

# HIBISCUS AND BAYS AREA PLAN

MAHERE Ā-ROHE O  
HIBISCUS AND BAYS

# HE MIHI

## HIBISCUS AND BAYS AREA PLAN

Whakarongo ake au ki te tangi ā te Tui.  
Tui – tui – tui-tuia.  
Tuia i runga, tuia i raro.  
Tuia i waho, tuia i roto.  
Tuia te here tangata kā rongo te Pō,  
kā rongo te Ao.  
Tuia te Mahere Matua ō Tāmaki Makaurau.

Tiheī Mauriora.

E ngā Reo, e ngā Mana, e ngā Waka – tena  
koutou katoa.  
Ki ngā Mana Whenua, ngā Mataawaka ō ngā  
rohe ō Tāmaki Makaurau.  
Ko te wawata – kia piki te ora, kia piki te kaha  
kia koutou katoa.

Ka tangi tonu kia rātou kua huri tuara mai –  
haere e ngā mate.

Ko Te Māhere Matua ō Tāmaki Makaurau ngā  
Mahere ā Rohe ō Mahurangi, me ngā Whanga  
o te Rawhiti o Tāmaki – ngā kaupapa hei  
arataki hei whakahuihui, hei whakakotahi ia  
tātou katoa.

He nui ngā mahi kei roto i enei māhere  
hei oranga mo tātou katoa – he taonga  
whakahirahira enei – he taonga “mo te pai me  
te whai rawa ō Tāmaki Makuarau.”

Noho ora mai.

I listen to voice of the Tui.  
Committing, binding, uniting.  
Binding from above – to below.  
From the outside to the inside.  
Daily uniting People.  
Bringing together the aspirations of all in  
the Auckland Plan.

I greet you all – give me life.

To our many People, many Cultures – Greetings.  
To Mana Whenua – and Mataawaka – Greetings.

I pay respect to all our loved ones who have  
gone to their eternal rest – farewell.

The Auckland Plan and the area plan of the  
Hibiscus Coast and East Coast Bays will give  
us guidance and bring our people together.

These plans will require good planning and  
hard work – work that will bring life and  
vibrancy to all our people. The Auckland Plan  
and the area plan are 'GEMS', taonga for the  
'most liveable city in the world – Tāmaki  
Makaurau.'

I remain.

# FOREWORD

The Hibiscus and Bays Local Board is proud to present this area plan in collaboration with its local community and Auckland Council. We are confident that this Plan is a visionary guide for the future of the Hibiscus Coast and East Coast Bays. We value our high-quality lifestyle and rural and coastal environment. The challenge is to maintain this as the area accommodates 50,000 more people by 2042. We have worked hard to meet the challenge of implementing the Auckland Plan's direction for the next 30 years, while listening carefully to our local community about its aspirations.

This plan now provides a holistic context for future planning, capital expenditure and community initiatives that will strengthen and enhance the Hibiscus and Bays area for future generations. Smart business development with more opportunities for local employment and training, flourishing eco-tourism and improved environmental outcomes will all assist in making our area one of the gems in Auckland's crown.



Julia Parfitt  
Chairperson  
Hibiscus and Bays Local Board



The second Hibiscus and Bays Local Board, left to right: Lovisa Rasmussen, Gary Holmes, Greg Sayers, Lisa Whyte, Julia Parfitt, Janet Fitzgerald, Gaye Harding, David Cooper. Also, thanks to John Kirikiri and John Watson (former Local Board members).

Note: The Hibiscus and Bays Area Plan was developed over the term of the first local board (2010-2013) but finalised during the term of the second local board 2013-present.



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# PURPOSE OF THE HIBISCUS AND BAYS AREA PLAN

## TE TAKE MŌ TE MAHERE Ā-ROHE O HIBISCUS AND BAYS

The Hibiscus and Bays Area Plan outlines how the Hibiscus and Bays area is envisaged to change over the next 30 years. It sets out the key moves, desired outcomes and supporting actions to assist in achieving the vision for Auckland and Hibiscus and Bays, as set out in the Auckland Plan and by the Hibiscus and Bays Local Board within their local board plan.

### THE VISION FOR AUCKLAND – AUCKLAND PLAN 2012

'Auckland's vision is to become the world's most liveable city. As the world's most liveable city, Auckland will be a place that:

- ▶ Aucklanders are proud of,
- ▶ they want to stay or return to, and
- ▶ others want to visit, move to, or invest in.<sup>1</sup>



### HIBISCUS AND BAYS LOCAL BOARD'S VISION FOR HIBISCUS AND BAYS

Within their local board plan (2011), the Hibiscus and Bays Local Board has set out the following vision:

'Hibiscus and Bays – values our beaches and coastal context, landscapes, way of life and people.'

In embracing growth, it is important to retain what makes the area special to the people. A high value is placed on protecting the natural environment and having an extensive range of quality recreational and cultural facilities and programmes that will strengthen the future values that set this area apart from other parts of Auckland. This means:

- ▶ retaining the character that is unique to the towns and villages
- ▶ ensuring that all the existing communities have the same opportunities for the future and
- ▶ having a growing and resilient economy, supported by economically strong town centres.

Note:

1. Auckland Plan 2012

## KEY MOVES

To assist in achieving the vision for Auckland and Hibiscus and Bays, this area plan incorporates and builds upon the aspirations and goals of the community, key partners, stakeholders and Mana Whenua, while also addressing the growth projections set out in the Auckland Plan. In particular, this plan focuses on six key moves:

- ▶ establish the 'North-West Wildlink' as a continuous greenbelt, complemented by improved quality of the adjoining estuarine and marine environment
- ▶ grow the green economy and eco-tourism potential of Hibiscus and Bays by leveraging off the area's natural assets, such as the regional parks and coastal walkways
- ▶ promote the roll-out of ultra-fast broadband, WiFi and toll-free calling throughout the entire Hibiscus and Bays area
- ▶ focus growth in town and local centres and in areas with good access to public transport networks, and restrict new growth in rural, sensitive, coastal and estuarine areas
- ▶ improve transport connections throughout the area by extending the Northern Busway, implementing Penlink and associated works, and by promoting potential, new water-based transport
- ▶ develop business land in and around Silverdale to increase employment opportunities for local people.

Within this area plan, the key moves are supported by:

- ▶ an Area Plan Framework Map 2042 (Map 2, pages 26-29), identifying where people will live and work, and proposing a direction for future growth
- ▶ three theme maps identifying local outcomes and actions in relation to economic and community development; transport and network infrastructure; and natural environment, heritage and character
- ▶ a 10-year Project Prioritisation Schedule, outlining the projects that will assist in implementing the local outcomes and actions in the centres.

Importantly, this area plan seeks to provide a greater choice on where and how people will live, work and play in Hibiscus and Bays, and identifies the community, cultural and environmental aspirations for Hibiscus and Bays over a 30-year timeframe.

In implementing the key moves, future development must respond to the needs of Hibiscus and Bays' increasingly diverse ethnic and youthful community, which needs access to employment opportunities and a choice of living options.

This area plan therefore outlines how growth is to be supported by investment in physical and social infrastructure including open space, community facilities, and transport, while recognising and building on the area's cultural and historical values and landscapes.

Delivering such outcomes within a 30-year timeframe will require a collaborative approach with the community, Mana Whenua, developers and key delivery partners including Auckland Council, council-controlled organisations (CCOs), government agencies and private landowners.

This area plan provides a clear direction of the key priorities for the Hibiscus and Bays area, to assist the community, Mana Whenua and key delivery partners in moving forward towards achieving the vision for Auckland and the Hibiscus and Bays Local Board area collectively.

# WHAT ARE AREA PLANS?

## HE AHA TE MAHERE Ā-ROHE

Area plans are 30-year plans that apply the Auckland Plan’s strategic directives to each local board area.

Over time, 21 area plans will be developed – one for each local board area. As each area plan is completed, it will ‘seamlessly integrate’ with other area plans so that when complete, all the area plans will form a single picture of Auckland.

While an area plan is non-statutory, it uses tools such as the Unitary Plan, local board plans, the Long-term Plan (LTP) and emerging Auckland Council strategies to help deliver the Auckland Plan’s objectives.

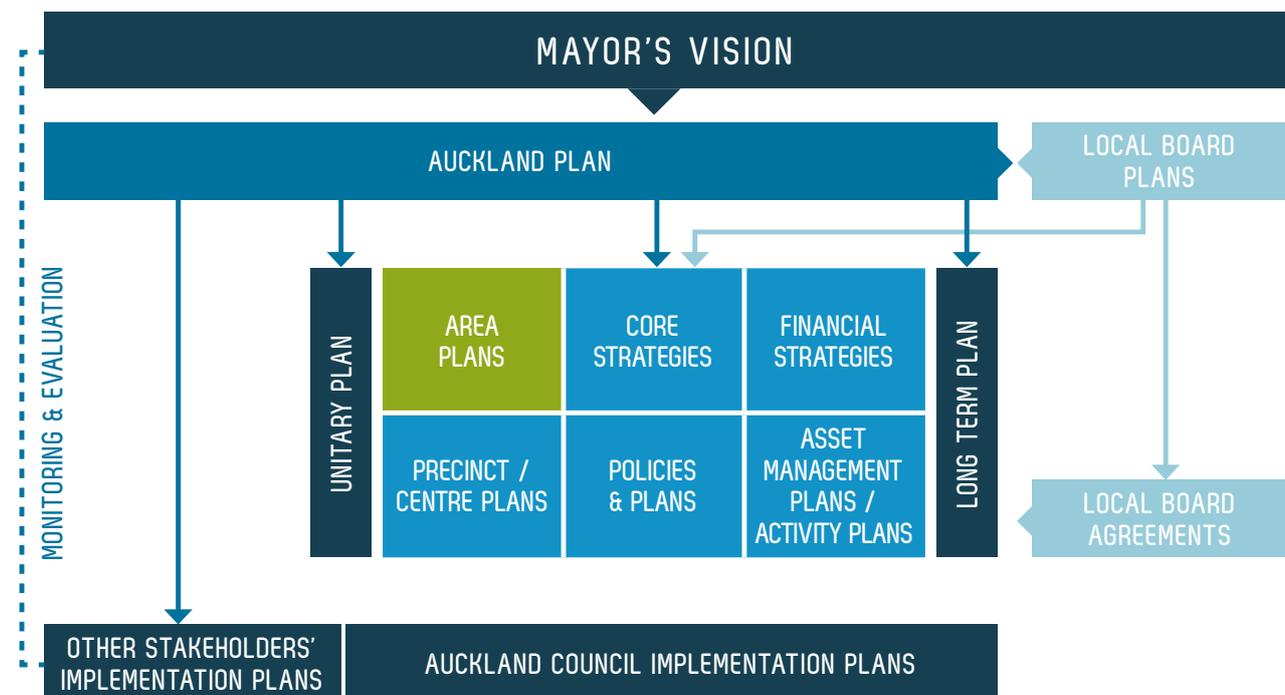
An area plan provides the next level of detail necessary to achieve the Auckland Plan outcomes by identifying the form and function of land uses and the supporting infrastructure that will be needed as the area grows.

Developing an area plan should resolve differences between local and Auckland-wide aspirations. An area plan

does not provide a street or neighbourhood level of detail, but indicates where more detailed planning and design may need to be undertaken. It informs the Unitary Plan which does provide for land-use activities on individual sites or sections.

Each area plan shows, in maps and words, the 30-year vision for an area. Key parts of an area plan include the proposed land-uses (shown in the area plan framework map, pages 26-29) and the important environmental, economic, social and cultural outcomes and actions as shown in the three theme maps and the project prioritisation schedule. The result is an integrated vision of how a local board area could look and function in the future, while also supporting Auckland’s vision of being ‘the world’s most liveable city’.

Figure 1: Auckland Council’s Strategic Framework



NOTES:

The Economic Development Strategy is a core strategy (above).

The Auckland City Centre MasterPlan and the Waterfront Plan are equivalent to area plans for the city centre.

# THE STRATEGIC CONTEXT

## TE WHAKATAU I TE ARONGA RAUTAKI

### THE AUCKLAND PLAN

The Auckland region expects an additional one million people – that is, approximately 400,000 new households – by 2040. The Auckland Plan is a strategic document that provides guidance on how this growth is to be managed without overlooking the attributes and qualities we value most about Auckland.

In striving to achieve Auckland's vision of becoming 'the world's most liveable city', the Auckland Plan outlines the following six 'transformational shifts' needed to achieve the vision:

- ▶ dramatically accelerate the prospects of Auckland's children and young people
- ▶ strongly commit to environmental action and green growth
- ▶ move to outstanding public transport within one network

- ▶ radically improve the quality of urban living
- ▶ substantially raise living standards for all Aucklanders and focus on those most in need
- ▶ significantly lift Māori social and economic well-being.

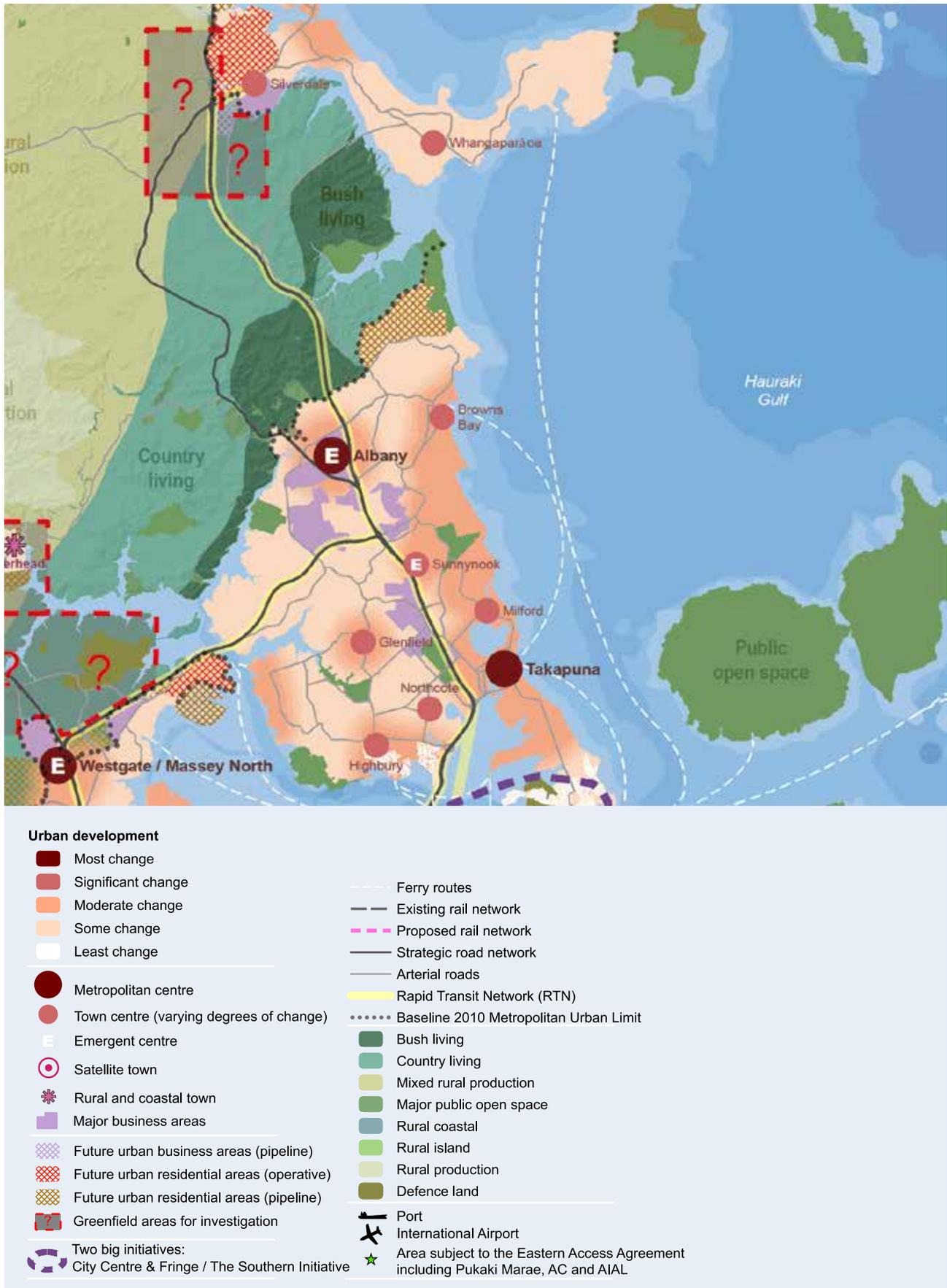
These six transformational shifts are key drivers for the draft Hibiscus and Bays Area Plan and, along with the 13 'directives' of the Auckland Plan, form the basis of how Hibiscus and Bays and Auckland will grow and change in terms of its social, cultural, economic, environmental and physical dimensions.

### THE AUCKLAND PLAN DEVELOPMENT STRATEGY

The development strategy identifies the expected level of change and population growth across Auckland over the next 30 years, and where that growth is expected to be accommodated. A key focus of the strategy is to achieve a compact city by focussing growth in existing urban areas.



Figure 2: Auckland Plan Development Strategy Map



Source: Auckland Plan 2012

## WHAT DOES THIS MEAN FOR HIBISCUS AND BAYS?

Creating a high-quality, liveable, compact city will see parts of the Hibiscus and Bays Local Board area change over time with the development of more businesses and homes, offering a wider range of housing choices.

This could mean about 10,000 new households and 40,000 new jobs by 2042 (source: Auckland Plan 2012). This area plan will propose a 20 per cent increase in households in the Hibiscus and Bays residential areas to achieve the Auckland Plan projections. Most future residential and employment growth will be concentrated in and around the four town centres – Browns Bay, Ōrewa, Silverdale and to a lesser extent, Whangaparāoa.

**Figure 3: Auckland Plan Growth Allocation**



## HOW WILL THE AREA PLAN ACHIEVE THIS GROWTH?

The area plan promotes the enhancement of local character, environment and communities of Hibiscus and Bays, applying the Auckland Plan’s Development Strategy by proposing residential and employment growth in existing town and local centres. New development will need to complement and enhance Hibiscus and Bays’ unique built and natural character.

Significant current or planned new residential areas include Millwater (1,800 dwellings), Ōrewa West (2,800 dwellings), Gulf Harbour (1,500 dwellings), Weiti Village (550 dwellings) and Long Bay (2,600 dwellings).

Most future residential and employment growth will be concentrated in and around three of the four town centres of the Hibiscus and Bays Local Board area – Browns Bay, Ōrewa and Silverdale. Local centres such as Mairangi Bay and Torbay may also see further residential development over the next 30 years. Improvements such as streetscape upgrades and enhanced transport, community and social services will be required to meet the needs of the growing communities.

A fundamental issue is not only the bringing forward of major infrastructure projects but whether the area plan will deliver the level of growth anticipated by the Auckland Plan, which will then make public transport improvements and other services for the community viable. The area plan can only go so far in terms of providing for the appropriate level of intensification and advocating for the necessary infrastructure upgrades. The biggest uncertainty in planning for population growth is the future appetite of the developers to invest and redevelop the town centres and residential areas in the way that the area plan and Auckland Plan suggest.

### D.3 GROWTH BY SUB-REGIONAL AREA

Sub-Region	Minimum number of new urban dwellings to plan for:
North	55,000
Urban North & West	95,000
Central	135,000
Gulf Islands	
Urban South	70,000
South	75,000

Baseline 2010 Metropolitan Urban Limit  
 Greenfield areas for investigation

Last updated: 04 April 2012 12:00 pm

## THE AUCKLAND ECONOMIC DEVELOPMENT STRATEGY

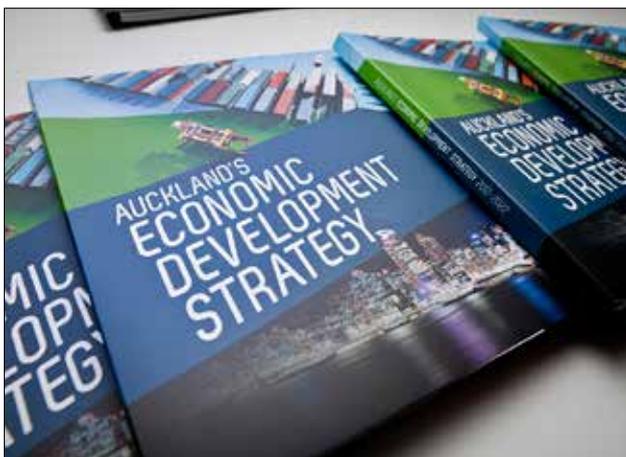
The Auckland Economic Development Strategy (EDS) supports the Auckland Plan, and looks to create an economy that delivers opportunity and prosperity for all Aucklanders and thus New Zealand. The 10-year strategy identifies the priorities, actions and targets against which progress will be measured.

The strategy seeks to achieve annual economic targets of a 6 per cent plus increase in regional exports, a 5 per cent plus increase in real GDP and a 2 per cent plus increase in productivity growth.

To accomplish this, there are five priorities:

- ▶ grow a business-friendly and well-functioning city
- ▶ develop an innovation hub of the Asia-Pacific rim
- ▶ become internationally connected and export-driven
- ▶ enhance investment in people to grow skills and a local workforce
- ▶ develop a creative, vibrant international city.

These five priorities are supported by four cross-cutting themes, which focus on creating a sustainable eco-economy, increasing iwi/Māori economic achievement, supporting our diverse ethnic economy and enhancing our rural and maritime economy.



## WHAT DOES THE AUCKLAND ECONOMIC DEVELOPMENT STRATEGY (EDS) MEAN FOR THE HIBISCUS AND BAYS AREA PLAN?

For Hibiscus and Bays, the EDS provides an overarching vision and framework within which local economic development activity needs to grow and prosper.

The actions and initiatives identified above are critical to achieving the step-change required in this area. These actions require concerted collaboration by all – local and regional businesses, local and central government and the community.

This area plan seeks to support the delivery of the EDS by:

- ▶ encouraging the development of business land in and around Silverdale, ensuring the Knowledge Economy Zone in Silverdale is developed to attract high-tech and innovative enterprises
- ▶ promoting the immediate roll-out of ultra-fast broadband and WiFi, and improving telecommunications by advocating for toll-free calls
- ▶ encouraging collaboration with tertiary education and training providers, and the business sector to provide local training hubs
- ▶ facilitating growth in town centres to ensure they are vibrant, while maintaining their local identity and a point of difference
- ▶ advocating for the support of rural production activities and recreation and tourism focussed home businesses in the countryside living areas
- ▶ leveraging of the area's geothermal resources, regional parks, coastal walkways and other outstanding natural assets to encourage eco-tourism ventures.

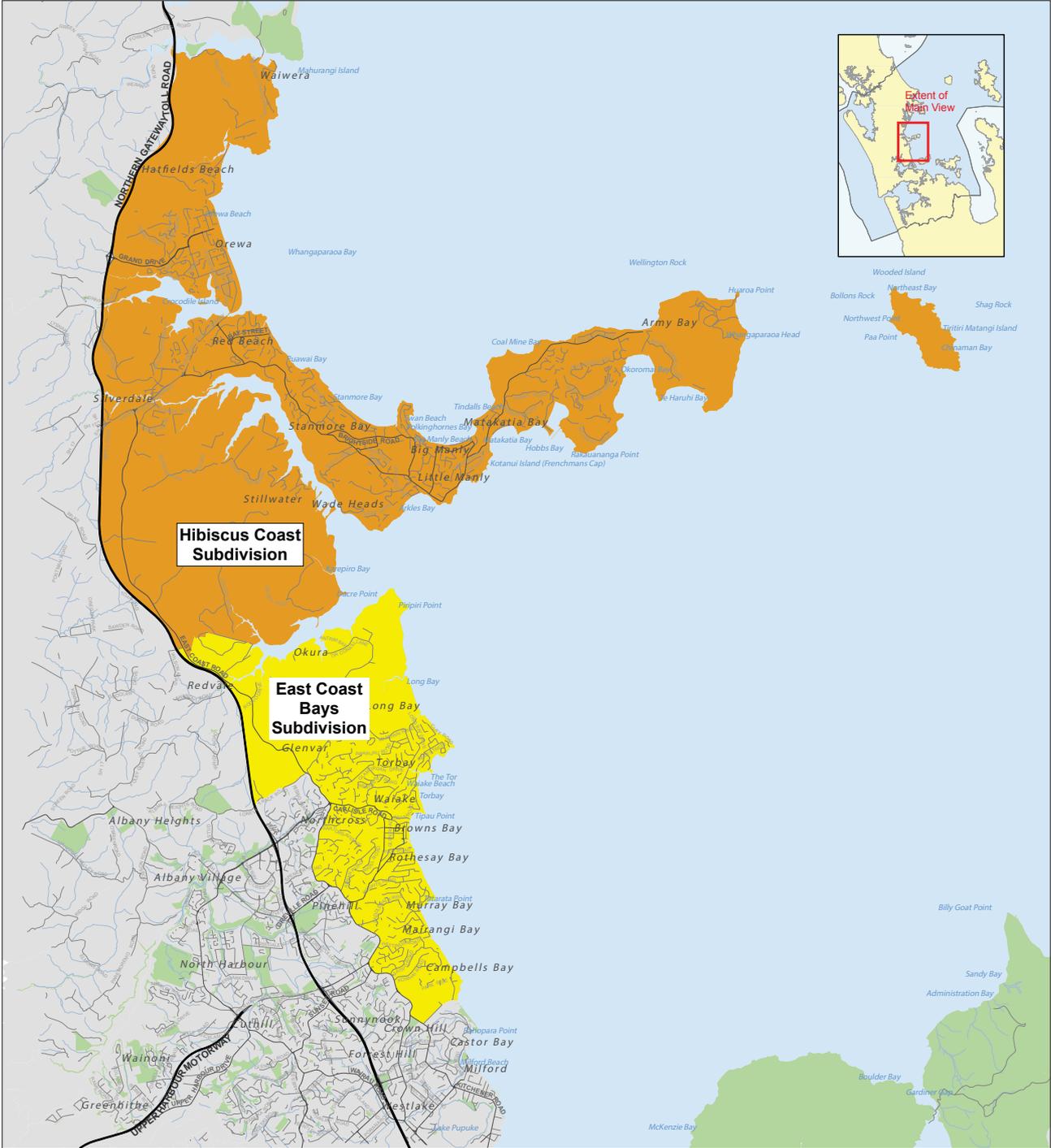
# THE LOCAL CONTEXT

## TE WHAKATAU I TE ARONGA TAKIWĀ AKE

### HIBISCUS AND BAYS LOCAL BOARD AREA

This area plan covers the Hibiscus and Bays Local Board area.

Figure 4: Map of Hibiscus and Bays Local Board area





## PLACE

Located north of Auckland, the Hibiscus and Bays Local Board area adjoins the Rodney, Upper Harbour and Devonport-Takapuna Local Board areas, and is strongly characterised by its coastline stretching from Waiwera in the north to Campbells Bay in the south. Beaches, estuaries, headlands and cliffs are significant features along the coastline. The coastline and coastal waters have provided opportunities for transport, food, defence and recreation since early Māori times. Consequently, it features many heritage and cultural features, which need to be celebrated and protected. Some are major attractions such as the environmental jewels of Long Bay-Ōkura Marine Reserve, Ōkura Scenic Reserve and the Long Bay and Shakespear Regional Parks. Any new development over the next 30 years should leverage off, rather than undermine, the qualities of the attractive coastal, natural and rural environment of the Hibiscus and Bays Local Board area.

The coastline and upper estuarine catchments connect the northern urban area with the greenbelt and the southern urban area to form the Hibiscus and Bays Local Board area. The urban areas were developed once the Auckland Harbour Bridge opened in May 1959. Cars became the main means of transport and the ease of transport saw an increase in large-lot residential subdivisions.

