

s32 Analysis: 50 Westney Road Māngere - Private Plan Change

	Option One Status Quo ('do nothing') Retain R-MHS Zone and Māngere 1 Precinct	Option Two Maintain R-MHS Zone and remove Māngere 1 Precinct	Option Three Rezone to Residential Mixed Housing Urban and remove Precinct	Option Four Rezone to General Business /remove Precinct	Option Five Rezone to Business – Light Industry and remove Precinct
Zone description and purpose	<p>The current zone on the site is R-MHS however the Māngere 1 precinct states that the objectives, policies and activity table in the precinct replaces the objectives, policies and activity table in the zone.</p> <p>In light of this, no residential development is enabled on the site.</p> <p>Only activities provided for by the Precinct are able to be undertaken and these are a diverse mix but with a focus on the animal welfare activities that the SPCA carries out.</p> <p>Scale of buildings is controlled by the R-MHS standards to enable two level development across circa 40% of the land.</p>	<p>The R-MHS Zone is the most widespread residential zone covering many established suburbs and some greenfields areas. Much of the existing development in the zone is characterised by one or two storey, mainly stand-alone buildings, set back from site boundaries with landscaped gardens.</p> <p>The zone enables intensification, while retaining a suburban built character.</p> <p>Development within the zone will generally be two storey detached and attached housing in a variety of types and sizes to provide housing choice. The height of permitted buildings is the main difference between this zone and the Residential – Mixed Housing Urban Zone which generally provides for three storey predominately attached dwellings.</p>	<p>The R-MHU zone is a reasonably high-intensity zone enabling a variety of the sizes and forms of residential development. The objectives of the zone support the increase in the capacity and choice of housing within neighbourhoods as well as promoting walkable communities.</p> <p>The resource consent requirements enable the design and layout of the development to be assessed, recognising that the need to achieve a quality design is increasingly important as the scale of development increases.</p>	<p>The Business – General Business Zone provides for business activities from light industrial to limited office, large format retail and trade suppliers. Large format retail is preferred in centres but it is recognised that this is not always possible, or practical.</p> <p>These activities are appropriate in the Business – General Business Zone only when they do not adversely affect the function, role and amenity of the Business – City Centre Zone, Business – Metropolitan Centre Zone and Business – Town Centre Zone.</p> <p>Although the application of the zone within Auckland is limited, it is an important part of this Plan's strategy to provide for growth in commercial activity and manage the effects of large format retail.</p> <p>The establishment of small retail activities in the zone should be limited as the presence of these activities, in combination with large format retail, can effectively create an unplanned centre. Residential activity is also not envisaged due to the potential presence of light industrial activities and the need to preserve land for appropriate commercial activities.</p> <p>The zone is located primarily in areas close to the Business – City Centre Zone, Business – Metropolitan Centre Zone and Business – Town Centre Zone or within identified growth corridors, where there is good transport access and exposure to customers.</p> <p>New development within the zone requires assessment in order to ensure that it is designed to a good standard</p>	<p>The Business – Light Industry Zone anticipates industrial activities that do not generate objectionable odour, dust or noise. This includes manufacturing, production, logistics, storage, transport and distribution activities. The anticipated level of amenity is lower than the centres zones, Business – General Business Zone and Business – Mixed Use Zone. Due to the industrial nature of the zone, activities sensitive to air discharges are generally not provided for.</p>



