



Riverhead Structure Plan

Riverhead Landowner Group

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B&A

Urban & Environmental

Prepared for:
Riverhead Landowner Group

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1.0 The Riverhead Structure Plan

The Riverhead Structure Plan investigates how 75.5 hectares of Future Urban zoned land within Riverhead can be urbanised in a way that integrates with the existing Riverhead settlement to achieve a well-functioning future urban environment. In accordance with Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan, the Structure Plan includes an assessment of the existing environment conditions, statutory framework and infrastructure requirements to determine the pattern of land use and the transport and services networks within the Structure Plan area.

The Structure Plan format is as follows:

- Vision
- Key Outcomes
- Design Principles
- Key Spatial Design Moves
 - Natural and Cultural Landscape
 - Land Use
 - Open Space and Recreation
 - Movement and Transport
 - Infrastructure

Following the outline of these matters below in this section, the Structure Plan report addresses the Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan (as required by the RPS), and in particular, the following:

- Structure Plan Purpose and Context
- Strategic Planning Context
- Matters to Identify, Investigate and Address
- Consultation and Engagement
- Specialist Documents

The urbanisation of the Structure Plan area will complete the current plans for expansion of the existing rural coastal town of Riverhead in the Auckland Unitary Plan. Technical analysis to inform the Structure Plan concludes that there are infrastructure solutions to service urbanisation of the land. These infrastructure solutions are either existing funded/necessary projects or localised upgrades which can be funded and delivered by the applicant without requiring funding from Auckland Council. A breakdown of the infrastructure cost and funding details has been provided within this Structure Plan in section 6.0.

In terms of transport infrastructure, other than upgrades to State Highway 16 which are planned and funded projects by Waka Kotahi NZ Transport Agency, and the right-turn bays at the Old Railway Road and Riverland Road intersections with Coatesville-Riverhead Highway, which are necessary based on existing conditions, only localised improvements and upgrades to the

transport network are required and these improvements will be fully funded and delivered by the applicant. Wastewater will be serviced by an extension of the existing pressure sewer system servicing Riverhead Village, with interim upgrades as development progresses and as required to provide additional capacity prior to proposed separation of the Kumeu / Huapai wastewater system from the Riverhead Wastewater Pump Station. In relation to water supply, the existing main has immediate capacity, however a second main will be required and two options for this second main have been identified.

The Riverhead Structure Plan satisfies the Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan and gives effect to the Auckland Regional Policy Statement.

The vision, key outcomes, design principles, key spatial design moves of the Structure Plan are set out below.

1.1 Vision

The Vision for the Riverhead Structure Plan is:

“...an extension to the existing village, providing greater housing choice, better access to facilities and services and enhancing the natural environment... creating a place where existing residents can welcome new ones and together build a

healthy community and a healthy place”

1.2 Design Principles

A number of best practice urban and environmental principles have informed the development of the Structure Plan to guide the development of the site:



A connected physical environment, delivering a highly-connected new neighbourhood that fosters multi-modal transport choices, including walking and cycling modes with good safety, convenience and amenity



An integrated community, merging old and new and responding to village and rural context



Access to nature, with visual and physical access to a variety of multi-functional connected green spaces, and the wider coastal and rural environment



Vibrant and local activities, with a mix of uses that build on local identity, such as farmers markets and wine and craft beer offerings to reinforce Riverhead as a destination for local food and drink



Housing choice and affordability, with a wide range of housing types and residential densities, a mixed demographic and a local character/point of difference



Proximity/convenience to public transport, education, recreation and jobs

1.3 Key Moves

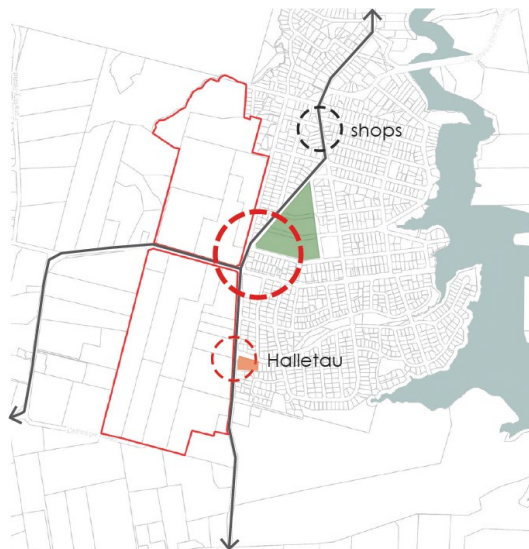
The key design moves illustrated below are informed by the vision and development principles and drive the indicative masterplan which, in turn, informs the spatial arrangement of structure plan components.



1

Deliver a north-south multi-purpose green corridor which:

- functions as a structural placemaking element
- connects riparian environments and promotes ecological linkages
- provides opportunities for recreation and co-location of active play spaces and passive areas
- adds amenity and character to the internal movement network, in particular active modes
- restores and protects the mauri and mana of the wai (water) by adopting an exemplar stormwater management approach



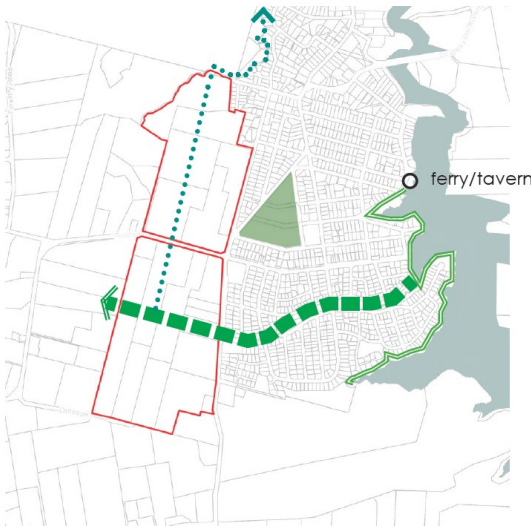
2

Provide a new village hub, reinforcing Memorial Park as the heart of the village and supporting this centre with a smaller neighbourhood centre, complementing the existing shops on Coatesville Riverhead Highway.



3

Ensure a high level of connectivity and safety for walking and cycling, both internally and to the existing village and promote good solar orientation through predominant north-south block alignments.



4

Promote an ecological corridor between the coastal environment of the upper harbour, Rangitopuni Stream and Riverhead Forest which:

- reflects the original portage route
- adds amenity and character to movement networks
- incorporates stormwater management areas where practical



5

Provide for housing choice and a range of residential densities, with high density reinforcing the centre and medium density transitioning to the surrounding rural environment.

1.4 Structure Plan Elements

Taking into account the vision, design principles and key moves for the project, several structuring elements have been derived to give effect to the above matters and establish a sustainable and resilient community. The Structure Plan is shown below:

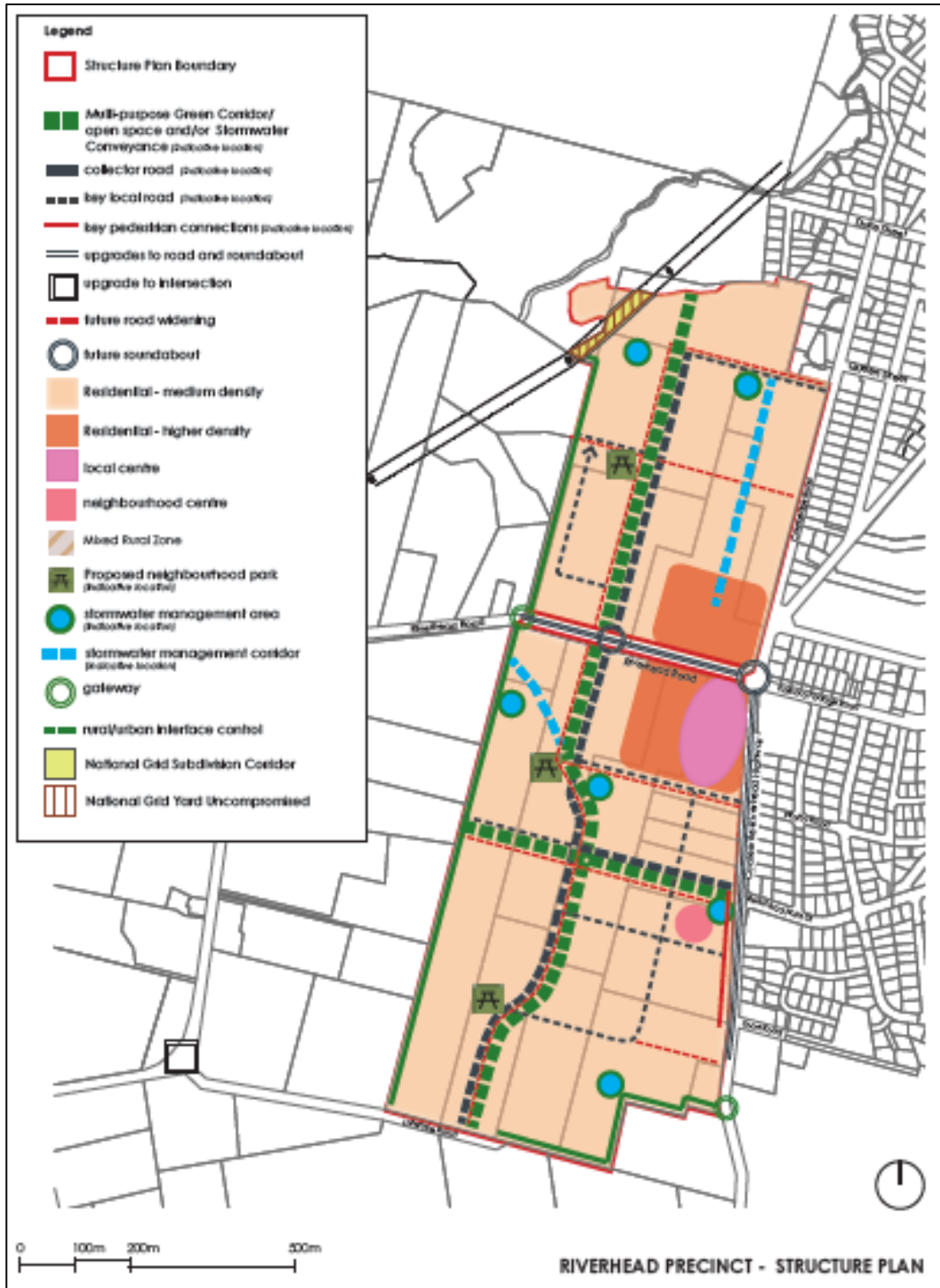


Figure 1: Riverhead Structure Plan.

1.4.1 Natural and Cultural Landscape

Key Objectives

Respect and celebrate Mana Whenua values

Protect, enhance and restore key riparian corridors

Protect and enhance the existing and future habitat networks

A Regenerative Natural and Cultural Landscape

Well-protected, self-regenerating and highly-connected natural areas provide a wide range of benefits, including local fauna and flora habitat that positively contribute to the wider regional ecological network. The Structure Plan outlines the protection and restoration of ecologically significant streams and wetlands.

The Structure Plan seeks to recognise, protect and enhance the cultural, spiritual and historical values and relationships associated with the cultural landscape at Riverhead. These values include but are not limited to:

- Key views and spiritual connection;
- The cross roads between several takiwa including Kaipara, Waitākere, Te Whenua Roa o Kahu, and on to Waitematā;
- Ancient footprints across the whenua and footprints of the tupuna Te Kawerau ā Maki and Ngāti Whātua o Kaipara;
- Connections to the hills to the north, and the awa; and
- Mauri, particularly in relation to freshwater.

Stormwater Management

In addition to protecting and enhancing the natural and cultural landscape, the Structure Plan will seek to manage the impact of development on stormwater quantity and quality on receiving water environments through implementing the best practical option for stormwater management set out in the Stormwater Management Plan undertaken by CKL. In summary this includes:

- A mixture of communal and at-source devices;
- Pipe network for primary conveyance;
- Overland flow paths and swales for secondary conveyance;
- Inert roofing and cladding materials for buildings; and
- Permeable paving.

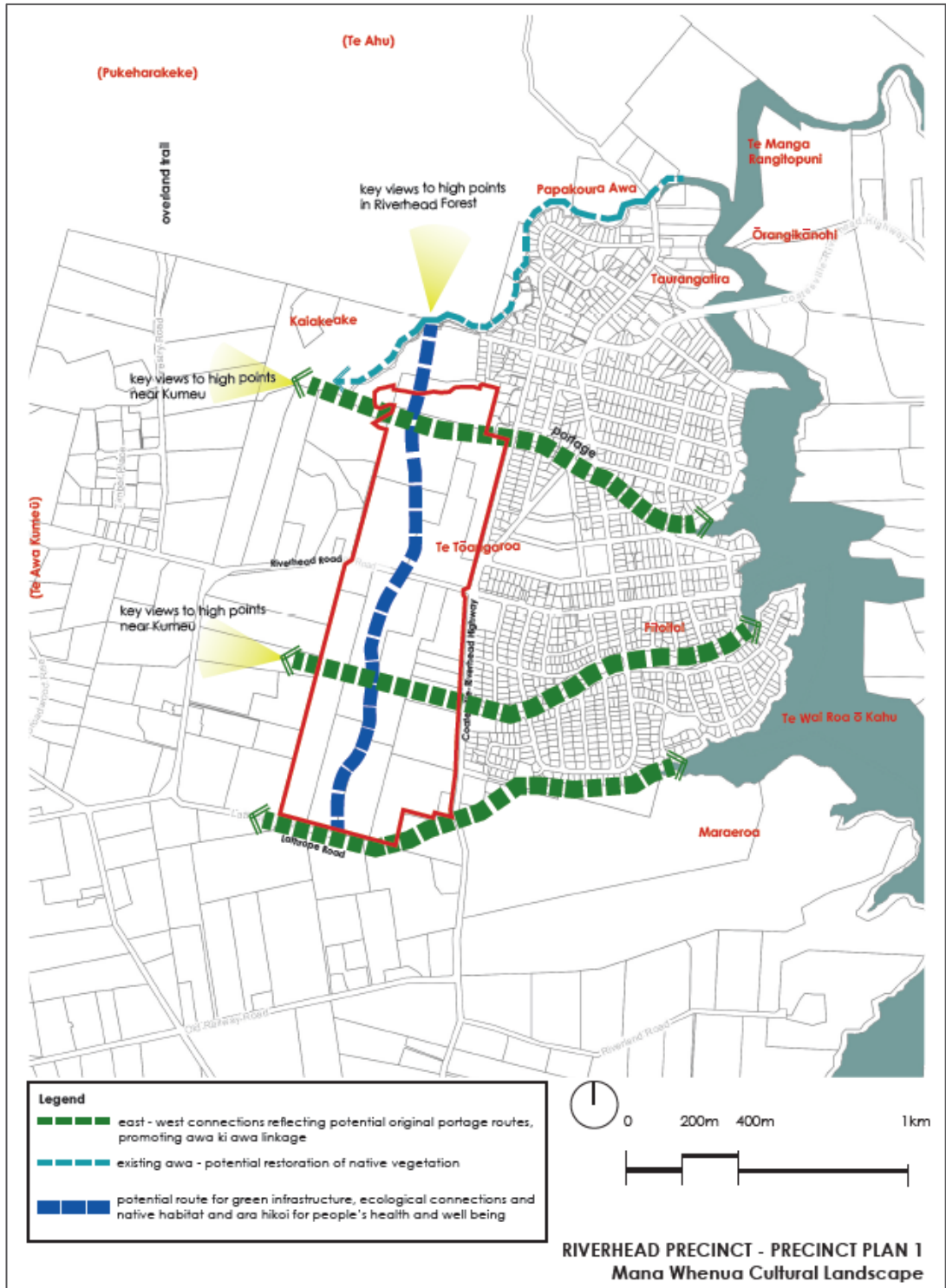


Figure 2: Mana Whenua Cultural Landscape Plan.

1.4.2 Land Use

Key Objectives

Promote a well-functioning urban environment

Variety of housing choice and affordability models

Integrate with the existing Riverhead Village

Planning Approach

Development of the Structure Plan has been informed by an analysis of the land within the both the Structure Plan area and the context of the land within the wider Riverhead area.

An extensive process of issue identification and constraints mapping, underpinned by a suite of supporting specialist documents, has been undertaken to inform the spatial configuration of the Structure Plan and to determine the most appropriate land uses, taking into account the following:

- The spatial relationship to the existing rural-coastal town and village of Riverhead, which are live-zoned urban areas;
- A quality compact urban form and well-functioning urban environment;
- Reinforcing existing transport infrastructure, transportation considerations and connectivity with the wider area;
- Natural environment considerations, including watercourses and wetlands;
- Natural hazard constraints, including flooding;
- Infrastructure provision, including three waters management, sequencing and capacity;
- Recognition and protection of the Mana Whenua landscape; and
- Provision of quality public open spaces and opportunities for social and community facilities.

The Structure Plan identifies a logical contiguous extension to the existing rural-coastal settlement area of Riverhead. The proposed land uses include a combination of residential, business with supporting open space to create successful and thriving communities.

The preferred Structure Plan land use layout is shown in **Figure 3** below.

