lot 1 DP 153177

protrudes into the alignment of the proposed road, between the stormwater retention pond and the existing Liquor outlet. A 12.5m (approx) wide strip along this protuberance will be needed.

This provision for a second entry to the industrial area should occur in the Year 2000 when development of the area increases and the main industrial access intersection of Whangaparaoa Road with Karepiro Drive becomes over saturated. This second entry would promote good traffic circulation and ensure that the area does not become isolated due to a one-way-in, one-way-out situation.

#### **Whangaparaoa Road/Karepiro Drive**

The intersection of Whangaparaoa Road and Karepiro Drive is also a T-junction. The intersection has been designed to meet the needs of the expanding industrial area and it is anticipated that it may need to be signalised at some point in the future. Good sight distance is available for ingress and egress movements from this intersection. This intersection should be the main focal point of traffic activity into and out of the industrial area.

With the Whangaparaoa Peninsula developing quite rapidly, especially in the area of residential subdivision, the traffic volumes on this road are increasing at approximately 5-8% per year. It is envisaged that Whangaparaoa Road may need to be widened to provide two lanes in each direction near the year 2001.

#### **Weiti River Crossing**

Proposals for a Weiti River Bridge have been promoted in the past. This crossing connects East Coast Road to Whangaparaoa Road through various link options in order to reduce both travel time between the Whangaparaoa Peninsula and the North Shore/Auckland and traffic volumes on Whangaparaoa Road. Three of the seven options pass directly through the study area (Refer to diagram at Appendix 6 for details). One of the options, Route "AA" variation, enters the study area in the north, at Scott Road, and then joins with Route "G". Route "G" is an extension of Karepiro Drive and is currently identified and protected in the Operative District Plan.

The other two options, Route "B" and Route "BB" variation, enter the study area from the west at a saddle in the Scott Road ridge. Past reports prepared by Russell Dickson (1985/6) and BCHF (1988) show these two options connecting with Whangaparaoa Road through the centre of the industrial area. A more favourable link would be for these routes to join Route "G" as the Route "AA" variation does. Route "BA" has been introduced in this Structure Plan to provide this link.

Protection of Route "G" is necessary in order to preserve a future possible Weiti crossing connection with Whangaparaoa Road. Route "G" does not unduly compromise the development of either the proposed residential area or the remaining industrial land. The proposed residential indicative roading could be upgraded along the length of Route "G" should the Weiti crossing eventuate. However, at this time, with the current programme of Transit New Zealand to extend the northern motorway, it is unlikely that the Weiti River crossing would be constructed within the 10 year planning time frame. Provision for the Weiti River crossing should be made and the routes protected, but this should not foreclose appropriate subdivision of the area to suit demand now and in the immediate future.

Both the Russell Dickson (1985/6) and BCHF (1988) reports indicate a preferred river crossing option linking into Whangaparaoa Road north of the study area opposite Beverley Road. At present none of the options have had an Environmental Impact Assessment undertaken as required by the Resource Management Act 1991.

### Recommendation

1. That Karepiro Drive be extended to serve the industrial area.
2. That a future second access to the industrial area from Whangaparaoa Road be provided near the Year 2000. This would require the acquisition of a small portion of Lot 1 DP 153177 (a strip approximately 12.5m wide and 33m long on the eastern most boundary).
3. That this future access be east of the present intersection of Whangaparaoa Road and Arklow Lane and connect with Arklow Lane and Karepiro Drive.
4. That both the Karepiro Drive extension, and the second industrial area access road, be shown in the District Plan as Indicative Roads to ensure that they are not compromised by any future development or subdivision.
5. That Route "G" continue to be shown as an Indicative Road in the District Plan. That Routes "B", "BB" variation, "AA" variation and "BA" within the study area be shown in the District Plan as Indicative Roads to ensure that they are not compromised by any future development or subdivision.

#### 7.3.2 The Residential Area

The Land Evaluation Report prepared by Anthony Wood indicates two access routes to the residential area. The first is through the industrial estate. The second is from Scott Road. The Scott Road access is preferred as it does not require residents to drive through an industrial area to reach their homes. This will help remove the perception that the residential area is at the rear of an industrial estate.

An internal roading pattern has been proposed. This is based on the roading shown in the Land Evaluation Report (Appendix 4).

### Recommendation

1. That access to the proposed residential area be by way of Scott Road.
2. That the proposed residential roading network be shown in the District Plan as an Indicative Roding.