Early subdivision patterns followed the local topography with town centres located in valley floors close to the coast. Steady development has resulted in new urban subdivisions and infill housing.

The greenbelt supports the rural economy, lifestyle blocks and a large area of ecological and landscape amenity. The rural areas are predominantly pastoral with some production forestry and areas of regenerating native bush. Some rural areas have undergone recent changes to accommodate future urban and business development, particularly around Silverdale.

## PEOPLE

Most Hibiscus and Bays residents live in suburban and rural-coastal settlements. Since the 1990s, migrants have been a major source of growth in the area. The estimated number of residents in the Hibiscus and Bays Local Board area has grown from 65,820 in 1996 to an estimated 91,300 in 2011. It is a relatively affluent area with high levels of home ownership, employment and education, with the area's schools being generally high-decile. Many beneficiaries, especially retired people are attracted to the area because it is close to Auckland, has high amenity values and readily accessible services. The community is however changing as more families move in to the area and the number of young people increases.

Generally, the East Coast Bays area is well developed, serviced and connected. In contrast, the newer Hibiscus Coast urban area is facing challenges as it continues to grow, particularly in relation to social amenities, local employment, water services and roading infrastructure.

## LEGACY PLANS AND RESOURCE MANAGEMENT ACT DECISIONS

There are a number of plans from the former Rodney District and North Shore City Councils that provide some planning context within which new Auckland Plan directives will be realised. These key sites are listed in Appendix A on page 78, and together with some recent Environment Court decisions have helped shaped this area plan. For example, the Long Bay Structure Plan and Ōrewa Variation 101 associated Environment Court decisions have influenced the direction taken in these areas. Where decisions on private plan changes are pending, the area plan is silent so as not to pre-empt the statutory decision-making process.

# ENGAGEMENT AND FEEDBACK

## TE TŪHONOHOONO ME TE WHAKAHOKI KŌRERO

Several factors influenced the development of this area plan. The process was based on a review of extensive community engagement undertaken during the preparation of the Auckland Plan, and the Hibiscus and Bays Local Board Plan.

It also recognises recent structure planning and resource management decisions of the two legacy councils, Rodney District and North Shore City Councils. The council used the information and feedback gathered from these planning processes to identify and understand the local values, issues, challenges, aspirations and opportunities in the Hibiscus and Bays area.

The council also met with key stakeholders, Mana Whenua, Mataawaka, central and local government agencies, infrastructure providers and business associations while this area plan was being developed. During October and November 2012, the council undertook public engagement on a draft version of the area plan, during which stakeholders were again provided with opportunities to meet and/or provide feedback on the draft document.

Around 190 written feedback responses were received through the engagement process, which included the following public events listed below.

- ▶ Public roadshows to present the draft area plan and engage with the community. The road shows were held throughout the Hibiscus and Bays Local Board area, at town centres, libraries and markets.
- ▶ Three focussed conversation workshops with stakeholders, businesses and community organisations in the area.
- ▶ School workshops and a Youth Forum event, held with local school students.
- ▶ Individual meetings with key stakeholders, iwi, central and local government agencies and infrastructure providers.

A working group of Hibiscus and Bays Local Board members and councillors has guided the development of this area plan throughout the process. Following the public engagement stage, the working group has refined and approved this area plan for ratification by the Auckland Council's governing body.



Youth forum at Silverdale

## MANA WHENUA ENGAGEMENT

Mana Whenua have an enduring connection with the Hibiscus and Bays Local Board area. The Mana Whenua of the Hibiscus and Bays Area are coastal people and their history and identity remains closely bound to the Hibiscus Coast and Bays due to ancestral occupation and continued interest in the land. While their physical presence in the area has progressively diminished, there are aspirations to reverse this trend and build cultural focus points and opportunities for Māori within the area.

Mana Whenua have expressed their own aspirations, priorities and plans for Tāmaki Makaurau and these are captured in the Independent Māori Statutory Board's Māori Plan for Tāmaki Makaurau. Auckland Council and the governing body notes that many of the aspirations expressed in the Māori Plan are complementary to Council's agreed work programmes under its Māori responsiveness framework, and Chapter 2 of the Auckland Plan.

In developing this area plan, the council met with Mana Whenua to identify their issues, values and aspirations for the Hibiscus and Bays area. Part of the intent of this area plan is to align with these matters and build a responsive and mutually supported future for Hibiscus and Bays. Enhancing Māori social and economic well-being is one of the fundamental drivers for the area plan. Linkages forged with Mana Whenua will be to the benefit of Māori, the Hibiscus and Bays community and the environment.



Browns Bay public engagement

## CHANGES MADE TO THE AREA PLAN FOLLOWING PUBLIC FEEDBACK

### KEY MOVES

A new key move has been developed to emphasise the need in the area for ultra-fast broadband, WiFi and toll-free calling. Of these, ultra-fast broadband is likely to be a significant catalyst for economic development as it will encourage new businesses to locate in the Hibiscus and Bays area. It is essential to the development of the Knowledge Economy Zone in Silverdale. Without ultra-fast broadband businesses are likely to develop elsewhere. It will generate more employment by way of these new businesses and enable people to work more easily from home, reducing the number of people commuting to central Auckland for work. Key move 4 has also been refined to be more specific about where growth should be focussed.

### PENLINK

Feedback from the community and Auckland Transport sought greater priority to bring the construction of Penlink forward from 2018. This has been emphasised in the area plan. Its purpose is also better explained on page 18.

### NORTH-WEST WILDLINK

While generally supported, the community requested clarification of what the North-West Wildlink is, the area it covers and what implications it has for landowners.

### TOWN CENTRE VISION STATEMENTS

Although some respondents liked the idea of town centre statements, they thought they should be more visionary and exciting.

### POLLUTION

More emphasis has been given to addressing various types of pollution in the local board area – beaches, waterways (in particular Waiwera), reserves and the air.



Local board members and Auckland Council staff at public engagement session

## QUOTES FROM RESPONDENTS TO ILLUSTRATE ENTHUSIASM OR ASPIRATIONS FOR THE AREA

"We believe that community-led planning is a key to successful development in Campbells Bay, the Hibiscus and Bays area, and throughout Auckland."

Campbells Bay Community Association #93

"We have a beautiful area that has the potential to be a tourist Mecca."

Christopher Randall, Stanmore Bay #14

"Transitions Town Ōrewa supports growth in centres where such growth takes into account the character of the area and is sensitive to that character."

#119

"Help the most vulnerable so that the community can truly thrive."

Lee-Anne Tatana #41

"It is of vital importance that land/buildings be allocated to a local urban marae for the Hibiscus Coast."

Susan Ralston #22

"More emphasis on healthy, liveable, simple, affordable housing that caters for residents' needs."

Amanda Lees #22

"Development requires fast communication, fast access and quality designed buildings surrounded by 'green' areas. Economic development depends on access to people with qualifications for the 21st century e.g. creativity, innovation, collaboration..."

Michael Irwin #67

"Greater protection of the marine/coastal, bush, wildlife habitats within the greenbelt between Ōkura and Silverdale."

Janice Lodge #71

"There should be a graduated approach so that lower levels are allowed closer to the beach with higher levels say up to 8 allowed further back."

Derek Distall, Waiwera Property Owners' and Residents' Association #62

"A good balance between protecting the village atmosphere and its environs while providing reasonable opportunities for growth has been achieved."

Derek Dikstall, Waiwera Property Owners' and Residents' Association #62

"A vibrant community where the business association and residents understand each others point of view and work towards common for the benefit of the whole community."

Murray Hill, Browns Bay Business Association #61

"Put on more ferry services!! We are surrounded by water, yet I drive to Mairangi Bay every day!"

Dominic Duncan #65

"Probably all infrastructure will need upgrading progressively and must be adequate before growth exceeds capacity of services, not after!"

Max Thomson, Campbells Bay Community Association #93

"Please proceed as soon as possible. The plan for our area looks great. Exciting times ahead!"

Nicola #107

"The Hibiscus Coast is likely to become a centre of education for the rural hinterland in Rodney."

Richard Gardner Federated Farmers of NZ #125

"We need good inter-village public transport options to keep the village lifestyle strong and help young people, the elderly and one-car families to get around easily to the great amenities in the area."

Maryann Lemon #140

"Erosion and sediment control and protection of waterways (to the sea) and existing bush is the environmental impact that most concerns me... It needs to be thought about very early on... in identifying how land will be subdivided and built."

Kate Mackenzie #144

"The area's natural assets will become degraded unless the Council takes concrete steps to protect the remaining green areas and wildlife, and we stress again the importance of protecting the NWWL [North-West Wildlink]."

Royal Forest and Bird Society North Shore Branch #151

# CHALLENGES AND OPPORTUNITIES

## NGĀ MAHI WHAKATAKI ME NGĀ ANGITŪTANGA

The Hibiscus and Bays area faces various challenges and opportunities as it grows in the future. Through engagement and feedback from the local board, the community and stakeholders, the following challenges and opportunities have been identified as needing to be responded to within this area plan, to assist in achieving the vision for Auckland and Hibiscus and Bays.

Challenges	Opportunities
<ul style="list-style-type: none"> <li>▶ Accommodating the increasing population within existing urban areas and maintaining the high amenity and quality of life in the area.</li> <li>▶ Providing affordable, cost-effective housing options within new developments.</li> <li>▶ Preventing urban sprawl into the natural and rural environment.</li> <li>▶ Providing appropriate open space, recreational and community facilities needed for the growing population.</li> </ul>	<ul style="list-style-type: none"> <li>▶ The area plan identifies areas which will accommodate new growth, while maintaining the high-quality environment and lifestyle enjoyed by the community.</li> <li>▶ An emphasis on a wider range of housing types will assist in addressing affordability.</li> <li>▶ A parks and recreation plan covering all the northern local board areas will ensure appropriate levels of open space and facilities are provided in the future.</li> <li>▶ New community facilities are identified.</li> </ul>
<ul style="list-style-type: none"> <li>▶ Identifying and managing natural hazards to minimise loss of life and damage to property and infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Community response plans are being completed for the area. Further controls and building designs addressing hazard risk should be included in the Unitary Plan.</li> </ul>
<ul style="list-style-type: none"> <li>▶ Strengthening the North-West Wildlink.</li> <li>▶ Improving the water quality of streams, estuaries and the marine environment.</li> <li>▶ Ensuring that the natural environment, including beaches and regional parks, are maintained to a high standard – weed, pest and rubbish-free.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Local board funding will support local environmental care groups. It is also possible for the Unitary Plan to have appropriate provisions.</li> <li>▶ New Unitary Plan rules will manage adverse effects on natural features.</li> <li>▶ Monitoring of terrestrial, freshwater and marine environments will enable activities which improve water quality, beaches and reserves.</li> </ul>

Challenges	Opportunities
<ul style="list-style-type: none"> <li>▶ Constructing Penlink earlier than planned in the LTP i.e. 2018.</li> <li>▶ Providing the necessary roading and water services infrastructure at the appropriate time to support the increasing population, while minimising traffic congestion.</li> <li>▶ Upgrading wastewater infrastructure to prevent pollution of the receiving environment.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Develop a strategy with private parties, Auckland Transport and New Zealand Transport Agency.</li> <li>▶ Forward planning of new development should enable the necessary infrastructure upgrades to occur, either by the council or developers.</li> <li>▶ Work with Watercare to address pollution to the Waiwera River and the Hauraki Gulf.</li> </ul>
<ul style="list-style-type: none"> <li>▶ Minimising congestion due to private vehicle use by improving public transport options and frequency of services.</li> <li>▶ Extending the walkway and cycleway networks.</li> </ul>	<ul style="list-style-type: none"> <li>▶ The increase in population will enable more public transport improvements, as long as it is focussed in centres and along main transport routes.</li> <li>▶ The continued provision of walking and cycling networks will reduce private vehicle use and will provide more recreational opportunities and connections to facilities and services.</li> </ul>
<ul style="list-style-type: none"> <li>▶ Removing barriers to tertiary skills training and education, particularly amongst Whangaparāoa youth.</li> <li>▶ Reducing the amount of unemployment in the area and enabling people to work more closely to home.</li> </ul>	<ul style="list-style-type: none"> <li>▶ There is the opportunity to attract education providers to the area and promote on-the-job training programmes.</li> <li>▶ Ultra-fast broadband is necessary to encourage businesses to the area, providing employment and reducing the numbers of people commuting to work.</li> </ul>
<ul style="list-style-type: none"> <li>▶ Managing the community’s expectations about the appearance of new developments, ensuring buildings are designed to be attractive and resilient for the future.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Precinct planning and Unitary Plan provisions are needed to ensure buildings and civic spaces are attractive and reflect local character.</li> </ul>



Coastal erosion – planning and design must take into account ongoing natural hazards



Water quality – the Ōrewa estuary is already significantly urbanised

## MAJOR INITIATIVES AND PROJECTS UNDERWAY

To realise many of the objectives of the Hibiscus and Bays Area Plan, several initiatives must be implemented.

### THE NORTH-WEST WILDLINK

Launched in 2006 by the legacy councils, the Department of Conservation and the Royal Forest and Bird Society, the North-West Wildlink is an initiative seeking to protect and enhance ecological corridors and habitats from Tiritiri Matangi Island to the Waitākere Ranges. The area shown on the Key Moves Map is Auckland Council's area of focus, but projects beyond this band are likely to also be of value and complement the North-West Wildlink.

Land in public ownership mostly makes up the Wildlink, although some measures may evolve through other planning tools which support this initiative on private land. The Ōkura Policy Area in the legacy council district plans is a good example of a mechanism affording greater protection of highly sensitive areas. There may include requirements for native planting if land is subdivided or retaining the land in rural or countryside living zones to maintain the necessary non-urban environment for the benefit of wildlife. It also serves as a greenbelt and potential band of demarcation between the urban areas and the rural and natural areas.

### PENLINK

Penlink has been planned for a number of years and when built, will enable residents of the Whangaparāoa Peninsula to connect easily with the Northern Motorway (see Key Moves Map). One of the main benefits of the link will be the reduced traffic along Whangaparāoa Road, and Hibiscus Coast Highway to the Northern Motorway. Circulation around and through Silverdale will be improved and land zoned for business development will proceed once Penlink is built.

### GREENFIELD AREA FOR INVESTIGATION

The greenfield area for investigation identified just south and west of Silverdale in the Auckland Plan is currently being analysed for its suitability for new residential and business zones. This area plan recommends that the area east of the Northern Motorway remain free from further developments due to its steep topography, reasonably versatile yet unstable soils and the adverse effects on the receiving environment from further modification of the land in the Weiti/Ōkura catchments. The land west of the Northern Motorway lies within the Rodney Local Board area, but is closely linked to the Silverdale Town Centre. Investigation work will include determining where the Metropolitan Urban Limit should be.

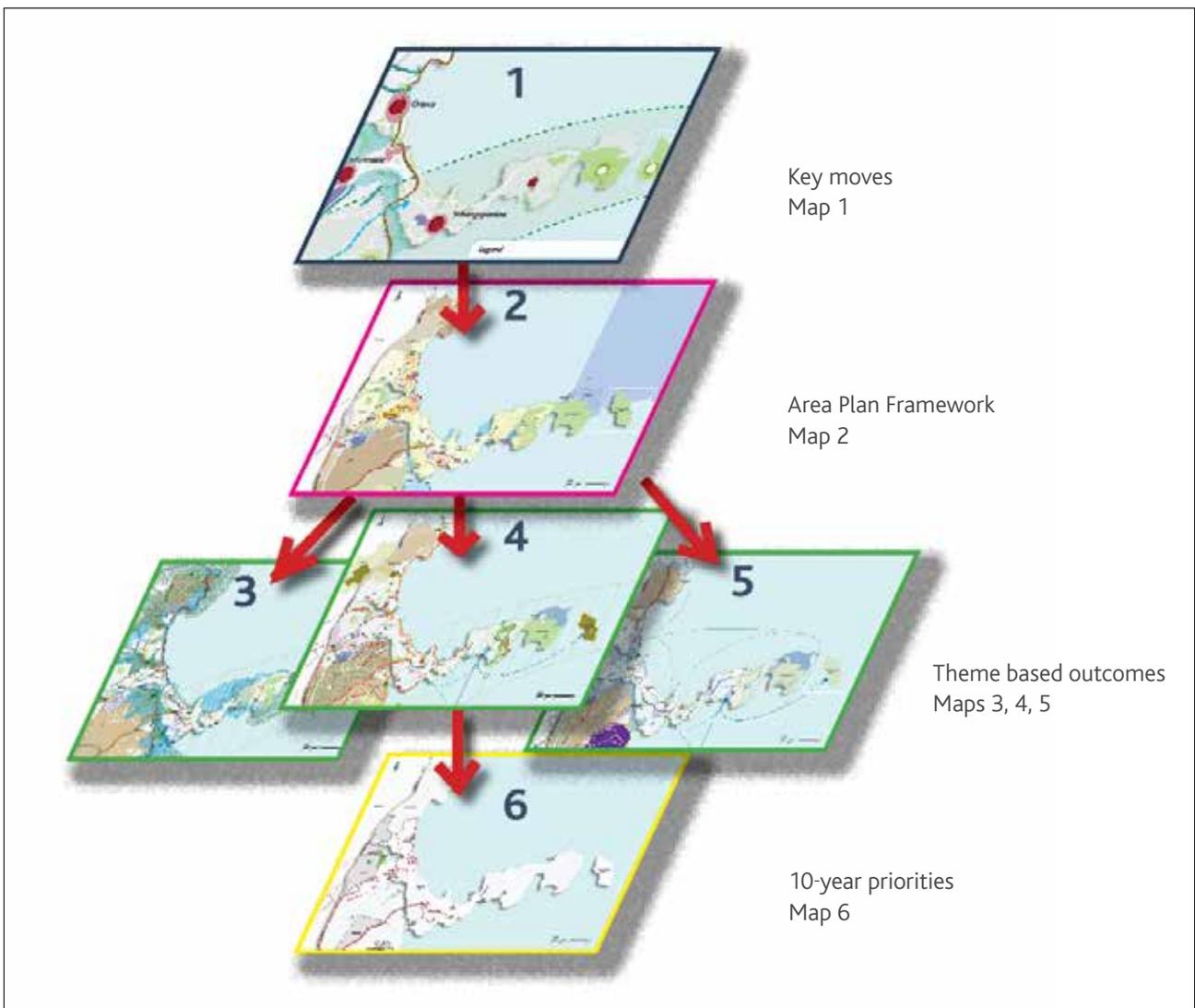
### SILVERDALE TRANSFORMATION AREA

Silverdale has been identified by the Auckland Plan as an area where significant change will occur. A range of business zones will develop including the Knowledge Economy Zone once traffic issues have been resolved. The construction of Penlink and the Wainui ramps will facilitate traffic circulation throughout the area, and enable Silverdale to develop to its full potential, providing more employment opportunities for local people.

# HOW WILL THE HIBISCUS AND BAYS AREA PLAN DELIVER THE AUCKLAND PLAN?

The Auckland Plan expects that there will be an extra 95,000 households in the urban north and west areas of Auckland over the next 30 years. Of this, there are likely to be approximately 25,000 new homes and 18,000 new jobs in the Hibiscus and Bays Local Board area. This anticipated development will help to fund the social, cultural and recreational improvements that will be needed to maintain the area's high amenity values.

Figure 5: Key components of the Area Plan document.



## KEY ASSUMPTIONS OF THE HIBISCUS AND BAYS AREA PLAN

The Hibiscus and Bays Area Plan assumes that over the next 30 years the area will change and grow as set out in the Area Plan Framework. The framework assumes that the area will keep its character and values, supported by investment in physical infrastructure (such as roads, rail, wastewater and stormwater networks) and social

infrastructure (such as parks, schools, and community and educational facilities).

The Hibiscus and Bays Area Plan shows how the Auckland Plan will be put in place, at a local level, for the next 30 years. It comprises the following.

- ▶ **Six key moves** which are opportunities to transform Hibiscus and Bays, and are integral and help achieve the vision for Auckland and the Hibiscus and Bays Local Board's vision for the area.

- ▶ The **Hibiscus and Bays Area Plan Framework Map 2042** (page 26-29) identifies a range of proposed land-use environments that will manage development in the Hibiscus and Bays over the next 30 years.

- ▶ **Three theme sections** which are Natural Environment, Heritage and Character; Economic and Community Development; and Transport and Network Infrastructure. Each theme has local place-based outcomes and actions that will assist in achieving the six key moves and in delivering this area plan.

- ▶ The **Project Prioritisation Schedule** sets out how the actions are identified in the form of projects, programmes, studies, policies and further planning work.



**AUCKLAND PLAN TRANSFORMATIONAL SHIFTS: To achieve the Auckland Plan's vision**

Dramatically accelerate the prospects of Auckland's children and young people.	Strongly commit to environmental action and green growth.	Move to outstanding public transport within one network.	Radically improve the quality of urban living.	Substantially raise living standards for all Aucklanders and focus on those most in need.	Significantly lift Māori social and economic well-being.
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**HIBISCUS AND BAYS AREA PLAN**

**SIX KEY MOVES**

Establish the 'North-West Wildlink' as a continuous greenbelt complemented by improved quality of the adjoining estuarine and marine environment.	Grow the green economy and eco-tourism potential of Hibiscus and Bays by leveraging off the area's natural assets, such as the regional parks and coastal walkways.	Promote the roll-out of ultra-fast broadband, WiFi and toll-free calling throughout the entire Hibiscus and Bays area.	Focus growth in centres, and in areas with access to efficient public transport and restrict new growth in rural sensitive, coastal and estuarine areas.	Improve transport connections throughout the area by extending the Northern Busway, implement Penlink and associated works, and by promoting potential, new water-based transport.	Develop business land in and around Silverdale to increase employment opportunities for local people.
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**HIBISCUS AND BAYS AREA PLAN FRAMEWORK 2042 – Uses a range of environments to show how Hibiscus and Bays could develop over the next 30 years and informed by the three theme-based outcomes (second component)**

**THREE THEME-BASED SECTIONS**

<b>NATURAL ENVIRONMENT, HERITAGE AND CHARACTER</b>	<b>ECONOMIC AND COMMUNITY DEVELOPMENT</b>	<b>TRANSPORT AND NETWORK INFRASTRUCTURE</b>
The natural and coastal landscape is recognised and promoted as the area's point of difference.	Eco-tourism and other innovative rural and maritime economic initiatives are encouraged, leveraging off the high-quality natural environment.	Business opportunities are unlocked by improving transport connections and public transport services.
Estuarine, coastal and marine areas are protected, restored and enhanced.	Young people can access training in the trades or at tertiary level within existing and proposed business zones.	Improved local public transport enables more east/west travel, and better links communities to those areas with jobs.
Land and freshwater ecosystems are protected and improved to support a diversity of habitats.	The area is more technologically advanced, business-friendly and prosperous, offering a variety of economic development opportunities.	Greater integration of transport modes provides more efficient transport networks and greater travel choice.
Suburban and rural areas are distinctive, and offer high-quality living and a strong sense of community and place.	The area is an enjoyable place to live, work and play with attractive, vibrant centres that foster social, recreational and cultural activities.	Existing and new infrastructure in growth areas is adaptable to urban intensification and climate change, while protecting and enhancing freshwater and coastal ecosystems.
Places and landscapes of historic and/or cultural significance are identified, protected and celebrated.	The Hibiscus and Bays area has a range of urban environments to meet the needs of people of all ages and abilities.	The infrastructure network in the Hibiscus and Bays is resilient, sustainable and cost-effective.
	Māori history, culture and identity are recognised and promoted, while kaitiakitanga is exercised and Treaty outcomes are achieved.	

**10-YEAR PRIORITISATION SCHEDULE / PRIORITY PROJECTS FOR IMPLEMENTATION**

Extend the Northern Busway to Albany and progress planning and funding for Penlink.	Implement identified community and social facilities projects, including improved telecommunications services.	Implement the North-West Wildlink policy through relevant plans and projects.	Develop an open space strategy and heritage strategy for the local board area.
Research and establish incentives to encourage the green economy in the rural and tourism areas.	Develop a hazard response strategy and guidelines for Browns Bay, Ōrewa and other identified areas.	Start future planning for the Browns Bay, Silverdale, Mairangi/Windsor Park, Ōrewa and Whangaparāoa areas.	Progress Te Araroa National Walkway linking new and existing coastal walkways to become a first-class landscape and heritage trail.

# KEY MOVES FOR HIBISCUS AND BAYS

## NGĀ KORINGA MATUA MŌ HIBISCUS AND BAYS

The Hibiscus and Bays Area Plan identifies six key moves (opportunities) that respond to the challenges and opportunities facing the area.

They will help transform Hibiscus and Bays into an area where people will want to continue to live, work and play, as well as attract visitors.

These six key moves (shown on Map 1, page 23) are integral to this area plan and help achieve the visions of both the Auckland Plan and local board plan for the area.

### THE SIX KEY MOVES ARE:

01

**Focus growth in centres, in areas with high amenity and good access to efficient public transport, and restrict new growth in rural sensitive coastal and estuarine needs.**

The Hibiscus and Bays area has four town centres (Ōrewa, Whangaparāoa, Silverdale and Browns Bay) and six local centres (Gulf Harbour, Long Bay, Torbay, Northcross, Windsor Park and Mairangi Bay). All provide future job prospects and residential growth that will incorporate and reflect the physical and community attributes of these centres. Long-term opportunities exist in the East Coast Bays area for residential growth as identified in the Area Plan Framework 2042 (Map 2, pages 26-29).



02

**Improve transport connections throughout the area by extending the Northern Busway, implementing Penlink and associated works, and by promoting potential, new water-based transport.**

The Northern Busway and Penlink will provide transport options and the ability to reduce private vehicle traffic. Penlink, as a multi-modal corridor, has the potential to open up existing and future economic development opportunities in Silverdale. The Northern Busway and future extension will provide a main route, linked to local feeder networks that improve access to public transport to, from and within the Hibiscus and Bays area.



03

**Promote the roll-out of ultra-fast broadband, WiFi and toll-free calling throughout the entire Hibiscus and Bays area.**

Ultra-fast broadband is necessary to encourage businesses to the area, providing employment and reducing the amount of commuting to work. It has the potential to significantly transform the area in terms of the types of businesses it attracts, how people do business and will enable home businesses to start up in countryside living areas. This is essential for the tourism and high-tech operations that are envisioned for Silverdale. It will also reduce the number of people that need to commute into the city for work, and should enable greater e-learning and tertiary training opportunities.



04

**Grow the green economy and eco-tourism potential of Hibiscus and Bays by leveraging off the area's natural assets, such as the regional parks and coastal walkways.**

There are significant opportunities to promote awareness of the area's natural assets and recreational activities for economic benefit. In particular, there are opportunities relating to the Crimson and Te Araroa walkways, Tiritiri Matangi Island, Long Bay and Shakespear Regional Parks and the geothermal springs at Waiwera. Coastal recreation and development of 'knowledge economy' uses, proposed for Silverdale, will also have economic spin-offs.



05

**Develop employment land in and around Silverdale to increase employment opportunities for local people.**

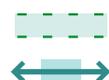
The Silverdale Transformation Area is a key driver of change for the wider Hibiscus Coast. By increasing the land available for business employment in Silverdale, residents will spend less time travelling out of the area to and from work. When combined with improved tertiary education and 'knowledge economy' opportunities, young people may be encouraged to stay in the area and contribute to the local economy.