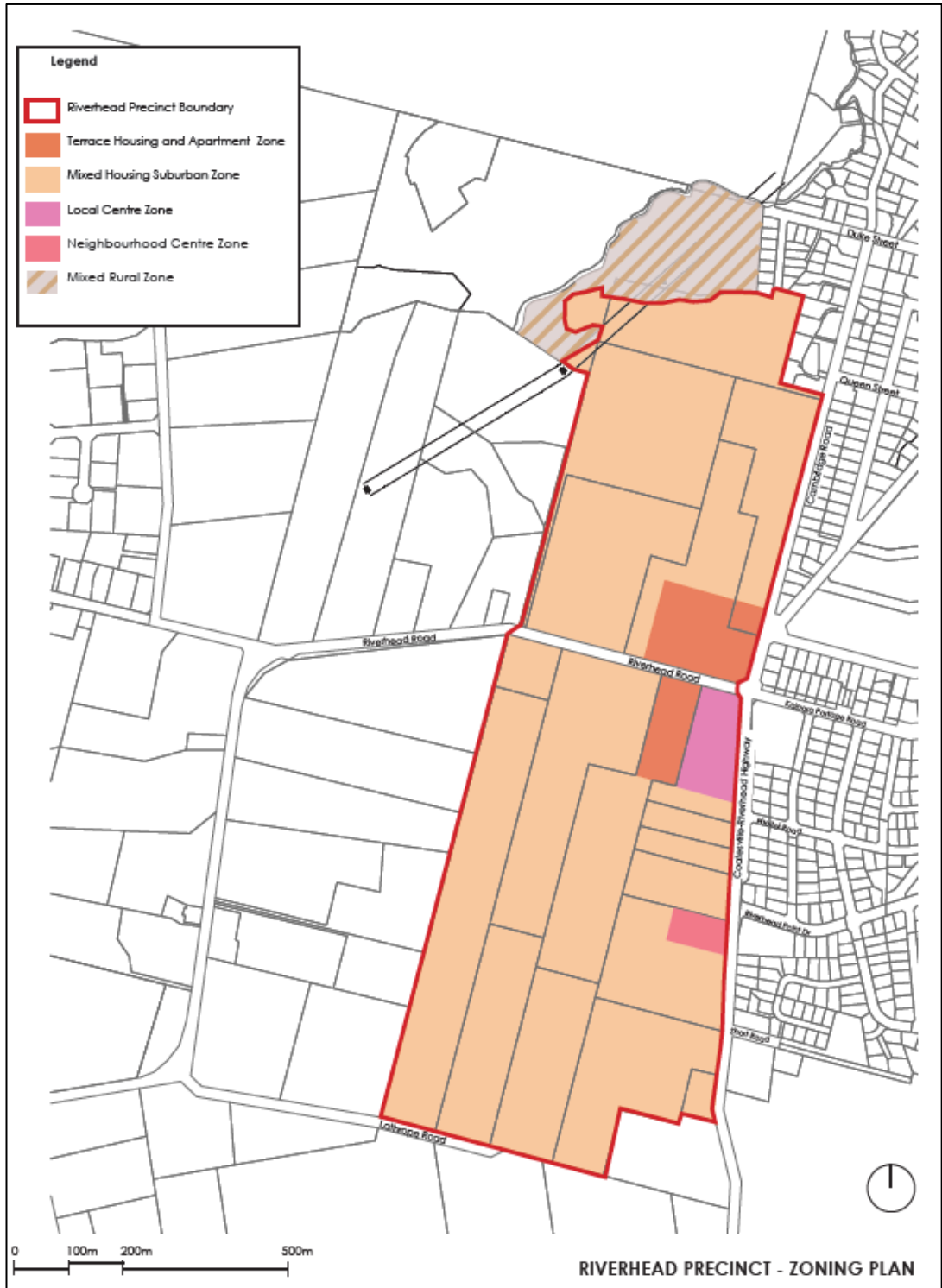


Figure 3: Proposed land use pattern.

Residential

The predominant level of residential density anticipated throughout the structure plan area is medium density. The provision of medium density housing will provide for housing choice and in particular, smaller more affordable housing which is currently not provided in the existing Riverhead settlement. This will ensure that the spectrum of housing across the wider Riverhead rural and coastal town meets the diverse population needs. Higher density housing is provided for on land surrounding the proposed Local Centre. The higher density area reinforces the new heart of the village, accommodates the proposed Botanic Retirement Village and provides the opportunity for a wide variety of housing typologies, including low rise walk-ups and apartments.

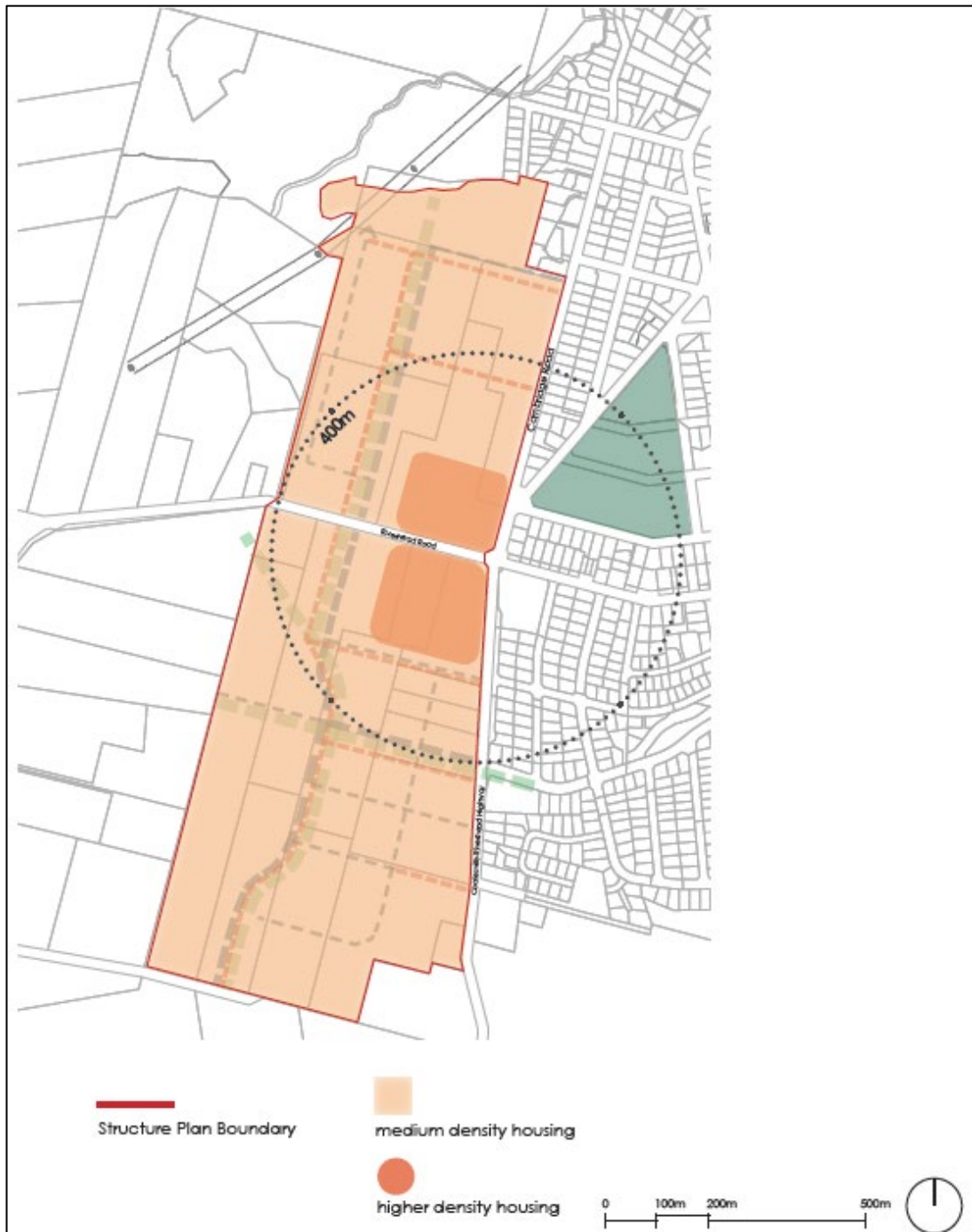


Figure 4: Proposed residential pattern.

Centres

The Structure Plan includes a Neighbourhood Centre and a Local Centre to provide for the local convenience needs of the community within a walkable distance. This ensures that future residents are able to walk to access day-to-day goods and services, and also supports the quality compact growth model.

The Local Centre is proposed to be situated centrally within the Structure Plan area at the junction of Coatesville-Riverhead Highway and Riverhead Road. This location has the highest visibility and passing trade, assisting with the creation of a central focal point for the future Structure Plan residents as well as the existing Riverhead community.

To support walkability of the southern portion of the plan change area, a Neighbourhood Centre is proposed along Coatesville-Riverhead Highway, close to the Hallertau Brewery: a key landmark that contributes to Riverhead sense of place.

The extent of land that is proposed for centres has been informed by the Economic Assessment by Property Economics to ensure that the centres service future residents only, and do not compete with the planned or existing centres in the wider area.



Figure 5: Centre images.

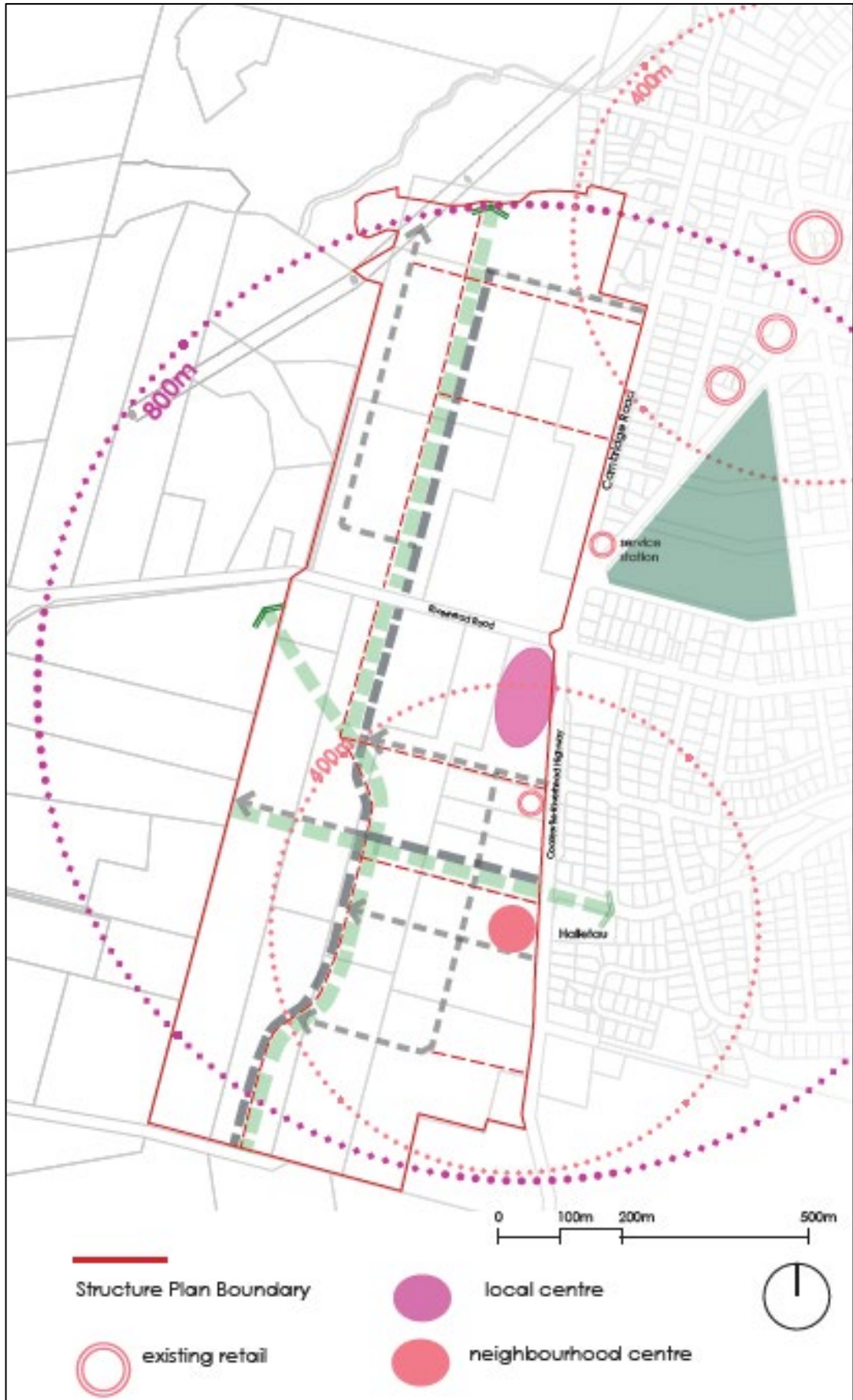


Figure 6: Proposed centres pattern.

Interface and Edge Conditions

The location, type and form of the urban edge and its appropriateness to the surrounding area has been considered.

The western boundary of the Structure Plan area adjoins land zoned for and accommodating rural activities. To manage any potential reverse sensitivity and create an appropriate transition between rural land use and urban development, it is proposed to set back development 5m along this edge.

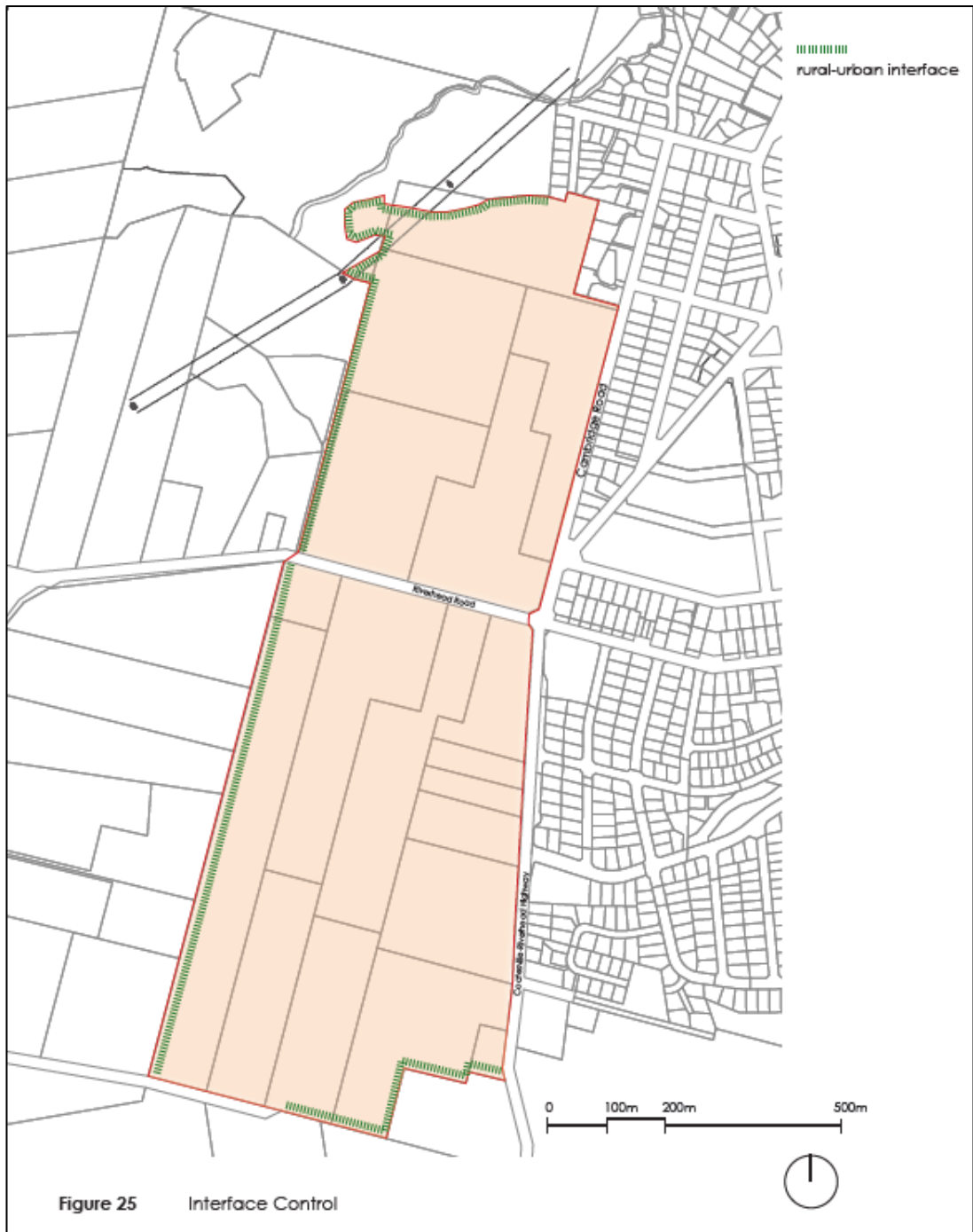


Figure 7: Proposed interface and edge conditions.

1.4.3 Open Space and Recreation

Key Objectives

Encourage the provision of green multi-purpose corridors

Provide a diverse range of opportunities for passive and active recreation

Reflect Mana Whenua Mātauranga and integrate Te Aranga design principles

The Structure Plan integrates the existing natural features of the site and establishes a connected and usable open space network. In particular, the Structure Plan seeks to provide open spaces with different functions, including stormwater management areas and neighbourhood parks, and the conveying and connecting spaces between them. The north-south and east-west green multi-purpose corridors provide for continuous and connected corridor which:

- Provides a green spine (north-south) and a visual and ecological connection to Riverhead Point Drive and the adjacent drainage corridor, and ultimately the Upper Waitematā Harbour (east west);
- Integrates stormwater management, passive recreation opportunities and active transport mode connections, to promote the efficient use of land;
- Provides additional amenity for the key north-south and east-west movement networks;
- Promotes ecological linkages through the area; and
- Co-locates smaller open spaces along the multi-purpose green corridor to achieve a connected network of open space.

Flat and useable neighbourhood parks are provided for in central locations consistent with the Council’s Open Space Provision Policy. This assists in forming a focus of the development and providing amenity particularly in the higher density areas, where there is a greater need for it.



Figure 8: Open space images.



Figure 9: Proposed open space and recreation pattern.

1.4.4 Movement and Transport

Key Objectives

Provide an efficient multi-modal network

Achieve streets as places for people

A network that supports a modal shift

Active transportation is the most healthy, affordable, environmentally-friendly, and inclusive form of transport. The Riverhead Structure Plan focuses on providing sustainable, safe and multi-modal transport choices that promote a healthy lifestyle and reduce car-dependent transport.