#### 7.4 Stormwater

The study area falls within sub-catchment 5 of the Stanmore Bay Stormwater Catchment Management Plan (1992). Within this catchment drainage problems have been identified including surface flooding. Also identified are the downstream problems that could occur should the land currently zoned for industrial purposes be developed. The Management Plan refers to an earlier report prepared by Airey Consultants which recommended that a retention pond be constructed within the land currently occupied by Stanley Hunt Contractors and owned by the Rodney District Council. This pond would considerably reduce peak flows into the Rishworth Avenue culvert thereby allowing development of the industrial area without the consequence of downstream flooding. This report was endorsed by the Stanmore Bay Catchment Plan and the recommendation rated as number 1 priority.

It is proposed to connect Karepiro Drive and Arklow Lane with Whagaparaoa Road in the vicinity of the stormwater detention pond. At present this is a dry pond. However when the connecting road is required the opportunity exists to transform the detention pond into a wet area and make it a feature of the entrance way.

The report made the following recommendation in regard to the land presently zoned Residential 6.

*"That no zoning changes be made within the Stanmore Bay Catchment which would increase the currently allowed degree of development within the designated Residential 6 zoned areas until the impact of the zone changes on the stormwater system has been fully assessed."*

Extracts from the Stanmore Bay Stormwater Catchment Management Plan are included at Appendix 5).

Recommendation

1. That provision be made for the stormwater detention pond as shown in the Stanmore Bay Catchment Management Plan.
2. That the stormwater pond be made an entrance way feature, with appropriate landscape design input, in conjunction with the construction of the second industrial area access road.

## 8.0 RECOMMENDATIONS FOR STRUCTURE PLAN

### 8.1 The Issues

The following issues have been covered in this report:-

- The quantity of industrial land required in the Whangaparaoa Industrial Area by 2016
- The best use of any surplus industrial land
- The intensity and extent of any residential development
- Constraints factors affecting the study area
- The impacts of development on the landscape
- The most appropriate movement network for the study area

### 8.2 Recommendations

The recommendations arising from these issues are set out below. These recommendations set the parameters for the Structure Plan. The Structure Plan is displayed on page 4 of this report.

1. **That the Designation 259 (Council Depot) over Pt Lot 1 DP 44648, Pt Allot 713 and SO 56861 Waiwera Parish, Whangaparaoa Road be uplifted.**
2. **That approximately 18 to 20 hectares of land be retained for industrial purposes. This means that 15 to 17 hectares of land presently zoned for industrial activities can be reallocated.**
3. **That the lower slopes of Lot 2 DP 67493, all of Lot 13 DP 53061, and the western portion of the area currently zoned industrial be zoned Medium Intensity Residential Activity.**
4. **That the main ridge line continue to be recognised as a significant landscape feature within the Whangaparaoa Peninsula and therefore remain a Low Intensity Residential Activity Area.**
5. **That the area zoned Industrial 5 and retained for industrial purposes be rezoned Industrial 3 to ensure that the spacious industrial park appearance is continued.**
6. **That a substantial buffer zone (in the order of 15m) be provided at the industrial residential interface and vested in the Council as reserve.**
7. **That this buffer zone be landscaped and include a paved pedestrian way (Walkway/cycleway).**

8. That any reserve contributions required in excess of the buffer strip and neighbourhood reserves be taken in the form of cash and utilised in the landscaping of the buffer zone.
9. That links to the pedestrian way be provided at convenient intervals within both the residential and industrial areas.
10. That Karepiro Drive be extended to serve the industrial area.
11. That a future second access to the industrial area from Whangaparaoa Road be provided near the Year 2000. This would require the acquisition of a small portion of Lot 1 DP 153177 (a strip approximately 12.5m wide and 33m long on the eastern most boundary).
12. That this future access be east of the present intersection of Whangaparaoa Road and Arklow Lane and connect with Arklow Lane and Karepiro Drive.
13. That both the Karepiro Drive extension, and the second industrial area access road, be shown in the District Plan as Indicative Roads to ensure that they are not compromised by any future development or subdivision.
14. That Route "G" continue to be shown as an Indicative Road in the District Plan. That Routes "B", "BB" variation, "AA" variation and "BA" within the study area be shown in the District Plan as Indicative Roads to ensure that they are not compromised by any future development or subdivision.
15. That access to the proposed residential area be by way of Scott Road.
16. That the proposed residential roading network be shown in the District Plan as an Indicative Roding.
17. That provision be made for the stormwater detention pond as shown in the Stanmore Bay Catchment Management Plan.
18. That the stormwater pond be made an entrance way feature, with appropriate landscape design input, in conjunction with the construction of the second industrial area access road.