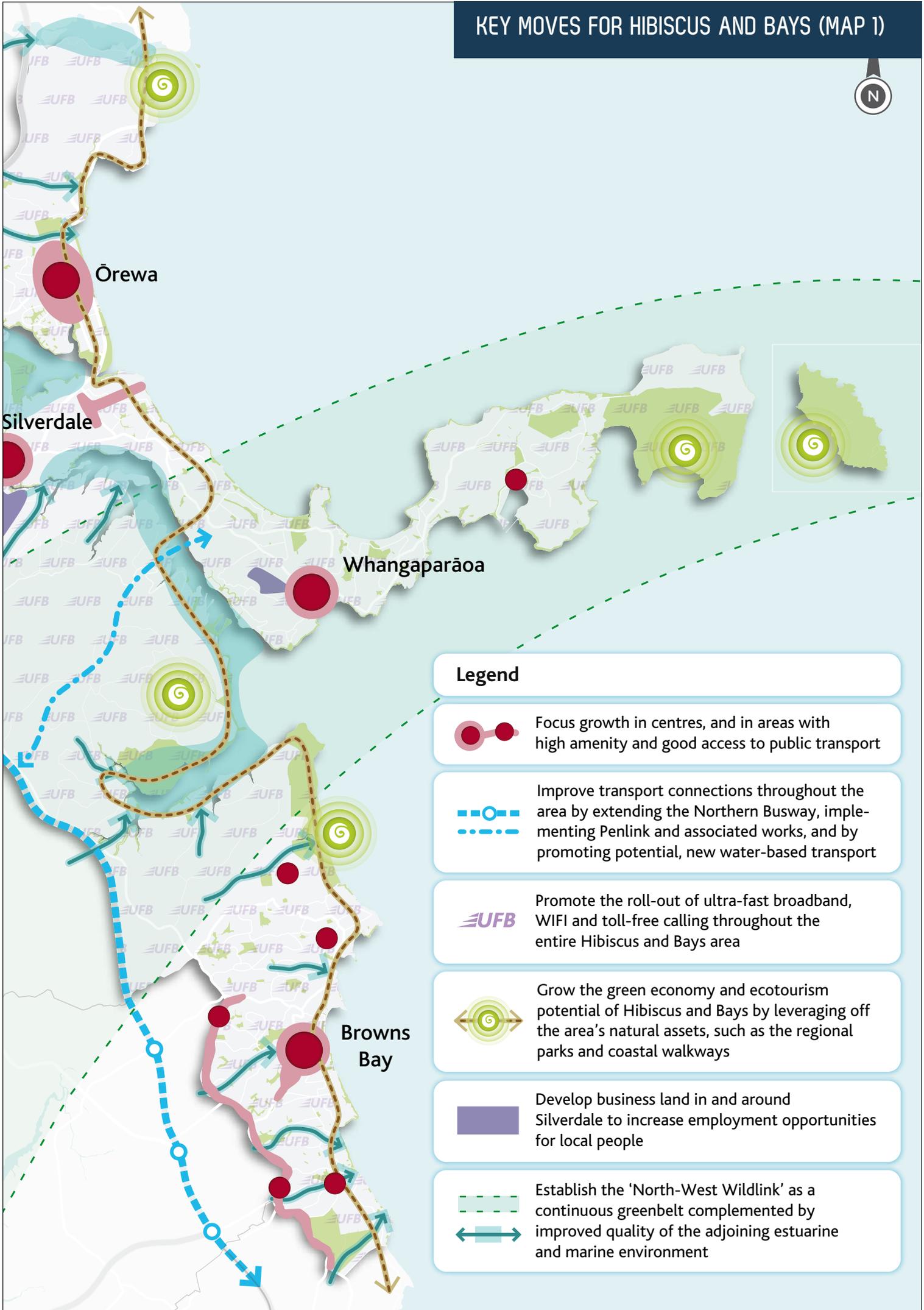
06

**Establish the 'North-West Wildlink' as a continuous greenbelt complemented by improved quality of the adjoining estuarine and marine environment.**

The 'North-West Wildlink' stretches from Tiritiri Matangi in the east to the Waitākere Ranges in the west with the potential to increase bird life and restore habitats in a continuous green-belt between Auckland's coasts. Recognising the 'North-West Wildlink' in the Hibiscus and Bays area provides the opportunity to extend the concept into other areas while improving adjoining ecosystems including the Weiti and Ōkura estuaries and the waters around Tiritiri Matangi and the Whangaparāoa Peninsula.



# KEY MOVES FOR HIBISCUS AND BAYS (MAP 1)



## Legend



Focus growth in centres, and in areas with high amenity and good access to public transport



Improve transport connections throughout the area by extending the Northern Busway, implementing Penlink and associated works, and by promoting potential, new water-based transport



Promote the roll-out of ultra-fast broadband, WIFI and toll-free calling throughout the entire Hibiscus and Bays area



Grow the green economy and ecotourism potential of Hibiscus and Bays by leveraging off the area's natural assets, such as the regional parks and coastal walkways



Develop business land in and around Silverdale to increase employment opportunities for local people



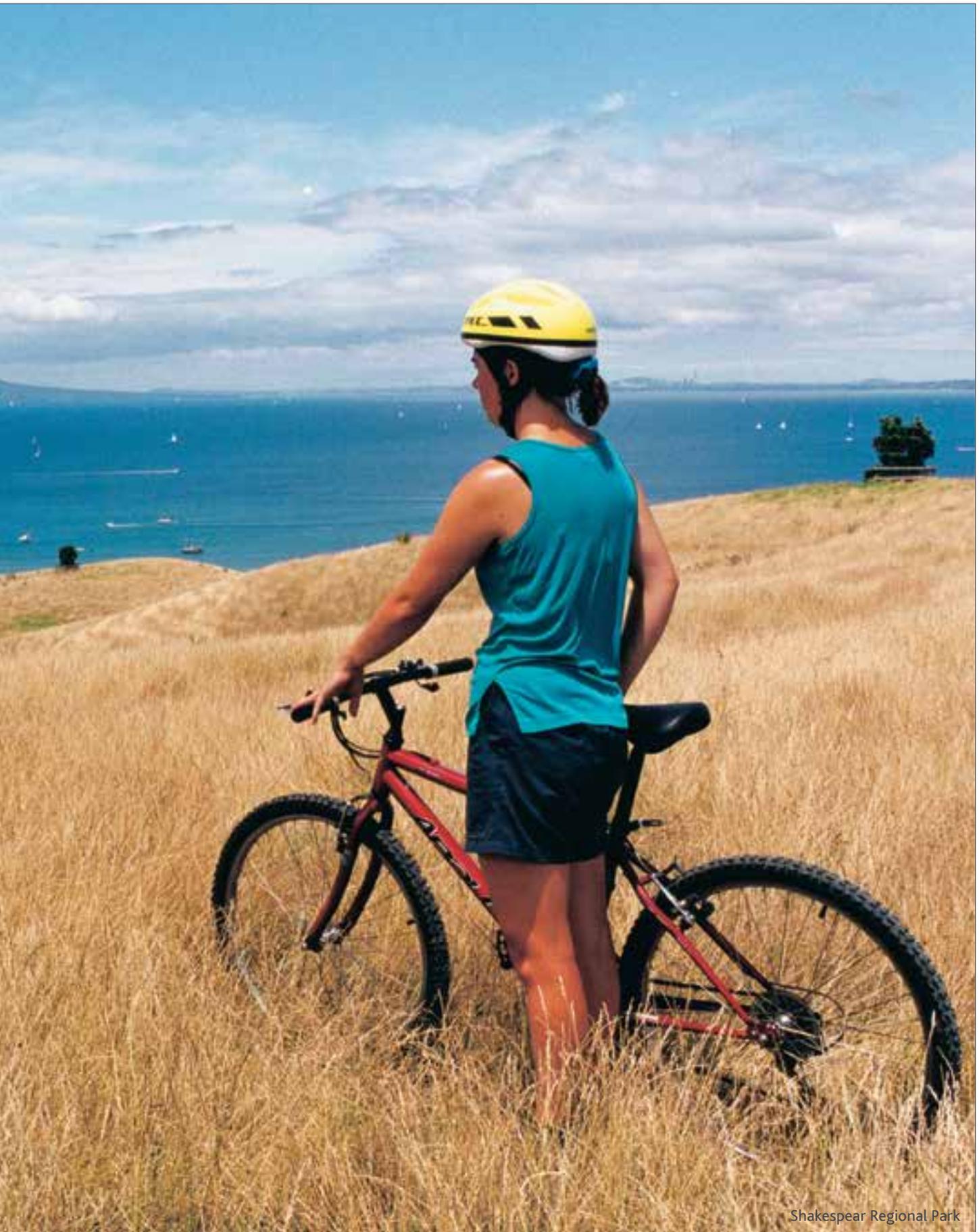
Establish the 'North-West Wildlink' as a continuous greenbelt complemented by improved quality of the adjoining estuarine and marine environment

## KEY PRIORITIES

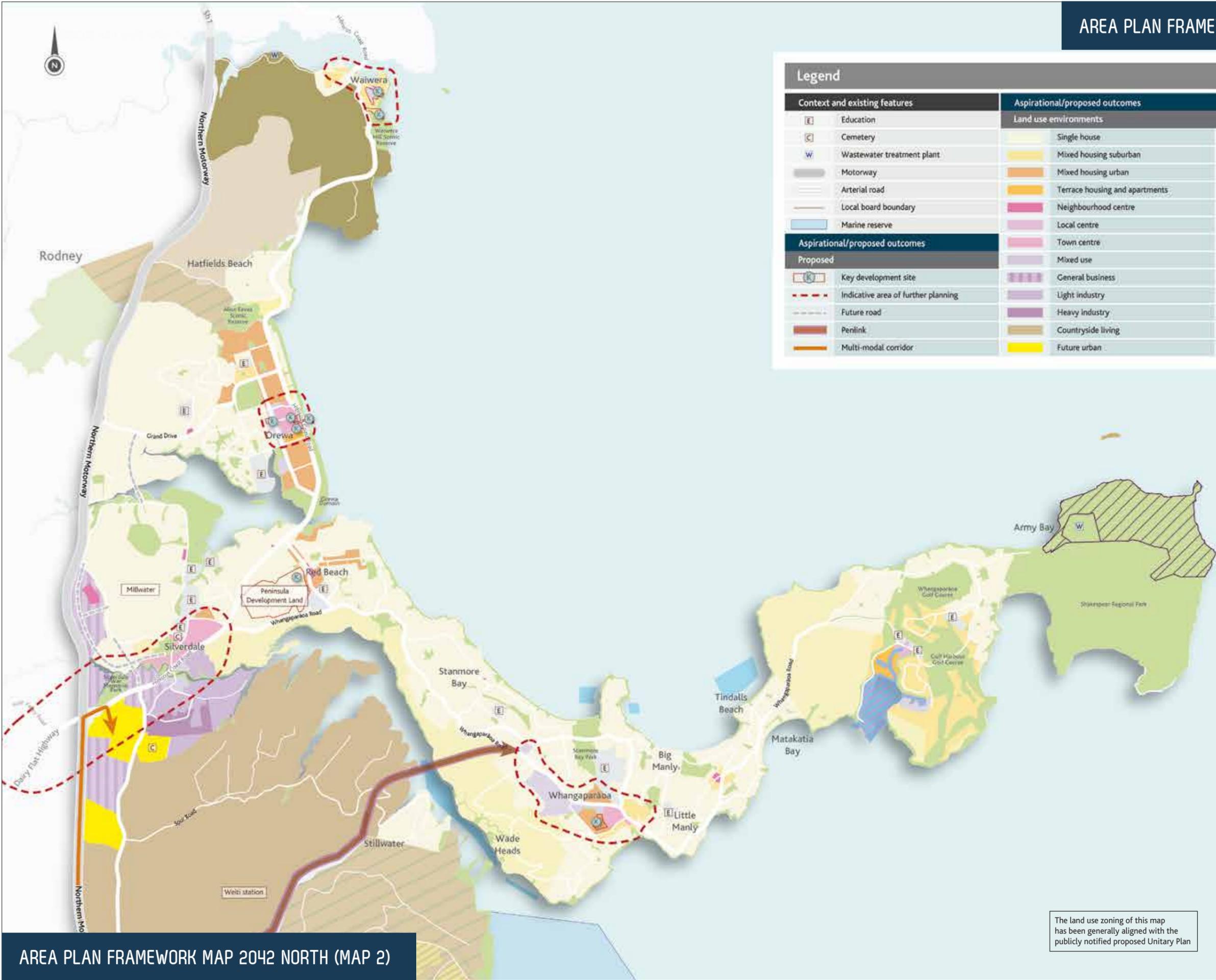
In response to the key moves identified for the Hibiscus and Bays Local Board area, there are eight priorities vital to delivering the outcomes envisaged within this area plan.

- ▶ Initiate future planning for the Browns Bay, Silverdale, Mairangi/Windsor Park, Ōrewa, and Whangaparāoa areas, to be delivered by Auckland Council, Auckland Transport, and Watercare.
- ▶ Extend the Northern Busway to Albany, progress the planning of, and funding for Penlink, to be delivered by Auckland Council, Auckland Transport and New Zealand Transport Agency.
- ▶ Research and establish incentives to encourage the green economy in rural zones and areas attractive to tourists, to be delivered by Auckland Council and Auckland Tourism, Events and Economic Development organisation.
- ▶ Include the North-West Wildlink initiative within the appropriate regional and local policy documents, to be delivered by Auckland Council, local iwi, Department of Conservation and the community.
- ▶ Implement identified community and social facilities, including Browns Bay public realm upgrades, Whangaparāoa and Long Bay community facilities, to be delivered by Auckland Council.
- ▶ Progress Te Araroa National Walkway and connect other coastal walkways to further the 'continuous coastal pathway' as a landscape and heritage trail within the Hibiscus and Bays area, to be delivered by Auckland Council.
- ▶ Develop an open space strategy and a heritage strategy for the local board area, to be delivered by Auckland Council.
- ▶ Develop a hazard response strategy and guidelines for Browns Bay, Ōrewa and other identified areas, to be delivered by Auckland Council, Auckland Transport and Watercare.





Shakespear Regional Park

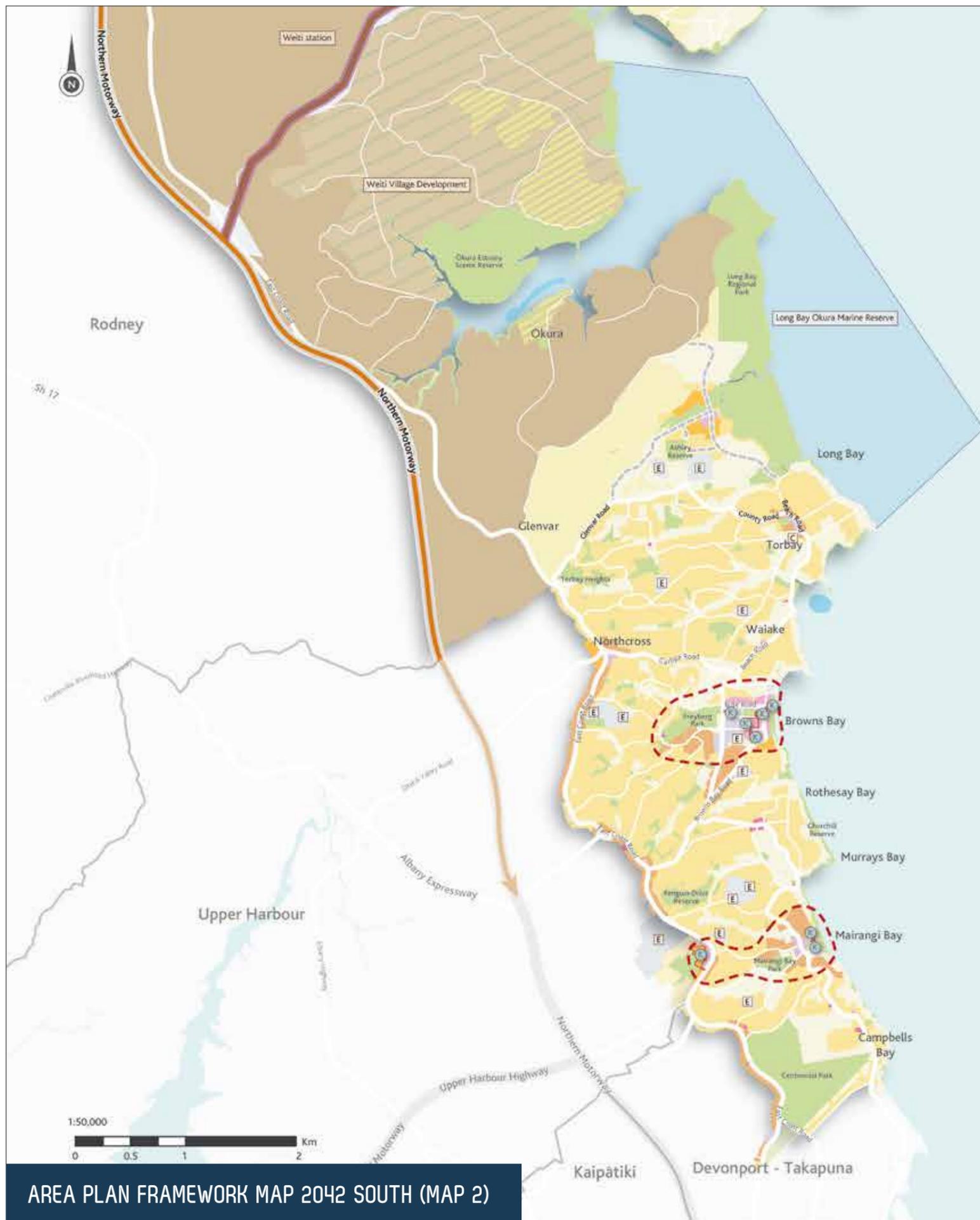


Context and existing features		Aspirational/proposed outcomes	
[E]	Education	<b>Land use environments</b>	
[C]	Cemetery	[Light Yellow]	Single house
[W]	Wastewater treatment plant	[Orange]	Mixed housing suburban
[Thick Grey Line]	Motorway	[Dark Orange]	Mixed housing urban
[Thin Grey Line]	Arterial road	[Light Orange]	Terrace housing and apartments
[Dashed Grey Line]	Local board boundary	[Pink]	Neighbourhood centre
[Blue Area]	Marine reserve	[Light Pink]	Local centre
[Red Circle]	Key development site	[Pink]	Town centre
[Red Dashed Line]	Indicative area of further planning	[Light Purple]	Mixed use
[Dashed Grey Line]	Future road	[Purple]	General business
[Brown Line]	Penlink	[Light Purple]	Light industry
[Orange Line]	Multi-modal corridor	[Dark Purple]	Heavy industry
		[Light Brown]	Countryside living
		[Yellow]	Future urban
		[Light Green]	Rural production
		[Dark Green]	Rural coastal
		[Medium Green]	Rural conservation
		[Dark Green with Diagonal Lines]	Rural and coastal settlement
		[Light Green]	Large lot residential
		[Light Green]	Special use zone
		[Light Green]	Open space
		[Blue]	Marina
		[Light Blue]	Mooring
		[Hatched]	Defence



The land use zoning of this map has been generally aligned with the publicly notified proposed Unitary Plan





Legend	
Context and existing features	
[E]	Education
[C]	Cemetery
[W]	Wastewater treatment plant
[Thick grey line]	Motorway
[Thin grey line]	Arterial road
[Dashed line]	Local board boundary
[Blue area]	Marine reserve
Aspirational/proposed outcomes	
Proposed	
[Red dashed box]	Key development site
[Red dashed line]	Indicative area of further planning
[Dotted line]	Future road
[Red line]	Penlink
[Orange line]	Multi-modal corridor
Land use environments	
[Light yellow]	Single house
[Yellow]	Mixed housing suburban
[Orange]	Mixed housing urban
[Dark orange]	Terrace housing and apartments
[Pink]	Neighbourhood centre
[Light pink]	Local centre
[Medium pink]	Town centre
[Purple]	Mixed use
[Dark purple]	General business
[Light purple]	Light industry
[Dark purple]	Heavy industry
[Brown]	Countryside living
[Yellow]	Future urban
[Light brown]	Rural production
[Dark brown]	Rural coastal
[Greenish brown]	Rural conservation
[Yellow with diagonal lines]	Rural and coastal settlement
[Light yellow]	Large lot residential
[Light grey]	Special use zone
[Light green]	Open space
[Blue]	Marina
[Light blue]	Mooring
[Red diagonal lines]	Defence

The land use zoning of this map has been generally aligned with the publicly notified proposed Unitary Plan

# AREA PLAN FRAMEWORK

## TE POU WHAKAIRINGA MAHERE Ā-ROHE

The Auckland Plan's Development Strategy directs at a high level where growth should be accommodated around existing town and local centres, as well as in surrounding suburbs, to meet its aspiration of creating a quality, compact city.

The area plan framework map (pages 26-29) will help manage development and is shaped by the key moves to achieve the related benefits for the people living in the area. This framework and associated maps will assist in delivering the outcomes and actions outlined in each of the theme sections as well as the prioritisation schedule.

The Auckland Plan indicates a large area of Silverdale (a transformation area) for greenfields investigation. However, within the Hibiscus and Bays Area Plan boundary, where some of the greenfield area of investigation overlaps, the council recognises the sensitivity of the land on the eastern side of the Northern Motorway and recommends no further urban zoning there.

The implementation of new zoning is heavily reliant on required infrastructure upgrades and on providing appropriate community facilities, open space and schools. Changes to zones by way of the draft Unitary Plan are expected to take place throughout the local board area

with a particular focus on 'up zoning' in the East Coast Bays area. The prioritisation plan and schedule (Map 6, page 76-77) indicate activities that will take place in the first 10 years.

How the Hibiscus and Bays area grows will be balanced by local aspirations and the particular values identified in the three theme-based outcomes maps. The land-use types applied to the Hibiscus and Bays Local Board area are set out in this section and spatially on (Map 2, page 26-29) and will help to inform the Unitary Plan land use zoning.

Tables 1 to 7 set out the land-uses and the type of built form (current and future) expected in the Hibiscus and Bays town centres, local centres and coastal villages that will support the population and job growth while keeping local character, environmental and amenity values.

The land use types applied to the Hibiscus and Bays area are outlined in Tables 1 and 3, and spatially on (Map 2, page 26-29).



## GROWTH AND BUILT FORM PRINCIPLES AND OUTCOMES

The built environments described in this section indicate the types of land-uses and built form expected to develop as the Local Board area accommodates more residents and businesses.

The principles and outcomes are guides as to how the vision for Hibiscus and Bays Local Board area could develop over time.

Areas identified for where growth can take place were identified using the following principles for enabling and restricting growth.

### ENABLING NEW GROWTH

- ▶ Reinforce the existing Rural Urban Boundary and encourage a compact city form by consolidating all new growth within existing urban areas and curbing urban sprawl into the rural and natural areas of Ōkura, Weiti and Hatfields Beach up to Waiwera.
- ▶ Enable 'moderate change' in the areas identified in the Auckland Plan for Hibiscus and Bays: all of the East Coast Bays from Campbells Bay to Torbay, and all of Ōrewa and parts of Red Beach.
- ▶ Enable intensification of residential and commercial uses within and immediately around the four town centres of Browns Bay, Ōrewa, Silverdale and Whangaparāoa.
- ▶ Enable further housing choice and life-cycle housing opportunities in the Hibiscus and Bays six local centres – Mairangi Bay, Windsor Park, Torbay, Northcross, Long Bay and Gulf Harbour.
- ▶ Identifying additional areas for intensification, which leverage off properties along, and adjacent to, the frequent public transport service networks (FSN) corridors, as proposed by Auckland Transport .
- ▶ Around north/east facing properties associated with large urban parks and open space, as well as, amenities and services.
- ▶ Recognising that in some cases existing unrealised potential capacity within residential and business zones are able to be developed.

- ▶ Recognising that recently planned zones, such as Ōrewa West, Silverdale North (Millwater), Long Bay, Gulf Harbour, Kensington Park and Weiti Village will contribute significantly to growth demand in the next 10 years, in line with the Auckland Plan's growth expectations in the short and medium term.

### RESTRICTING NEW GROWTH

- ▶ For properties within the immediate coastal margin (outside centres), e.g. cliff top and low-lying properties up to 100m from the high-tide mark.
- ▶ Along, and in, stream gullies within 10m of any stream and properties on south facing slopes – due to topography, stormwater, light access, stability, ecology and habitat risks.
- ▶ In areas which contain groups of existing bush/trees within suburban housing areas.
- ▶ On properties that are 20 per cent or more within the one in 100 flood plain or that are adjacent to flood sensitive areas – as per the council's current stormwater data.
- ▶ In current rural production and countryside living areas within the local board area.
- ▶ Within the legacy North Shore City Council 2A and B zones.
- ▶ Between Albany and Silverdale, and along either side of State Highway 1, as this is intended to be a physical separation of urban development between the North Shore and the Hibiscus Coast in the form of a 'green' countryside living belt.
- ▶ Within the council's focus area of the North-West Wildlink. This is an ecological corridor area between Albany and Silverdale and focussed in the Ōkura Estuary catchment.
- ▶ In significant parts of the Whangaparāoa Peninsula, east of Red Beach – due to topography, access, infrastructure and transport issues.

## BUILT FORM OUTCOMES

The outcomes and actions on the following pages intend to meet growth demands, while enhancing the local identity of each community, and the amenity and environmental attributes of each locality.

### OUTCOME 1

As urban areas accommodate more development, natural features, water quality and air quality are maintained and improved, and the risk from natural hazards is minimised.

#### What actions will support achieving this outcome?

- ▶ Promote quality and design of green buildings in new developments and in the retrofitting of existing building stock to minimise carbon footprint and air emissions.
- ▶ Encourage the implementation of low-impact design and water sensitive building principles, and to avoid stormwater run-off contaminating waterways during and after development.
- ▶ Avoid new development infill within the 100 year flood plain and ensure sufficient setbacks from and enhancement of all streams. and water sensitive building principles, and to avoid stormwater run-off contaminating waterways during and after development.

- ▶ Avoid new development infill within the 100 year flood plain and ensure sufficient setbacks from and enhancement of all streams.
- ▶ Prepare a built-form response strategy, including design guidelines, that acknowledges natural hazards such as flooding, inundation, tsunami, earthquakes and storm events, to ensure the future resilience of buildings and infrastructure.

#### Funded projects

- ▶ Following the completion of the Civil Defence Emergency Management community response plans for the local board area in 2012. Similar plans for Weiti/Ōkura are to be completed by July 2016 (F2 on the Prioritisation Plan Map, page 76).



## OUTCOME 2

Each town centre grows sustainably and has a point of difference, based on its specific local character and setting, while offering a mix of housing and employment opportunities and providing for the needs of people of all ages and abilities.

### What actions will support achieving this outcome?

- ▶ Where areas of change are identified, ensure new buildings are integrated with existing and future parks, with improved civic spaces, community amenities and the beach environment.
- ▶ Promote development that is sympathetic with the local area's character while also promoting Auckland's Māori identity by integrating Māori urban design principles into the built environment and open space.
- ▶ Prioritise Browns Bay, Silverdale, Ōrewa and Whangaparāoa town centres as places that need future planning to integrate different zones and at the same time review town centre activities.
- ▶ Develop a business land management plan for Silverdale and Whangaparāoa to ensure that these centres remain economically vibrant, whilst addressing any existing environmental and infrastructure issues.

Further aspirational outcomes and projects that will enhance each Hibiscus and Bays centre are set out on pages 37-45.

### Funded projects

- ▶ Upgrade town streetscape and town entrance landscaping in Ōrewa (F14 Appendix A).

### Unfunded projects

- ▶ Undertake further detailed planning and prepare precinct plans for centres in the following order (Browns Bay, Silverdale, Mairangi-Windsor, Ōrewa, Torbay-Long Bay, Waiwera and Whangaparāoa) following the adoption of the Hibiscus and Bays Area Plan.
- ▶ Upgrade or redevelop civic spaces within town centres and create new civic spaces for centres lacking these.