Key facilities within this network include the following:

- A primary collector 'Spine' road that delivers access to the whole precinct, with separated cycle lanes;
- Upgrades to Riverhead Road and Coatesville Riverhead Highway including dedicated facilities for pedestrians and cyclists, improving active mode accessibility for existing and future residents of Riverhead;
- Upgrade to Lathrope Road to provide an alternative access to the Structure Plan area;
- Proposed speed limit reductions on Riverhead Road, Coatesville-Riverhead Highway and Riverhead Road will provide safety benefits for all road users;
- A network of walkways, shared paths and cycleways that enable a convenient active mode accessibility within the development; and
- Opportunities to increase the frequency of the Westgate-Riverhead-Albany bus route as the Structure Plan generates more demand from residents.

Healthy Streets

Healthy streets are designed to prioritise the safety and wellbeing of pedestrians and cyclists over private vehicles. They emphasise safe and low-speed environments, with dedicated cycle infrastructure and extensive street planting. This is supported by a network of off-road walkways and shared paths that connect residential areas to open space and local centres, integrating active transport modes into daily tasks and recreational activities.

Three classifications of new roads are proposed within the Structure Plan area, including collector roads, reserve adjoining collector roads, and local roads. Cross section examples of these roads are shown below.

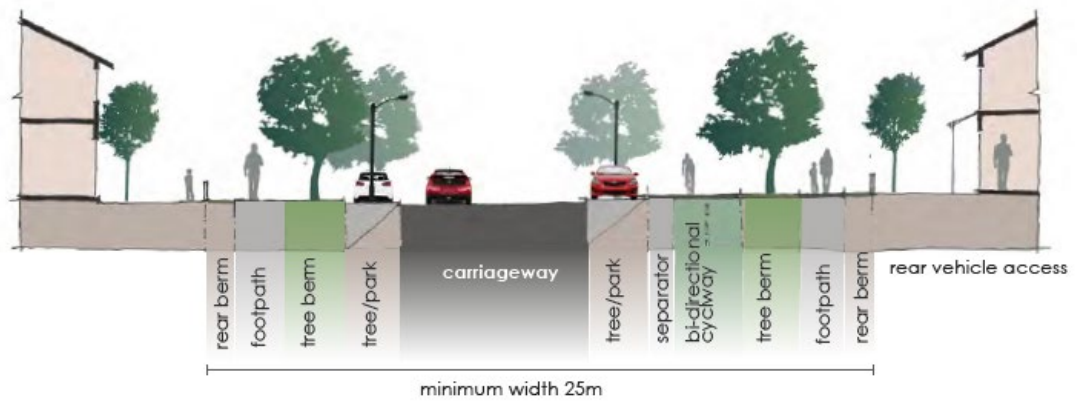


Figure 10: Indicative collector road cross section (source: Urban Acumen).

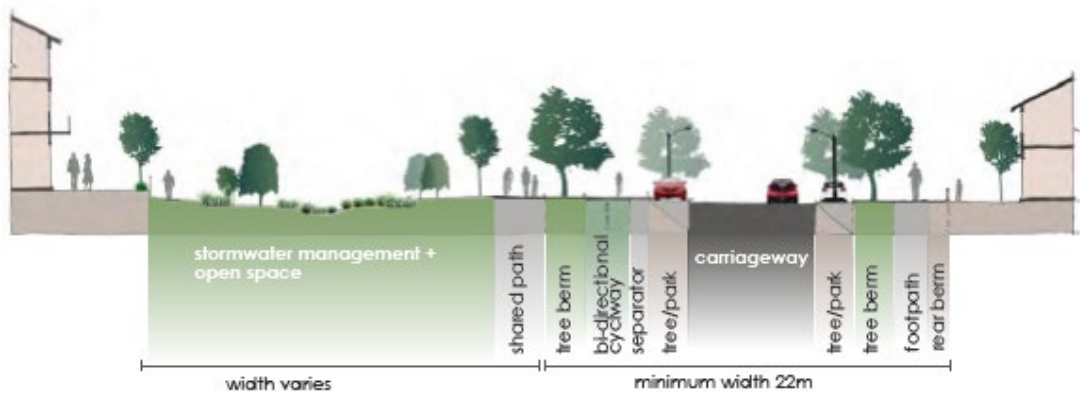


Figure 11: Indicative collector road adjacent to the green corridor (source: Urban Acumen).

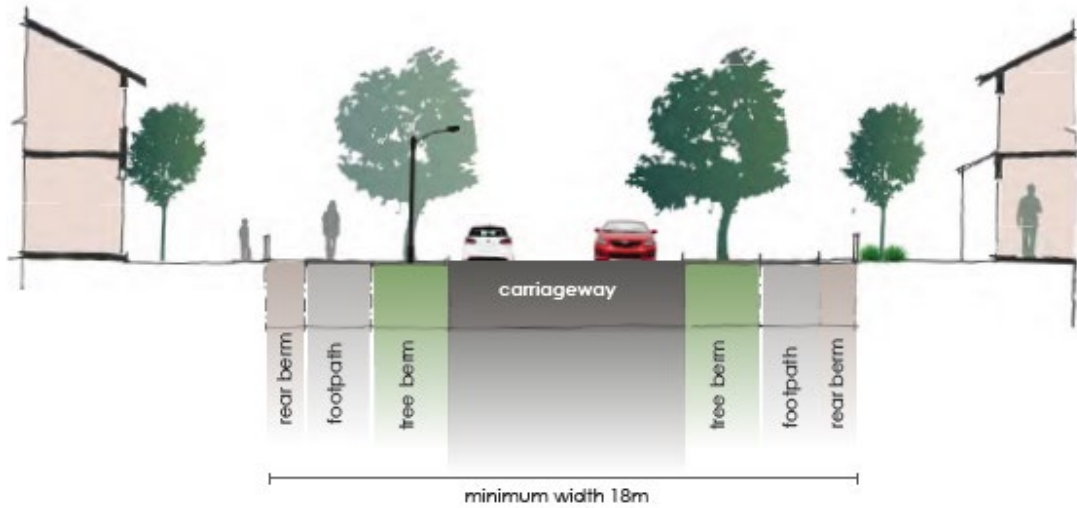


Figure 12: Indicative key local road cross section (source: Urban Acumen).

Roading Connections



Figure 13: Proposed roading connections.

Active Modes



Figure 14: Active modes.

1.4.5 Infrastructure

Key Objective

Provide all infrastructure necessary to facilitate development of the land

Urban development within the Structure Plan area can be supported by infrastructure. There is immediate capacity in the existing water and wastewater infrastructure for development of the Riverhead Future Urban Zone to commence. Upgrades and additional capacity would be required as development progresses, including:

- Wastewater that will be serviced by an extension of the existing pressure sewer system servicing Riverhead Village, with interim upgrades as development progresses if required to provide additional capacity prior to proposed separation of the Kumeu / Huapai wastewater system from the Riverhead Wastewater Pumping Station; and
- In relation to water supply the existing main has immediate capacity however, a second main will be required in the future with various options for this second main identified.

2.0 Structure Plan Purpose and Context

2.1 Structure Plan Purpose

The Riverhead Landowner Group ('**RLG**') formed by Fletcher Residential, The Neil Group, and Matvin Group own the majority of land within the Structure Plan area (approximately 64%). As the majority landowner within the Structure Plan area, the RLG commenced the Structure Planning process in 2021.

As outlined in section 1, this Structure Plan establishes the pattern of land use, transport connections and network of open spaces within the Structure Plan area. The Structure Plan has been prepared in full accordance with the requirements of Appendix 1 to the Auckland Unitary Plan ('**AUP**') – Structure Plan Guidelines. Importantly, section 1.2(4) of Appendix 1 requires the preparation of a structure plan as a precursor to plan changes rezoning future urban land.

Preparation of this Structure Plan has been informed by a suite of technical reports across a wide range of disciplines and in response to the specific environmental conditions of Riverhead. This also captures the engagement with key stakeholders, which includes landowners within and adjacent to the Structure Plan area, the local community, key infrastructure providers, Auckland Council, council-controlled organisations and mana whenua. Most recently, public consultation open days were undertaken on the 6th and 7th of May 2022. This included a number of individuals and groups passing through a public display of several information boards setting out the future development aspirations for the Structure Plan area.

The Structure Plan area is currently zoned Future Urban, and located within the Rural Urban Boundary ('**RUB**'). The Structure Plan sets out how Riverhead can be developed to integrate with the existing Riverhead township.

2.2 Local Context

Riverhead is a satellite township located in the northwest of Auckland, a 30km/30min drive from Auckland's CBD. **Figure 15** shows Riverhead in a wider regional context. Auckland's northwest is a significant growth area with extensive Future Urban areas. Riverhead is located to the east of Kumeu/Huapai and west of Whenuapai, which have both experienced significant growth in recent years; transforming from small settlements into larger residential communities with a range of housing densities. Kumeu/Huapai and Whenuapai will continue to transform as both settlements are surrounded by significant areas of land zoned for Future Urban use. There are opportunities to leverage from infrastructure to support development within these significant growth areas within Riverhead.

While Riverhead has also grown, it remains a small satellite town otherwise surrounded by rural land. Urbanisation of the Structure Plan area will complete the currently planned growth of the settlement.

The existing Riverhead township has a current population of approximately 3,250¹ people, and is predominantly comprised of lower-density suburban residential properties. The northern part of the existing township, north of the Riverhead War Memorial Park, is an older and more established area with allotments typically around 800m² or larger and single-storey detached dwellings. To the east and south of the park, development is more recent, but the pattern of development is also typically 800m² sections with single-storey detached dwellings.

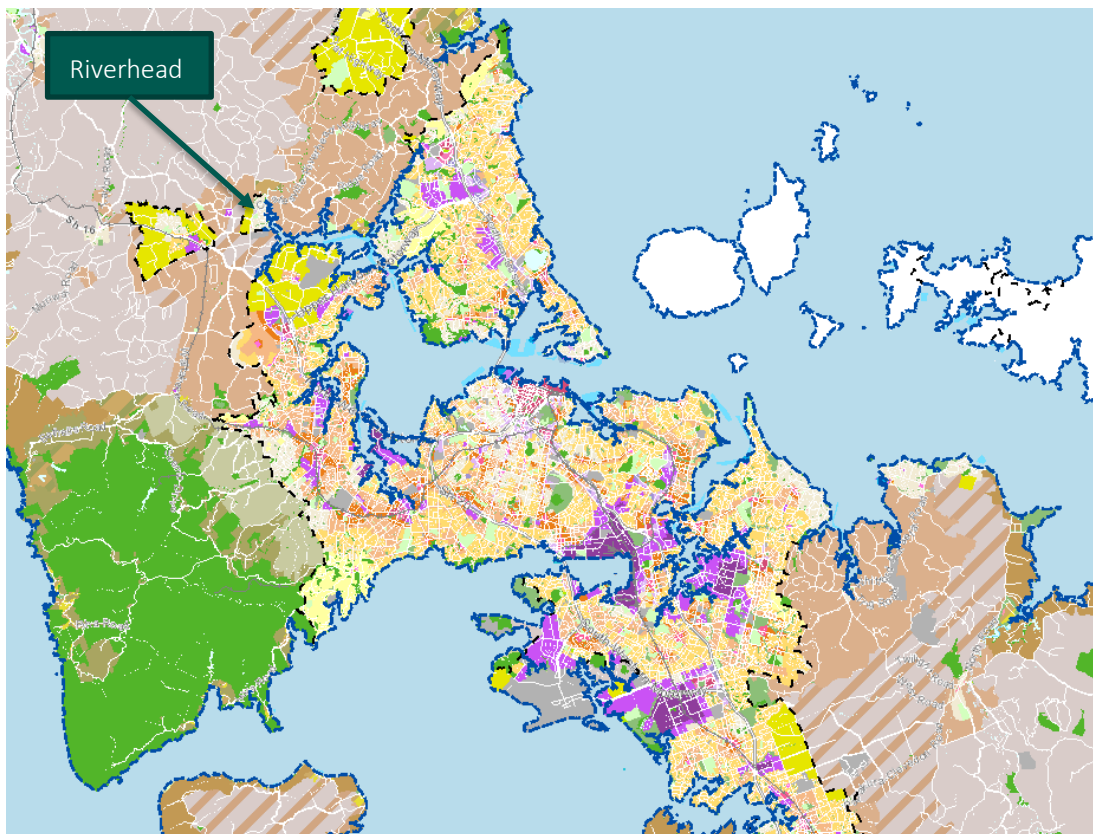


Figure 15: Riverhead's location within the wider Auckland region.

¹ Assuming a 5% pa. growth from the 2018 Census.

2.3 The Structure Plan Area

The Structure Plan area covers all the 80.5ha of Future Urban zone land within the rural coastal settlement of Riverhead. The Structure Plan area is a physically well-defined area bound by Coatesville-Riverhead Highway and Cambridge Road to the east, an unnamed tributary of the Rangitopuni Stream to the north, and Rural-zoned land to the west and south. The area is shown in **Figure 16** below. The Structure Plan area is regular in shape, with individual land parcels creating a geometric pattern of shelterbelts and other farm boundary definitions.

The current land use within the Structure Plan is predominantly horticulture with some agriculture (grazing). Various residential and commercial (horticulture-related) buildings are present across the Structure Plan area.

The topography of the Structure Plan area is largely flat with the land in the northern portion of the Structure Plan area sloping gently towards the north. Horticultural and past farming activities have removed all existence of indigenous vegetation from the Structure Plan area. The few native trees or shrubs that exist have either been self-sown by birds or wind, or have been planted as part of amenity plantings associated with dwellings. There are no significant ecological areas mapped within the Structure Plan area.

Waterbodies are concentrated within the northern portion of the Plan Change area where there is a large historic wetland across the extensive flat northern terrace, which would have once been a river floodplain. Vegetation within the wetland comprises of exotic species and native purei. In addition, there are two small wetlands to the north-east of the Plan Change area. Both are dominated by a single native wetland plant and are botanically simplistic. There is one extensively modified intermittent stream on the site which receives flow from the northern-central part of the site and directs it to the northern low-lying floodplain/wetland area. The stream discharges from the wetland to the unnamed tributary of the Rangitopuni Stream, which sits just outside the northwest boundary of the Structure Plan area, via an excavated drain (which is also classed as intermittent stream).

There are a number of overland flow paths that traverse the site, and the northern portion of the Structure Plan area is subject to flooding.

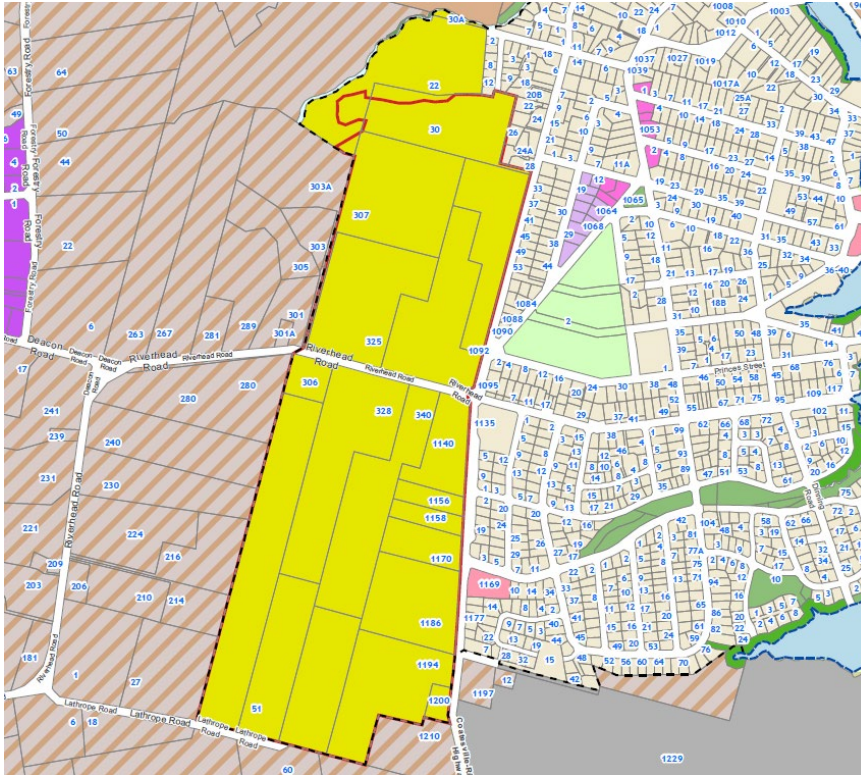


Figure 16: Zoning map of the Structure Plan area.

RLG have land interests in the properties shown in **Figure 17**. These total approximately 52ha in area, being approximately 69% of the Structure Plan area.

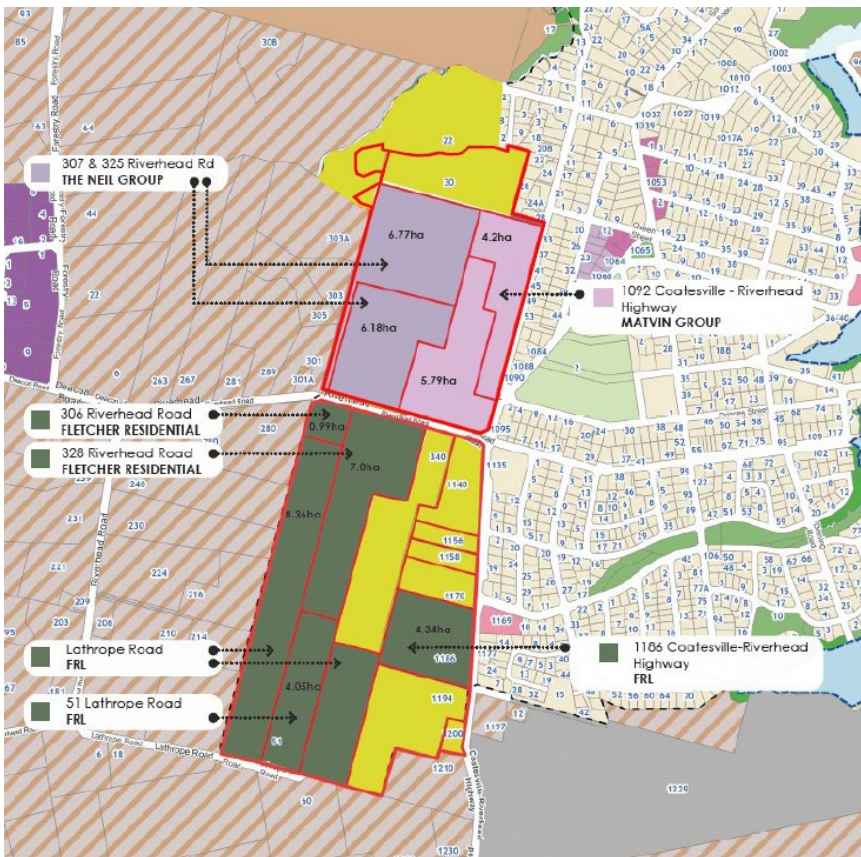


Figure 17: Landownership within the Structure Plan area.