s32 Analysis: 50 Westney Road Māngere - Private Plan Change

	Option One Status Quo ('do nothing') Retain R-MHS Zone and Māngere 1 Precinct	Option Two Maintain R-MHS Zone and remove Māngere 1 Precinct	Option Three Rezone to Residential Mixed Housing Urban and remove Precinct	Option Four Rezone to General Business /remove Precinct	Option Five Rezone to Business – Light Industry and remove Precinct
Effectiveness and efficiency	<p>Not rezoning the land now would mean that any future development which was not animal welfare related would likely require a complex and costly planning process and delay the development of the land that could be efficiently developed for light industry sooner if zoned correctly.</p> <p>The “do nothing” option does not address the identified issue/objective (developing the land for Light industry activities). Under this option, the PC area would not achieve the efficient development of the land.</p> <p>This option is not efficient or effective given that not changing the zoning (in some manner) will not be consistent with the RPS and Part 2 of the RMA once the SPCA leaves as little to no development would likely proceed.</p>	<p>This option has been considered as this is the underlying zoning and is consistent with the immediately adjacent properties to the north-west.</p> <p>Maintaining the zoning consistent with surrounding properties and removal of the precinct would allow the land to be efficiently developed for residential activities and would achieve a consistent character and environmental outcome for the area. The zone seeks to achieve high quality on-site living environments while managing the effects of visual amenity, privacy and access to daylight, resulting in a suburban character.</p> <p>This would be efficient as it uses established residential zone provisions which have already been assessed and are consistent with the RPS / RMA.</p> <p>In light of the objective of the plan change being to enable light industrial development this option does not make the most efficient and effective use of the land resource when compared to the preferred option 5. .</p> <p>This option does not effectively achieve the objective of the plan change as it would not allow light industrial activity on the land.</p>	<p>This option is efficient given that the proposed zoning would be an existing residential zone which is (now) applied to the majority of residential areas in Auckland and likely consistent with the zoning that would be proposed if/when a variation to PC78 is notified for the Light Rail Corridor. The land would be used efficiently, and it may be market attractive for intensive development.</p> <p>This option would effectively achieve the RPS objectives in terms of residential intensification as well making the most of the locational characteristics of the land.</p> <p>It would not allow the land to contribute to the supply of large industrial land holdings in well connected locations and so does not effectively or efficiently meet the objective of the plan change. .</p>	<p>The General Business zone would be an effective way to provide for light industrial activities on the land however the allowance for large format retail has the potential to adversely affect the vitality of nearby centre zones resulting in inefficiency due to reduced demand in those areas.</p> <p>It is also noted that the plan change land is not close to the Business – City Centre Zone, Business – Metropolitan Centre Zone and Business – Town Centre Zone or within an identified growth corridors so doesn't match with the locational strategy of the AUP.</p>	<p>This option is the most effective and efficient way to achieve the objective of the plan change which is to develop the land for light industrial purposes.</p> <p>The planning framework is already existing and fit for purpose with resolved and settled provisions which are effective in providing for light industrial development whilst also efficiently protecting the amenity of surrounding land. .</p>
Cost	<p>Māngere 1 Precinct is a bespoke planning framework which was specifically tailored for the SPCA use on the site, it would have the benefit of continuing to provide for this outcome and give certainty to the neighbours in this regard whilst the SPCA occupy the site.</p>	<p>This option has a financial cost to prepare a plan change to remove the Māngere 1 precinct but is less than the costs of Options 3-5 as there is little change to the scale and nature of built form enabled so a less complex plan change process would be required.</p> <p>Future costs in terms of infrastructure provision would be incurred and vary</p>	<p>This option has a financial cost to prepare a plan change to zone as R-MHU and remove the Māngere 1 precinct. These costs would be more than Option 2 but less than the costs of Options 4 and 5 as there is only limited change to the scale and nature of built form enabled so a slightly less complex</p>	<p>There are high monetary costs from this option due to the complexity of the necessary plan change request processes and specialist reporting required.</p> <p>Rezoning for general business would prevent the development of the site for residential intensification (outside those areas with the MANA and EMA) so would not meet RPS Residential intensification provisions.</p>	<p>Costs of this in terms of the plan change process are the same as for Option 4 – high due to the complexity and nature of the change.</p> <p>Rezoning for B-LIZ would prevent the development of the site for residential intensification (especially outside those areas with the MANA and EMA) so would not meet RPS Residential intensification provisions.</p>