Public amenity enhancement adjoining private centre development

## LAND USE ACTIVITIES

### LIVING ENVIRONMENTS

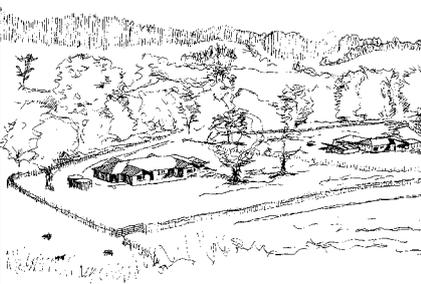
The living options identified in the Area Plan Framework Map 2042 (Map 2, page 26-29) will provide a range of housing types for residential neighbourhoods while meeting the envisaged outcomes of the Auckland Plan. This approach has a core expectation of quality housing that meet residents' accommodation needs while reflecting the existing housing types within the area. The Area Plan Framework Map 2042 identifies specific areas (Map 2, page 26-29) for moderate change, including some four storey Terraced Housing and Apartment zoning and some three storey Mixed Housing Urban zoning.

There are two types of Mixed Housing zoning, the Urban type which is generally located adjacent to the centre zoning and the Suburban type which is located on the periphery to centres and along main roads. All new developments will need to meet specific site and building design guidelines.

The four types of living environments are described below.

Table 3 sets out the expected living environment outcomes (current and future) in the Hibiscus and Bays Local Board area.

**Table 1: Living zones**

	<p><b>(1) LARGE LOT RESIDENTIAL</b></p> <p>Single and two storey houses, located on large lots up to 4000m<sup>2</sup> on land that is subject to physical limitations, or high landscape amenity, or in areas without town sewerage services.</p>
	<p><b>(2) SINGLE HOUSE</b></p> <p>Single and two storey houses in areas where there will be little growth. Trees, lawn and gardens provide traditional amenity.</p> <p>Each site will have one house, but that house may be divided internally to accommodate more than one household.</p>
	<p><b>(3) MIXED HOUSING URBAN AND MIXED HOUSING SUBURBAN</b></p> <p>A range of section sizes and building types will be possible in areas earmarked for moderate change. Buildings in the Mixed Housing Urban zone will generally be up to three storeys and include detached, semi-detached, and attached houses, town houses and units, depending on site and design criteria. Buildings in the Mixed Housing Suburban zone will generally be up to two storeys.</p>
	<p><b>(4) TERRACED HOUSING AND APARTMENTS (FOUR STOREYS MAXIMUM)</b></p> <p>Across Auckland this zone is generally intended to be located around town and local centres, and specifically situated around some schools and larger parks, and on some north-facing ridgelines with easy access to frequent public transport.</p> <p>Within the Hibiscus and Bays area there are two areas of land zoned Terrace Housing and Apartments, one in Ōrewa and one in Browns Bay. Buildings can be up to four storeys and must meet specific site and design criteria.</p>

## COMMERCIAL AND INDUSTRIAL USES

The four commercial and industrial zones identified in the Area Plan Framework Map 2042 (Map 2, page 26-29) provide a range and choice of commercial, residential and business activities. Start-up businesses and small-scale enterprises are attracted to mixed-use areas. They are usually located on the edge of centres and have easy access to public transport links because of lower land cost and the opportunity for expansion. The Browns Bay, Ōrewa, Silverdale and Whangaparāoa town centres are expected to be the focus for mixed use activities as well as some local centres on key transport routes.

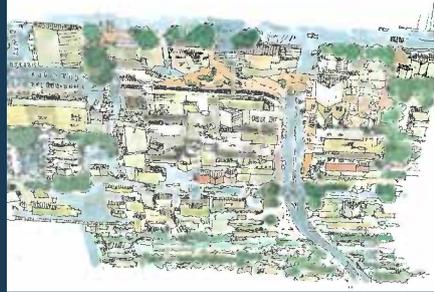
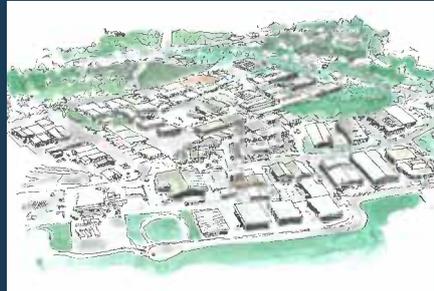
The provision of employment land is important for enabling businesses to start up, grow and develop. Hibiscus and Bays' employment land is centred mostly in Silverdale in the form of some heavy and light industry

zones. Over the next 30 years, the business activities in the Hibiscus and Bays area are expected to grow. Thus, the number of job opportunities and workers in business areas will increase.

The general approach is to encourage heavier industrial activities away from sensitive waterways and to control adverse effects on their surrounding catchments. An example of this is to change the heavy industrial zone near the upper Weiti River to a lower impact service/light industrial zoning.

The area west of Silverdale (and in the Rodney Local Board area) has the potential to be developed for new business uses and will undergo further planning as part of the greenfields areas for investigation and as part of the Silverdale transformation area in the Auckland Plan.

**Table 2: Commercial and industrial zones**

	<p><b>(5) MIXED USE</b></p> <p>These areas are expected to accommodate an increase in the density and diversity of housing and are intended to encourage small business and active street fronts such as cafes and shops where appropriate at the ground level. Residential development is permitted and residential uses can be developed as the only use near town and local centres.</p>
	<p><b>(6) GENERAL BUSINESS</b></p> <p>This zone, in Silverdale, provides locations for development that may not be appropriate in centres or which have particular characteristics that require separation from pedestrian intensive uses. Some provision for retail in small formats is permitted.</p>
	<p><b>(7) LIGHT INDUSTRY</b></p> <p>This zone is also located in Silverdale and acts as a buffer to heavy industry from the Weiti Estuary to ensure less discharge into this sensitive catchment.</p>
	<p><b>(8) HEAVY INDUSTRY</b></p> <p>This zone is located in the central part of the Silverdale business area and is expected to have a lesser standard of amenity, consistent with their principal focus on productive activity. Future heavy industry and employment growth is envisaged to be a part of future development to the west of the Northern Motorway.</p>

## COUNTRYSIDE LIVING

The lifestyle blocks that make up the countryside living zones contribute strongly to the rural and natural character of the Hibiscus and Bays Local Board area. Although there are currently many small, undeveloped lots, the minimum size for lifestyle blocks should be maintained at two hectares. Stricter controls must be developed to protect the waterways, estuaries and their upper catchments from degradation, especially in Ōkura/Weiti and Long Bay.

Local communities see a need for physical and visual controls on housing design to encourage greater integration with the landscape and less visual and physical impact on the environment. These controls must work in balance with home-based rural production, eco-tourism and/or recreation activities. These activities should be encouraged to provide opportunities for enjoyment of the environment and increasingly support the evolving green economy. The Area Plan Framework Map 2042 (Map 2, page 26-29) shows the countryside living environment in the Hibiscus and Bays area (Map 2, page 26-29).

## RURAL

The rural environment of the Hibiscus and Bays area is mainly open, undeveloped land that provides for continued rural production activities such as farming, horticulture and extraction such as quarrying. Buildings within the rural landscape are associated with servicing rural production and include barns, glass houses and storage sheds, and a limited number of residences on large sites. Subdivision is restricted, and where land is unproductive and unstable, ecological restoration is encouraged. Some areas will have a special rural conservation zoning to protect their ecologically sensitive and highly valued landscapes. The Area Plan Framework Map 2042 shows the rural environment in the Hibiscus and Bays area (Map 2, page 26-29).



## OPEN SPACE

The Hibiscus and Bays Local Board area has a range of open space types that range from local urban parks and sporting facilities to beach parks, natural areas and large-scale parks. Larger parks include Freyberg, Centennial, Metro and Victor Eaves sports parks as well as the more remote and natural Shakespear and Long Bay Regional Parks. All open space has a local function and should be well-linked to urban civic spaces and other community facilities and amenities, by way of walkway networks.

Much of the open space in the Hibiscus and Bays Local Board area contributes to the strong, natural heritage and landscape amenity character of the area as well as providing a range of sports fields and links to the coast (Map 2, page 26-29).

The actual variety of reserve types is reflected in Map 4 Economic Community Development Outcomes page 54-57.



## SPECIAL USE ZONE

The Hibiscus and Bays Local Board area has a range of special use zones – key community facilities or infrastructure that need special zoning to reflect their specific or specialised activities. These environments include schools, cemeteries and defence land (Map 2, page 26-29).

## KEY DEVELOPMENT SITES

There are large sites near town centres that, when developed in an integrated and comprehensive way, may enhance local social, cultural, environmental and economic vitality. The council will engage with site owners to facilitate the redevelopment of these sites.

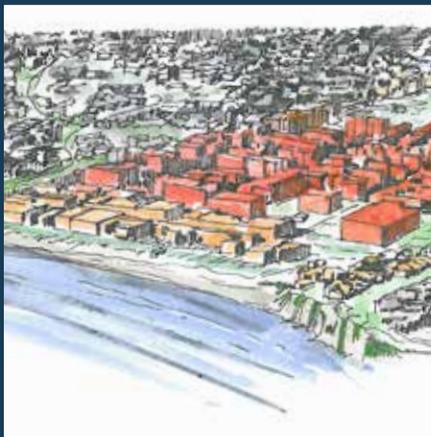
## CENTRE OUTCOMES

The Auckland Plan identifies future growth in town, local and neighbourhood centres throughout the region. How the Hibiscus and Bays Local Board area grows must be balanced by local aspirations and the particular values identified in each town, local or neighbourhood centre. It is intended that land uses and their built form will support more people and jobs while keeping the local character and environmental and amenity values.

The Area Plan Framework Map 2042 (Map 2, page 26-29) outlines the land-use types for where specific town, local and neighbourhood centre zones are located in the Hibiscus and Bays Local Board area. The type, form and scale of change for each centre will be guided by the specific centre vision statements and outcomes below and in tables 6 to 9.

There are four town centres and six local centres in the Hibiscus and Bays area, as outlined below.

**Table 3: Centre zones**

	<p><b>(1) TOWN CENTRE (FOUR TO SIX STOREYS MAX)</b></p> <p>The four town centres in the Hibiscus and Bays Local Board area are Browns Bay, Ōrewa, Silverdale and Whangaparāoa. All require further precinct planning, based on best-practice urban design and environmental safety principles. Town centres have good public transport links and include mixed-use business zones that provide high-quality employment and housing opportunities. New buildings are restricted to six storeys in the core of the Ōrewa centre with reductions to two storeys along the beach front and four storeys around the edge of the core. The other town centres (Silverdale, Browns Bay and Whangaparāoa) have height controls of four storeys.</p>
	<p><b>(2) LOCAL CENTRE (THREE STOREYS MAX)</b></p> <p>The six local centres are Mairangi Bay, Windsor Park, Torbay, Northcross, Long Bay and Gulf Harbour. Some centres link closely to each other and to the town centres. Local centres provide community services, convenience shops and small businesses, with links to public transport. Large format retail is discouraged. New buildings are restricted to three storeys.</p>
	<p><b>(3) NEIGHBOURHOOD CENTRES (THREE STOREYS MAX)</b></p> <p>The four main neighbourhood centres are in Red Beach, Manly, Rothesay Bay and Campbells Bay. As shopping strips that serve the immediate neighbourhood they include corner dairies, takeaways and other small commercial businesses. Height is generally in keeping with surrounding homes with the opportunity for residential living above and around these small centres.</p>

## TOWN CENTRES

The Hibiscus and Bays town centres are characterised in two ways:

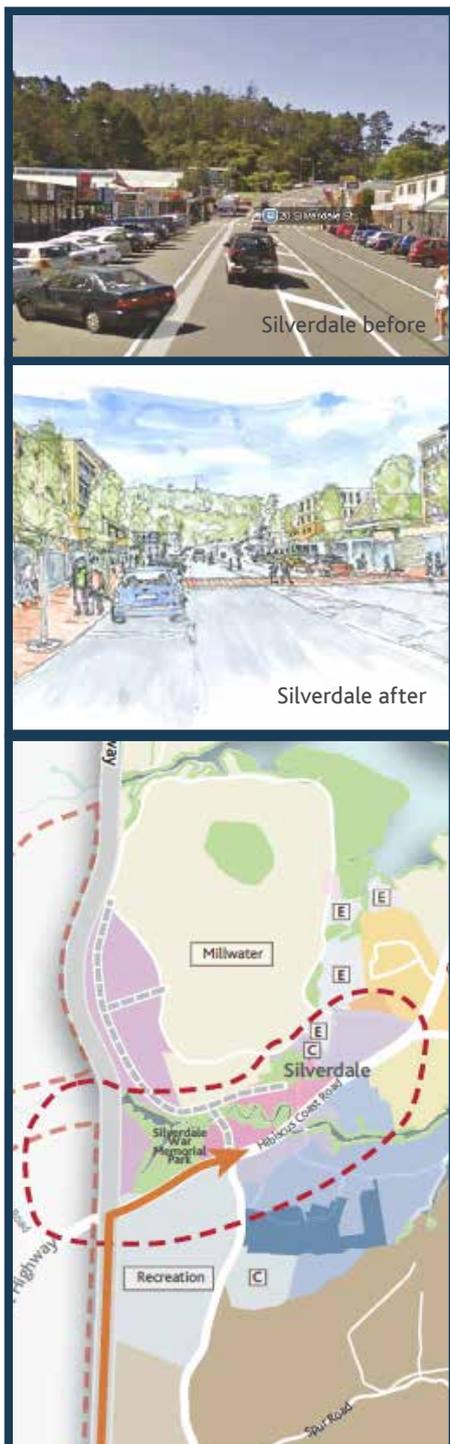
- ▶ coastal – Browns Bay and Ōrewa
- ▶ hilltop – Silverdale and Whangaparāoa.

The specific nature of local context, character and risk issues require a different planning approach. This approach aims to meet the outcomes set out in the Auckland Plan

while providing high-quality employment and housing options (Table 5, page 42).

Browns Bay, Ōrewa, Silverdale, and Whangaparāoa all need further precinct planning (as shown on Map 2, page 26-29). This planning should be based on best practice urban design and environmental safety principles. These town centres have good public transport links and include mixed-use business zones that provide high-quality jobs and business opportunities.

**Table 4: Hibiscus and Bays town centres and their specific envisaged outcomes**



### Silverdale Town Centre envisaged outcomes

The innovative business, service and employment hub of the Hibiscus Coast.

- ▶ Confirmed as an Auckland Plan transformation area, Silverdale adjoins a greenfield area for investigation, where it is anticipated that some further growth could occur west of the Northern Motorway.
- ▶ Further development to the south-east of Silverdale is not encouraged due to productive yet unstable soils, steep topography and potential degradation of the Weiti and Ōkura River Catchments.
- ▶ Existing and planned land uses are well integrated, particularly between Silverdale Village, the large format retail centres, business and employment land and the transport hubs.
- ▶ Prepare an integrated land-use and traffic plan to address local access, safety and amenity issues.
- ▶ The Hibiscus Coast Highway is downgraded to an arterial road called Hibiscus Coast Road, with improved links and street amenity to encourage more cycling and walking activity.
- ▶ The village becomes a destination that is easy to walk to and around with improved connections between the shops in Silverdale Street through to the Weiti River and Foundry Road businesses. Some rezoning of business land encourages a wider range of jobs and services.
- ▶ The condition of the upper catchment of the Weiti River is improved by a number of measures, including deterring heavy industrial activities on land adjacent to the river.
- ▶ East Coast Road extends over Hibiscus Coast Road and the Weiti River to connect with Curley Avenue and on to Wainui Road.

### Silverdale Living Areas

- ▶ New residential and business development in Millwater and Silverdale is designed to a high standard.
- ▶ Mixed-use activities are encouraged within Silverdale Village, with some apartments up to four storeys, set back from the existing heritage character shops that front the village streets. The outlook over the Weiti River is maximised.
- ▶ Millwater continues to develop in line with approved zoning.



### Whangaparāoa Town Centre

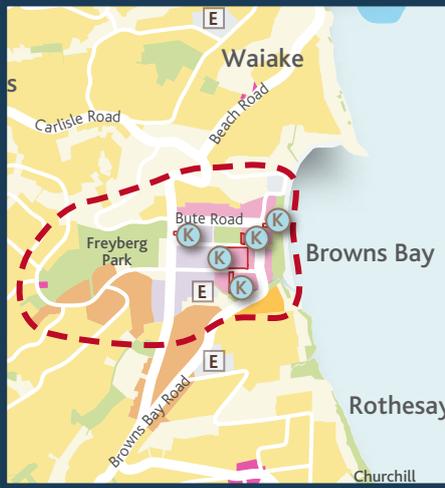
The family and community hub of the peninsula.

- ▶ Connections between Arkles Bay, Whangaparāoa Town Centre and Stanmore Bay are improved, strengthening the community services and retail hub in the town centre with a clear identity.
- ▶ The range of living environments (of up to four storeys) and three storeys immediately around the town centre enables improved retail diversity and supports the town centre's viability.
- ▶ Community services and amenities (in a central hub) are enhanced, as are the linkages between services, schools, recreational facilities and public transport.



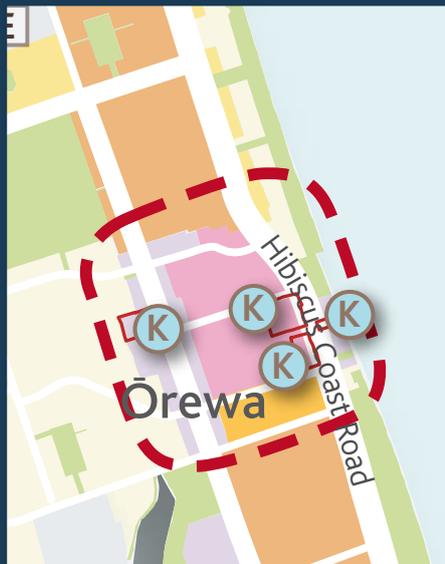
### Whangaparāoa living areas

- ▶ Due to the variable and steep terrain, the residential area retains its mostly single and two storey detached houses.
- ▶ Walkway, open space, school and beach linkages are improved.



### Browns Bay living areas

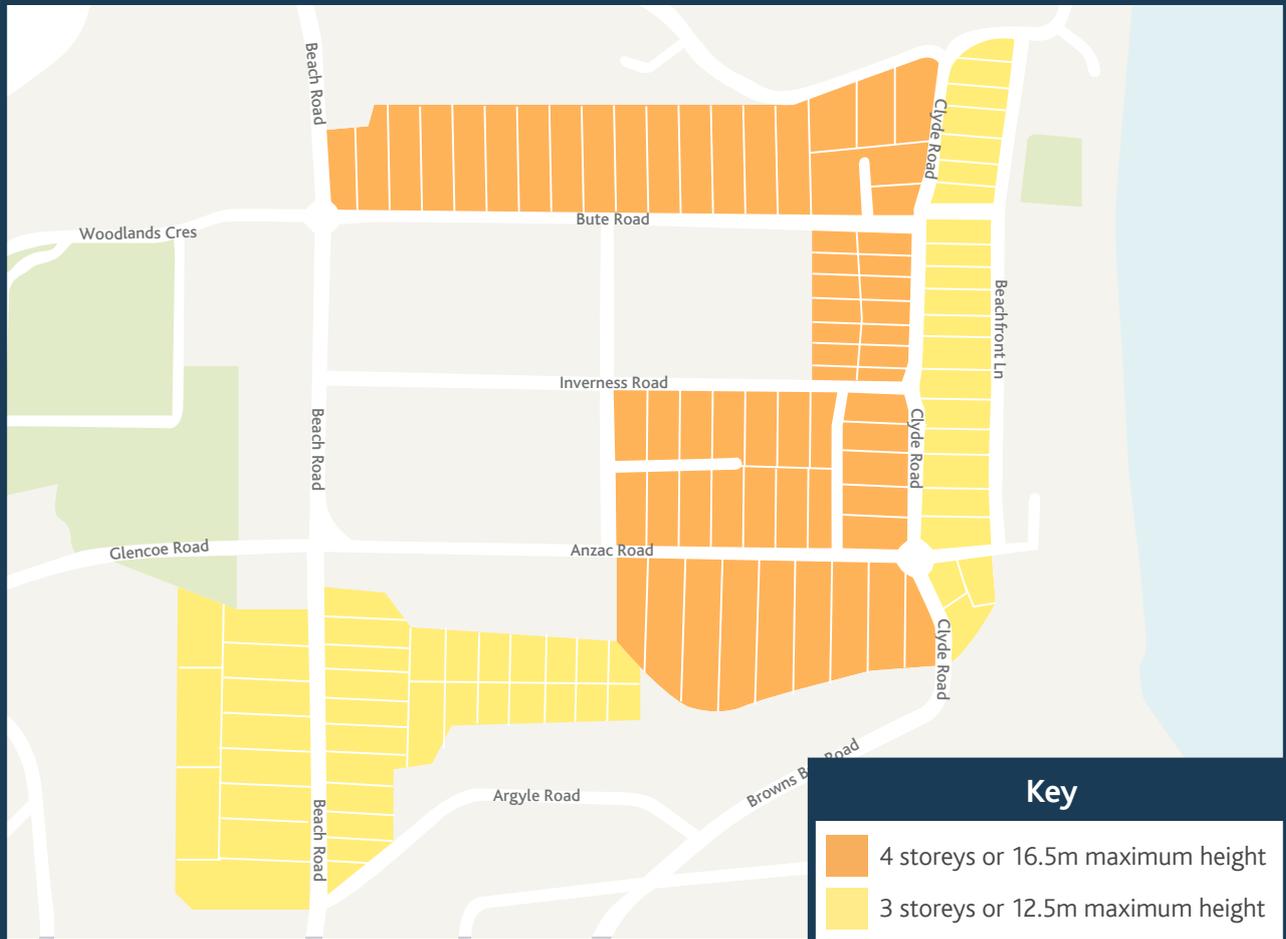
- ▶ Some terraced housing and low-rise apartments (up to four storeys) are allowed on the southern the edge of the centre and near town centre facilities.
- ▶ Beach Road business land is rezoned to mixed use to improve the entry into the town centre and to foster a wide mix of uses, including residential living options.
- ▶ Some terraced housing and low-rise apartments (up to three storeys) are encouraged along main bus routes that follow north-facing ridgelines, such as East Coast Road and parts of Carlisle Road.
- ▶ New development around waterways and in flood-prone areas are restricted.



### Ōrewa Living Areas

- ▶ The Mixed Housing Urban zone with housing up to three storeys applies to residential areas beyond the core and surrounding the town centre including around the edge of Victor Eaves Park.
- ▶ Some Terraced Housing and Apartments zoning providing for housing up to four storeys applies to the block bounded by Moenui Avenue and Riverside Road immediately south of the town centre.
- ▶ Design and development guidance is provided to ensure resilience against potential natural hazards.
- ▶ Guidelines for new development up to two storeys along the Ōrewa beachfront are developed to protect and enhance the amenity of the area, maintaining views from other parts of Ōrewa.

## ADDITIONAL HEIGHT CONTROLS FOR THE BROWNS BAY TOWN CENTRE

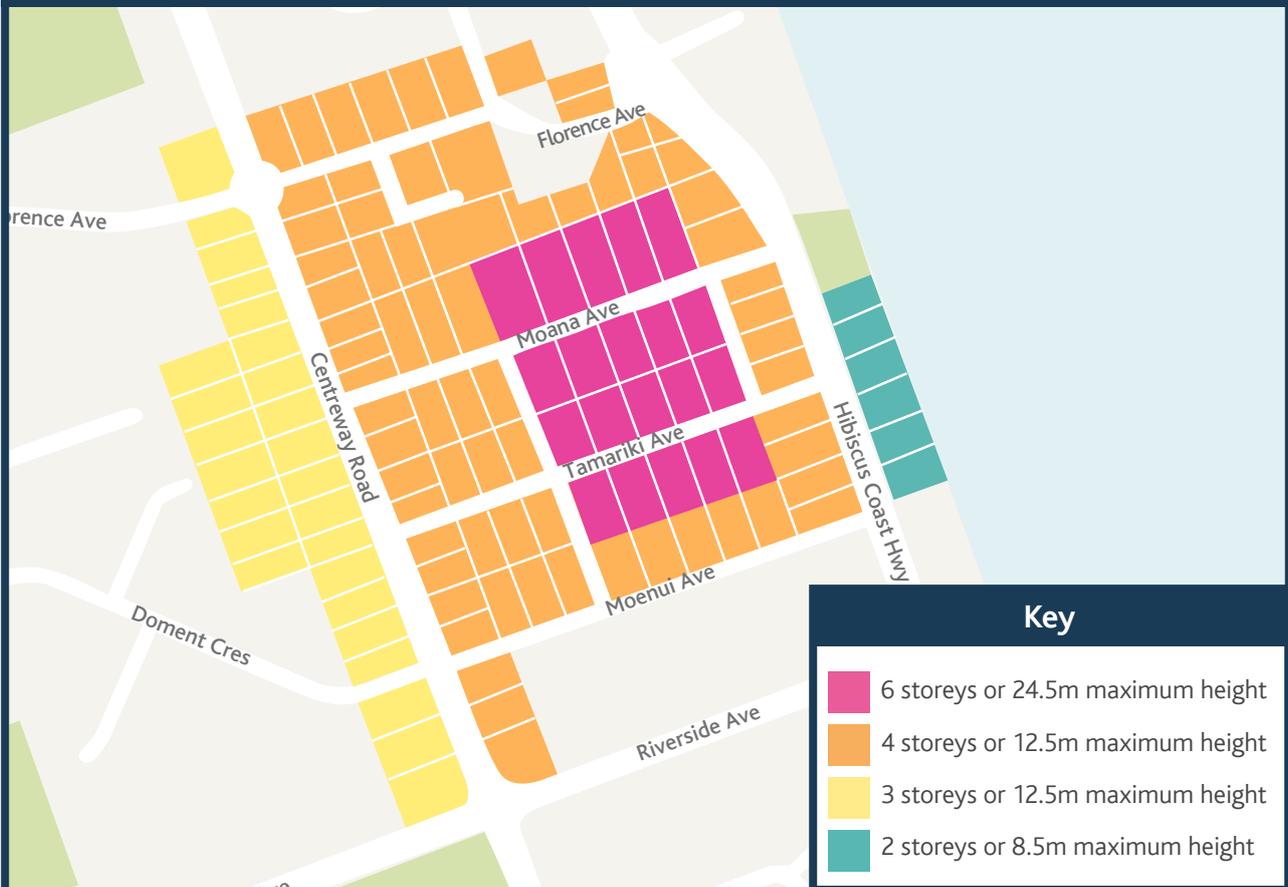


### Browns Bay Town Centre

The family and business heart of the East Coast Bays.

- ▶ The business, retail and professional services sector is enhanced by encouraging:
  - mixed-use activities around the town centre, such as a new hotel, cinema and second plaza
  - extended hours of entertainment and services into the evening to create a sense of vibrancy focussed on Clyde Road and Beachfront Lane
  - the upgrade of Clyde Road to become a street that can cater for more pedestrian oriented activities on the street, in the form of market days, street festivals and parades.
- ▶ Town centre redevelopment occurs up to four storeys with key development sites being as a catalyst for such redevelopment.
- ▶ Buildings grade down from four storeys in the town centre to three storeys fronting the beach. Beachfront buildings have clear design controls that encourage outdoor dining while ensuring the amenity and seaside character of the beachfront reserve is maintained and enhanced.
- ▶ Buildings do not unduly shadow the beach or the reserve.
- ▶ Community facilities, civic spaces and connectivity are improved within the town centre and between Freyberg Park, the centre and Browns Bay Beachfront.

## ADDITIONAL HEIGHT CONTROLS FOR THE ŌREWA TOWN CENTRE



### Ōrewa Beach Town Centre

A seaside lifestyle and professional services centre, and recreation launching point.