2.3.1 Transport Connections

The Coatesville-Riverhead Highway provides the key private vehicle connection from the Structure Plan area to the wider region, including Albany to the north. It is primarily a two-lane rural road, with no formal footpaths except within the existing Riverhead town area, where Coatesville-Riverhead Highway is constructed to a more urban standard.

State Highway 16 is located approximately 2km south of the Structure Plan area and can be accessed via Coatesville-Riverhead Highway, Old North Road or Riverhead Road. State Highway 16 provides connections to Kumeu to the west, and Westgate to the south. It also provides a connection to State Highway 18 (via Brigham Creek Road or Trig Road) which provides a connection to Albany and the North Shore.

The transport assessment undertaken by Flow identifies local upgrades to Coatesville-Riverhead Highway, Riverhead Road and Lathrope Road (to be fully funded by the developer) to support the urbanisation of the Structure Plan land. This is addressed in detail in section 4 of this document.

There is a bus service that operates along the Coatesville-Riverhead Highway connecting Riverhead to the Westgate and Albany Metropolitan Centres. This service can become more frequent as urbanisation of the Structure Plan area generates more public transport demand from residents. The SH16 Northwest Bus Improvements project will also improve public transport accessibility from Westgate to the City Centre.

Safe walking and cycling facilities are currently limited. There are currently no formed footpath or cycle lane facilities along Coatesville-Riverhead Highway, Riverhead Road or Lathrope Road adjoining the Structure Plan area. The structure planning process for Riverhead provides the opportunity for improvements and future planning for these travel modes.

2.3.2 Employment Centres

The Structure Plan area is strategically located in proximity to several major business hubs in the northwest of Auckland. Massey/Westgate is the nearest metropolitan centre, located approximately 10km to the south, via State Highway 16. Kumeu is located only 5km away from Riverhead and represents the closest Town Centre to the subject plan change area.

The Local Centre in Riverhead located on the Coatesville-Riverhead Highway includes some recently built / renovated stores. Although the total zone covers 0.91ha of land, less than a third is devoted to retail centre uses which totals around 1,070m² in floorspace. The rest of the zone is used by an education centre, kindergarten and a design service. These activities cover an additional 850m² of floorspace.

There are three Neighbourhood Centre Zones close to the Structure Plan area. The two existing centres in Riverhead each contain a single tenancy. The first of these is the Riverhead restaurant / event venue and the other is the Hallertau Brewery, which also contains a restaurant. Although not centres in and of themselves, they do contribute to the retail offering in Riverhead. In addition, there is an existing centre in Coatesville, currently occupied by a strip of stores including three cafes and one motor store.

2.3.3 Social Infrastructure

The Structure Plan area is accessible to a range of social infrastructure, including Waitākere Hospital within a 15 km radius. Riverhead School is within a 2.5 km distance of the Structure Plan

area, as well as a series of community facilities including early learning centres, the community hall, open spaces and amenities. The Structure Plan provides for a local centre and neighbourhood centre. This will provide opportunities for additional social infrastructure opportunities within Riverhead township.

2.4 The Growth Challenge

In 2018 the population of Auckland was estimated at 1.57 million and growing. The Auckland region population is projected to account for about half of New Zealand's population growth between 2018 and 2048. In the early 2030s, Auckland's population is projected to reach 2 million.

Within the 21 Auckland local board areas, 13 are projected to grow at a faster rate than the national average (0.8% a year) over the 30-year period (2018–2048) based on the medium projection. Rodney is the fastest growing local board area in Auckland at 2.3%. The challenge for Auckland is how to accommodate this growth with housing and jobs in a sustainable manner while delivering the integrated provision of infrastructure to support this growth.

Under the National Policy Statement on Urban Development 2020 ('NPS-UD') Council has responsibilities to ensure that there is at least sufficient development capacity to meet expected demand for housing and business at all times (Policy 2). This is reinforced by the requirement for local authorities in major urban centres to set a bottom line in their plans, for the total development capacity needed to meet estimates for demand and additional margins as calculated in the Housing and Business Development Capacity Assessments (Policy 7). The term 'bottom line' replaces the previous use of 'target' under the NPS - Urban Development Capacity 2016, to reflect that this is a minimum amount, and that more is better.

The Auckland Plan 2050, the AUP and the Future Urban Land Supply Strategy ('FULSS') form the package of documents which set the strategic approach for providing for urban growth within the Auckland Region.

The Auckland Plan sets the strategic direction for how growth will be accommodated in Auckland to achieve a quality compact urban form. The Auckland Plan signals that approximately 99,000 dwellings and around 1,400 hectares of business land is needed in the future urban areas to meet the regional growth challenge.

The AUP identifies approximately 15,000 hectares of rural land for urbanisation. This land is zoned Future Urban zone ('FUZ'). There are four key geographic areas for greenfield growth in the Auckland Region, including the North West FUZ, Silverdale FUZ, Warkworth FUZ and the southern Auckland FUZ. Future urban land forms an important component of the overall growth strategy for enabling Auckland's growth.

The FULSS identifies a programme to sequence future urban land over 30 years. The FULSS is reviewed every three years with the last review taking place in 2017.

This package of documents which set the strategic growth agenda were all produced prior to the release of the NPS-UD in August 2020.

Additionally, Error! Reference source not found. below shows Council's progress with zoning Future Urban land in Auckland. This illustrates that many of the live zoned greenfield areas and Future Urban zone areas that are planned to be 'development ready' in 2018-2022 are, in fact, not. For example, land at Whenuapai, Silverdale West and Paerata (outside of Paerata Rise) which are planned for 2018-2022, have not been rezoned. In the case of Paerata, there do not appear to

be any plans on the horizon for this to occur. Of the 2018-2022 FULSS areas, only parts of Warkworth North and Drury West have been rezoned and these have been privately initiated.

The lack of progress being made to implement the FULSS in addition to the demand for additional housing in the northwest FUZ is creating a growth challenge. The Riverhead Structure Plan provides an opportunity to resolve the growth challenge within Auckland’s North-West through enabling the delivery of approximately 1,500-1,800 dwellings that can be serviced by infrastructure. The propensity for this development to occur is markedly higher because it is being planned, managed and implemented by a group of nationally recognised, credible developers who have a track record of delivering new large-scale communities. Therefore, the Plan Change will make a significant contribution to realisable development capacity.

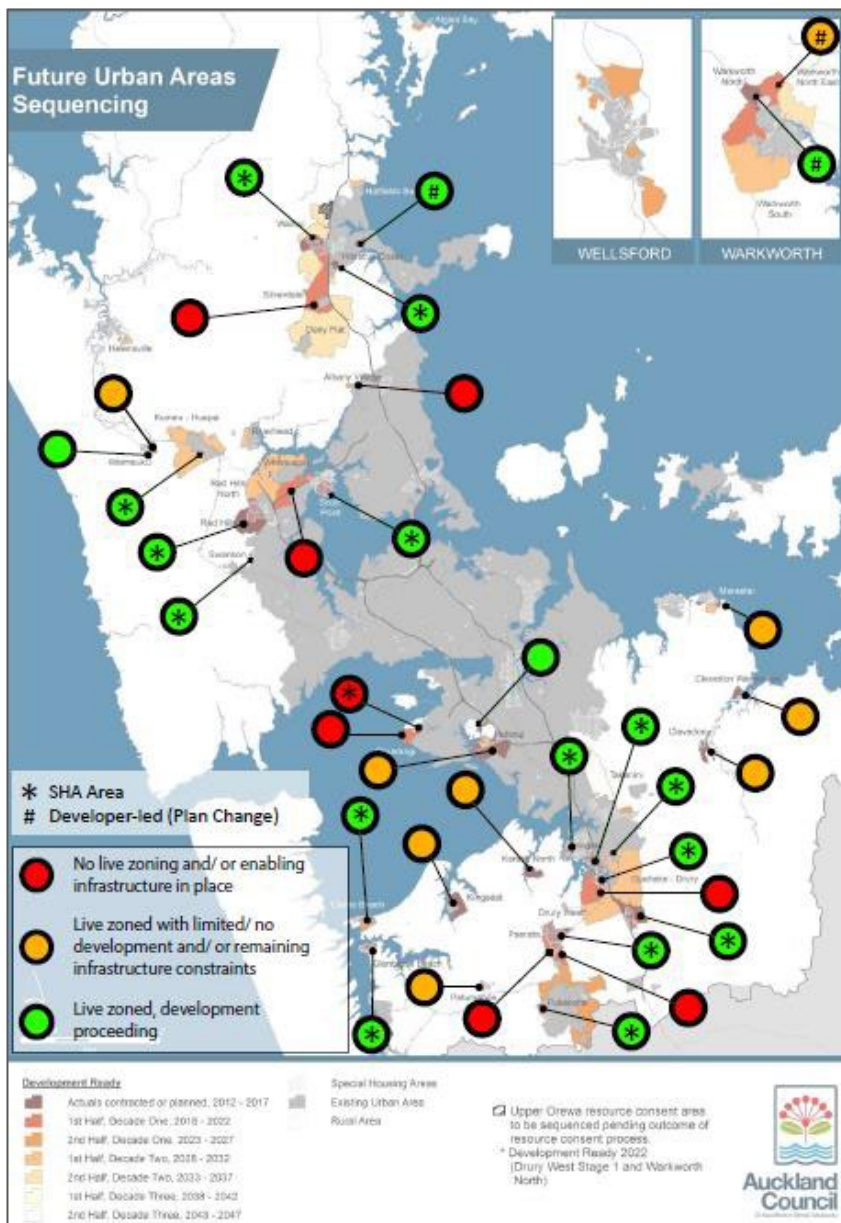


Figure 18: Showing the Council’s progress with live-zoning land in line with the FULSS.

2.4.1 Housing Demand in Riverhead

The Riverhead catchment has seen rapid population growth over the last eight years, and sustained growth is anticipated to continue over the foreseeable future.

A mix of dwelling types that provide a range of living opportunities and affordability is likely to be in demand given that there are limited opportunities for more intensive housing forms in Riverhead currently.

2.4.2 Business Demand in Riverhead

Demand for business land in Riverhead will inherently increase through the rezoning of land to residential which will result in the emergence of a new residential community that would need to be supported by business zoned land to provide for some local employment opportunities and amenities to support local convenience needs. It is proposed to incorporate local retail, food and beverage and entertainment opportunities within the Local and Neighbourhood Centres proposed in the Structure Plan. The scale of the Structure Plan area is such that the emerging residential community can support small scale local centres to provide residents and visitors with the above commercial needs.

3.0 Strategic Planning Context

This section sets out the relevant statutory and non-statutory plans and strategies that must be considered in the development of structure plans, in accordance with Appendix 1 of the AUP.

3.1 The Auckland Plan

The Auckland Plan 2050 (Auckland Plan) provides a long-term spatial plan for Auckland looking ahead to 2050. It is council's key strategic document which sets the Council's social, economic, environmental and cultural objectives. Direction 1 for Homes and Places seeks to develop a quality compact urban form to accelerate Auckland's growth. A quality compact approach to future development will be achieved by:

- Enabling sufficient capacity for growth across Auckland;
- Embedding good design in all developments and new housing;
- Sequencing and prioritising what gets delivered;
- Leveraging existing infrastructure investments; and
- Aligning the timing of infrastructure provision with development.

A key component of the Auckland Plan is the Development Strategy which sets out how future growth will be accommodated up to 2050 and how Direction 1 for Homes and Places will be achieved. The Auckland Plan focusses new development in and around existing urban areas focused in and around nodes and provides for 'managed expansion' in future urban areas to maintain Auckland's rural productivity and limit urban sprawl. This managed expansion is with reference to structure planning processes.

Within existing urban areas growth is focused in and around key nodes which include Albany and Westgate. Significant investment in infrastructure is signalled for nodes to support substantial growth.

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

The Auckland Plan aims to provide sufficient capacity for up to 140,000 dwellings in newly established communities in future urban areas, managed by the Rural Urban Boundary. Riverhead is identified as one of the greenfield areas for future growth in the north-west, being zoned by the Council as Future Urban, and located within the Rural Urban Boundary. The anticipated dwelling capacity for the Kumeu-Huapai and Riverhead Future Urban Area is 6,600 dwellings.

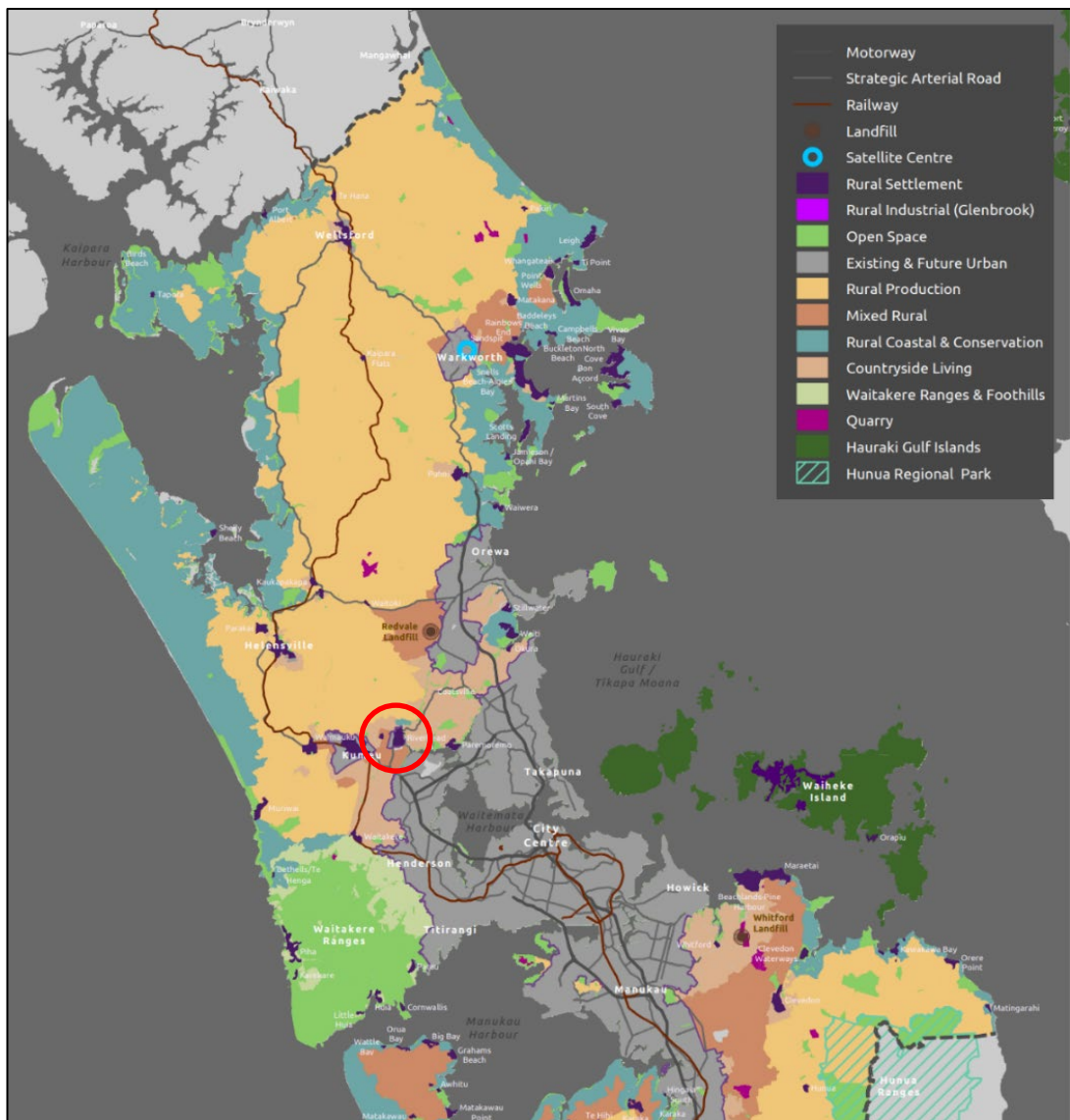


Figure 19: Auckland Plan Rural Settlement.