s32 Analysis: 50 Westney Road Māngere - Private Plan Change

	Option One Status Quo ('do nothing') Retain R-MHS Zone and Māngere 1 Precinct	Option Two Maintain R-MHS Zone and remove Māngere 1 Precinct	Option Three Rezone to Residential Mixed Housing Urban and remove Precinct	Option Four Rezone to General Business /remove Precinct	Option Five Rezone to Business – Light Industry and remove Precinct
	<p>The SPCA has however confirmed plans to leave the site and move to a new facility which is to be constructed nearby and so once they vacate the site it would be unlikely to be utilised for any other activity of this nature.</p> <p>Redevelopment for light industrial activities would require a Discretionary Activity resource consent and would likely be inconsistent with the Precinct objectives and policies (which are noted to entirely replace the zone provision) so securing resource consent would be either unlikely or would require substantial time and monetary investment in a risky and uncertain planning process.</p> <p>Other costs related to site development and infrastructure provision would be incurred and dependant on future development typology.</p>	<p>dependant on future development typology but would be higher for more intensive uses.</p> <p>Would enable residential development on a site which is within the E29 Emergency Management Area Control associated with the high-pressure petroleum pipeline which runs from Marsden Refinery to Wiri (Channel Terminal Services Limited Designation 6501, Petroleum Pipeline - Urban Section). The pipeline is located approximately 7m from the southern boundary of the plan change land with the Emergency Management Area Control applying a 34m buffer from the line. The EMA controls provisions seek that the risk to activities sensitive to hazardous facilities and infrastructure is considered. Enabling residential activities would result in increased risk of harm in the event of any pipeline ruptures.</p> <p>Residential development of the site has the potential to create both adverse amenity effects on future residents as well as reverse sensitivity effects as the plan change land is affected by the D24 Aircraft Noise Overlay - Moderate aircraft noise area (MANA) and Aircraft noise notification area (ANNA), Auckland Airport - aircraft noise notification area. The MANA limits residential intensification across a large part of the site to a density of one unit per 400m².</p> <p>Potential reduction in amenity for north and east neighbouring properties due to reduced yard requirements enabling buildings closer to site boundaries.</p>	<p>plan change process would be required.</p> <p>As with Option 2 there are costs (risk of harm to future residents / loss of amenity) associated with residential development of land which is affected by the fuel pipeline EMA control.</p> <p>As with Option 2 there are potential costs around amenity for future residents and reverse sensitivity to the Airport from enabling residential intensification of land within the MANA / ANNA. This is exacerbated by the higher densities and intensity of use enabled within the R-MHU under this option vs the R-MHS under Option 2.</p> <p>This option would result in a zoning pattern that is slightly different to the surrounding established residential area however this may change with PC78 amending the zoning to all MHU. The difference in development enabled to Option 3 is not significant.</p> <p>Potential reduction in amenity for north and east neighbouring properties due to reduced yard requirements enabling buildings closer to site boundaries. Additional height enabled for this Option vs Option 2.</p>	<p>Would represents a spot zone and be inconsistent with the AUP locational strategy in terms of where the General Business zone is to be located.</p> <p>Potential reduction in amenity for north and east neighbouring properties due to reduced yard requirements enabling buildings closer to site boundaries.</p> <p>Additional height enabled for this Option (16.5m) vs Option 1, 2 and 3 however interface controls are standard zone provisions and would result in a reasonable and acceptable level of amenity.</p>	<p>Potential reduction in amenity for north and east neighbouring properties due to reduced yard requirements enabling buildings closer to site boundaries however better outcome for the northern neighbour compared to Option 4 as the General Business zone has no yard requirement to the school zone and a 6m+45 degree HIRTB.</p> <p>Additional building height is enabled for this Option (20m) vs Option 1-4 so potential cost of reduced amenity for neighbours (visual amenity, building dominance, shading) however Urban Design Assessment report confirms that zone provisions around landscaped/planted yards and height to boundary are sufficient to address / mitigate these costs and provide an acceptable level of amenity. .</p>