- ▶ The relocation of retail activity to other centres is an opportunity for Ōrewa to redefine itself into a more specialised and vibrant town centre.
- ▶ Develop a plaza and community heart for Ōrewa Town Centre where market days and public events can focus.
- ▶ The commercial core of the town centre is developed, with buildings up to six storeys in these areas grading down to four storeys in more peripheral locations of the town centre core and two storeys along the beach front resulting in variable building heights to this upper limit.
- ▶ Improvement of the central Ōrewa waterfront and reconnecting the town centre to the beach.
- ▶ The design of buildings and civic spaces in the town centre is improved to make it more attractive and accessible.
- ▶ Encourage a wider variety of amenities and services including more short stay accommodation and a boutique cinema.
- ▶ Mixed-use sites (with buildings up to three storeys) are developed along Centreway Road from the council offices to Florence Avenue.
- ▶ Mixed-use sites (with buildings up to two storeys) are encouraged on the beachfront, opposite the commercial town centre area only.
- ▶ Buildings are designed and located so they do not unduly shadow the beach, beach parks and/or reserves.
- ▶ Additional land is acquired to expand the Ōrewa Beach Park is considered as funds allow.

## LOCAL CENTRES

The six local centres are Mairangi Bay, Windsor Park, Torbay, Northcross, Long Bay and Gulf Harbour (Table 5). Some centres link closely to each other, such as Mairangi Bay-Windsor Park and Long Bay-Torbay, while others complement town centres.

The local centres provide community services, convenience shops and small businesses, and have links to public transport. Large format retail is discouraged. New building area limited to three storeys.

**Table 5: Hibiscus and Bays Local Centres and their specific envisaged outcomes**



### Mairangi Bay-Windsor Park

Food, fashion and fun.

- ▶ The roles of each centre are strengthened so that they complement each other by:
  - encouraging specialty food, fashion and professional services shops in Mairangi Bay
  - improving community services and convenience amenities at Windsor Park.
- ▶ Walking connections are improved to the beach and between the two centres.
- ▶ Some terraced housing and apartments of up to three storeys are encouraged along Ramsgate Terrace and around part of Mairangi Bay Reserve.
- ▶ The beach park is completed, with improved amenity, food and recreation opportunities at Mairangi Bay beach encouraged along the new Montrose Terrace once it is moved to the back of the reserve.
- ▶ Connectivity to and from Mairangi Bay to Windsor Park is improved, linking with the East Coast Road's high-frequency bus services.
- ▶ The Windsor Park Church site redevelops to provide an intensified heart to this local centre with residential living options and better links to an upgraded Centorian Reserve, which connects to larger open spaces further west, such as Constellation Reserve and Rosedale Park.

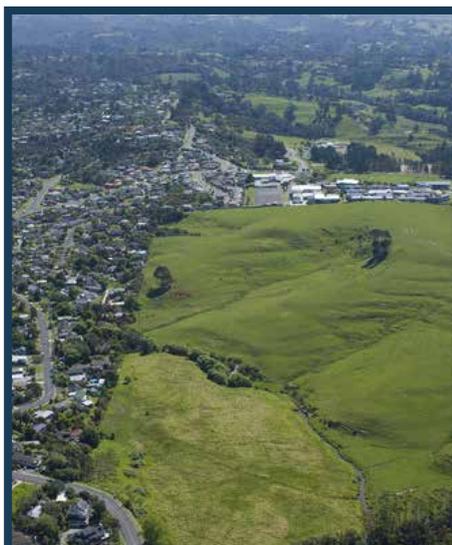


### Northcross

A centre in its own right.

- ▶ This key transport intersection has enhanced services and amenities, to cater for the needs of the growing communities in Ōteihā Valley and Glenvar.
- ▶ Large existing lots in the centre are redeveloped for mixed-use activities that enhance the centre.
- ▶ The seaward-facing ridges of East Coast Bays Road and north-facing Carlisle Road have low-rise apartments and terraces, where they are close to high frequency public transport and the centre.

Table 5: Hibiscus and Bays Local Centres and their specific envisaged outcomes continued



### Long Bay-Torbay

The emerging heart of Long Bay.

- ▶ The roles of each centre are strengthened so that they complement each other by:
  - encouraging specialty shops and cafes in Long Bay
  - improving community services and amenities at Torbay.
- ▶ Walking connections are improved to the beach and between the two centres.
- ▶ Some intensification of Torbay is encouraged but buildings are limited to three storeys.
- ▶ Long Bay Structure Plan will be implemented and monitored through each stage.



### Gulf Harbour

The marine lifestyle centre.

- ▶ The Gulf Harbour centre is revitalised as the gateway to the Hauraki Gulf Marine Park, marine recreation and other eco-tourism opportunities.
- ▶ Central amenities and community services are improved to meet the needs of the growing community, and of local and overseas visitors.
- ▶ New buildings are guided by improved urban design requirements to discourage further low-quality development.
- ▶ Some hospitality and training opportunities are encouraged to foster eco-tourism links with the Hauraki Gulf Marine Park and Tiritiri Matangi Wildlife Sanctuary.

## NEIGHBOURHOOD CENTRES

The four main neighbourhood centres are in Red Beach, Manly, Rothesay Bay and Campbells Bay. As shopping strips that serve the immediate neighbourhood, they include corner dairies, takeaways and other small commercial operations. Height is generally in keeping with surrounding homes. Red Beach is the largest neighbourhood centre and may become a local centre as the community grows.

**Table 6: Hibiscus and Bays neighbourhood centres and their specific envisaged outcomes**

	<p><b>Red Beach</b></p> <ul style="list-style-type: none"> <li>▶ Red Beach shopping centre is revitalised by new mixed-use activities including some low-rise residential development.</li> <li>▶ Mixed Housing Urban zoning (up to three storeys) is located along parts of Bay Street between the beachfront and the shops.</li> <li>▶ Mixed Housing Urban zoning (up to three storeys) is located along parts of Red Beach Road between the school and Hibiscus Coast Road.</li> <li>▶ Some low-rise apartments fronting Amorino Park are permitted as ground stability allows while improvements to walkway connections to Amorino Drive are encouraged.</li> <li>▶ The Pinewoods Holiday Park has historic heritage elements and features that need to be assessed to determine appropriate outcomes for this unique holiday site.</li> </ul>
	<p><b>Manly</b></p> <ul style="list-style-type: none"> <li>▶ Manly has a range of interesting business activities that make it an attractive village. Improved connections to the beach are developed to benefit the vitality of the centre.</li> <li>▶ A landmark or public art feature also helps to identify the village as a place rather than a transit area en route to the regional park.</li> </ul>
	<p><b>Rothesay Bay</b></p> <ul style="list-style-type: none"> <li>▶ Located on the top of the hill, views across to Rangitoto and beyond are currently limited. Some new development on both sides of Beach Road will enable better appreciation of this, whilst revitalising the centre.</li> <li>▶ A landmark feature on the junction of Knights Road and Beach Road also helps to identify this neighbourhood centre.</li> </ul>
	<p><b>Campbells Bay</b></p> <ul style="list-style-type: none"> <li>▶ The community has benefited from recently improved access to the beach, but developing a small neighbourhood centre incorporating the church could further enhance a sense of place for residents. The beach and Centennial Park are currently the main hubs for the community.</li> <li>▶ Improved visibility of Centennial Park, an upgrade to the War Memorial avenue of Pohutukawa trees and the promotion of community events will also highlight the presence of the park.</li> <li>▶ Progress discussion on Centennial Park's future as a golf course to determine the best use of the land for the community.</li> </ul>

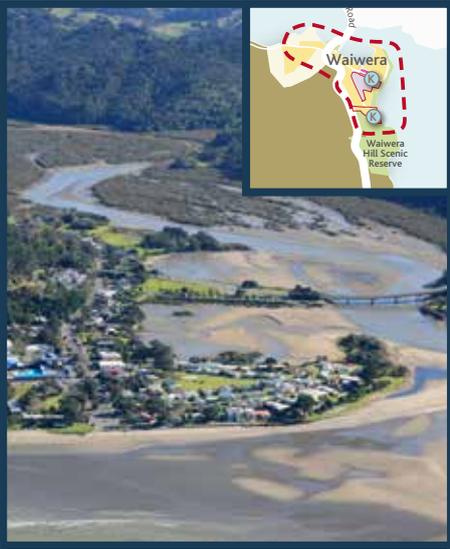
## COASTAL VILLAGES

The coastal villages of the Hibiscus and Bays Local Board area are tranquil seaside settlements. Each has a readily identifiable, highly scenic character, shaped by the surrounding dominant marine and hillside landscape. Stillwater and Ōkura provide safe maritime access for boaties by way of their estuarine river systems, while Waiwera is more directly associated with the beach.

The Auckland Plan envisages that any change to these coastal villages will occur in a way that preserves their

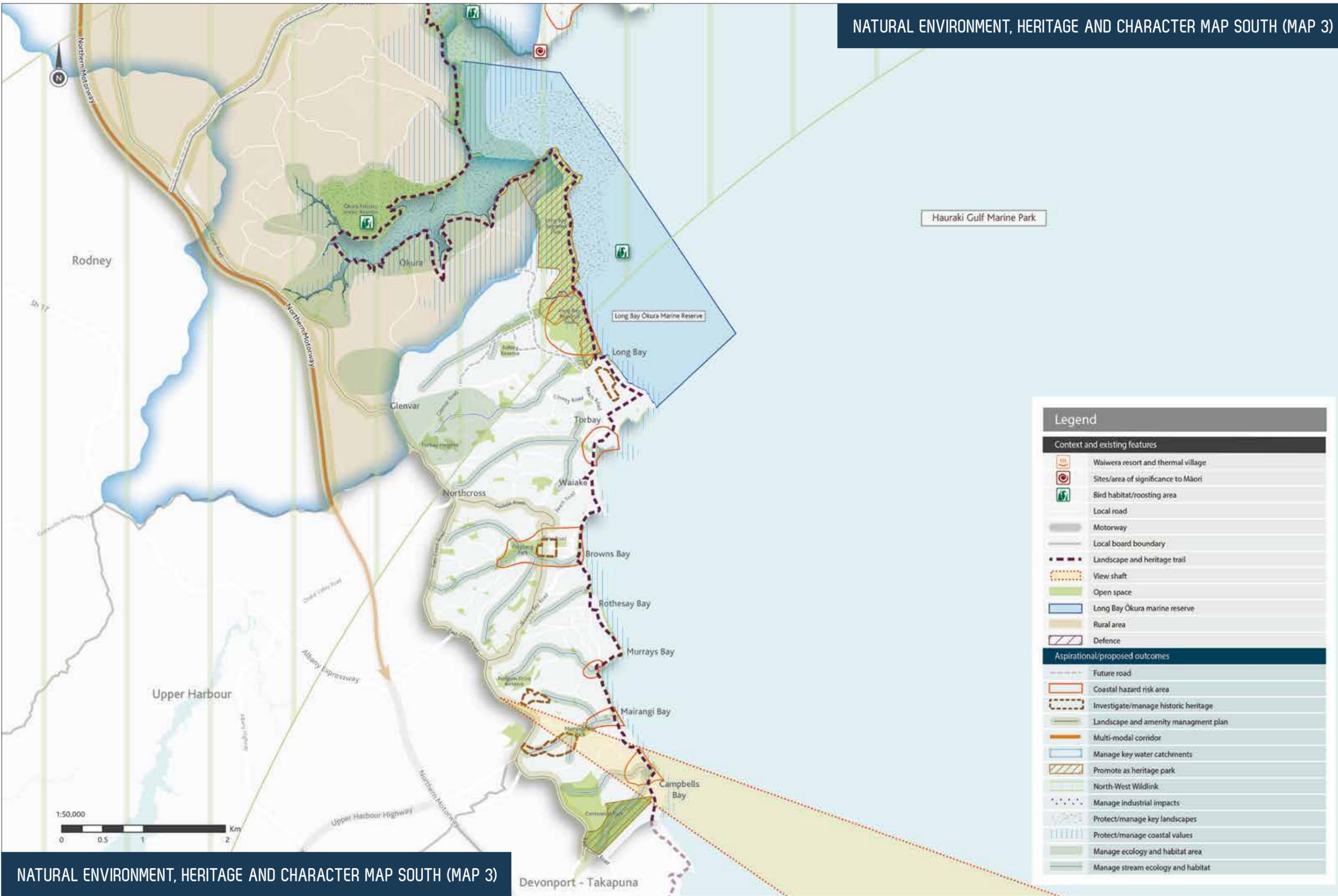
character and quality natural environment. Limited growth is provided for in all coastal villages. Waiwera will only expand if the centralised sewerage system can be upgraded. There is varying potential for these coastal villages to contribute to the recreational and eco-tourism economic activity of the wider local board area. Table 8 below lists the four coastal villages in the Hibiscus and Bays Local Board area (as shown on Map 2) and their specific envisaged outcomes.

**Table 7: Hibiscus and Bays coastal villages and their specific envisaged outcomes**

	<p><b>Waiwera</b></p> <ul style="list-style-type: none"> <li>▶ Further precinct planning that enhances Waiwera’s special village character.</li> <li>▶ Waiwera’s natural and built features are used to strengthen its relationship with the sea and estuary.</li> <li>▶ Waiwera makes the most of its character and geothermal springs resource contributing to the area’s eco-tourism attractiveness with the potential for a hotel and a tourism-oriented village centre</li> <li>▶ The opportunity to leverage off the natural assets is enabled by encouraging the village centre to connect to its beachfront and potential water-based eco-tourism links.</li> <li>▶ An improved wastewater treatment system that provides for some limited growth and resilience against natural hazards is investigated.</li> </ul>
	<p><b>Ōkura</b></p> <ul style="list-style-type: none"> <li>▶ Little growth is anticipated and Ōkura remains a discrete coastal village, separate from the Long Bay development.</li> <li>▶ Equestrian activities continue as a key feature of the surrounding area and the walking network is enhanced by the Crimson Walkway.</li> </ul>
	<p><b>Stillwater</b></p> <ul style="list-style-type: none"> <li>▶ Stillwater remains a discrete coastal village.</li> <li>▶ Little growth is anticipated, but more amenities are needed over time as people access the water, moor their boats or pass through Stillwater on Te Araroa Walkway.</li> <li>▶ If Penlink is constructed, its design and construction should be sympathetic to the ecology and amenity of the area and include pedestrian and cycling links between Whangaparāoa and Stillwater.</li> </ul>
	<p><b>Weiti Village</b></p> <ul style="list-style-type: none"> <li>▶ Weiti Village will be made up of three different-sized residential clusters surrounded by forestry and farmland.</li> <li>▶ Some reserves have been covenanted and recreational tracks and facilities for walking, mountain biking and horse riding will be provided.</li> <li>▶ A proposed Conservation Institute and Gardens could provide ecological training and education opportunities for young people.</li> </ul>



NATURAL ENVIRONMENT, HERITAGE AND CHARACTER MAP NORTH (MAP 3)



NATURAL ENVIRONMENT, HERITAGE AND CHARACTER MAP SOUTH (MAP 3)

# NATURAL ENVIRONMENT, HERITAGE AND CHARACTER OUTCOMES

## NGĀ HUA O NGĀ TIKANGA TAIAO, TAONGA TUKU IHO, ĀHUA TAKETAKE

This section identifies five outcomes that will better support and improve the Hibiscus and Bays' natural environment. It outlines the desired landscape, character, cultural and heritage outcomes for the Hibiscus and Bays Local Board area from now until 2042 and what actions and projects are proposed to achieve those outcomes.

The outcomes will help to improve the community well-being and attract visitors and investment to the area. Map 3 (pages 46-49) illustrates how the outcomes fit within the Hibiscus and Bays Local Board area.

The key projects required to deliver the outcomes and actions are listed below each outcome. Further detail of these projects, including timing, is provided in Appendix A: Project Prioritisation Schedule on page 78.



## OUTCOME 1

The highly appreciated rural, natural, marine and coastal landscapes of the Hibiscus and Bays Local Board area are recognised and enhanced as the area's point of difference.

### What actions will support achieving this outcome?

- ▶ Protect and enhance outstanding natural landscapes and coastal and landscape amenity areas.
- ▶ Collaborate with iwi, local communities and special interest groups to manage the rural, urban and coastal landscape, recognising that it includes sensitive catchments, ecological systems and cultural and heritage features.
- ▶ Ensure the location, type and form of new development responds positively to the varying and distinctive local landscape character of the Hibiscus and Bays area.
- ▶ Provide green buffers and/or enhance amenity along main road corridors, to emphasise existing rural and natural character, and to offset any air quality problems.

### Funded projects

- ▶ Support volunteer groups across all parks and reserves to provide maintenance, predator control and other responsibilities.

### Projects eligible for funding

- ▶ Work with Centennial Park Bush Society and other interested parties on the future management of the Centennial Park (E32 Appendix A).
- ▶ Continue to develop reserves in Long Bay as part of ongoing residential development (E33 Appendix A).

### Aspirational Projects (unfunded)

- ▶ Develop Landscape and Amenity Management Plans for East Coast Road, Hibiscus Coast Highway,

Whangaparāoa Road Highway, Penlink, Grand Drive, Browns Bay Road and Carlisle Road. Maintain the areas adjoining the Northern Motorway as a green corridor (U48 Appendix A).

- ▶ Complete the development and implementation of the Mairangi Bay Reserve Plan (U50 Appendix A).

## OUTCOME 2

The Hibiscus and Bays' coastal and marine ecosystems and estuarine areas are protected, restored and enhanced.

### What actions will support achieving this outcome?

- ▶ Protect and extend wildlife habitats and linkages along the foreshore, to provide connected habitats along the coastline, while working with iwi to ensure the protection of wāhi tapu.
- ▶ Manage native biodiversity and ecological processes to support healthy populations of all (including threatened) species.
- ▶ Establish existing baselines for water quality and flow regimes and develop a strategy to improve the health of the whole system against the baselines, including water quality, ecosystem processes and biodiversity values.
- ▶ Buffer ecosystems from adverse consequences of land uses and implement mechanisms to protect the wider catchments and receiving environments.
- ▶ Promote wider public and private sector awareness and understanding of the Waiwera, Ōrewa, Weiti and Ōkura estuaries, Long Bay Marine Reserve and other coastal/marine ecosystems, including their vulnerability to the effects of human activity.
- ▶ Manage, together with the Department of Conservation, Mana Whenua and local interest groups, sensitive coastal and terrestrial areas where fauna are breeding or roosting at certain times of the year.



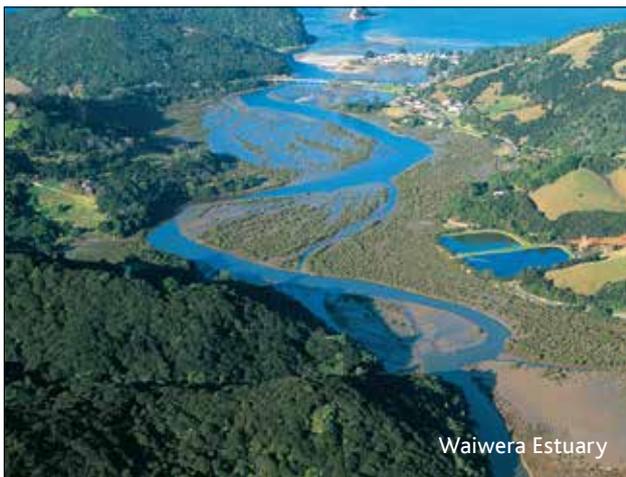
Tiritiri Matangi

**Funded projects**

- ▶ Support volunteer groups across all parks and reserves to provide maintenance, predator control and other responsibilities.

**Aspirational projects (unfunded)**

- ▶ Provide community-led planning initiatives for Stillwater and Waiwera to enable the communities to develop a vision for their neighbourhoods and then partner with the local board and the council to deliver the agreed vision (U41 Appendix A).
- ▶ Maintain and manage urban beaches e.g. improve the Ōrewa Beachfront by developing a long-term beach management plan including a holistic beach solution and sand re-nourishment on the beach (U44 Appendix A).
- ▶ Undertake ecological assessments and establish an implementation plan to improve and maintain the environmental quality of estuaries and upper catchments in the following estuaries: Waiwera, Ōrewa and Weiti (U47 Appendix A).



Waiwera Estuary

- ▶ Develop an ecological assessment and identify potential new areas for protection by covenants, conservation zoning, etc.
- ▶ Develop a co-governance/co-management framework with iwi to integrate Māori values into environmental management frameworks.

**OUTCOME 3**

All land and freshwater ecosystems are protected, maintained and enhanced to achieve a connected network that supports wildlife habitats.

**What actions will support achieving this outcome?**

- ▶ Recognise and protect individual areas, which collectively contribute to the North-West Wildlink,

with priority given to the central and eastern Whangaparāoa Peninsula.

- ▶ Partner with local landowners, Mana Whenua, developers and communities within the North-West Wildlink area to encourage on-going improvements to biodiversity.
- ▶ Identify core sites and corridor areas of significant ecological value and ensure they are managed and monitored as important habitats and biodiversity reservoirs, such as the Department of Conservation’s recommended area for ‘Protection 21’ (just north-east of Ōrewa) and the Significant Natural Areas.
- ▶ Protect and restore land and freshwater ecosystems through a ‘whole-of-catchment’ approach, supported by stormwater flood level data, regulatory measures and local partnerships.
- ▶ Balance the use of the rural area for production and lifestyle purposes, while controlling land-uses to reduce degradation of freshwater and coastal waterways.

**Funded projects**

- ▶ Investigate the protection and enhancement of the Weiti River including the clearing of the Weiti River channel to improve access (F21 Appendix A).

**Aspirational projects (unfunded)**

- ▶ Develop the North-West Wildlink, strategic and detailed planning, raising awareness and liaising with landowners/communities to implement protection/restoration programme (U46 Appendix A).
- ▶ Protect key reserve areas, such as parts of the Archer Block and the Hammerhead at Gulf Harbour and acquire additional land for reserves to protect important habitats (U59 Appendix A).



Takahe



Tuatara

## OUTCOME 4

Suburban and rural areas are distinctive, attractive and connected, offering a variety of lifestyle options and recreational spaces that contribute to high-quality living and a strong sense of community and place.

### What actions will support achieving this outcome?

- ▶ Where areas of change are identified, ensure new buildings are integrated with existing and future parks, improved civic spaces, community amenities and beach environment.
- ▶ Retain the countryside living areas around Weiti and Ōkura/Long Bay to ensure the rural productive and lifestyle environment is maintained, while improving the health of the Ōkura and Weiti estuaries.
- ▶ Enhance the 'greenbelt experience' between Ōteihā Valley Road and the Silverdale interchange by regulating development (so as not to erode rural and natural character values around East Coast Road and State Highway 1), and by promoting the North-West Wildlink as a greenbelt.
- ▶ Maintain the natural character and existing lifestyle quality of the Stillwater and Ōkura communities.

## OUTCOME 5

Historic heritage places and culturally significant landscapes are identified, protected and celebrated.

### What actions will support achieving this outcome?

- ▶ Identify historic heritage places through thematic studies and area assessments, and prioritise areas identified for change and development.

- ▶ As a priority, work with Mana Whenua to investigate and implement measures that identify, protect and manage wāhi tapu and other sites of significance to Māori. Priority investigation areas include coastal margins, rivers, islands, and proposed transport infrastructure routes.
- ▶ Develop an interpretation plan for the local board area's historic heritage to enable greater understanding of and appreciation for the collective value of existing and emerging historic heritage places.
- ▶ Investigate ways of promoting and recognising local cultural history by installing interpretation signs, pou, retaining or bringing back historic place names, and incorporating Māori culture, language and art in public buildings and promoting art in public spaces.

### Funded projects

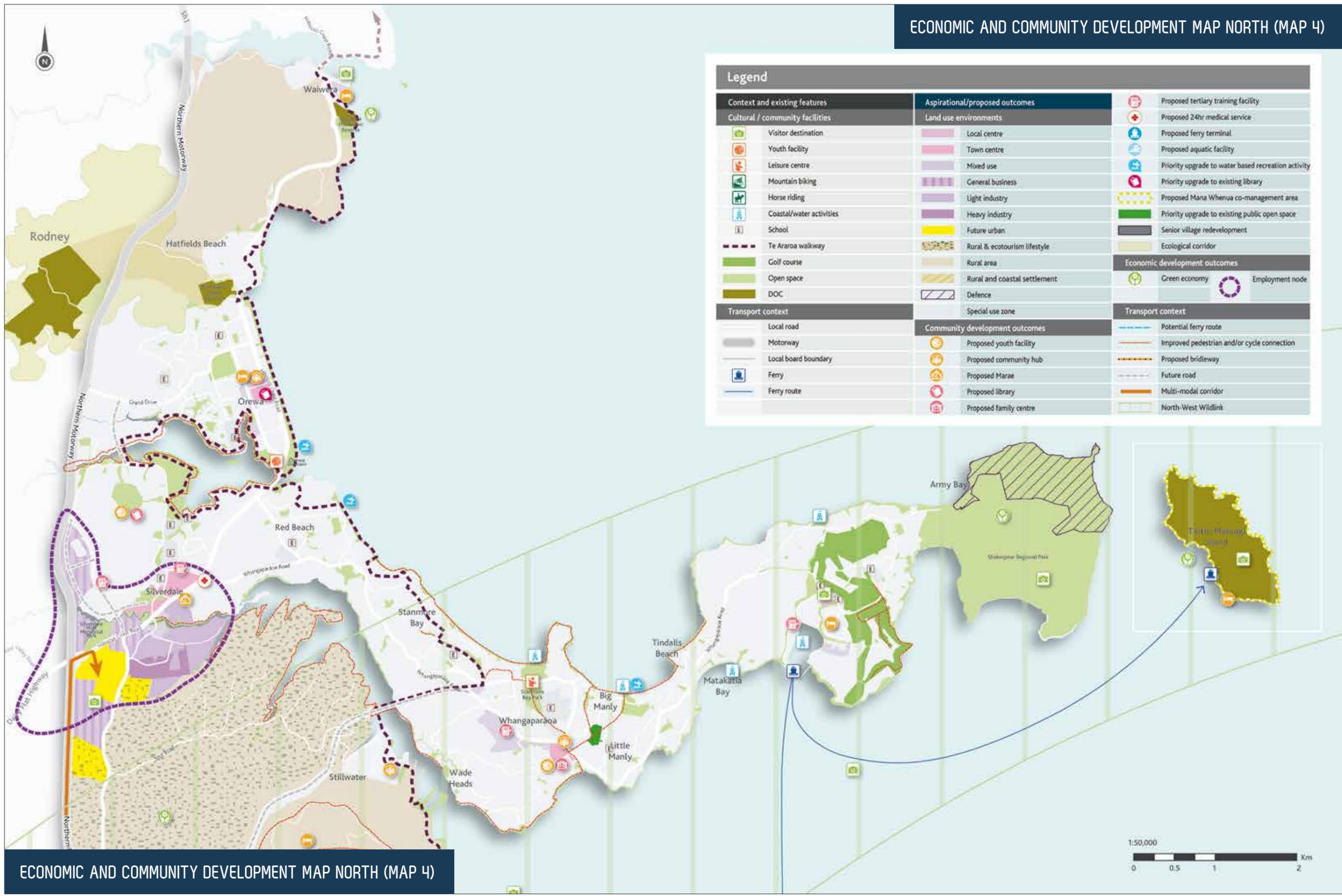
- ▶ Long Bay Reserve and walkways development – include funding for engagement with Mana Whenua in regard to cultural heritage elements (F13 Appendix A).
- ▶ Renovate and redevelop the Stoney Homestead into a future community facility and renew the Silverdale Hall (F16 Appendix A).

### Aspirational projects (unfunded)

- ▶ Carry out priority investigation on sites/areas of cultural significance to Māori.