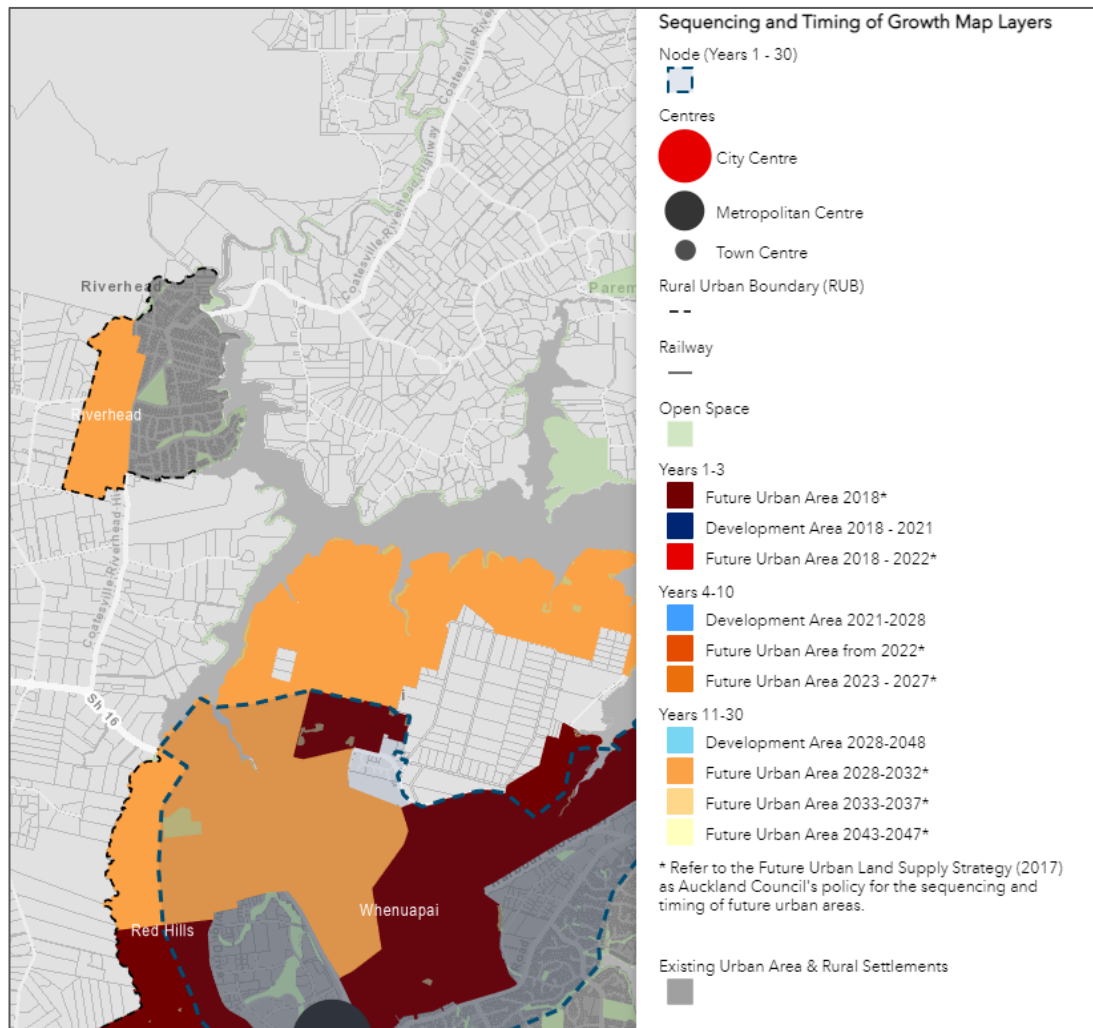


Figure 20: Auckland Plan Riverhead Area.

3.2 Future Urban Land Supply Strategy Refresh 2017

The council’s Future Urban Land Supply Strategy (FULSS), refreshed in July 2017, implements the Auckland Plan and identifies a programme to sequence future urban land over 30 years. The strategy relates to greenfield land only and ensures there is 20 years of supply of development capacity at all times and a seven-year average of unconstrained and ready to go land supply. ‘Ready to go’ land is land with operative zoning and bulk services in place such as the required transport and water infrastructure.

The FULSS informs the council’s infrastructure funding priorities and feeds directly into the council’s long-term plans, annual plans and other strategic documents.

The FULSS identifies Riverhead/Huapai and Kumeu as having capacity to accommodate approximately 6,600 dwellings and centres. It stages development in Riverhead for Decade 2 (2028-2032) but states that alternative staging may be considered appropriate through the structure planning process². This illustrates an intent by Council to be open to new development

² See Section 3 - page 10 of the FULSS.

opportunities, subject to more detailed analysis and evaluation through a future structure planning process.

Kumeu, Huapai and Riverhead are sequenced later to align with the timing of transport improvements needed to address safety and capacity issues on State Highway 16, and the completion of the Northern Interceptor. The technical analysis undertaken in support of this Structure Plan confirms however, that there are infrastructure solutions to service urbanisation of the Riverhead FUZ land ahead of the completion of the Northern Interceptor. These infrastructure solutions are either existing funded/necessary projects or localised upgrades which can be funded and delivered by the applicant without requiring funding from Auckland Council. A more detailed breakdown of the required infrastructure and funding is provided within section 6.0.

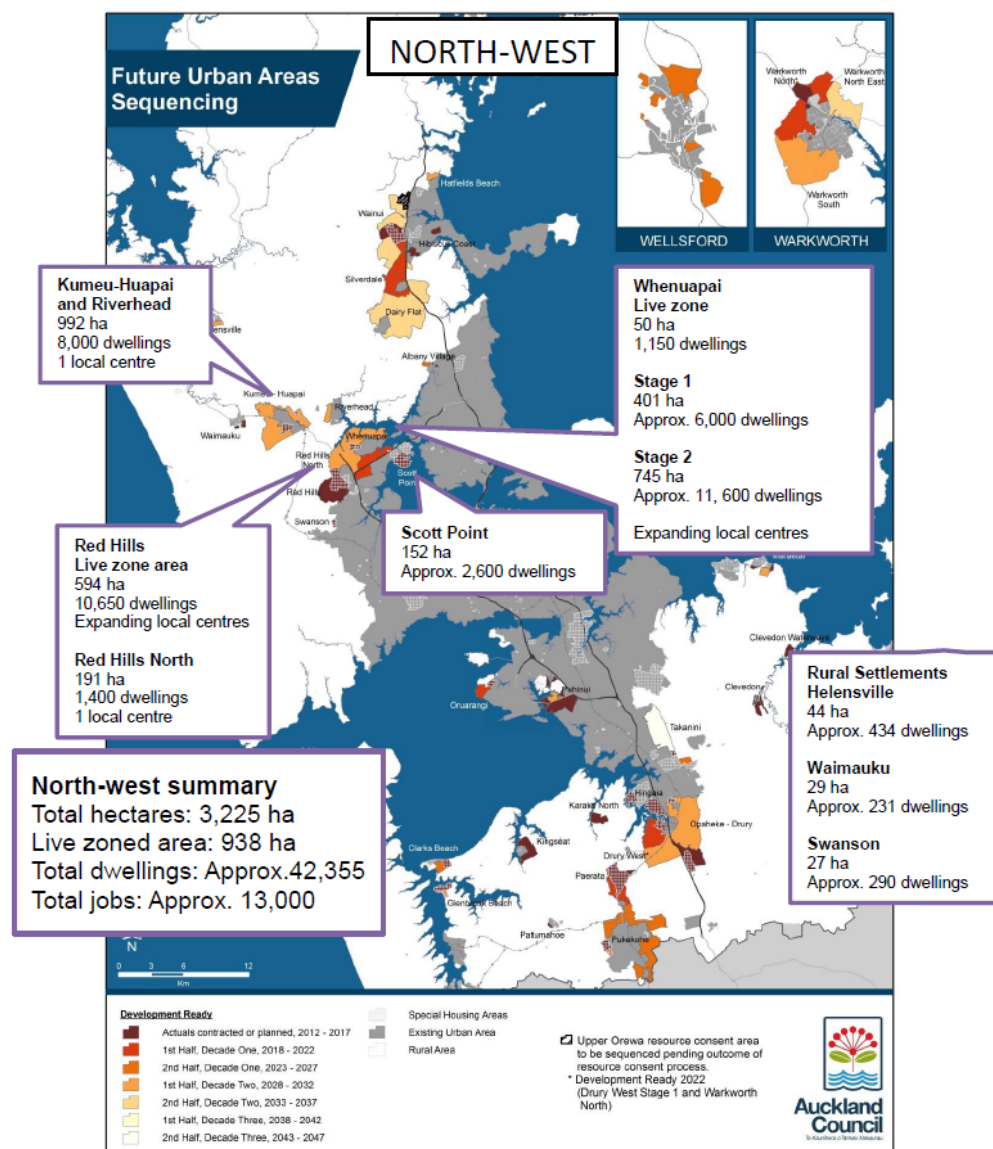


Figure 21: Future Urban Supply Strategy – North-West Map.

3.3 National Policy Statements and National Environmental Standards

3.3.1 National Policy Statement on Urban Development

The National Policy Statement on Urban Development 2020 ('NPS-UD') came into force on 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016. The NPS-UD has assessed all the local authorities within the country and classified them as either Tier 1, Tier 2 or Tier 3, with Tier 1 referencing the largest local authorities in New Zealand (including Auckland Council). The NPS-UD provides direction to decision-makers under the Resource Management Act 1991 ('RMA') on planning for urban environments.

Future Development Strategy

The NPS-UD requires local authorities with jurisdiction over major urban areas (i.e. Auckland Council) to produce a strategy that shows **how** and **where** they will provide for future development. This is referred to as a Future Development Strategy ('FDS'). Auckland Council currently gives effect to this through the Auckland Plan and the FULSS. The FULSS envisages urban growth on the site subject to the development of a structure plan Decade 2 (2028-2032). It is understood that Auckland Council will be consulting on a new Future Development Strategy in 2023.

Recognising that the sequencing of the release of greenfield land is often limited to infrastructure funding, the FDS is aimed to be clear about where development can go, how the infrastructure to support it will be provided, and the local authority's contribution to that infrastructure. The FDS can also identify where funding needs to come from somewhere else, including where private capital investment can release capacity.

Objectives and Policies

Objectives 4 and 6 of the NPS-UD state that New Zealand's urban environments develop and change over time in response to diverse and changing needs of people, communities and future generations. Further, local authority decisions are integrated with infrastructure planning and funding as well as being responsive, particularly in relation to proposals that would supply significant development capacity. Given the current area of the Riverhead township is approximately 172 hectares, the Structure Plan represents an increase of the existing Riverhead Settlement by nearly 50%. While this will significantly change the existing settlement and the sense of amenity associated with a smaller settlement enjoyed by some residents, the proposed Structure Plan will increase residential and commercial capacity in an area where people want to live. Furthermore, this change is not unanticipated given the Future Urban zoning of the Structure Plan area. It will also enable additional amenities within Riverhead to meet the needs of both the current and future populations.

Objective 8 supports a reduction in greenhouse gas emissions and resilience to the current and future effects of climate change. Development of the Structure Plan area provides an opportunity for comprehensive and integrated development over a large land holding that is contiguous with existing urban development on the opposite side of Coatesville-Riverhead Highway. This scale of development will enable social amenities such as schools, open spaces, ecological corridors, a retirement village and a village centre to be established. This creates opportunities for residents to live and work closer to home, thereby reducing the need for travel to nearby centres for both residents of the existing settlement and future residents within the Structure Plan area.

In addition, there is currently little transport choice within the Structure Plan area as roads are rural arterials with no provision for footpaths and cycling and there is only a limited bus service. The Structure Plan provides an opportunity to increase use of public and active modes of transport as urbanisation of the Structure Plan area upgrades roads to provide for walking and cycling infrastructure and generates more public transport demand from residents.

Policy 8 further supports local authority decisions affecting urban environments to be responsive to plan changes that would add significantly to development capacity and add to well-functioning urban environments even if the development capacity is unanticipated by RMA planning documents or is out of sequence with planned land release. As previously discussed in section 3.2, the urbanisation of land within the Structure Plan area is out of sequence with the FULSS however, there is a need to urbanise this land now to overcome growth challenges and there is funded infrastructure available to service the Structure Plan area.

Overall, it is considered that the Riverhead Structure Plan gives effect to the NPS-UD.

3.3.2 New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement 2010 ('**NZCPS**') contains objectives and policies relating to the coastal environment to achieve the purpose of the RMA. The NZCPS is applicable to this Structure Plan as the Waitemata Harbour is the ultimate receiving environment for the streams which drain the Structure Plan area.

This Structure Plan and development of the identified area for urban land uses will give effect to the NZCPS in that any future land use activities will need to comply with the Auckland-wide stormwater quality and stormwater management provisions which will manage sediment and contaminant runoff, which could make its way into the coastal receiving environment. Further mitigation measures will be considered as part of a future resource consent process via the certification requirements of the Council's regional-wide Network Discharge Consent.

3.3.3 National Policy Statement for Freshwater Management 2020

The National Policy Statement for Freshwater Management 2020 ('**NPS-FM**') contains new requirements, including:

- Managing freshwater in a way that 'gives effect to Te Mana o te wai through involving tangata whenua, and prioritising the health and wellbeing of waterbodies, then the essential needs of people, followed by other uses;
- Improving degraded water bodies;
- Providing an expanded national objectives framework;
- Avoiding any further loss or degradation of wetlands and streams;
- Identifying and working towards target outcomes for fish abundance, diversity and passage and address in-stream barriers to fish passage over time;
- Setting an aquatic life objective for fish and address in stream barriers for fish over time; and
- Monitoring and reporting annually on freshwater.

Development of this Structure Plan has been considered in detail as part of the ecological, stormwater and flooding assessments undertaken for the land within the Structure Plan area. The Structure Plan will result in the enhancement of ecological corridors and habitats. Future land use

activities will need to comply with the relevant standards under the NES-FM 2020 and AUP with respect to streams, wetlands and discharges to these environments, which will ensure that the effects of activities on water quality and water quantity appropriately managed in accordance with the NPS-FM.

3.3.4 National Policy Statement – Highly Productive Land

The National Policy Statement for Highly Productive Land (**'NPS-HPL'**) came into effect on 17 October 2022. The purpose of the proposed NPS-HPL is to improve the way that highly productive land is managed under the RMA. It does not provide absolute protection of highly productive land, but rather it requires local authorities to proactively consider the resource in their region or district to ensure it is available for present and future primary production. The proposal does not impact on existing urban areas and land that councils have identified as future urban zones in district plans.

As the Plan Change area is currently within the Future Urban Zone, the policies contained within the NPS-HPL do not apply.

3.3.5 National Policy Statement for Indigenous Biodiversity

The National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB) seeks to respond to the ongoing decline of biodiversity in Aotearoa New Zealand by aiming to protect, maintain and restore indigenous biodiversity. It sets out a range of regulated measures that require Local Government to take a more proactive role in protecting indigenous biodiversity.

In broad terms, the NPS-IB requires every territorial authority to undertake a district-wide assessment in accordance with Appendix 1 of the NPS-IB to determine if an area is significant indigenous vegetation and/or significant habitat of indigenous fauna.

The Riverhead Structure Plan area is currently an active horticultural site. Land within the site has been intensively worked for many years and all past existence of indigenous vegetation has long since been removed.

3.3.6 National Policy Statement on Electricity Transmission 2008

The National Policy Statement on Electricity Transmission (**'NPS-ET'**) sets out the objective and policies to manage the effects of the electricity transmission network. The NPS-ET recognises the importance of the National Grid network by enabling its operation, maintenance, and upgrade, and establishing new transmission resources to meet future needs.

The north-western portion of the Structure Plan area is traversed by the National Grid Corridor overlay and a 110kv Transpower Transmission Line. The National Grid Corridor overlay applying under the AUP gives effect to the NPS-ET by controlling the location of activities, and the extent of subdivision and development near the National Grid.

3.3.7 National Environmental Standard for Freshwater

The National Environmental Standards for Freshwater (**'NES-F'**) came into force on 3 September 2020 and set requirements for carrying out certain activities that pose risks to freshwater and freshwater ecosystems. Anyone carrying out these activities will need to comply with the standards and be subject to the resource consent requirements of the NES-F.

Significant technical analysis has been undertaken to appropriately address freshwater habitats within the site including wetlands and watercourses. The Structure Plan is consistent with the provisions of this national environmental standard and future development activities will need to be assessed against the standards.

3.3.8 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

Under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health ('NESCS') any sites where activities on the Hazardous Activities and Industries List have occurred must be identified. This NESCS provides a nationally consistent set of controls and soil contaminant standards to ensure land affected by contaminants in soil is appropriately identified and assessed before it is subdivided or developed.

A preliminary site investigation of contaminated land has been undertaken as part of the structure plan process which finds the Structure Plan area suitable for urbanisation.

3.3.9 National Environmental Standard for Sources of Drinking Water 2008

Water supply to the Structure Plan area will be from the existing public water supply and supply pipe with local upgrades required to introduce a second supply pipe to ensure resilience and additional capacity. The Structure Plan does not compromise the outcomes sought to be achieved by this NES.

3.3.10 National Environmental Standards for Air Quality

This NES is implemented through the air quality provisions in the AUP. There are no known air quality standard issues in the Structure Plan area.

3.3.11 National Environmental Standard for Renewable Electricity Transmission

The NES set out a national framework of permissions and consent requirements for activities on existing electricity transmission lines. Activities include the operation, maintenance and upgrading of existing lines. This NES is not a relevant consideration because the Structure Plan is not proposing to move or upgrade the Transpower Transmission Line which traverses the north-western portion of the Structure Plan area.

3.4 Auckland Unitary Plan (Operative in Part)

The Auckland Unitary Plan (Operative in Part) ('AUP') is the primary statutory planning document for Auckland. It is comprised of the Regional Policy Statement ('RPS'), Regional Coastal Plan, Regional Plan and District Plan. The AUP provides the regulatory framework for managing Auckland's natural and physical resources while enabling growth and development and protecting matters of national importance. The RPS sets out the overall strategic statutory framework to achieve integrated management of the natural and physical resources of the Auckland Region. It includes objectives, policies and methods to achieve a quality compact urban form through the implementation of a Rural Urban Boundary to define the extent of urban growth to 2040.

All land within the structure plan area is zoned as Future Urban; a transitional zone which is applied to greenfield land suitable for urbanisation. Land may be used for a range of general rural and other existing activities but cannot be used for urban activities until the site is rezoned for urban

purposes through a plan change process. The rezoning of Future Urban Land to accommodate urban growth must give effect to RPS Policy B2.2.2(7). This is discussed further below.

A number of overlays and controls also apply to the Structure Plan area, including:

- Quality Sensitive Area Aquifer Management Area Overlay;
- National Grid Corridor Overlay; and
- Macroinvertebrate Community Index.

The land within the Structure Plan area is also subject to the following designation:

- Airspace Restriction Designations – ID 4311, Defence purposes – protection of approach and departure paths (Whenuapai Air Base), Minister of Defence.