s32 Analysis: 50 Westney Road Māngere - Private Plan Change

	Option One Status Quo ('do nothing') Retain R-MHS Zone and Māngere 1 Precinct	Option Two Maintain R-MHS Zone and remove Māngere 1 Precinct	Option Three Rezone to Residential Mixed Housing Urban and remove Precinct	Option Four Rezone to General Business /remove Precinct	Option Five Rezone to Business – Light Industry and remove Precinct
Benefit	<p>Would provide certainty for neighbours as to the scale and nature of future development on the site.</p> <p>No costs to change planning framework.</p>	<p>Relatively straight forward plan change to remove the Precinct based on it no longer being required as specific occupier no longer needs it.</p> <p>Increases housing capacity, choice and intensity.</p> <p>Increased land available for housing adjacent to an established residential area and transport options.</p> <p>Consideration given to on-site amenity and quality of the built form via zone provisions.</p> <p>Would enable the land to be developed for residential purposes, in an accessible location, with ability to be serviced with infrastructure and where the adverse effects on the environment can be appropriately mitigated.</p> <p>Would provide a zoning pattern consistent with the surrounding area.</p>	<p>Same as Option 2 but would take advantage of the site's location and size to provide a more intensive development than Option 2.</p> <p>Likely to be in line with PC78 if/when varied to capture light rail corridor.</p>	<p>Will fully meet plan change objective and provide a full suite of suitable plan provisions to allow the land to be developed for light industrial activities.</p> <p>Consideration given to neighbour amenity and quality of the built form via zone provisions. .</p> <p>Would enable the land to be developed for light industrial purposes as sought, in an accessible location, with ability to be serviced with existing infrastructure and where the adverse effects on the environment can be appropriately mitigated.</p> <p>Avoids potential reverse sensitivity effects of residential activity establishing on the plan change land which is affected by the D24 Aircraft Noise Overlay - Moderate aircraft noise area (MANA) and Aircraft noise notification area (ANNA), Auckland Airport - aircraft noise notification area.</p> <p>Would be broadly in line with strategic planning direction regarding providing for business and commercial growth in suitable locations.</p> <p>Additional employment via new business development near residential areas.</p>	<p>Will fully meet plan change objective and provide a full suite of suitable plan provisions to allow the land to be developed for light industrial activities.</p> <p>Increases land available for light industrial activities adjacent to an established light industrial area and transport options.</p> <p>Consideration given to protection of neighbours amenity via settled and effective bulk and location controls which, as assessed in the Urban Design report, can maintain suitable and reasonable amenity for neighbours</p> <p>Avoids potential reverse sensitivity effects of residential activity establishing on the plan change land which is affected by the D24 Aircraft Noise Overlay - Moderate aircraft noise area (MANA) and Aircraft noise notification area (ANNA), Auckland Airport - aircraft noise notification area.</p> <p>Would enable the land to be developed for the proposed light industrial purposes, in an accessible location, with ability to be serviced with infrastructure and where the adverse effects on the environment can be appropriately mitigated.</p> <p>Would provide a zoning pattern consistent with the surrounding area to the south.</p> <p>Enables additional employment via new business development near residential areas.</p>
Summary	<p>The current zoning and precinct on the site will, in the near future once SPCA vacate the site, will no longer be fit for purpose as the precinct is a</p>	<p>This option has the potential to achieve the outcomes of the RPS / AUP(OP) in terms of residential intensification, however, it is not considered the most effective or efficient nor able to deliver the objective of the plan</p>	<p>This is a similar conclusion as for Option 2 with potential to achieve the outcomes of the RPS / AUP(OP) in terms of residential intensification, however, it is not</p>	<p>Overall, this option will provide an efficient and effective way to deliver the objective of light industrial development on the land but the potential adverse amenity effects on land to the north combined with additional resource</p>	<p>Overall, this Option has similar costs, benefits as Option 4 but is preferred and considered to best meet the objectives of the plan change, RPS and RMA as it fully meets the objective of enabling</p>

s32 Analysis: 50 Westney Road Māngere - Private Plan Change

	Option One Status Quo ('do nothing') Retain R-MHS Zone and Māngere 1 Precinct	Option Two Maintain R-MHS Zone and remove Māngere 1 Precinct	Option Three Rezone to Residential Mixed Housing Urban and remove Precinct	Option Four Rezone to General Business /remove Precinct	Option Five Rezone to Business – Light Industry and remove Precinct
	<p>bespoke planning framework for that particular occupant and there are no others likely to occupy the land and operate a similar activity.</p> <p>The land will be underutilised and therefore will not be able to be sustainably developed.</p>	<p>change which is to enable light industrial development of the plan change land.</p>	<p>the most effective or efficient nor able to deliver the objective of the plan change which is to enable light industrial development of the plan change land.</p>	<p>consent process requirements (due to new buildings needing resource consent) make Option 5 a more efficient and effective way to deliver light industrial development on the land in line with the RPS.</p>	<p>light industrial development and is the same as the adjacent zoning.</p> <p>The respective zone provisions, together with the Auckland-wide rules of the AUP, will ensure environmental effects of future development proposal are avoided, minimised or mitigated in a more effective and efficient manner.</p>