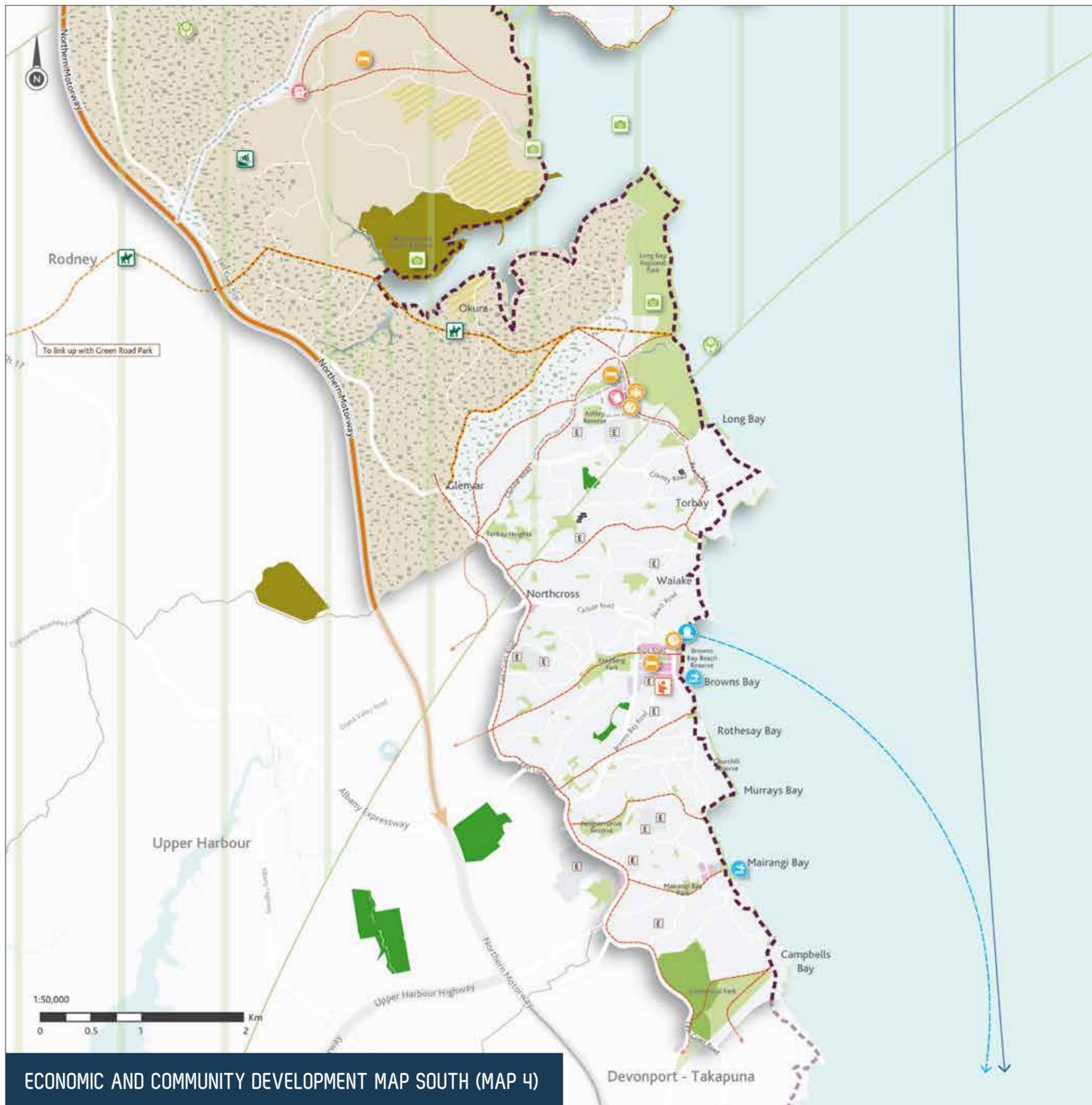


Stoney Homestead restoration



ECONOMIC AND COMMUNITY DEVELOPMENT MAP NORTH (MAP 4)





### Legend

**Context and existing features**

**Cultural / community facilities**

	Visitor destination		School
	Youth facility		Te Araroa walkway
	Leisure centre		Golf course
	Mountain biking		Open space
	Horse riding		DOC
	Coastal/water activities		

**Transport context**

	Local road		Ferry
	Motorway		Ferry route
	Local board boundary		

**Aspirational/proposed outcomes**

**Land use environments**

	Local centre		Rural & ecotourism lifestyle
	Town centre		Rural area
	Mixed use		Rural and coastal settlement
	General business		Defence
	Light industry		Special use zone
	Heavy industry		
	Future urban		

**Community development outcomes**

- Proposed youth facility
- Proposed community hub
- Proposed Marae
- Proposed library
- Proposed family centre
- Proposed tertiary training facility
- Proposed 24hr medical service
- Proposed ferry terminal
- Proposed aquatic facility
- Priority upgrade to water based recreation activity
- Priority upgrade to existing library
- Proposed Mana Whenua co-management area
- Priority upgrade to existing public open space
- Senior village redevelopment
- Ecological corridor

**Economic development outcomes**

	Green economy		Employment node
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**Transport context**

- Potential ferry route
- Improved pedestrian and/or cycle connection
- Proposed bridleway
- Future road
- Multi-modal corridor
- North-West Wildlink

ECONOMIC AND COMMUNITY DEVELOPMENT MAP SOUTH (MAP 4)

# ECONOMIC AND COMMUNITY DEVELOPMENT OUTCOMES

## NGĀ HUA O NGĀ WHANAKETANGA MAHI OHAOHA, Ā-HAPORI HOKI

This section identifies five outcomes needed to support improved living conditions and local job prospects for Hibiscus and Bays residents today and in the future.

It outlines the desired social and economic outcomes for the Hibiscus and Bays Local Board area from now until 2042 and what actions and projects are proposed to achieve those outcomes. Map 4 (pages 54-57) illustrates how the outcomes fit within the Hibiscus and Bays local board area. The key projects required to deliver the outcomes and actions are listed below each outcome. Further detail of these projects, including timing, is provided in Appendix A: Project Prioritisation Schedule on page 78.



### OUTCOME 1

Eco-tourism and other innovative rural and maritime economic initiatives are promoted, maximising the economic potential of the natural environment in the Hibiscus and Bays area.

#### What actions will support achieving this outcome?

- ▶ Focus new development in urban areas to fully realise the economic benefits of the rural, natural, coastal and marine environment, while enhancing environmental outcomes.
- ▶ Develop stricter controls to better integrate buildings within the rural and coastal environment to maintain the high amenity of the area.
- ▶ Work with Department of Conservation and Auckland Tourism, and the Events and Economic Development team to support the environmental and visitor activities on Tiritiri Matangi.
- ▶ Starting with effective engagement, provide for private and public sector partnerships with Mana Whenua on key infrastructure, tourism, aquaculture and development initiatives including the Hibiscus Coast Gateway project.
- ▶ Improve walking routes to under-utilised coastal areas, along Te Araroa walkway and in East Coast Bays and boost cultural tourism by supporting Mana Whenua initiatives such as waka taua heritage trails along traditional portage routes.
- ▶ Strengthen business and recreational opportunities within the Countryside Living areas of Long Bay, Ōkura, Weiti and Waiwera, encouraging activities that leverage off the surrounding high-quality environment.

**Funded projects**

- ▶ Identify opportunities for public walkways and cycleways within the Local Board area.

**Aspirational projects (unfunded)**

- ▶ Develop and implement an economic development and events action plan.
- ▶ Advocate for more visitor accommodation throughout the area.
- ▶ Develop green walkways and cycleways aligning with Te Araroa Walkway Plan (U42 Appendix A).
- ▶ Plan for and develop the coastal walkway including the Crimson Walkway (U43 Appendix A).
- ▶ Develop a strategy for eco-tourism for the Hibiscus and Bays Local Board focussing on Tiritiri Matangi Island, Shakespear/Long Bay, Waiwera, working with DoC and local care groups (U45 Appendix A).
- ▶ Investigate cultural tourism projects, e.g. Waka Taua, heritage trails.

**OUTCOME 2**

Facilities offering trade skills development and tertiary training are readily available and accessible to local young people within existing and proposed business zones.

**What actions will support achieving this outcome?**

- ▶ Provide incentives to appropriate tertiary and skills training providers to locate specialised training centres within the Silverdale Knowledge Economy Zone, the trade services area of Whangaparāoa, at marae in Silverdale and the proposed Conservation Institute and Gardens in Weiti.



- ▶ Work with local businesses, marae, schools, and government agencies to provide local employment pathways for high school leavers who choose not to go on to do tertiary study.
- ▶ Engage with local business and communities to create a community programme that links experienced retired tradespeople with youth who want to learn basic trade skills before they start formal training in a trade.

**Funded Projects**

- ▶ Provide opportunities for employment for youth including the Mayor’s Taskforce for Jobs initiative.

**Aspirational Projects (unfunded)**

- ▶ Establish a youth employment strategy for Silverdale/ Ōrewa/Whangaparāoa with economic development agencies, the private sector and training providers.



### OUTCOME 3

The Hibiscus and Bays Local Board area is technologically-advanced, business-friendly and prosperous, offering a variety of economic development opportunities.

#### What actions will support achieving this outcome?

- ▶ Encourage telecommunications providers to improve mobile phone coverage and ultra-fast broadband, deliver free WiFi access in Browns Bay and other centres, and deliver toll-free calling from the Hibiscus Coast to the Auckland region.
- ▶ Support growth in existing urban areas to achieve viable, high-quality, mixed-use town centres.
- ▶ Protect and improve the economic vitality of existing centres by controlling where new retail and office developments in new and emerging business areas are sited.
- ▶ Provide continued support to the existing Business Improvement Districts (BIDs) whilst supporting the emergence of future complementary BIDs in the Silverdale and Whangaparāoa centres.
- ▶ Improve the vitality of retail centres, including Silverdale, Ōrewa, Whangaparāoa, Browns Bay and Mairangi Bay, by improving the street environment and encouraging pedestrian movement and public transport connections.

#### Funded projects

- ▶ Roll out ultra-fast broadband:
  - government funded \$1.5 billion investment and

initiated in September 2009

- the Hibiscus and Bays Local Board area is part of the Albany Ward where the UFB rollout is to commence after 2014 (TBC).
- ▶ Roll out a rural broadband initiative to rural communities, households and businesses (e.g. Silverdale, Redvale, Ōkura, Stillwater, Army Bay, Waiwera).
- ▶ Acquire land and develop Second Phoenix Plaza (F11 Appendix A).
- ▶ Acquire land and develop Torbay Plaza (F20 Appendix A).

#### Projects Eligible for funding

- ▶ Support existing BID programmes in the following areas: Mairangi Bay, Browns Bay, Torbay and Ōrewa; and investigate new BID programmes for Silverdale and Whangaparāoa from 2015.
- ▶ Support the expansion of Auckland Council's public open space WiFi network to Browns Bay BID and Ōrewa BID in support of local business activity (E34 Appendix A).

#### Aspirational Projects (unfunded)

- ▶ Implement Ōrewa Boulevard stages 2 and 3 (U51 Appendix A).
- ▶ Partner with the Franklin, Rodney, and Great Barrier Island local boards and engage telephone service providers to discuss opportunities to extend local calling boundaries to match the new Auckland Council boundaries.
- ▶ Work with residents and businesses to identify areas of poor mobile phone coverage in the local board area.



## OUTCOME 4

The Hibiscus and Bays Local Board area is an enjoyable place to live, work and play with attractive, vibrant centres that foster local social, recreational and cultural activities for residents and visitors including youth.

### What actions will support achieving this outcome?

- ▶ Improve coastline park areas and facilities to meet a variety of recreation needs, including events, boating and other water sports.
- ▶ Prepare a parks and recreation strategy for the local board area that identifies new park developments, the upgrading of existing open spaces, provision of new open space and the ways in which sport and recreational facilities in adjoining Rodney and Upper Harbour can be shared as the population grows.
- ▶ Continue to develop social and recreational activities in Whangaparāoa to provide the same level of community services and facilities as in other areas.
- ▶ Investigate the potential for more events and activities in the area that are safe and accessible for youth.
- ▶ Continue to support non-council organised projects and programmes in the local board area that provide for arts, events and activities.
- ▶ Provide or upgrade community, cultural and recreational facilities, including community halls, and services in growing town and neighbourhood centres in time to respond to the needs of the growing population.

### Funded projects

- ▶ Prepare a parks plan for the local board area to deliver future parks projects and programmes, ensuring the same levels of services across the local board area.
- ▶ Improve boat ramp, launching and mooring facilities in the local board area (F1 Appendix A).

### Aspirational projects (unfunded)

- ▶ Review and implement the boat ramps study across the local board area.
- ▶ Establish a family centre and possibly youth centre at Whangaparāoa (U62 Appendix A).

## OUTCOME 5

The Hibiscus and Bays Local Board area has a range of urban environments that are safe and provide for the needs of people of all ages and abilities.

### What actions will support achieving this outcome?

- ▶ Provide housing choice for all ages, abilities, household structures and incomes, by encouraging the development of a range of housing types, affordability and ownership.
- ▶ Provide for the needs of children, young people, the elderly and people with disabilities in the planning and design of all new and upgraded facilities and street networks, particularly in areas of flat land.
- ▶ Enhance view shafts, linkages, public spaces and built form between coastal centres and the coastline; as well as links between centres on the Hibiscus Coast, Whangaparāoa and the East Coast Bays.
- ▶ Integrate Crime Prevention Through Environmental Design (CPTED) principles into the development of all new public spaces and facilities.
- ▶ Promote the development of a 24-hour Accident and Emergency facility in Silverdale.

### Funded projects

- ▶ Provide an arts programme that supports the development of local facilities and artists including performing arts.
- ▶ Develop and support a local events programme across the local board area.
- ▶ Provide seven-day access to all libraries in the local board area.
- ▶ Provide effective community development services in the local board area.
- ▶ Construct an outdoor artificial surface at Ashley Reserve (F12 Appendix A).
- ▶ Extend the Estuary Arts Centre (F15 Appendix A).
- ▶ Renovate and redevelop Stoney Homestead into a future community facility and renew the Silverdale Hall (F16 Appendix A).
- ▶ Develop Metropark East including Metropark sports fields and skatepark (F17 Appendix A).
- ▶ Build a new hall for the Stillwater community (F19 Appendix A).
- ▶ Continue the extension and upgrade of the Stanmore Bay Leisure Centre (F22 Appendix A).

### Projects eligible for funding

- ▶ Undertake pilot affordable housing projects with community organisations, private sector and/or HNZ in Silverdale, Ōrewa, Long Bay, and/or within intensified areas.
- ▶ Community Development and Services Upgrades:
  - Ōrewa** – library upgrade, Centrestage Theatre, community centre renewals
  - Browns Bay** – youth development services upgrade (possible youth centre)
  - Mairangi Bay** – support Mairangi Bay Art Centre
  - Long Bay** – community hub and youth centre (new) – library (new)
  - Waiwera** – upgrade community facilities, provide new ones if required (all upgrades and new facilities will be informed by Māori Urban Design Principles) (E30 Appendix A).
- ▶ Develop a community facilities strategy that provides direction on provision, development and management of community facilities (including upgrades of existing facilities and shared use of private facilities).

### Aspirational projects (unfunded)

- ▶ Identify opportunities for enhancing community, social and recreational activity along coastal edges.
- ▶ Provide adequate artificial surfaces for sports fields in the local board area.
- ▶ Investigate additional tertiary education and training facilities at Silverdale/Ōrewa/Whangaparāoa (U40 Appendix A).
- ▶ Establish a new library at Silverdale (U52 Appendix A).
- ▶ Develop a community hub and youth centre at Silverdale (U53 Appendix A).
- ▶ Investigate and establish a 24 hour Accident and Emergency Centre in Silverdale (U54 Appendix A).
- ▶ Construct an amphitheatre for music and other events in the Metropark West (U56 Appendix A).
- ▶ Protect key reserve areas, such as parts of the Archer Block and the Hammerhead at Gulf Harbour and acquire additional reserve space for the growing communities (U60 Appendix A).



## OUTCOME 6

Māori history, culture and identity is recognised and promoted through improved access to social and cultural infrastructure while supporting Mana Whenua, Ngāti Whātua, Ngāti Paoa to formally exercise their kaitiakitanga and achieve treaty settlement outcomes.

### What actions will support achieving this outcome?

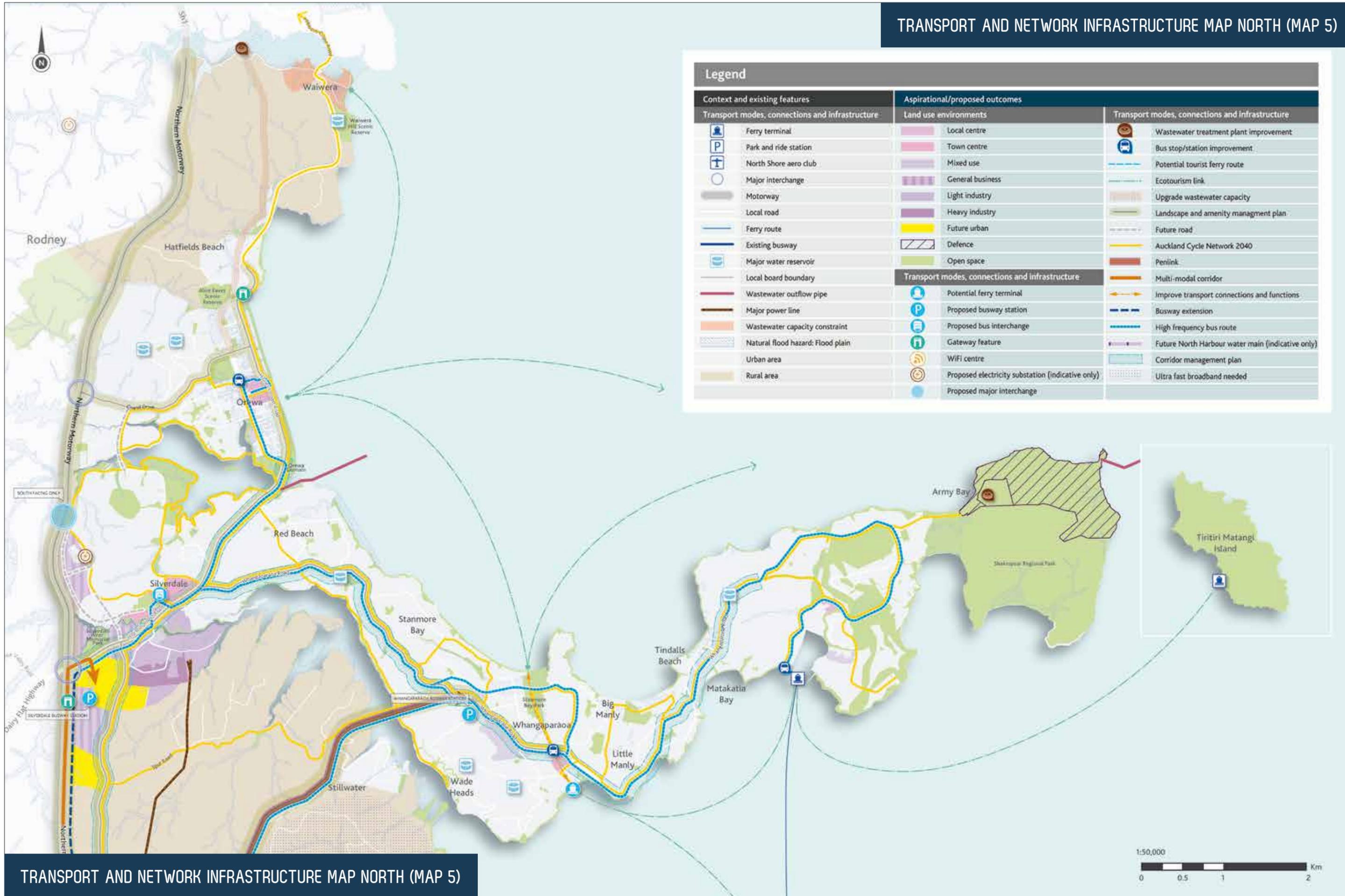
- ▶ Provide for partnerships with treaty settlement collectives to realise their treaty settlement outcomes by using a range of regulatory and non-regulatory methods.
- ▶ Recognise and support kaitiakitanga of Mana Whenua by:
  - implementing shared management arrangements with Mana Whenua including Tiritiri Matangi, wāhi tapu and other sites of significance to Māori
  - implementing formal engagement frameworks/ protocols that seek to strengthen Mana Whenua relationships with the Hibiscus and Bays Local Board, Council and CCOs
  - provide for partnerships and effective engagement with Mana Whenua on local environmental initiatives and support the replenishment of kaimoana sites
- ▶ Support Māori social and cultural infrastructure through targeted funding for Māori community development projects.
- ▶ Help investigate private and public land options for establishing a Mataawaka Marae.

### Aspirational Projects (unfunded)

- ▶ Develop a co-governance/co-management framework with iwi to integrate Māori values into environmental management frameworks.
- ▶ Support the development of a marae at Silverdale and/or Wainui to meet local Māori aspiration (U55 Appendix A).



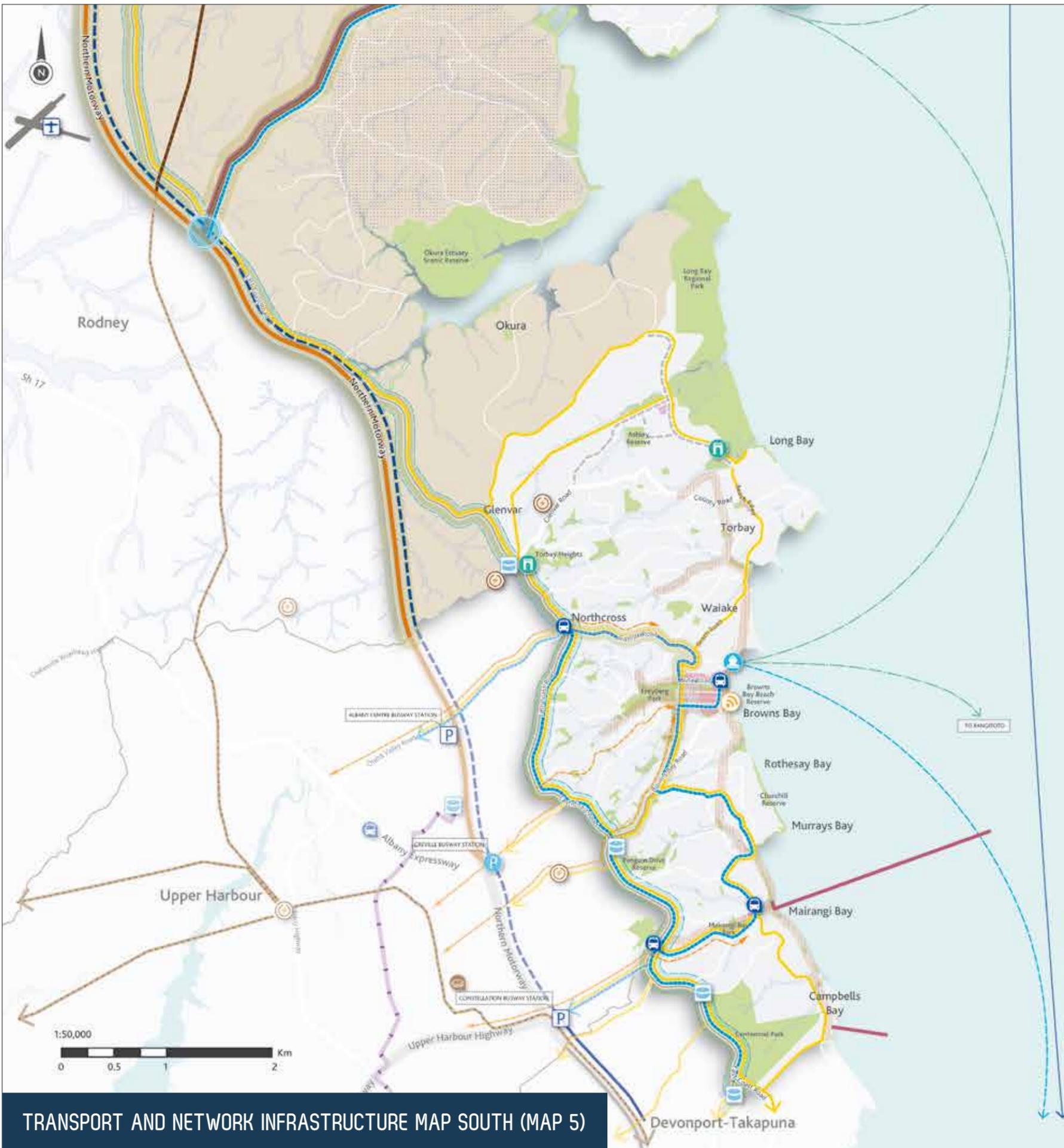
View from Ōrewa Bridge



Context and existing features		Aspirational/proposed outcomes	
<b>Transport modes, connections and infrastructure:</b>		<b>Land use environments:</b>	
	Ferry terminal		Local centre
	Park and ride station		Town centre
	North Shore aero club		Mixed use
	Major interchange		General business
	Motorway		Light industry
	Local road		Heavy industry
	Ferry route		Future urban
	Existing busway		Defence
	Major water reservoir		Open space
	Local board boundary	<b>Transport modes, connections and infrastructure:</b>	
	Wastewater outflow pipe		Potential ferry terminal
	Major power line		Proposed busway station
	Wastewater capacity constraint		Proposed bus interchange
	Natural flood hazard: Flood plain		Gateway feature
	Urban area		WiFi centre
	Rural area		Proposed electricity substation (indicative only)
			Proposed major interchange
			Wastewater treatment plant improvement
			Bus stop/station improvement
			Potential tourist ferry route
			Ecotourism link
			Upgrade wastewater capacity
			Landscape and amenity management plan
			Future road
			Auckland Cycle Network 2040
			Penlink
			Multi-modal corridor
			Improve transport connections and functions
			Busway extension
			High frequency bus route
			Future North Harbour water main (indicative only)
			Corridor management plan
			Ultra fast broadband needed

TRANSPORT AND NETWORK INFRASTRUCTURE MAP NORTH (MAP 5)





### Legend

Context and existing features	
Transport modes, connections and infrastructure	
	Ferry terminal
	Busway station
	North Shore aero club
	Major interchange
	Motorway
	Local road
	Ferry route
	Existing busway
	Major water reservoir
	Local board boundary
	Wastewater outflow pipe
	Major power line
	Wastewater capacity constraint
	Natural flood hazard: flood plain
	Urban area
	Rural area
Aspirational/proposed outcomes	
Land use environments	
	Local centre
	Town centre
	Mixed use
	General business
	Light industry
	Future urban
	Heavy industry
	Defence
	Open space
Transport modes, connections and infrastructure	
	Potential ferry terminal
	Proposed busway station
	Proposed bus interchange
	Gateway feature
	WiFi centre
	Proposed electricity substation (indicative only)
	Proposed major interchange
	Wastewater treatment plant improvement
	Bus stop/station improvement
	Potential tourist ferry route
	Ecotourism link
	Upgrade wastewater capacity
	Landscape and amenity management plan
	Future road
	Auckland Cycle Network 2040
	Penlink
	Multi-modal corridor
	Improve transport connections and functions
	Busway extension
	High frequency bus route
	Future North Harbour water main (indicative only)
	Corridor management plan
	Ultra fast broadband needed

TRANSPORT AND NETWORK INFRASTRUCTURE MAP SOUTH (MAP 5)

# TRANSPORT AND NETWORK INFRASTRUCTURE OUTCOMES

## NGĀ HUA O NGĀ TIKANGA KAWEKawe, HONONGA WHAKAHAEREE

This section identifies five outcomes needed to help provide improved transport and infrastructure within the Hibiscus and Bays Local Board area.