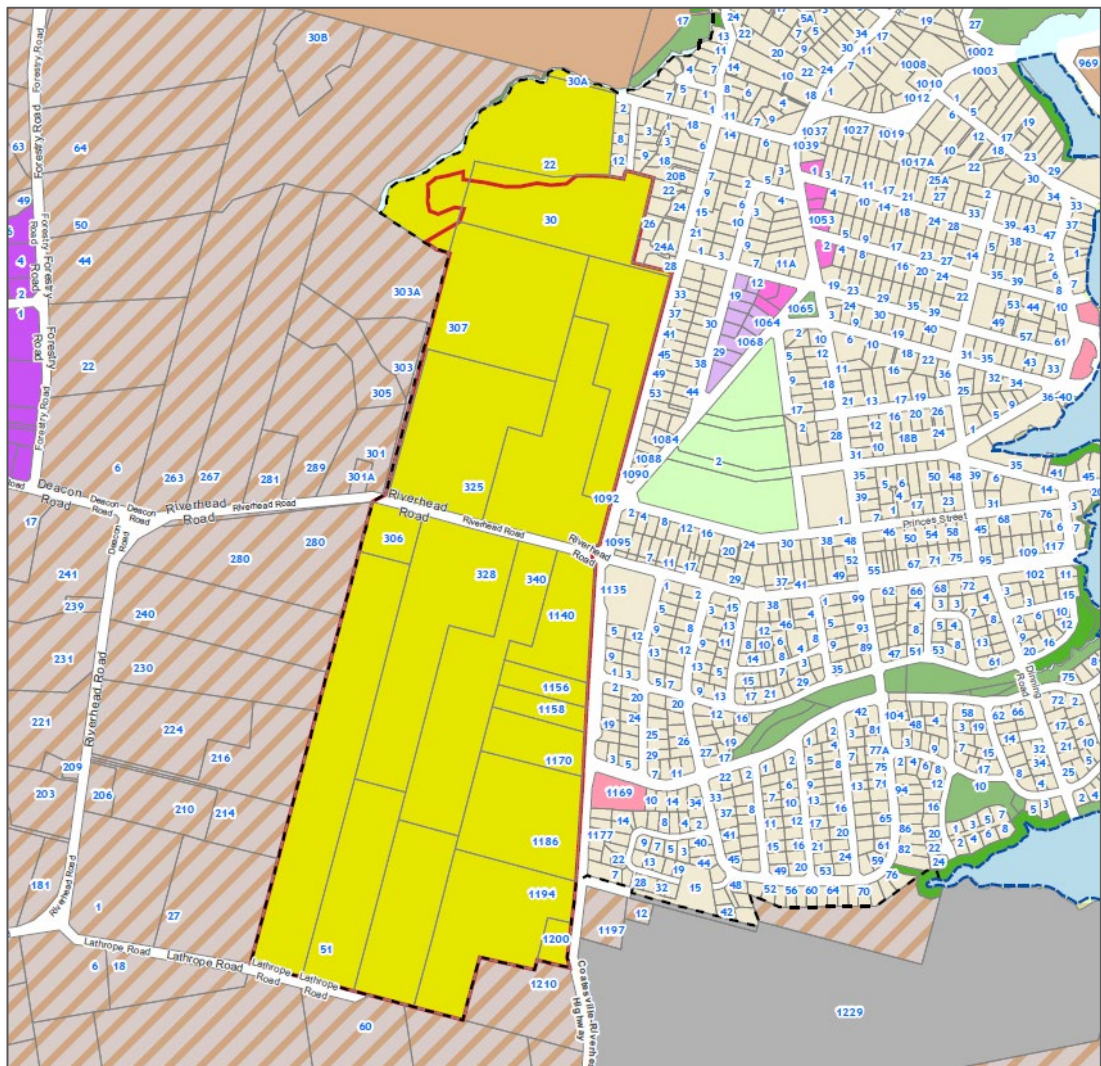


Figure 22: AUP Zoning.

3.4.1 Auckland Regional Policy Statement

RPS Policy B2.2.2(7) enables the rezoning of Future Urban land to accommodate urban growth where the proposed rezoning:

- Supports a quality compact urban form;

- Provides for a range of housing types and employment choices for the area;
- Integrates with the provision of infrastructure; and
- Follows the structure plan guidelines as set out in Appendix 1 of the AUP.

The land use pattern proposed within the Riverhead Structure Plan incorporates medium density residential development with high density residential development surrounding the Local Centre. This proposed land use pattern will enable greater housing choice within Riverhead and encourage efficient use of greenfield land to promote a quality compact urban form. The proposed local centre and neighbourhood centre will enable residents to service their day to day needs within Riverhead and will also offer local employment.

As outlined in sections 5.0 and 6.0 below, the urbanisation of the Structure Plan area can be coordinated with the necessary infrastructure upgrades.

Appendix 1 to the AUP provides guidance on the matters to be addressed in preparing Structure Plans, which are directed through the policy framework, to be the precursor to a Council initiated or a private plan change application. This Structure Plan has followed the framework directed through Appendix 1 to the Unitary Plan – Structure Plan Guidelines.

3.5 Auckland Council Long Term Plan 2021-2031

The council's Long-Term Plan ('LTP') 2021-2031 Recovery Budget provides a ten year budget that responds to the uncertainty and revenue loss created by the Covid-19 pandemic.

The LTP highlights that Auckland's population continues to grow and the demand for new infrastructure is rising however, the capacity to support growth is not unlimited and the budget prioritises a few key locations to focus limited resources including \$981 million for north-west infrastructure improvements to support managed expansion into emerging greenfield areas. Additionally, construction of the second stage of the Northern Interceptor Westgate to Hobsonville is funded and due for completion in 2025.

3.6 Rodney Local Board Plan (2020)

The key outcomes from the 2020 Rodney Local Board Plan that are relevant to the Riverhead Structure Plan are set out below:

- Outcome 1: Safe, improved transport options connect our communities - Our transport infrastructure keeps pace with the needs of our communities, and public transport is accessible. People can access walkways, cycleways and bridleways close to where they live. Our roads are safe and well maintained.
- Outcome 2: Our natural environment is healthy and protected - Our coast, waterways and natural environment are our taonga / treasures. They are healthy and clean, with thriving biodiverse ecosystems. Communities look after our environment by eradicating pests, carrying out restoration work, and minimising waste. They are active in reducing their carbon emissions and living sustainably to combat climate change.
- Outcome 3: Infrastructure and development meets the needs of our growing communities - Our towns and villages are vibrant and attract people to shop and work locally. People are proud of their local area and its unique character. New development is planned carefully to consider current communities and meet future needs.

- Outcome 4: Our communities are resilient and have access to what they need - Our communities are resilient, supportive of each other and prepared for emergencies. They take a lead in organising events and activities. Our facilities and programmes meet the needs of our growing and changing communities.
- Outcome 5: Our local parks and recreation facilities meet the needs of our growing community - Our local parks, sport and recreation facilities cater to a wide range of interests and abilities. They are enjoyable places to visit, and relax or be active in. They are easily accessible and meet the demands of our current and future generations.

The Riverhead Structure Plan has taken into account these desired outcomes and it is noted that they are generally addressed by the statutory planning documents applying to the area.

3.7 Infrastructure Strategies and Plans

3.7.1 Supporting Growth – Delivering Transport Networks

Supporting Growth is a collaborative document prepared by Auckland Council, Auckland Transport and the New Zealand Transport Agency to provide a coordinated approach to land use and transportation infrastructure delivery necessary to support planned urban growth within Future Urban areas in Auckland.

Road improvements as part of the Te Tupu Ngātahi Supporting Growth Programme are identified for Coatesville Riverhead Highway (between State Highway 16 and Riverhead). Safety improvements are also included on Coatesville Riverhead Highway north of the Riverhead township. There are no dates as to when these upgrades will occur or what these upgrades will consist of, with the current focus being to secure designations.

This Structure Plan presents an opportunity for key components to be delivered by developers, as a means of mitigating effects and ensuring a safe and efficient transport network exists when development comes online.

3.7.2 Regional Land Transport Plan 2021-2031

The Auckland Regional Land Transport Plan (2021-2031) sets out the funding programme for Auckland's transport services and activities over a 10-year period. Planned transport activities for the next three years are provided in detail while proposed activities for the following seven years are outlined. The Regional Land Transport Plan is jointly delivered by Auckland Transport, Waka Kotahi and KiwiRail, and forms part of the National Land Transport Programme.

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

- Better connect people, places, goods and services;
- Increase genuine travel choices for a healthy, vibrant and equitable Auckland; and
- Maximise safety and environmental protection.

In respect of Riverhead, the SH16 Brigham Creek-Waimauku project will deliver a range of safety and access improvements between Waimauku and the end of the North-western Motorway at Brigham Creek Road. Components include new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville-Riverhead Highway intersection, upgrading the corridor to four

traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling shared path from Brigham Creek Road to Kumeu.

The Structure Plan is compatible with the surrounding transport environment and offers alternatives to the private vehicle by providing for active modes.

3.7.3 Regional Public Transport Plan 2018-2028

The Auckland Regional Public Transport Plan 2018-2028 (RPTP) describes the public transport network proposed by Auckland Transport over the next ten years and identifies the services integral to that network. The plan outlines a hierarchy of service layers and aspirational levels of service for each service layer.

The vision of the RPTP is to “provide Auckland with seamless end-to-end customer journeys that are safe, accessible and reliable”. To achieve this vision, the RPTP features four focus areas:

- (1) Expanding and enhancing rapid and frequent networks;
- (2) Improving customer access to public transport;
- (3) Improving Māori responsiveness; and
- (4) Harnessing emerging technologies.

The plan identifies a new bus service running between Westgate, Riverhead and Albany running every 90-120 minutes on both weekends and weekdays. Locating additional activity adjacent to the existing Riverhead settlement improves the feasibility of more frequent public transport services.

3.7.4 Catchment Management Plans, Network Discharge Consent

A draft Stormwater Management Plan (**'SMP'**) has been prepared for this Structure Plan and will be finalised and submitted as part of the private plan change application. The SMP has been prepared in accordance with requirements of regional Network Discharge Consent. It is proposed that Provisional Approval be sought for the SMP at the same time the plan change is being progressed.

3.7.5 Watercare Asset Management Plan 2021-2041

Watercare’s Asset Management Plan (2021-2041) shows how it will operate, maintain and renew existing water and wastewater assets, and provide new assets to meet future demand as Auckland grows. The location, size and timing of new development directly influence the infrastructure required to service that development.

The Plan identifies that a new transmission pump station will be constructed on Brigham Creek Road and be connected to the phase 2 Northern Interceptor network to service growth in Whenuapai, Redhills, Kumeu, Huapai and Riverhead, between 2021-2031.

3.8 Iwi Planning Documents

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

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

Six iwi groups responded confirming their interest in being involved: Te Kawerau ā Maki; Ngāti Whātua o Kaipara; Te Rūnanga o Ngāti Whātua; Te Ākitai Waiohūa; Ngāti Manuhiri; and Ngāti Whanaunga. Several hui have been held with Te Kawerau a Maki and Ngāti Whātua o Kaipara, as well as engagement with the other iwi (either via hui or further email correspondence).

Of these six interested iwi, none have publicly available iwi management plans or planning documents. Notwithstanding this, the feedback received during the consultation process, in particular from Te Kawerau a Maki and Ngāti Whātua o Kaipara who have engaged more extensively, has been taken into account in the development of the Structure Plan as detailed in section 5.0.

3.9 Treaty Settlement Legislation

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

Structure planning provides for the council to take into account Treaty settlements. The relevant Treaty settlement legislation have been taken into account and the land is not affected by these processes.

3.9.1 Te Kawerau a Maki Claims Settlement Act 2015

This Act recognises the customary interests that Te Kawerau a Maki have from the Tamaki Isthmus northwards to Hikurangi (West Auckland), the Upper Waitemata Harbour and North Shore and into Kaipara and Mahurangi. The Act requires relevant authorities to have regard to the views of Te Kawerau a Maki in all matters affecting these areas amongst other things.

3.10 Other Auckland Council Plans and Strategies

3.10.1 Parks and Open Spaces Strategic Action Plan 2013

This document sets out four areas of focus as strands of Auckland Council's strategy for parks and open space through to 2023. These are:

- Connect – creating a green network across Auckland by linking our parks, open spaces and streets.
- Enjoy – ensuring our parks and open Spaces can meet the needs of our growing population.
- Treasure - protecting and conserving our parks and open spaces and improving people's ability to understand and appreciate their value and significance.
- Utilise – maximising the economic and environmental benefits of our parks and open spaces.

The Structure Plan has been developed in cognisance of these four areas of attention, and the Open Space Provision Policy.

3.10.2 Open Space Provision Policy 2016

The Open Space Provision Policy 2016 provides direction on the provision of open space at a network scale. Provision is considered on the basis of four interrelated factors – function, distribution, location and configuration. The Open Space Provision Policy gives effect to the Parks and Open Spaces Strategic Action Plan. It informs the Council’s investment, asset and acquisition activities in open space, and guides spatial planning by both council and the private sector.

The provision of open space areas within the Structure Plan area has taken account of the Open Space Provision Policy seeking to locate and provide for open space areas that meet the space and use functions as well as providing multi-purpose open space areas to achieve quality urban design outcomes, that may be vested or where alternatives for ongoing management will need to be considered.

3.10.2.1 Rodney Greenways Plan

The aim of the Rodney Greenways Local Paths Plan for Kumeu, Huapai, Waimauku and Riverhead (December 2016), is to ‘provide cycling and walking connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities’.

The development of the Structure Plan has sought to be generally consistent with this objective and the Greenways Plan which is shown in **Figure 23** below:

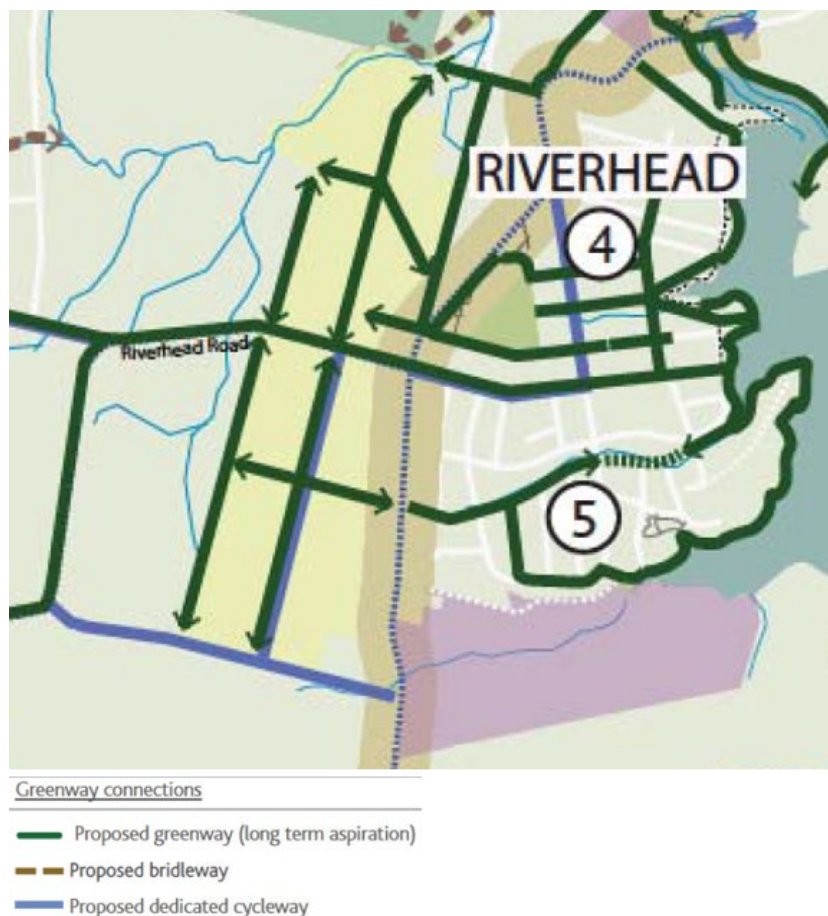


Figure 24: Greenway connection aspirations for Riverhead.

It is noted that the Greenways Plan was likely prepared with a lesser understanding of the existing constraints across the site, whereas the Structure Plan has been developed with these in mind.

3.10.3 Auckland Design Manual

The Auckland Design Manual is a non-statutory document providing a best practise guide for designing Auckland's neighbourhoods, buildings and spaces. It is a valuable tool for identifying suitable building typologies within the Structure Plan area.

3.10.4 Indigenous Biodiversity Strategy 2012

Key objectives and performance measures on how to achieve the biodiversity goals established in the Auckland Plan are set out in the Indigenous Biodiversity Strategy. This strategy sets out the Council's vision for indigenous biodiversity including:

- Healthy and diverse ecosystems of plants and animals;
- Engagement, understanding and guardianship of indigenous biodiversity;
- Ecosystem services provided by indigenous biodiversity; and
- Integrated management producing biodiversity gains.

The overarching objective seeks to "conserve the greatest number and most diverse range of Auckland's indigenous ecosystems and sequences". The strategy also provides guidance on the development and implementation of the council's plans and strategies to achieve biodiversity objectives as well as in the provision and maintenance of infrastructure.

The Structure Plan represents an opportunity to implement projects to improve biodiversity linkages throughout the area.

3.10.5 Auckland Council Code of Practice for Land Development and Subdivision

The Code of Practice for Land Development and Subdivision, or any subsequent updates of that document, will be a relevant consideration at the time of subdivision and development.

3.10.6 Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan

The purpose of Auckland's Climate Plan is to deliver the Auckland Plan's high-level vision on climate change and to deliver a low carbon and resilient Auckland.

The key elements of Auckland's Climate Plan are:

- An overarching Tamaki response – an approach that reflects the uniqueness of Tāmaki Makaurau;
- A focus on clear greenhouse gas emissions reduction targets – including halving emissions by 2030 and reaching net zero emissions by 2050; and
- Preparing Auckland for the impacts of climate change – including how we will adapt to climate change, preparing for our current emissions pathway and the prospect of a 3.5 degrees warmer region.

The Structure Plan is cognisant of the outcomes sought in Auckland’s Climate Plan, noting the quality compact urban form, proximity to the existing Riverhead settlement and accessibility to State Highway 16, educational facilities and public open spaces and parks.

3.10.7 Auckland Urban Ngahere (Forest) Strategy 2018

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

The strategy is a comprehensive regulatory and non-regulatory approach to enhancing our urban forest and green infrastructure by increasing the tree canopy cover around the city.

A key target of the strategy is to increase canopy cover across Auckland’s urban area up to 30%, with no local board areas less than 15%.

The Structure Plan responds to the strategy by providing opportunities for ecological corridor revegetation and enhancement and greater diversity and coverage of native vegetation coverage within the Structure Plan area.

4.0 Consultation and Engagement

Consultation and engagement on the future development of the Riverhead Structure Plan area has been undertaken with a number of persons/organisations. These include the following:

- Auckland Council and its Controlled Organisations, including Plans and Places, the Development Planning Office, Parks, Auckland Transport, Healthy Waters and Watercare Services Limited;
- The Local Board;
- Waka Kotahi NZ Transport Agency and Te Tupu Ngātahi (the Supporting Growth Alliance);
- Mana Whenua groups, including Te Kawerau ā Maki and Ngāti Whātua o Kaipara in particular;
- The Ministry of Education;
- The local community and general public, including the Riverhead Community Association; and
- Landowners within the Plan Change area.

In particular, two public drop-in sessions (referred to as ‘community days’) were held at the Riverhead School hall on Friday 6th and Saturday 7th May 2022. The purpose of the sessions was to provide information about the structure plan and private plan changes and to gain feedback on the proposed land use scenarios, infrastructure and roading initiatives, development concepts, and to provide opportunities to better understand views of the local Riverhead community. A series of 12 panels were displayed on the day, to set out key information for the public. Attendees were able to view the displays boards and discuss any issues or aspects of the project with the RLG members and key consultants including traffic, urban design, and planning consultants.

Both sessions were attended by approximately 60-70 people. Feedback forms were available to the attendees and approximately 45 were completed. An email address was also set up for people to email feedback.

The key matters identified in the feedback included:

- The significance of transport and roading upgrades prior to development, and concerns for increased traffic congestion on Coatesville-Riverhead Highway and State Highway 16;
- The significance of general infrastructure upgrades, including the management of stormwater and flooding;
- There were concerns about multi-storey buildings;
- A desire to retain the character of 'old' Riverhead;
- The importance of creating green corridor connections to existing walkways; and
- Strong support for additional education facilities, including primary and secondary schools.

The feedback received to date has informed the final Structure Plan.

In respect of Mana Whenua, engagement correspondence was sent to 19 iwi groups, who were contacted in September and October 2021. Six iwi groups responded confirming their interest in being involved: Te Kawerau ā Maki; Ngāti Whātua o Kaipara; Te Rūnanga o Ngāti Whātua; Te Ākitai Waiohau; Ngāti Manuhiri; and Ngāti Whanaunga. Several hui have been held with Te Kawerau ā Maki and Ngāti Whātua o Kaipara, as well as engagement with the other iwi (either via hui or further email correspondence).

Consultation and engagement will continue on an ongoing basis as the Plan Change progresses through the planning process.



Figure 23: Public drop-in session on Friday 6th and Saturday 7th May 2022.

5.0 Matters to Identify, Investigate and Address

The Structure Plan guidelines in Appendix 1 of the AUP specify matters to identify, investigate and address as part of the development of a Structure Plan. The Riverhead FUZ Structure Plan has been

informed by a series of technical reports. A detailed examination of these matters set out in Appendix 1 and the technical advice is provided below in relation to each technical discipline.

5.1 Urban Form

The existing Riverhead township is approximately 172 hectares and includes older, more established development in the north and newer development to the south. The structure plan area will expand the urban area of Riverhead by approximately 80 hectares.

Recent development includes the Stone Mill, a mixed use, medium density housing development located along Coatesville-Riverhead Highway, including two to three storey buildings with ground floor retail units.

An Urban Design Statement has been prepared by Urban Acumen. The following aspects and elements have been identified to contribute to the sense of place within Riverhead:

- A built character of predominantly single storey detached dwellings, including older weatherboard and brick and tile homes as well as more contemporary architectural styles;
- An existing satellite village with a number of supporting local and neighbourhood centres. Significant landmarks include the historic Riverside Tavern (over 160 years old) and War Memorial Park;
- Roads formed to a rural standard including with swales, shelterbelts, and an absence of kerbs and footpaths; and
- Rural land uses, predominantly associated with horticulture.

The scale of the Structure Plan area presents an opportunity to ensure that the future urban form delivers positive outcomes in relation to access and connectivity, providing for housing choice and diversity, business activities and open space outcomes, and managing transitions between different intensities of development and land uses. These matters are further investigated in the sections below. Overall, it is considered that the Structure Plan area promotes positive urban form outcomes which integrate with the existing Riverhead Village and surrounding rural land uses.

5.1.1 Urban Growth, Use and Activity

A Retail Centre Assessment undertaken by Property Economics. This assessment considers the proposal to rezone the Structure Plan area to accommodate a predominant residential land use, and opportunities to provide centres for supporting business activities and employment.

With regard business and employment opportunities, the local retail catchment of Riverhead currently generates approximately \$100 million per annum of retail expenditure, and is estimated to increase to \$161 million per annum by 2038. Based on the development within the Structure Plan area and expected growth elsewhere within the catchment, there are opportunities for the Structure Plan to provide convenience retail and commercial and professional services to meet the needs of local residents. The Economic Assessment finds that the Westgate Metropolitan centre is already well positioned to service the higher-order shopping needs of the Riverhead Catchment.

The Retail Centre Assessment finds that approximately two thirds of the existing centre areas within the Riverhead Village accommodates non-centre land uses and that the following can therefore be sustained within the Structure Plan area, either within a single commercial centre or a smaller local centre and supplementary smaller neighbourhood centres:

- Approximately 6,850m² GFA of retail and commercial services (including a 3,200m² supermarket) with a supermarket;
- Approximately 3,970m² GFA of retail and commercial services without a supermarket; and
- Approximately 1-1.5 hectares of business zoned land to accommodate the above.

In terms of residential growth within the Structure Plan area, there is a considerable amount of anticipated growth within the West Auckland Residential Catchment with the net increase in population projected at 45% more people than 2021 under a Medium growth projection and 70% under a High growth projection³. The trends for projected growth for the West Auckland Residential Catchment indicate a strong market for new residential development and market viability for the development of the Structure Plan area.

The Structure Plan area will act as a catalyst for growth within Riverhead, attracting demand from the wider north west area. In this regard, there limited immediate opportunities for growth within the north west. Existing FUZ areas in the north west are subject to infrastructure constraints, including within Stage 1 of Whenuapai, with the plan change to rezone this land (Plan Change 5) having recently been withdrawn due to transport infrastructure constraints. It is noted that the Structure Plan area is equivalent to approximately one third of the supply lost from the withdrawal of Plan Change 5. Furthermore, there are limited opportunities to provide for residential intensification within the Riverhead township, with the exiting Residential – Single House zone likely to be excluded from the Medium Density Residential Standards due to the population size at the time of the 2018 census.

The Structure Plan area is therefore considered to present an opportunity to provide for residentially zoned land in the north west, particularly due to the ability to provide appropriate infrastructure and servicing, as detailed in the sections below.

The residential zoning within the Structure Plan area has been informed by the existing local context, where Riverhead township is zoned Residential – Single House under the AUP, and national policy direction which seeks development outcomes of appropriately located higher densities and increased housing choice and variety.

Due to intensification constraints within the existing Riverhead township, the Structure Plan presents the opportunity to establish a zoning pattern that provides for a variety in housing typology and choice, supports a compact and quality urban form, while also having regard to and responding to the existing built form and character of Riverhead.

The proposed Structure Plan identifies the land for future medium and higher densities of development. The higher density area reinforces the proposed Local Centre as a focal point within the Structure Plan area and complements the location of this land to existing public transport, where a number of bus stops are located along Coatesville-Riverhead Highway. The remainder of the Structure Plan area is identified to accommodate medium density development with some restrictions on building height; and development is anticipated to include one to two storey buildings.

³ Population and Household Projections – Stats New Zealand.

5.1.2 Connectivity and Layout

The Structure Plan identifies a hierarchy of road typologies to promote legibility, including collector roads and key local roads. The locations of these roads are identified where they provide for key connectivity outcomes.

Collector roads provide an opportunity to ensure connectivity is achieved internally and to the existing surrounding road network (i.e., to Coatesville-Riverhead Highway, and Riverhead Point Drive) and to support active and public modes of transport. Collector roads within the Structure Plan area are proposed to include dedicated pedestrian footpaths and cycle paths in both directions and are sufficiently wide to accommodate future buses if required.

Key local roads are identified where they connect collector roads to the existing surrounding road network, help distribute internal traffic towards arterial roads surrounding the Structure Plan area and promote physical connection and integration with the existing Riverhead Village. Key local roads will accommodate dedicated pedestrian footpaths. Low traffic speeds will also enable cycling within the formed carriageway.

5.2 Open Space and Recreation

The Riverhead War Memorial Park is located to the east of the Structure Plan area, and is a key focal point within the Riverhead community, providing for organised sports, active recreation and community activities.

There are opportunities to incorporate new open space areas that are complimentary to the War Memorial Park, are accessible, have high levels of amenity value and are designed and located to reflect Crime Prevention Through Environmental Design ('CPTED') principles throughout the Structure Plan area. The scale of the Structure Plan area also presents the opportunity to integrate open space with existing freshwater systems, amenity features such as pedestrian and cycling networks, and stormwater management facilities where these can be naturalised in their design. Constraints are created by the defined location of natural features, including streams and wetlands.

The following considerations have informed the proposed open space components within the Structure Plan area:

- Locating neighbourhood parks to ensure access for all future residents;
- The co-location and integration of new open spaces with existing natural features (streams and wetlands) and stormwater management devices where practicable;
- Ensuring connectivity to the proposed new road network;
- Ensuring connectivity to new pedestrian and cycle networks; and
- Creating opportunities for new planting and riparian planting.

5.3 Interface and Edge Condition

The edges of the Structure Plan area provide opportunities and constraints in terms of integrating new development and transport networks within the surrounding environment, as summarised below:

- The existing Riverhead township is located to the east, and is zoned Residential – Single House under the AUP. Due to its population size, the zoning of this area is unlikely to accommodate increased densities of residential development in the medium term. Relevant considerations at this edge include managing the transition in building form and intensity from the Structure Plan area to the existing built form and character of Riverhead Village.
- Existing Mixed Rural zoned land is located adjacent to the west outside of the Rural Urban Boundary. Relevant considerations at the interface between the rural and urban zoning include managing the transition of building form and character and managing reverse sensitivity effects on existing and future rural land uses.

Future built form at these interfaces will require particular consideration to ensure that potential amenity and reverse sensitivity matters are appropriately managed as a result of urban development within the Structure Plan area.

5.4 Natural Character, Landscape and Visual

The Structure Plan area is located within a predominantly flat landscape, which has a gentle upwards slope from the northern to southern sides. A landscape and natural character assessment has been prepared by Boffa Miskell, and considers the proposed development within the context of the existing environment as well as the changing nature of urban environments within the Auckland region.

The existing Structure Plan area is rural in character and includes a number rural production activities including horticulture, and some rural lifestyle blocks. The built form includes dwellings and accessory buildings associated with rural production and rural lifestyle living.

Existing natural features within the Structure Plan area include:

- The Riverhead Forest located to the north;
- An unnamed tributary of the Rangitopuni Stream located at periphery of the northern boundary of the Structure Plan area;
- An intermittent stream and four wetlands, dispersed within the northern portion of the Structure Plan area; and
- A copper beech tree of arboricultural value

Boffa Miskell's assessment finds that the Structure Plan area does not contain any areas or features that are considered to be of high landscape value. In addition, there are no outstanding natural features or landscapes as identified under the AUP within the Structure Plan area, with the closest being the Paremoremo Escarpment landscape feature located over four kilometres to the east.

It is considered that there are limited constraints presented by the relatively flat landform within the Structure Plan area, while the Riverhead Forest to the north presents an opportunity to retain some outlook through the positioning of public access that has a north south orientation. The presence of existing streams, wetlands, and the copper beech tree of arboriculture value present an opportunity to enhance these features through the planting and protection of riparian margins and the integration of these features within new green and blue networks.

The landscape and natural character assessment also considers landscape and visual impacts of urban development within the Structure Plan area. No particular viewpoints or viewing audiences

within the vicinity of the Structure Plan area have been identified as requiring further consideration. However, as discussed above, it is acknowledged that there is a need to manage the interfaces with the Riverhead township and rural environment to ensure the transitions at these boundaries are appropriately managed with regard to the existing rural landscape and lower density urban environment.

Overall, while it is acknowledged that while future urban development within the Structure Plan area will introduce a change to the visual landscape, it is also considered that the introduction of increased heights and density will provide for a diverse visual landmark, where the impacts of this change will be acceptable in the context of the Future Urban zone where the land is anticipated to transition to accommodate an urban character. As a result, the potential built form outcomes within the Structure Plan area are considered to be appropriate in terms of the landscape, natural character and visual amenity values of the plan change site and locality.

5.5 Sustainability

The Structure Plan represents an opportunity to achieve sustainable urban development. This includes all aspects of sustainability, including the following specific opportunities:

- Achieving a walkable, highly-connected environment that supports a reduction in reliance on cars;
- Providing for higher residential densities in close proximity to services and key arterials to support the efficient use of land;
- Co-locating employment and housing to support the diversification and sustainability of the local economy;
- Contributing to achieving environmental sustainability by protecting waterways and by implementing appropriate stormwater management techniques; and
- Promoting a balance of the natural and urban developments by respecting landscape character features.

5.6 Transportation Networks

An Integrated Transport Assessment ('ITA') has been prepared by Flow Transportation to inform the development of the Structure Plan.

The existing road and transport environment of the Structure Plan area is characterised by:

- Coatesville Riverhead Highway, adjoining the Structure Plan area to the west. Coatesville-Riverhead Highway is a 14 km long road which connects SH16 at its southern end to Diary Flat and Albany to the northeast. It is primarily a two-lane rural road, with no formal footpaths.
- Riverhead Road is classified as an Arterial Road in the AUP, which connects Riverhead to State Highway 16 by Kumeu at its southwestern. Riverhead Road bisects the Structure Plan Area in an east west direction and has one traffic lane in each direction, with no dedicated footpaths or cycling facilities.
- Lathrope Road is located to the south of the Structure Plan area, and is an unsealed rural road with no dedicated footpaths. It currently services local properties and is a no exit road.

- The Structure Plan area is currently serviced by the 126 bus service, which connects to Albany and Westgate, where a number of other bus services to the wider Auckland area also connect.

A number of roading works are planned within the surrounding area, which will create benefits for Riverhead in terms of improving roading safety, capacity and alleviating congestion, and increasing mode choice. Work programmes relevant to the Structure Plan area include:

- State Highway 16 Brigham Creek to Waimauku upgrade: this project is proposed under the Regional Land Transport Plan 2021-2031 (RLTP) and will deliver a range of safety and capacity improvements between Waimauku and the end of State Highway 16 at Brigham Creek Road. The relevant works are described in section 3.7.2 above. The Notice of Requirement was lodged with Council in December 2022.
- State Highway Northwest Bus Improvements: this project is also proposed under the RLTP and will allow a new express bus service to operate along State Highway 16, connecting Northwest Auckland to the city centre.
- Te Tupu Ngātahi Supporting Growth Programme: the purpose of this programme is to secure designations to enable future physical works to occur. As no physical works are planned, there is opportunity for developers to deliver key components of works identified within the Programme. Roading and safety improvements are identified for Riverhead Road and Coatesville-Riverhead Highway between State Highway 16 and Riverhead (refer **Figure 24**).

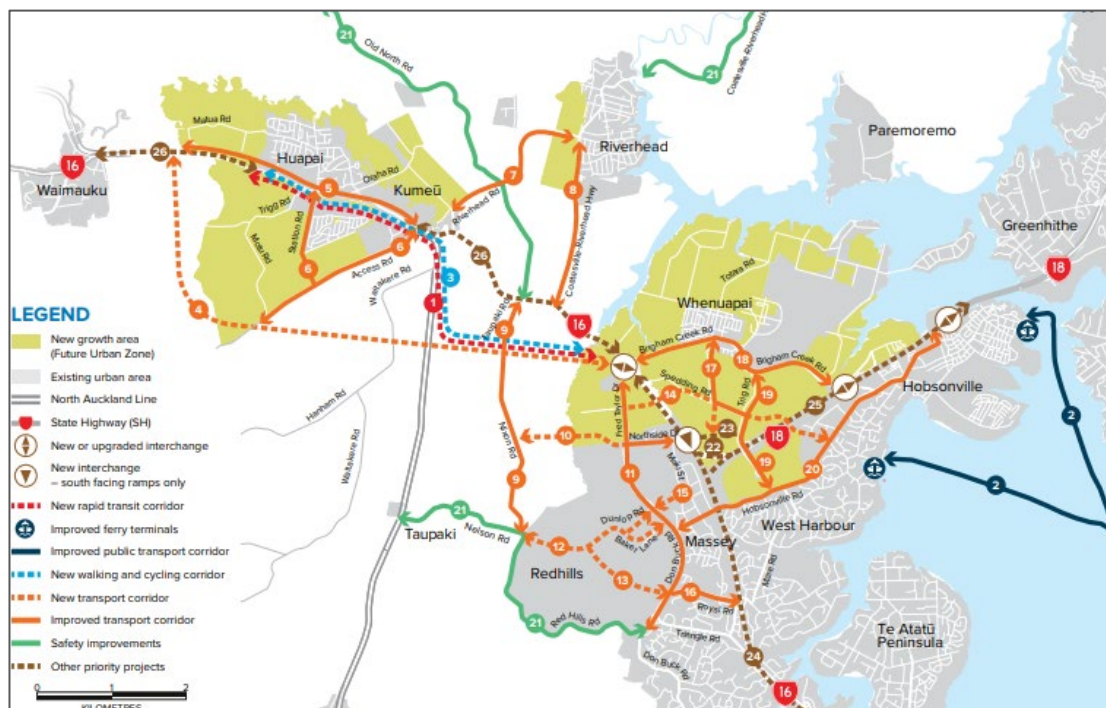


Figure 24: Supporting Growth indicative strategic Transport Network for Northwest Auckland (Source: Supporting Growth).