It focuses on the desired transport and infrastructure outcomes for the Hibiscus and Bays Local Board area. Of particular note is how those outcomes relate to public

transport, walking and cycling amenities, and network infrastructure (such as wastewater, stormwater and broadband).



Constellation Drive busway station

## OUTCOME 1

Business development and employment opportunities are unlocked by the early construction of Penlink and associated roading improvements.

### What actions will support achieving this outcome?

- ▶ Bring forward the construction of Penlink to cater for the planned growth in Silverdale and to alleviate traffic limitations between Silverdale and Ōrewa. This may include using alternative funding sources.
- ▶ Encourage the prompt completion of the Wainui southbound motorway ramps by developers.
- ▶ Implement the East Coast Road and Hibiscus Coast Highway Corridor Management Plan (CMPs), facilitating integrated land-use and transport outcomes in line with outcomes sought within this area plan. Prepare a CMP for Whangaparāoa Road.
- ▶ Advocate for the delivery of State Highway 1/Upper Harbour Highway improvements with the NZ Transport Agency, improving the connection of Hibiscus and Bays with the ring road going to the west and to the south.
- ▶ Advocate for improved east-west access points over the length of State Highway 1 for public and private transport modes.

### Funded projects

- ▶ Encourage Penlink to be built earlier than currently planned in the Regional Land Transport Plan (F7 Appendix A).
- ▶ Implement roading improvements and upgrades:
  - East Coast Road/Spencer Road intersection improvements
  - Ashley Avenue Upgrade
  - East Coast Road/Glenvar Road and Lonely Track Road, road and intersections upgrade
  - Ōkura River Road/Vaughans Road upgrade
  - Glenvar Road/Ridge Road
  - Sunset Road to Constellation Drive and Glenvar Road to Oteha Valley Road widening
  - East Coast Road/Forrest Hill intersection (F10 Appendix A).
- ▶ Undertake Corridor Management Plans for both East Coast Road and Whangaparāoa Road.
- ▶ Review Hibiscus Coast Highway Corridor Management Plan.
- ▶ Continue the Whangaparāoa Road widening (between Hibiscus Coast Highway to Red Beach) (F23 Appendix A).

### Aspirational projects (unfunded)

- ▶ Develop East Coast Road extension to Curley Avenue (U57 Appendix A).
- ▶ Implement improvement projects following the completion of the Whangaparāoa Corridor Management Plan.

## OUTCOME 2

Improved local connections through local bus services that provide for the needs of the local community, with particular focus on east-west movements and connecting communities to employment areas.

### What actions will support achieving this outcome?

- ▶ Progressively extend the northern busway to Albany and then to Silverdale.
- ▶ Investigate opportunities for (and if appropriate construct) new busway stations north of Albany and near the future Penlink intersection with Whangaparāoa Road.
- ▶ Investigate local feeder services as part of the Regional Public Transport Plan roll out, so that areas can grow and provide viable travel choices throughout the Hibiscus and Bays area and to the Northern Busway.
- ▶ Improve public transport services (including along Penlink) to the tertiary education and employment centres in Silverdale, the North Shore, Albany and Northern Strategic Growth Areas.
- ▶ Support the provision of upgraded intersections at Silverdale, Wainui Road and Grand Drive with State Highway 1 to help traffic flow to and from where people live and work in Silverdale and Ōrewa.
- ▶ Work with Auckland Transport to implement the proposed Frequent Service Network (FSN) and advocate for new tourist ferry routes and associated infrastructure.

### Funded projects

- ▶ Initiate the East Coast Road Bus Priority project.
- ▶ Construction of Northern Busway Extension Stations at Silverdale, and possibly Greville Road (F8 Appendix A).
- ▶ Northern Busway Extension Stage 1: (construct a dedicated busway from Constellation Drive to the Oteha Valley Road Interchange) (F9 Appendix A).
- ▶ Construct bus stops at Silverdale Town Centre (F18 Appendix A).

## OUTCOME 3

Greater integration between transport modes to provide more efficient transport networks and greater travel choices.

### What actions will support achieving this outcome?

- ▶ Ensure all new transport infrastructure is integrated, functional and developed in line with water-sensitive and low-impact design principles.
- ▶ Improve transport options and investigate future tourist ferry services to places such as Arkles Bay, Browns Bay, and Gulf Harbour to Takapuna and the Central Business District (CBD).
- ▶ Complete the Corridor Management Plan (CMP) for Whangaparāoa Road and implement CMPS for Hibiscus Coast highway and East Coast Road to improve amenity and walking and cycling opportunities.
- ▶ Provide a choice of high-quality, safe and accessible cycling and walking routes between centres, employment areas, key visitor destinations and public transport stations/interchanges; implement the Auckland Cycling Network within the Hibiscus and Bays Area.
- ▶ Improve amenity and general experience for pedestrians and cyclists within identified town centres.

### Projects eligible for funding

- ▶ Extend the Regional Cycle Network along Glenvar Road and East Coast Road, and around Ōrewa, Silverdale North, Red Beach, Whangaparāoa Road and Gulf Harbour (E31 Appendix A).

### Aspirational projects (unfunded)

- ▶ Investigate ferry terminals and associated facilities at Browns Bay and Arkles Bay (U49 and U61 Appendix A).



## OUTCOME 4

Existing and new infrastructure needed in new development areas can adapt and is resilient to the pressures of population growth, urban intensification and climate change, while protecting and enhancing natural freshwater and coastal systems.

### What actions will support achieving this outcome?

- ▶ Ensure sufficient capacity in water supply, wastewater and stormwater exists to accommodate the population projections set out in the Auckland Plan.
- ▶ Address infrastructure and environmental issues as land is redeveloped, including reducing the risk of flooding.
- ▶ Incorporate water sensitive design for stormwater and water reticulation for new developments in the Hibiscus and Bays area, including the use of sustainable and natural systems.
- ▶ Improve the water-quality in the Hauraki Gulf Marine Park, by requiring detailed catchment and marine management plans/strategies that focus on water quality, stormwater and wastewater capacities and treatment.
- ▶ Integrate water treatment into the landscape so that it offers multiple beneficial uses such as water quality treatment, wildlife habitat, and provision of amenity and/or recreation space.
- ▶ Integrate the Rosedale and Army Bay Wastewater Treatment Plants upgrades and their associated networks.
- ▶ Continue to work with Watercare to upgrade the Waiwera Wastewater Treatment Plant.



Rosedale Treatment Station

### Funded projects

- ▶ Complete Stormwater Catchment Management Planning (SCMP) in Mairangi, Taiorahi, Taiaotea, Deep Creek and Awaruku in the next three years (F3 Appendix A).
- ▶ Construction of the second North Harbour watermain to provide network efficiency and growth and to meet customer charter requirements (F4 Appendix A).
- ▶ Upgrade the Rosedale Wastewater Treatment Plant to maintain network integrity and performance (F5 Appendix A).
- ▶ Upgrade the Army Bay Wastewater Treatment Plant to address outfall capacity and quality issues (F6 Appendix A).
- ▶ Upgrade North Shore trunk sewer to reduce wet weather overflows.

### Aspirational projects (unfunded)

- ▶ Ensure the provision of stormwater infrastructure to accommodate extra loads from proposed intensification of housing and the reduced impervious surfaces.
- ▶ Implement a programme with Watercare for the upgrade of the Waiwera Wastewater Treatment Plant (U58 Appendix A).



Rosedale Treatment Plant outfall tunnel



View across Long Bay looking south

## OUTCOME 5

The infrastructure network in the Hibiscus and Bays Local Board area is resilient, sustainable and cost effective.

### What actions will support achieving this outcome?

- ▶ Ensure infrastructure is located in areas that are at less risk from local hazards.
- ▶ Encourage a broad mix of energy sources, technological advances and efficiency improvements to meet growing energy needs.
- ▶ Advocate for the under-grounding of telephone and transmission lines.

### Funded projects

- ▶ Implement the North Auckland and Northland Grid Upgrade to reinforce transmission capacity to the North Shore and Northland region.

### Aspirational projects (unfunded)

- ▶ Advocate for a programme to progressively underground the power lines within the local board area.



# IMPLEMENTING THE AREA PLAN

## TE WHAKATINANA I TE MAHERE Ā-ROHE

The Hibiscus and Bays Area Plan offers a vision and outcomes for the next 30 years. This section focuses on those key actions needed to achieve the outcomes identified within each theme for the next 10 years. These actions have been mapped (Map 6, pages 76-77) and listed in a schedule (Tables A-D, pages 78-89).

The next page highlights the key priorities that will make the Hibiscus and Bays Local Board area a great place to live, work and play over the next 30 years, and which are needed to deliver the key moves set out in the area plan.

Implementation of the Hibiscus and Bays Area Plan will be achieved by way of a range of tools and stakeholders. In

particular, the statutory and non-statutory tools described below will be used to help deliver the outcomes, actions, projects and aspirations outlined in this area plan.

The projects listed under the theme-based outcomes and actions are fundamental to achieving the key moves and wider aspirations of the Hibiscus and Bays community.



Implementing the Shakespear inland sanctuary.



## THE UNITARY PLAN

This area plan informs the Proposed Auckland Unitary Plan, and uses the Proposed Auckland Unitary Plan land use classifications to do so.

These land uses are shown in the Area Plan Framework Map 2042 (pages 26-29). The three area plan theme maps identify local values and/or features that, where appropriate, will be shown in the Proposed Auckland Unitary Plan as 'overlays', and will be reinforced by the Proposed Auckland Unitary Plan's policies and rules.



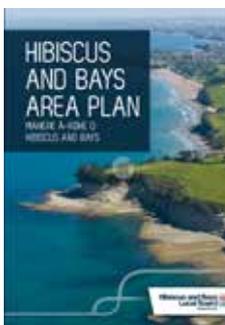
## AUCKLAND COUNCIL'S LONG-TERM PLAN (LTP) AND ANNUAL PLAN (AP)

This area plan will inform the LTP review cycle and include those projects already funded within the council's 2012-2022 LTP as well as identifying any unfunded projects that should be considered for funding priority in the next LTP (in three years' time). This area plan will also guide the council's Annual Plan review process.



## LOCAL BOARD PLANS

The Hibiscus and Bays Local Board Plan has played a key role in helping to define the area plan's priorities, projects and community aspirations. Local board plans are reviewed every three years and future plans will in turn be influenced by this area plan.



## FURTHER DETAILED PLANNING REQUIRED

The area plan identifies areas where further detailed planning should be undertaken to identify locally specific land-use outcomes, enhancement projects and any necessary infrastructure improvements. Further detailed planning could be either through precinct or structure planning. Areas identified for further detailed planning, along with the key drivers and outcomes sought for each are identified in Table 5: future planning areas and outcomes as well as Appendix A: 10-Year Project Prioritisation Schedule. These areas will be subject to a further consultative planning process to achieve the outcomes described within this plan.

The Prioritisation Plan identifies projects and initiatives to help implement the Auckland Plan Development Strategy over the next 10 years.

The Prioritisation Plan also identifies when more detailed planning is needed. Precinct planning is prioritised in Silverdale, Browns Bay and Ōrewa.

Key Development Sites are also identified within the precinct areas and are larger sites, regarded as potential catalysts for change in the centres. They ideally should be developed in a comprehensive way to provide local social, cultural, environment and economic benefits. The council may assist in a facilitatory role in the planning for these sites.



## STAGING AND TIMING

The area plan proposes a range of new housing opportunities so that people can continue to have options for safe and affordable housing and jobs. These opportunities are set out under Table 3 and Table 4 of the area plan framework section. This section focuses on providing family houses, attached town houses, apartments and terraced housing (up to three storeys) close to parks, schools, and community amenities including public transport. Some are also provided for in town and local centres.

However, redevelopment can only take place if physical and social infrastructure can accommodate the new growth. Some infrastructure upgrades will be needed; for example, in the East Coast Bays some areas already sustain flooding and this needs to be addressed before new housing developments are approved.

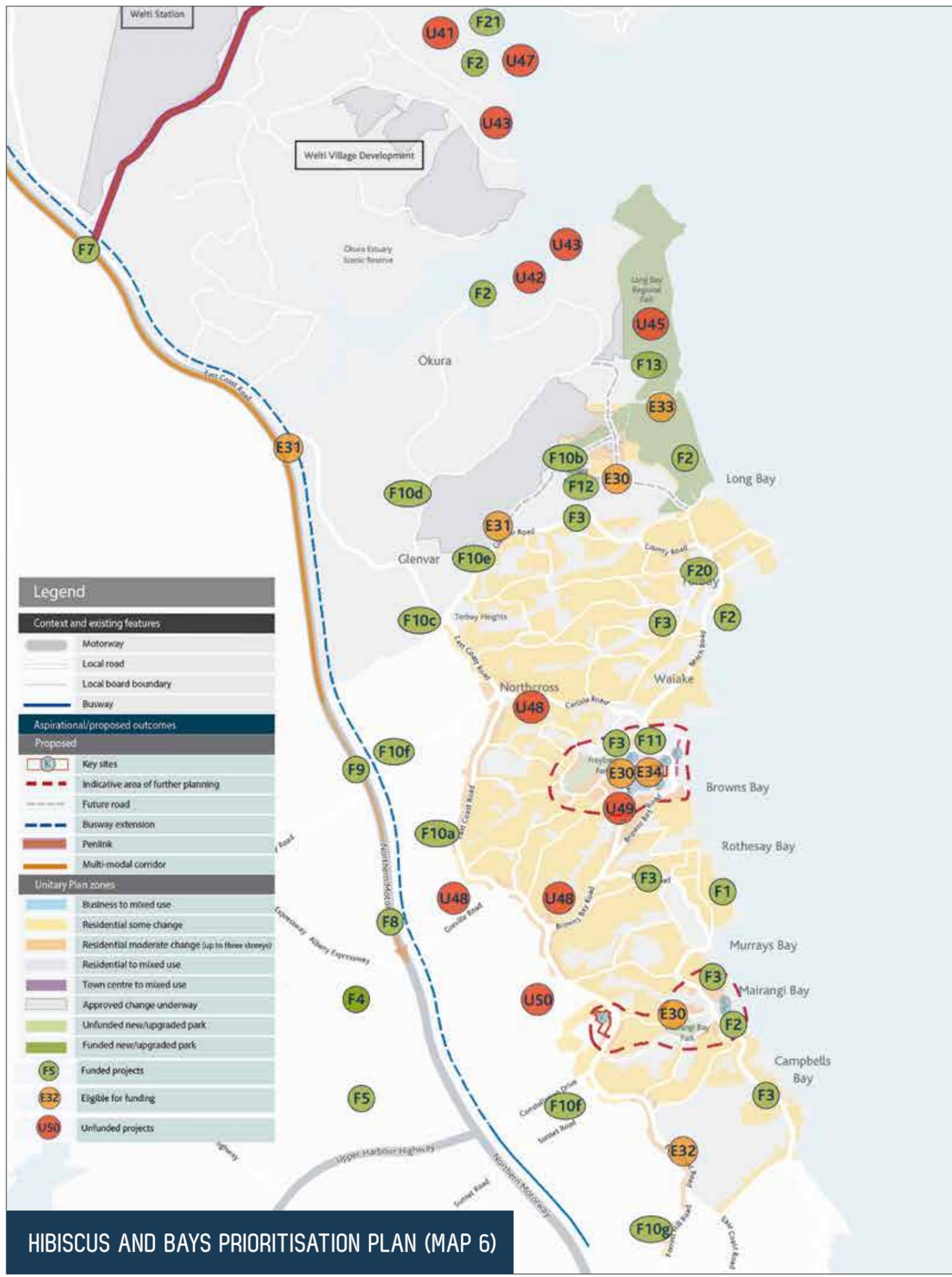
The Prioritisation Plan (page 76) shows funded and unfunded initiatives and infrastructure improvements over the next 10 years. The map is coded with colours and numbers that can be matched to descriptions of items set out in the outcomes section. Projects are either funded (green), unfunded (red) or eligible for funding from council-wide budgets (orange).



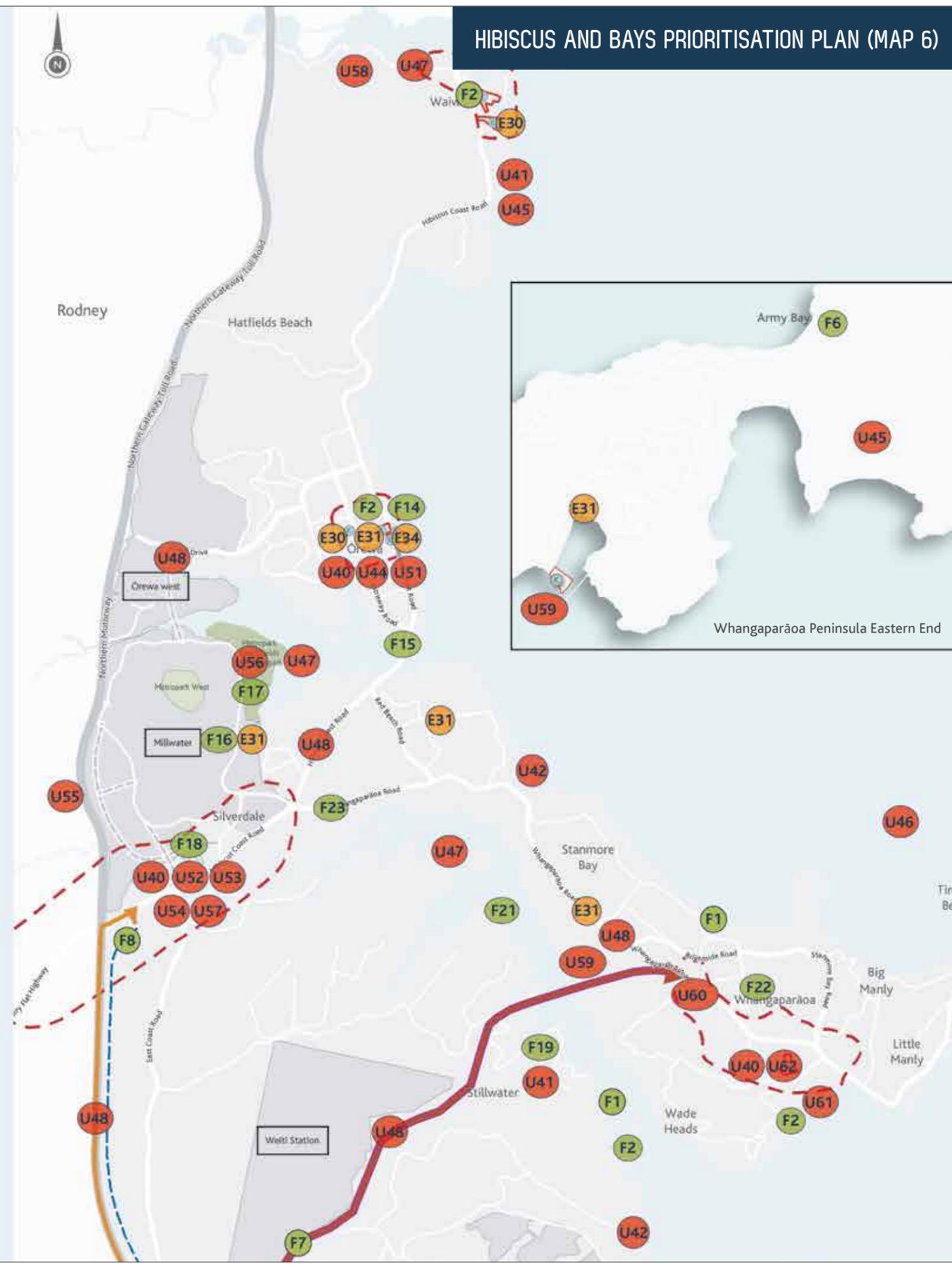
Browns Bay beach front community gathering



Community volunteers



HIBISCUS AND BAYS PRIORITISATION PLAN (MAP 6)



# APPENDIX A: 10-YEAR PROJECT PRIORITISATION SCHEDULE

## ĀPITINGA A: TE RĀRANGI TAKE MATUA Ā-10 TAU NEI

The 10-year prioritisation schedule (Tables A-D) should be read with the Prioritisation Plan map, page 76. Together they provide a list of priorities for the next 10 years, including area-wide strategies, policies, programmes and projects. The priorities will help with putting the Auckland Plan into action, inform the LTP, and be reviewed as part of the council’s Annual Implementation Update.

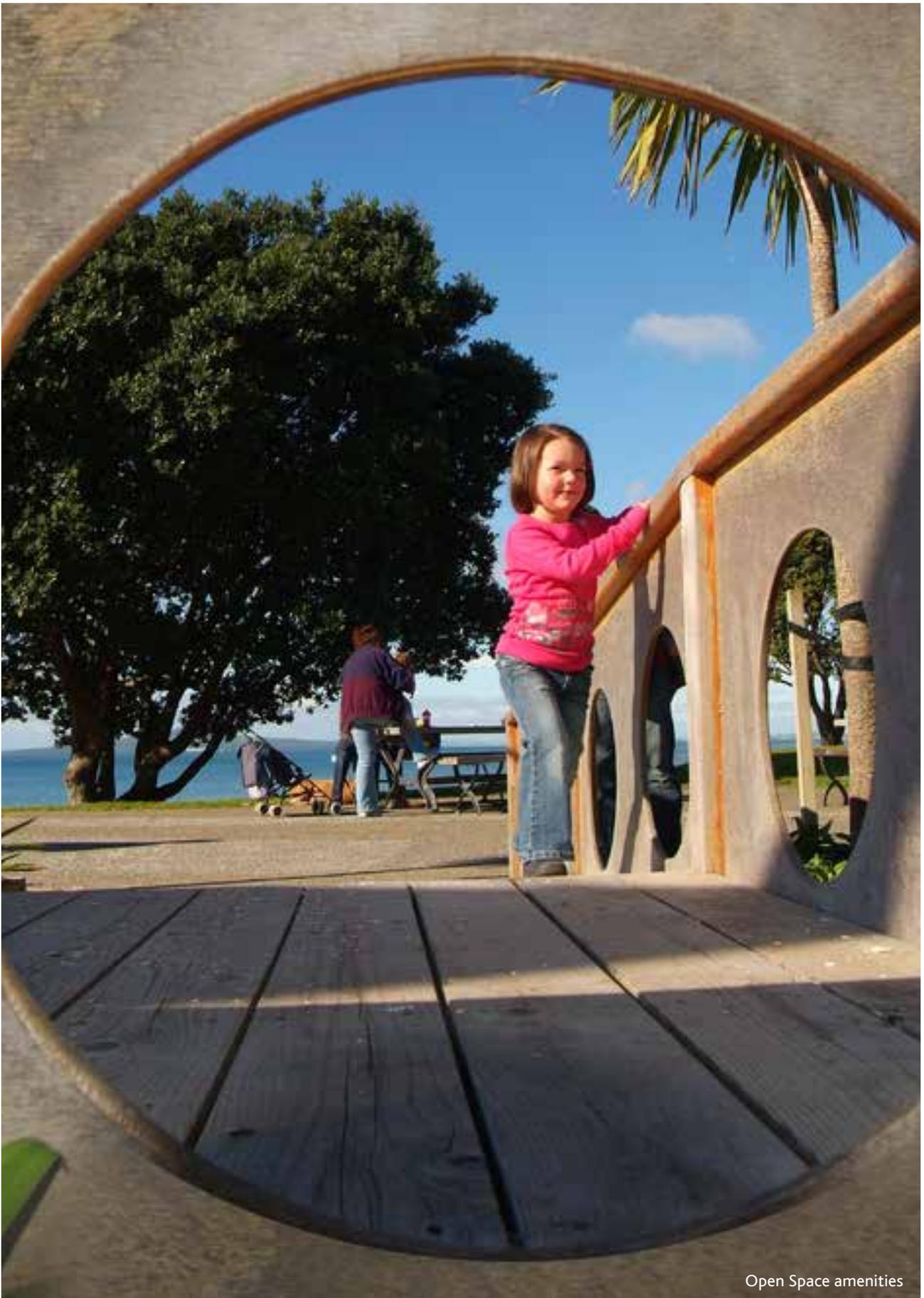
Tables A-D below reflect current thinking on the critical projects, priorities and actions considered necessary to achieve the desired outcomes of the Hibiscus and Bays Area Plan in the first 10 years. The content of the 10-year Project Prioritisation Schedule is divided into four tables, as follows. The tick in planning/timing box indicates in which time period the project and initiative is proposed to be actioned.

The following tables are colour coded and numbers that can be matched to items set out in the outcomes section of the plan and prioritisation map. Projects initiatives are either to be planned (blue) funded (green), eligible for funding from Council-wide budgets (orange), or unfunded (red).

### TABLE A: FURTHER PLANNING REQUIRED

This table below outlines projects needing further planning by Auckland Council to refine details.

Project/initiative	Planning/timing	
	2012-2015	2016-2022
<b>LOCAL BOARD AREA-WIDE</b> – Undertake pilot affordable housing projects with community organisations, private sector and/or HNZ in Silverdale, Ōrewa, Long Bay, and/or within intensified areas.	✓	
<b>LOCAL BOARD AREA-WIDE</b> – Establish a Youth Employment Strategy for Silverdale/Ōrewa/Whangaparāoa with economic development agencies, private sector and training providers.	✓	
<b>TOWN CENTRES</b> – Undertake further detailed planning and prepare precinct plans for town centres in the following order (Browns Bay, Silverdale, Ōrewa and Whangaparāoa) following the adoption of the Hibiscus and Bays Area Plan	✓	✓
<b>LOCAL CENTRES</b> – Prepare precinct plans for the local centres in the following order (Mairangi Bay, Red Beach, Torbay, Waiwera and Rothesay Bay) following completion of the above precinct plans for town centres.	✓	✓



Open Space amenities

## TABLE B: FUNDED PROJECTS/INITIATIVES

This table below outlines the funded and initiatives as identified in the Council’s Long-term Plan (LTP) June 2012 and the budgets of related organizations/ partners.

The tick in expenditures/timing box indicates in which year period the project and initiative is funded and to begin.