The following roading works have been identified to accommodate the urbanisation and development of the Structure Plan area:

- Speed limit reductions on Riverhead Road, Coatesville-Riverhead Highway, and Lathrope Road. Speed reductions will improve overall road safety and allow new intersections and private access to be constructed in a safe manner;

- The upgrade and widening the road corridors for Riverhead Road and Coatesville-Riverhead Highway to accommodate central medians, front and back berms, and dedicated footpaths and cycle; and
- Localised upgrades and urbanisation of sections of Lathrope Road, Cambridge Road, Queen Street, and Cambridge Road.
- A number of upgrades at existing intersections and at new intersections where access will be provided to the Plan Change area. The upgrade works include, but are not limited to the provision of separated pedestrian and cycle paths, widening, and new priority controls.

Overall, there are a number of transportation upgrades that are planned or have been identified within the wider surrounding area and within the Structure Plan area, such that the future urban development will result in the safe and efficient operation of the transport network and improve accessibility for all transport modes within Riverhead.

5.7 Stormwater, Water Supply and Wastewater

The Structure Plan area is not currently serviced by the public reticulation network. The servicing arrangements for the existing Riverhead township are:

- For stormwater servicing, existing stormwater networks consisting of a number of drains and culverts that discharge to the Waitemata Harbour.
- For water supply, a reservoir located at 403 Old North Road.
- For wastewater servicing, an existing pressure system discharging to the Riverhead Wastewater Pump Station.

The following sections set out the potential strategies to service the Structure Plan area with regard to three waters infrastructure. Overall, appropriate solutions are available to manage the stormwater, water supply, and wastewater requirements of future urban development, as follows:

- A Stormwater Management Plan ('SMP') has been prepared by CKL to support development within the Structure Plan area. The findings of the SMP are that the impacts of urbanisation of the Structure Plan area on stormwater quality and hydrology can be managed through installation of new piped networks and the incorporation of a water sensitive design approach and hydrological mitigation. In particular the SMP identifies that there are a number of key best practicable stormwater management options within the Structure Plan area to address water quality, hydrological mitigation, flood attenuation, and stormwater conveyance.
- A water and wastewater capacity review has been carried out by GHD. The GHD assessment confirms that there is immediate capacity within the existing water main that services the Riverhead township, however a second main will be required to provide capacity and ensure resilience. Two options to facilitate this upgrade have been required. The later stages of development will require an upgrade to the transmission main and reservoir to provide sufficient water supply.
- GHD's assessment confirms that there is immediate capacity within the existing Riverhead wastewater pump station that services the Riverhead township. The planned diversion of Kumeu and Huapai from the Riverhead system will also provide sufficient capacity to service the entirety of the Plan Change area. GHD's assessment has identified a number of potential

options to provide additional capacity should the later stages of development within the Plan Change area occur prior to this diversion.

Overall, there is a high degree of confidence that immediate development within the Structure Plan area can be appropriately serviced and several suitable options are available to facilitate the upgrades needed as development progresses.

5.8 Ecology

RMA Ecology have prepared an assessment of ecological values of freshwater and terrestrial ecosystems. A combination of desktop assessments and site visits were carried out for the Structure Plan area, during which, key terrestrial and aquatic habitat features were identified across the site. An arboriculture assessment of existing trees within the Structure Plan area has also been carried out.

5.8.1 Terrestrial Ecology

The Structure Plan areas is predominantly worked in pasture, and includes a number of individual mature exotic trees, including poplar and willow. A shelter belt formed with Japanese cedar and sheoak trees is located adjacent to Riverhead Road. The ecological assessment finds that there is no vegetation that would qualify as threatened or at risk. There are also no Significant Ecological Areas within the Structure Plan area under the AUP.

A copper beech tree meeting the criteria to be nominated as a notable tree under the AUP is located at the western side of the Plan Change area at 298 Riverhead Road, Riverhead.

There are limited constraints in relation to terrestrial ecology as there are limited features within the Structure Plan area that have recognised ecological value and protection in a statutory planning context. Notwithstanding, there is opportunity to retain the copper beech tree that meets the criteria for nomination as a notable tree under the AUP into future green spaces, as well as to establish open spaces that contribute to an integrated and enhanced green network, resulting in a greater diversity and coverage of native vegetation within the Structure Plan area.

5.8.2 Freshwater Ecology

RMA Ecology have prepared an assessment of potential freshwater ecology effects that may result from urban development. A significant portion of the Structure Plan area was walked over and assessed for wetlands and streams.

The Structure Plan Area includes an intermittent stream located within the northern side of the site. This stream receives overflow from a constructed pond and surface water runoff from a network of roads and field drains, with flows to the stream running along the northern boundary of the Structure Plan Area. Disturbance of the margins over time has resulted in wetland vegetation establishing and riparian wetlands are prominent along most of its length. This stream has been highly modified and is in moderate condition, having most likely to have been excavated and deepened repeatedly over time. The stream discharges from the wetland to the unnamed tributary of the Rangitopuni Stream via an excavated drain, which is considered by Council to be an intermittent stream under the AUP.

Three wetlands were identified in the Structure Plan area. Two wetlands are small and have been assessed as having been created or accentuated as part of the recent housing at Te Roera Place to the north-east. Both are dominated by a single native wetland plant and are botanically simplistic.

The wetland associated with the intermittent stream supports only common weedy wetland exotic plants.

The presence of freshwater bodies present constraints for development and these areas would need to be retained through the development of the Structure Plan area. There is also the opportunity to incorporate freshwater features into the proposed open space and green corridor network, and to carry out an integrated approach to the restoration and enhancement through the planting and protection of riparian margins.

5.9 Natural Hazards – Hydrological Hazards

Hydrological hazards in the form of flood plains, flood prone areas and overland flow paths are dispersed throughout the Structure Plan area (refer **Figure 25**).



Figure 25: Overland flow path, flood plain and flood prone areas (GeoMaps).

A flood risk assessment of the effects of future development on three downstream sub-catchment environments has been undertaken by CKL, being 'Riverhead Point Drive', 'Southern Stream', and 'Riverhead Forest Stream'. The location and extent of hydrological hazards within the Structure

Plan area are unlikely to constrain development opportunities but the velocity of stormwater flows and stream erosion from urban development will require careful planning and management.

Based on modelling, urban development within the Structure Plan area is unlikely to exacerbate existing flood hazards or create new flood hazards within the sub-catchments discharging to 'Riverhead Point Drive' and 'Southern Stream'. However, it has been assessed that new development is likely to impact the Riverhead Forest Stream sub-catchment due to existing flooding issues that have the potential to be exacerbated by additional development and insufficient capacity within the existing Riverhead Road culvert. CKL identify that flood risks and hazards within this sub-catchment can be appropriately managed through the upgrade of the Riverhead Road culvert.

Overall, the natural hazard risks associated with flooding can be appropriately managed and achieved as part of any future consenting and development design process.

5.10 Natural Hazards – Geotechnical Hazards

The Structure Plan area is generally near-level, with moderate slopes on the edge of erosional gully features located to the south east. The area is underlain by alluvial soils.

A preliminary geotechnical assessment and field investigation of the Structure Plan area has been undertaken by Soil and Rock, having regard to risks associated with top soil and fill, organic soils, expansive soils, groundwater, sensitive soils, expansivity, and slope stability. The following traits were observed:

- Topsoil thickness ranging between 0.2m and 0.4m, which will require stripping;
- The presence of fill material which will require removal;
- Organic silts and peat layers between 0.6m and 2m; and
- A low risk of global slope instability;

Overall, the ground conditions within Structure Plan area have been assessed as being suitable for future urban development, with no areas presenting significant risk. Any geotechnical constraints can be addressed through future site-specific investigations to inform the detailed design and development of land.

5.11 Contamination

A Detailed Site Investigation ('DSI') has been undertaken by Soil and Rock for the Structure Plan Area. This DSI identifies that based on historic land uses undertaken on the land, there is potential for contamination associated with previous site activities and land uses classified under the Hazardous Activities or Industries List ('HAIL'). The regulations of the NES for Assessing and Managing Contaminants in Soil to Protect Human Health therefore apply.

The DSI also confirms that the concentration of contaminants exceeds the criteria for human health and discharge under the NES and AUP such that resource consents would be required. At the time of resource consent, a Site Management Plan and Remedial Action Plan would be prepared.

This is common for rural sites of this nature, and overall, works and development within the Structure Plan Area can be managed to ensure site conditions are protective of human health and the environment.

5.12 Heritage and Archaeology

An archaeological assessment of the Structure Plan area has been prepared by Clough and Associates. While there are no existing records of archaeological or other historic heritage sites being recorded within the Structure Plan area, a detailed field survey identified an archaeological site relating to early European settlement.

This site includes the former late 19th century Ellis house at Lot 1 DP 164978. While there are no present known features or structures of significance in relation to this site, there is the possibility that subsurface remains of archaeological value due to their information potential are located during land development. Clough and Associates have assessed the significance of these places in accordance with the AUP criteria. In this case, the assessment of the relevant criteria identifies significance evaluations of 'little' for the majority of the criteria, with 'moderate' for several. None of the classifications are 'considerable' or 'outstanding'. Therefore, it is considered that the objectives and policies of RPS B5.2 are not applicable as these sites are not 'significant historic heritage places'. As such, additional protection of these sites with 'little' or 'moderate' value is not required.

Notwithstanding this, the assessment prepared by Clough and Associates confirms that the potential for subsurface remains to be located during future development can be suitably managed under the requirements of the Heritage New Zealand Act and the Accidental Discovery Protocols in the AUP. These measures will ensure that archaeological values within the Structure Plan Area are appropriately discovered, identified and acknowledged/recorded.

5.13 Cultural Values

Correspondence was sent to 11 mana whenua groups who have expressed interest in the Structure Plan area on 24 September 2021, outlining the details of the proposal and inviting further engagement.

Six iwi groups responded confirming their interest in being involved: Te Kawerau a Maki; Ngāti Whātua o Kaipara; Te Rūnanga o Ngāti Whātua; Te Ākitai Waiohua; Ngāti Manuhiri; and Ngāti Whanaunga. Several hui have been held with Te Kawerau a Maki and Ngāti Whātua o Kaipara, as well as the other iwi (either via hui or further email correspondence).

Should any other mana whenua express an interest in being consulted and engaged in the project, consultation with these parties will be progressed and included as part of the Plan Change consultation process.

A hui was held on 14th April 22 with Ngāti Whātua o Kaipara and Te Kawerau ā Maki to develop a cultural landscape map for the Riverhead Structure Plan area. The following features were identified to be of cultural significance:

- Viewshafts to high points in Riverhead Forest to the north;
- Viewshafts to high points near Kumeu to the west; and
- Three east west orientated potential original portage routes.

The Structure Plan presents an opportunity to incorporate these features into the urban form and layout and open space and green corridor networks.

With regard to the AUP provisions, there are no Sites and Places of Significance to Mana Whenua within the Structure Plan area currently recorded under the AUP.

5.14 Affordability

The existing Riverhead township is predominantly comprised of larger and single-storey detached dwellings with allotments typically around 800m² or larger. Development within the Structure Plan area will provide a variety of housing types and sizes to meet the needs of people and communities, including households on low to moderate incomes. Provision for medium-density housing will also reduce the land cost component of housing costs and enable lower cost housing options.

The addition of a local centre within the Structure Plan area and the provision of walking and cycling networks will enable residents within the Structure Plan area and the existing Riverhead settlement to access their day to day needs locally enabling more cost-efficient travel.

6.0 Staging, Funding and Implementation

6.1 Staging

As discussed above, the FULSS identifies Riverhead as being development ready in Decade 2 (2028-2032). However, investigations into infrastructure availability and demand have confirmed that capacity exists to commence in advance of 2028. This proposed sequencing is primarily intended to align with the timing of transport improvements needed to address safety and capacity issues on State Highway 16, and the completion of the Northern Interceptor. The detailed analysis carried out as part of the Structure Plan supports the release of the Structure Plan area for occupation of dwellings from 2025. In particular:

- The Integrated Transport Assessment, demonstrates that the land can be developed with existing funded upgrades (SH16 Bringham Creek to Waimauku and SH16 Northwest Bus Improvements), and targeted local upgrades in place;
- The wastewater engineering assessment demonstrates that a number of dwellings can be developed under current capacity, with dwellings beyond that threshold utilising existing funded upgrades (Stage 2 Northern Interceptor) and targeted local upgrades in place; and
- The targeted local transport, wastewater and water supply upgrades can be funded by the RLG and provisions will be included within the subsequent plan change application to coordinate the release of development capacity within the Plan Change area with the delivery of required infrastructure. This allows much needed residential capacity to be available in the short to medium term. It also allows for consenting and development for preliminary works to proceed without creating any additional demand on infrastructure.

Development of dwellings within the Structure Plan area will commence in 2025. The development is not proposed to be staged but will happen progressively, and will be informed by developer readiness to develop and put in place the necessary infrastructure and roading upgrades. There are only so many dwellings that can be constructed at any one time and this is dictated by supply and contractor availability, as well as the market so naturally, development at this scale will occur over

a longer period of time. The development capacity that each targeted infrastructure upgrade enables within the Structure Plan area is set out in **Table 1** below.

Table 1: Targeted infrastructure upgrades and staging of development.

Infrastructure Upgrade	Development Enabled
Transport Upgrades	
Upgrade of Coatesville-Riverhead Highway / Main Road (SH16) intersection	All development
Upgrade and urbanise Coatesville-Riverhead Highway from 80 m south of Short Road to and including the Coatesville-Riverhead Highway/Riverhead Road roundabout	Any development connecting to Coatesville-Riverhead Highway
Upgrade and urbanise Coatesville-Riverhead Highway from 80 m south of Short Road to and including the Coatesville-Riverhead Highway/Riverhead Road roundabout; and Upgrade and urbanise Riverhead Road, from the western boundary of 307 Riverhead Road to Coatesville-Riverhead Highway	Any development connecting to Riverhead Road
Upgrade Lathrope Road between Riverhead Road and the new access point; and Upgrade of the Riverhead Road/Lathrope Road intersection to a Give-Way controlled intersection	Any development connecting to Lathrope Road
Provide a new footpath on the western side of Cambridge Road fronting the Structure Plan Area to Queen Street, and urbanise the existing carriageway; Provide a new footpath on the northern side of Queen Street (Cambridge Road to Coatesville-Riverhead Highway); and Provide an additional pedestrian crossing facility on Coatesville-Riverhead Highway between Edward Street and Princes Street	Any development connecting to Cambridge Road
Complete the footpath on the southern side of that section of Duke Street to Cambridge Road	Any development connecting to Duke Street
Coatesville-Riverhead Highway / Old Railway Road and Riverland Road intersections – provide right turn bay upgrades	All development

6.2 Funding

In terms of funding and implementation, all infrastructure required to enable the urbanisation of the Structure Plan area is either an existing funded projects or localised upgrade which can be

funded and delivered by RLG without requiring additional funding from Auckland Council. **Table 2** details existing infrastructure projects that support the wider north-west area. **Table 3** below provides a detailed breakdown of the infrastructure requirements to service development within the Riverhead Structure Plan area, source of funding and timeframes for delivery.

Table 2: Wider infrastructure projects that support the North-West.

Infrastructure	Funding ⁴	Timeframe
Transport		
SH16 Brigham Creek to Waimauku upgrade	\$137.4 million Funded - Waka Kotahi	Completion 2025
SH16 Northwest Bus Improvements	\$100 million Funded – Auckland Transport (\$85 million) and Waka Kotahi (%15 million)	Completion 2024
Wastewater		
Stage 2 of the Northern Interceptor	Funded – Watercare Services Limited	Completion 2025

Table 3: Infrastructure requirements to service the Riverhead Structure Plan Area.

Infrastructure	Funding ⁵	Timeframe
Transport		
Upgrade and urbanise Coatesville-Riverhead Highway from 80 m south of Short Road to and including the Coatesville-Riverhead Highway/Riverhead Road roundabout	\$5.2 million Developer funded	As development occurs
Upgrade and urbanise Riverhead Road, from the western boundary of 307 Riverhead Road to Coatesville-Riverhead Highway	\$2.5 million Developer funded	As development occurs
Upgrade Lathrope Road between Riverhead Road and the new access point into the Structure Plan area	\$2.5 million Developer funded	As development occurs

⁴ Developer-funded costs relate to construction only (land costs are excluded).

⁵ Developer-funded costs relate to construction only (land costs are excluded).

Infrastructure	Funding ⁵	Timeframe
Upgrade of Cambridge Road fronting the Structure Plan area to Queen Street including a footpath along the western extent of Cambridge Road	\$1.5 million Developer funded	As development occurs
Provision of a footpath from the northern side of Queen Street between Cambridge Road and Coatesville-Riverhead Highway	\$0.5 million Developer funded	As development occurs
Provision of an additional pedestrian crossing facility on Coatesville-Riverhead Highway between Edward Street and Princes Street	\$0.5 million Developer funded	As development occurs
Coatesville-Riverhead Highway / Old Railway Road and Riverland Road intersections – provide right turn bay upgrades	\$1.5 million Developer funded	As development occurs
Wastewater/ Water Supply		
Localised upgrades as detailed in section 5.8.2 and 5.8.3.	Developer funded ⁶	As development occurs

⁶ Final costings to be determined through detailed design at resource consent stage.