Abbreviations for funding agencies listed in tables:

AIAL – Auckland International Airport Limited

CCOs – Council Controlled Organisations

HNZ – Housing New Zealand

NGO – Non-Government Organizations

NZTA – New Zealand Transport Agency

Map ref	Project/initiative	Expenditure		Funding status (May be subject to review)	Funding agencies Project/initiative
		2012-2015	2016-2022		
<b>LOCAL BOARD AREA-WIDE</b>					
	Prepare a parks plan for the Local Board area to deliver future parks projects and programmes ensuring the same levels of services across the Local Board area.	✓		Funded	Auckland Council
	Identify opportunities for public walkways and cycleways within the Local Board area.	✓	✓	Funded	Auckland Council
	Support volunteer groups across all parks and reserves to provide maintenance, predator control and other responsibilities.	✓		Funded	Auckland Council
	Provide an arts programme that supports the development of local facilities and artists including performing arts.	✓		Funded	Auckland Council
	Develop and support a local events programme across the Local Board area.	✓		Funded	Auckland Council
	Provide seven-day access to all libraries in the Local Board area.	✓		Funded	Auckland Council
	Provide effective community development services in the Local Board area.	✓		Funded	Auckland Council
	Provide opportunities for employment for youth including the Mayor’s Taskforce for Jobs initiative.	✓		Funded	Auckland Council/ Private Sector

Map ref	Project/initiative	Expenditure		Funding status (May be subject to review)	Funding agencies Project/initiative
		2012-2015	2016-2022		
<b>LOCAL BOARD AREA-WIDE</b>					
F1	Improve boat ramp, launching and mooring facilities in the Local Board Area.	✓	✓	Funded	Auckland Council
	Environmental Resilience from Natural Hazards, including Auckland-wide Flood Alleviation Programme.	✓	✓	Funded	Auckland Council
F2	Complete the Civil Defence Emergency Management Community Response Plans for the Local Board area by 2012, with the exception of Weiti/Ōkura to be completed by July 2016.	✓	✓	Funded	Auckland Council
F3	Complete Stormwater Catchment Management Planning (SCMP) in Mairangi, Taiorahi, Taiaotea, Deep Creek and Awaruku in the next three years.	✓		Funded	Auckland Council
	Roll out Ultra Fast Broadband: <ul style="list-style-type: none"> <li>▶ government funded \$1.5 billion investment and initiated in September 2009.</li> <li>▶ the Hibiscus and Bays Local Board Area is part of the Albany Ward where the UFB rollout is to commence after 2014 (TBC).</li> </ul>	✓	✓	Funded	Central Government
	Roll out Rural Broadband Initiative to rural communities, households and businesses (e.g. Silverdale, Redvale, Ōkura, Stillwater, Army Bay, Waiwera).	✓	✓	Funded	Auckland Council
	Implement the North Auckland and Northland Grid Upgrade to reinforce transmission capacity to the North Shore and Northland region.	✓		Funded	Transpower

Map ref	Project/initiative	Expenditure		Funding status (May be subject to review)	Funding agencies Project/initiative
		2012-2015	2016-2022		
F4	Construction of the second North Harbour watermain to provide network efficiency and growth and meets customer charter requirements.	✓		Funded	Watercare
F5	Upgrade the Rosedale Wastewater Treatment Plant to maintain network integrity and performance.	✓		Funded	Watercare
F6	Upgrade the Army Bay Wastewater Treatment Plant to address outfall capacity and quality issues.		✓	Funded	Watercare
	Upgrade North Shore trunk sewer to reduce wet weather overflows.	✓		Funded	Watercare
	Initiate the East Coast Road Bus Priority project.		✓	Funded	Auckland Transport
F7	Construct the first stages of Penlink: <ul style="list-style-type: none"> <li>▶ East Coast Road re-alignment</li> <li>▶ Redvale Interchange</li> <li>▶ Toll Road.</li> </ul> Encourage Penlink to be built earlier than currently planned in RLTP.		✓	Funded	Auckland Transport
F8	Construction of Northern Busway Extension Stations at Silverdale, Albany and possibly Greville Road.		✓	Funded	Auckland Transport/NZTA
F9	Northern Busway Extension Stage 1: (Construct a dedicated busway from Constellation Drive to the Oteha Valley Road Interchange).		✓	Funded	Auckland Transport

Map ref	Project/initiative	Expenditure		Funding status (May be subject to review)	Funding agencies Project/initiative
		2012-2015	2016-2022		
F10	<p>Implement roading improvements and upgrades:</p> <ul style="list-style-type: none"> <li>▶ a. East Coast Road/Spencer Road intersection improvements</li> <li>▶ b. Browns Bay Road/East Coast Road</li> <li>▶ c. Inverness/Arran Road to Browns Bay Road corridor</li> <li>▶ d. Ashley Avenue Upgrade</li> <li>▶ e. East Coast Road/Glenvar Road and Lonely Track Road Intersections upgrade</li> <li>▶ f. Ōkura Road/Vaughans Road upgrade</li> <li>▶ g. Glenvar Road/Ridge Road</li> <li>▶ h. East Coast Road widening</li> <li>▶ i. East Coast Road/Forrest Hill intersection</li> <li>▶ j. develop East Coast Road extension to Curley Road, Silverdale.</li> </ul>		✓	Funded	Auckland Transport
<b>BROWNS BAY</b>					
F11	Acquire land and develop second Phoenix Plaza.	✓	✓	Funded	Auckland Council

Map ref	Project/initiative	Expenditure		Funding status (May be subject to review)	Funding agencies Project/initiative
		2012-2015	2016-2022		
<b>LONG BAY</b>					
	Implement the Long Bay Structure Plan including the monitoring of the development through each stage. Continue to work with developers and residents to ensure that the structure plan leads to the long-term protection of Long Bay.	✓		Funded	Auckland Council/ Developers
F12	Construct outdoor artificial surface at Ashley Reserve.	✓		Funded	Auckland Council
F13	Long Bay Reserve and walkways development – include funding for engagement with Mana Whenua in regard to cultural heritage elements.	✓		Funded	Auckland Council
<b>ŌREWA</b>					
F14	Upgrade town streetscape and town entrance landscaping.	✓	✓	Funded	Auckland Council
F15	Extend the Estuary Arts Centre.	✓	✓	Funded	Auckland Council
<b>SILVERDALE</b>					
F16	Renovate and redevelop Stoney Homestead for a future community facility and renew the Silverdale Hall.	✓	✓	Funded	Auckland Council
F17	Develop Metropark East including Metropark Sports Fields and Skatepark.	✓	✓	Funded	Auckland Council
F18	Construct bus stops at Silverdale Town Centre and review Hibiscus Coast Highway Corridor Management Plan.	✓		Funded	Auckland Transport/NZTA

Map ref	Project/initiative	Expenditure		Funding status (May be subject to review)	Funding agencies Project/initiative
		2012-2015	2016-2022		
<b>STILLWATER</b>					
F19	Build a new hall for the Stillwater community.	✓		Funded	Auckland Council
<b>TORBAY</b>					
F20	Acquire land and develop Torbay Plaza.	✓		Funded	Auckland Council
<b>WEITI</b>					
F21	Investigate the protection and enhancement of the Weiti River including the clearing of the Weiti River channel to improve access.	✓		Funded	Auckland Council
<b>WHANGAPARĀOA</b>					
F22	Continue the extension and upgrade of the Stanmore Bay Leisure Centre	✓	✓	Funded	Auckland Council
F23	Continue the Whangaparāoa Road widening (between Hibiscus Coast Highway to Red Beach).	✓	✓	Funded	Auckland Transport/NZTA

**TABLE C: PROJECTS/INITIATIVES ELIGIBLE FOR FUNDING FROM REGIONAL-WIDE BUDGETS**

This table below outlines projects and initiatives that could be fully or partially funded through annual region-side budgets as identified in the council’s LTP (June 2012) and the budgets of related organizations/partners. The tick in planning/timing box indicates in which year period the project and initiative is eligible for funding/project initiation.

Map ref	Project	Expenditure		Funding status	Funding agencies
		2012-2015	2016-2022		
<b>LOCAL BOARD AREA-WIDE</b>					
E30	Community Development and Services Upgrades:  <b>Ōrewa:</b> Library Upgrade; Centrestage Theatre; community centre renewals.  <b>Browns Bay:</b> Youth development services upgrade (possibly Youth Centre).  <b>Mairangi Bay:</b> Support to Mairangi Bay Art Centre.  <b>Long Bay:</b> Community Hub and Youth Centre (new) – library (new).  <b>Waivera:</b> Upgrade community facilities, provide new if required. (All upgrades and new facilities will be informed by Māori Urban Design Principles).	✓		Possible funding from: Regional/ Local Community Services, Regional/ Local Library Services, Regional/ Local Arts, Culture and Events Services.	Auckland Council/ Community sector
	Develop a Community Facilities Strategy that provides direction on provision, development and management of community facilities (including upgrades of existing facilities and shared-use of private facilities).	✓		Possible funding from: Regional/ Local Community Services.	Auckland Council
	Develop a Heritage Strategy for the Local Board Area.	✓		Possible funding: Cultural and Built Heritage.	Auckland Council

Map ref	Project	Expenditure		Funding status	Funding agencies
		2012-2015	2016-2022		
E31	Support existing BID programmes in the following areas: Mairangi Bay, Browns Bay, Torbay and Ōrewa; and, develop new BID programmes for Silverdale and Whangaparāoa from 2015.	✓	✓	Possible funding from: Local economic development.	Auckland Council
	Extend the Regional Cycle Network along Glenvar Road and East Coast Road, and around Ōrewa, Silverdale North, Red Beach, Whangaparāoa Road and Gulf Harbour.	✓	✓	Possible funding from: Parks or Transport.	Auckland Transport
<b>CAMPBELLS BAY</b>					
E32	Work with the Centennial Park Bush Society on the future management of the Centennial Park.	✓	✓	Possible funding: Local Parks Services.	Auckland Transport
<b>LONG BAY</b>					
E33	Continue the development of reserves in Long Bay as part of ongoing residential development .	✓	✓	Possible funding: Development Contribution.	Developers/ Auckland Council
<b>BROWNS BAY AND ŌREWA</b>					
E34	Support the expansion of Auckland Council's public open space WiFi network to the Browns Bay and the Ōrewa BIDs in support of local business activity.	✓	✓		Auckland Council

**TABLE D: ASPIRATIONAL PROJECTS/INITIATIVES – LISTED IN THE TABLE BELOW ARE NOT CURRENTLY FUNDED BUT ARE LISTED AS ASPIRATIONAL ACTIONS FOR THE FUTURE.**

Map ref	Project/ initiative
<b>LOCAL BOARD AREA-WIDE</b>	
U40	<p>Upgrade or re-develop civic spaces within town centres and create new civic spaces for centres lacking these.</p> <p>Identify opportunities for enhancing community, social and recreational activity along coastal edges.</p> <p>Investigate additional tertiary education and training facilities at Silverdale/Ōrewa/Whangaparāoa.</p> <p>Provide adequate artificial surface for sports fields in the Local Board area.</p> <p>Review and implement the boat ramps study across the Local Board area.</p>
U41	<p>Provide community led planning initiatives for Stillwater and Waiwera to enable the communities to be part of developing a vision for their neighbourhoods and then partnering with the Local Board and Council to deliver the agreed vision.</p>
U42	<p>Develop green walkways and cycleways aligning with Te Araroa Walkway Plan .</p>
U43	<p>Plan for and develop the coastal walkway including Crimson Walkway.</p>
U44	<p>Investigate and establish 24-hour Accident and Emergency Centre in Silverdale.</p> <p>Plan and implement a Economic Development and Events Strategy.</p>
U45	<p>Develop a Strategy for Ecotourism for the Hibiscus and Bays Local Board focusing on Tiritiri Matangi Island, Shakespear/Long Bay, Waiwera.</p>
U46	<p>Develop the North-West Wildlink: strategic and detailed planning, liaison with landowners/communities to implement protection/restoration programme and raising associated awareness.</p>
U47	<p>Undertake ecological assessment and establish an implementation plan to improve and maintain the environmental quality of estuaries and upper catchments in the following estuaries: Waiwera, Ōrewa and Weiti.</p> <p>Develop an Ecological Assessment and identify potential new areas for protection by covenants, conservation zoning etc.</p>
U48	<p>Develop Corridor Landscape Management Plans for: East Coast Road; Hibiscus Coast Highway; Whangaparāoa Road Highway; Penlink, Grand Drive and Browns Bay Road.</p> <p>Advocate for free toll-calling for the former Rodney District.</p> <p>Ensure the provision of stormwater infrastructure to accommodate extra loads from proposed intensification of housing and the reduced impervious surfaces.</p> <p>Encourage a programme to progressively underground the power lines within the Local Board area.</p>

Map ref	Project/ initiative
	<p>Implement a programme of initiating Warning systems in place for Civil Defence emergencies including Tsunamis.</p> <p>Develop co-governance/co-management framework with iwi to integrate Māori values into environmental management frameworks.</p> <p>Carry out priority investigation on sites/areas of cultural significance to Māori.</p> <p>Investigate cultural tourism projects (e.g. Waka Taua, heritage trails).</p>
<b>BROWNS BAY</b>	
U49	Establish a free WIFI centre at Browns Bay.
U50	Investigate ferry and terminal facilities at Browns Bay.
<b>MAIRANGI BAY</b>	
U51	Complete the development and implementation of the Mairangi Bay Reserve Plan.
<b>ŌREWA</b>	
U52	Implement Ōrewa Boulevard stages 2 and 3.
<b>SILVERDALE</b>	
U53	Establish a new library at Silverdale.
U54	Develop a Community Hub and Youth Centre at Silverdale.
U55	Investigate and establish 24hr Accident and Emergency Centre in Silverdale.
U56	Support the development of a marae at Silverdale/Wainui.
U57	Construct an amphitheatre for music and other events in the Metropark West.
<b>WAIWERA</b>	
U58	Investigate the decommissioning Waiwera Wastewater Treatment Plant and connecting to the Army Bay Wastewater Treatment.
<b>WHANGAPARĀOA / GULF HARBOUR</b>	
U59	Protect key reserve areas, such as parts of the Archer Block and the Hammerhead at Gulf Harbour and acquire additional reserve space for the growing communities.
U60	Widening of Whangaparāoa Road between Arklow Lane to Ladies Miles as part of proposed Penlink Project.
U61	Investigate a ferry terminal and associated facilities at Arkles Bay.
U62	Establish a family centre and possibly youth centre at Whangaparāoa.

# GLOSSARY

## PAPAKUPU

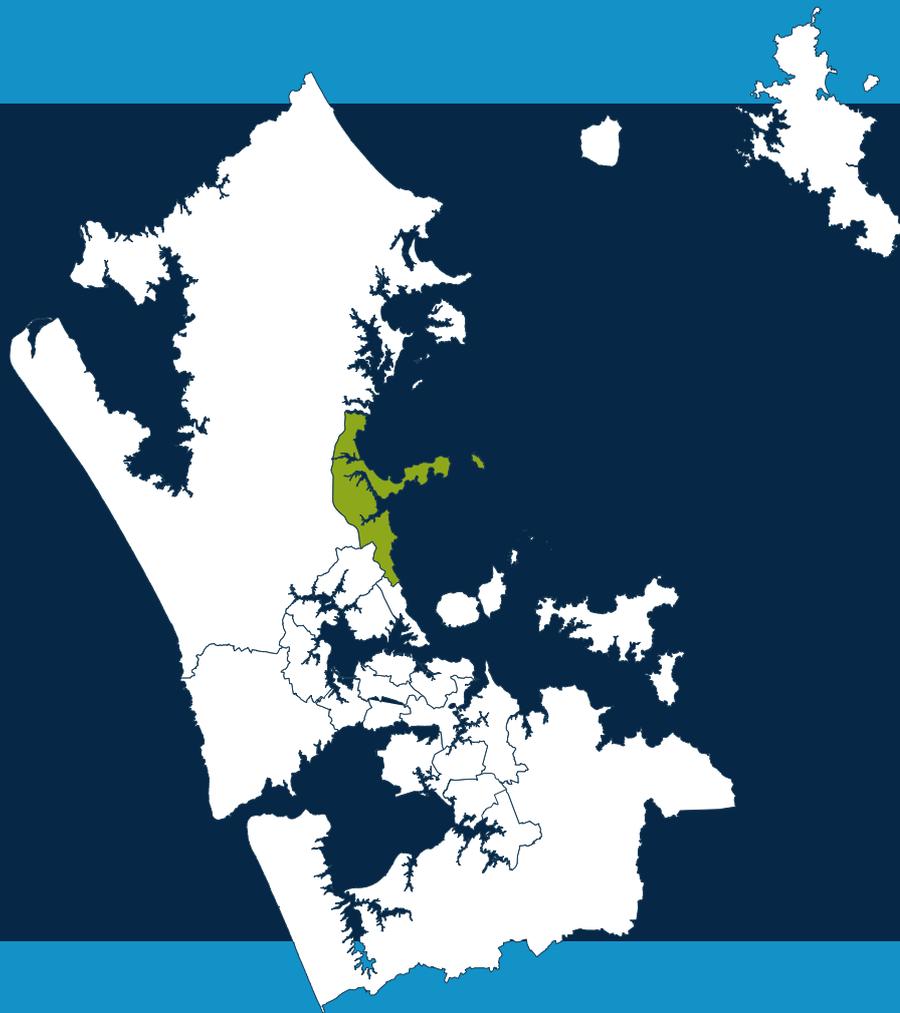
Below is a list of definitions for terms used in the Hibiscus and Bays Area Plan:

<b>AFFORDABLE HOUSING</b>	The ability of a household to rent or buy a home, and where no more than 30 per cent of the household gross income is spent on housing costs. (For a detailed explanation, see pages 269 and 278 of the Auckland Plan 2012).
<b>AMENITY OR AMENITY VALUE</b>	The qualities of a place, that makes it pleasant and attractive to individuals and communities.
<b>AUCKLAND PLAN</b>	The Auckland Plan is a comprehensive long-term (30-year) spatial strategy that outlines Auckland's future growth and development and includes social, economic, environmental and cultural objectives. (For a detailed explanation, see pages 10-11 of the Auckland Plan 2012).
<b>BUILT CHARACTER</b>	The appearance, qualities and combination of aspects in or of the urban environment, including buildings and structures, that help to give a place a distinct identity.
<b>BUSINESS IMPROVEMENT DISTRICT (BID)</b>	An area advocated for by a body that represents local businesses and manages and co-ordinates funding to improve local business areas and centres.
<b>BUSWAY STATION</b>	A bus stop and passenger pick-up facility which may (but not always) include a drop-off point or park and ride infrastructure.
<b>CHARACTER</b>	A term that describes the look, qualities and mix of attributes of an area, place, street or building that helps to give it a distinct identity.
<b>COASTAL HAZARDS RISK AREA</b>	An area identified as being at higher risk from natural hazards (including flooding, and coastal erosion) that needs a management response to mitigate these types of risks.
<b>CO-GOVERNANCE</b>	A joint leadership approach of two or more bodies that work together to oversee and decide on a process, project or plan.
<b>CO-MANAGEMENT</b>	A joint responsibility and/or partnership to manage a project or place.
<b>CONNECTIVITY</b>	The ease by which people or vehicles can move from one place to another place, using roading or walkway routes.
<b>CORRIDOR MANAGEMENT PLAN</b>	A plan that integrates transport activity with neighbouring land-uses and amenity along major road corridors. Cf. Landscape and Amenity Management Plan.
<b>COUNCIL-CONTROLLED ORGANISATION (CCO)</b>	An administration body, accountable to Auckland Council, that focuses on delivering and managing a specific service, activity or area. CCOs are independent of the council's operations to where they sometimes have their own governance structure, e.g. Auckland Transport (AT), Watercare, Auckland Tourism, Events and Economic Development (ATEED).
<b>ECOSYSTEM</b>	Interactions and relationships between all living things, such as plants, animals and microorganisms in the environment.
<b>ECO-TOURISM</b>	Tourism that involves activities or experiences in the natural environment.
<b>EMPLOYMENT NODE</b>	Areas where jobs are concentrated, often in town centres or on business land.
<b>FREQUENT AND RAPID TRANSIT NETWORK (FTN AND RTN)</b>	A road, corridor or route with regular public transport services (such as a bus service every 15 minutes) that forms part of the quality transit and regional transit networks, as defined on page 379 of the Auckland Plan 2012.
<b>GREEN BUFFER</b>	A strip of vegetated land that acts as a barrier between two differing land uses or transport networks. Helps to manage the impacts of these neighbouring activities (such as between heavy industrial use and residential use).
<b>GREEN ECONOMY</b>	Businesses which operate under sustainable practices are encouraged to locate the area, and/or leveraging off the environment.

<b>GREENBELT</b>	A continuous strip of land, often made up of recreational parks, farmland, vegetated corridors or uncultivated land, that defines and limits the boundaries of urban growth.
<b>HIBISCUS COAST GATEWAY</b>	A gateway to the Hibiscus Coast that provides for recreation and entertainment activities and specialist retail and related activities focussed on land to the southeast of the Northern Motorway and the Hibiscus Coast Highway.
<b>HISTORIC HERITAGE</b>	<p>'Historic heritage -</p> <p>(a) means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:</p> <ul style="list-style-type: none"> <li>▶ archaeological</li> <li>▶ architectural</li> <li>▶ cultural</li> <li>▶ historic</li> <li>▶ scientific</li> <li>▶ technological.</li> </ul> <p>(b) and includes</p> <ul style="list-style-type: none"> <li>▶ historic sites, structures, places, and areas; and</li> <li>▶ archaeological sites; and</li> <li>▶ sites of significance to Māori, including wāhi tapu; and</li> <li>▶ surroundings associated with the natural and physical resources.' <p>(Definition from the Resource Management Act 1991 s2).</p> </li></ul>
<b>INFRASTRUCTURE</b>	The fixed and long-lived structures that support daily life, such as water supply, roads and community buildings (see also 'social infrastructure' and 'network infrastructure' in this glossary).
<b>KAITIAKI</b>	The Māori concept of guardianship for the sky, the sea and the land. A kaitiaki is a guardian.
<b>KAITIAKITANGA</b>	The process and practices by which the tangata whenua of an area protect and look after the natural and physical resources of an environment in line with tikanga Māori (includes the ethic of stewardship).
<b>LANDSCAPE AND AMENITY MANAGEMENT PLAN</b>	A roading improvement plan for important local roads that require landscape enhancement such as for gateways, or important viewing points or corridors, highlighting local character and sense of place.
<b>LOCAL BOARD PLAN</b>	A plan that describes the local community's hopes and preferences for an area and the priorities of a local board area for the next three years and beyond, to include proposed projects, programmes and services.
<b>LONG-TERM PLAN</b>	A 10-year plan prepared under the Local Government Act 2002 that has programmes for the council's priorities, activities and operating and capital expenditure.
<b>MANA WHENUA</b>	Iwi, the people of the land who have mana or authority – their historical, cultural and genealogical heritage are attached to the land and sea.
<b>MANA WHENUA CO-MANAGEMENT AREA</b>	An area managed by Mana Whenua and the Department of Conservation by way of legal governance and operational agreements.
<b>MANAGE INDUSTRIAL IMPACTS</b>	A defined area (as per maps) where the effects of industrial activities are managed when sited near sensitive receiving environments such as the Weiti River. (See Natural Environment, Heritage and Character Map).

<b>MANAGE STREAM ECOLOGY AND HABITATS</b>	Development in some areas is restricted, e.g. along stream and estuarine margins to ensure that natural ecological processes and habitats are further maintained and enhanced.
<b>MARINE RESERVE</b>	An area of the marine environment protected for the maintenance and/or recovery of biological diversity and ecosystems.
<b>MATAAWAKA</b>	Māori whose tūrangawaewae is outside the Auckland region.
<b>MULTI-MODAL CORRIDOR</b>	A route for people to use that includes various transport methods, including public transport, cycleways and walkways.
<b>NATURAL CHARACTER</b>	Qualities and values of the environment that help to give an area or a site a distinct identity. Examples include areas of indigenous and exotic vegetation, such as pasture, terrestrial, aquatic and marine habitats; landforms, landscapes, and seascape; and wetlands, lakes, rivers and their margins.
<b>NATURAL HERITAGE</b>	Places, items, sites or areas of value that are a result of the natural environment and processes. Includes places with indigenous flora and fauna; terrestrial, marine and freshwater ecosystems and habitats; landscapes, landforms, and geological features; soils; and the natural character of the coastline.
<b>NETWORK INFRASTRUCTURE</b>	Infrastructure assets and networks that are used to: <ul style="list-style-type: none"> <li>▶ generate, send and distribute energy and fuels, including natural gas and petroleum products</li> <li>▶ collect, treat and distribute potable water</li> <li>▶ collect, treat and dispose of wastewater and stormwater</li> <li>▶ enable the operation of the telecommunication and radio communication network.</li> </ul>
<b>NORTHERN BUSWAY</b>	A physically separated busway with dedicated park-and-ride facilities along the motorway north of Auckland, linking the North Shore with Auckland's CBD.
<b>NORTH-WEST WILDLINK</b>	A band of important biodiversity habitats that runs from the Hauraki Gulf Islands, in particular Tiritiri Matangi, across the upper reaches of the Waitematā Harbour to the Waitākere Ranges.
<b>ŌKURA POLICY AREA</b>	A specially zoned area that recognises the landscape character and environmental sensitivity of the Ōkura catchment.
<b>OPEN SPACE NETWORK PLAN</b>	A non-statutory plan that provides direction on how to continue to provide for, manage, develop and manage public parks and open spaces in each local board area.
<b>PAPAKĀINGA</b>	A Māori settlement or village that can include activities associated with residential living, such as a marae complex, gardening, social amenities and economic developments.
<b>PENLINK (PENINSULAR LINK)</b>	A roading project that proposes a second access route to the Whangaparāoa Peninsula by providing a direct link between the Whangaparāoa Peninsula (at Stanmore Bay) and the Northern Motorway (at Redvale).
<b>POLICY</b>	A plan of action or a process that reflects the approach taken or rules adopted by Auckland Council and/or other regulatory agencies.
<b>PROTECT/MANAGE COASTAL VALUES</b>	The coastal margin is maintained and enhanced for its amenity and ecological qualities by limiting the impact of development, managing coastal processes and improving habitats and where appropriate, access.
<b>PROTECT/MANAGE KEY LANDSCAPES</b>	Areas of high landscape value that require protection or management to maintain their amenity and cultural importance.
<b>RESILIENCE</b>	The capacity and ability to recover quickly from difficulties, put up with disturbance, resist damage, and keep form, function and use over time. Applies to built and environmental resilience.
<b>RESTORATION</b>	The act of returning something to a former state, place or condition.
<b>RURAL AND ECO-TOURISM LIFESTYLE</b>	Lifestyle living area, which promotes home-based rural and/or eco-tourism activities.

<b>SILVERDALE KNOWLEDGE ECONOMY ZONE</b>	A specialist business zone for clean and knowledge-based industries in a high-quality campus with riparian stream and bush vegetation. The zone is a mixed-use centre that includes professional and health services, offices and a limited number of upper-storey residences.
<b>SITES OF SIGNIFICANCE TO MĀORI</b>	Areas that are important to Māori, such as wāhi tapu, urupā, and archaeological and heritage areas.
<b>SOCIAL INFRASTRUCTURE</b>	A broad term for a range of facilities, services and locations delivered by the council, government and community groups to support and sustain the well-being of people and communities. Examples include libraries, schools, parks and community buildings.
<b>SPATIAL PLANNING</b>	<p>A form of planning for cities, regions or countries that seeks to provide long-term direction for development and the achievement of social, economic and environmental well-being. Core objectives as set out in the European Regional/Spatial Planning Charter 1983 (Torremolinos Charter) include:</p> <ul style="list-style-type: none"> <li>▶ enhancing quality of life – strengthening communities, providing access to jobs, housing and community facilities</li> <li>▶ improving and achieving balanced socio-economic development (growing the economy and reducing disparity)</li> <li>▶ responsibly managing the environment including heritage and the built environment</li> <li>▶ developing a land-use plan in the public interest.</li> </ul>
<b>STORMWATER CATCHMENT MANAGEMENT PLAN (SWCMP)</b>	A plan that identifies issues and proposes solutions for a stormwater catchment, and provides an integrated approach to manage stormwater in a catchment (including areas that might flood, streams and contaminants).
<b>TANGATA WHENUA</b>	The iwi or hapū that hold Mana Whenua (exercise customary authority) over a particular area.
<b>SILVERDALE TRANSFORMATION AREA</b>	The council's transformation programme includes a range of projects and initiatives, which will create a step change and act as a catalyst for private sector redevelopment. Silverdale is one of these areas.
<b>TE ARAROA TRAIL</b>	New Zealand's long-distance walking/tramping route, from Cape Reinga to Bluff.
<b>TRANSFORMATIONAL SHIFT</b>	A key action that is considered to be a major change that will lead to a positive outcome for the area.
<b>TRIBAL ROHE</b>	A tribal district; the area over which iwi and hapū claim Mana Whenua, including prominent geographical features, mountains, rivers and lakes.
<b>WĀHI TAPU</b>	A place sacred and important to Māori in the traditional, spiritual, religious, ritual or mythological sense.
<b>WATER-BASED RECREATIONAL ACTIVITIES</b>	A variety of activities such as swimming, boating, fishing and windsurfing that depend on water resources and/or that are based in any water environment, such as sea, harbour, coast or lake.
<b>WATER SENSITIVE DESIGN</b>	Development design that focuses on reducing the impacts on water and water-based environments.



# DISCLAIMER

## WHAKAKĀHORETANGA

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