

PART 2 - REGIONAL AND DISTRICT OBJECTIVES AND POLICIES»Chapter F: Precinct objectives and policies»6 South»

6.15 Māngere Gateway

The objectives and policies of the underlying Future Urban and Light Industry zones apply in the following precinct unless otherwise specified. Refer to planning maps for the location and extent of the precinct.

The objectives and policies of the underlying Mixed Housing Suburban zone and Auckland-wide rules apply in the following precinct unless otherwise specified. Refer to the planning maps for the location and extent of the precinct.

Precinct description

The Māngere Gateway precinct is comprised of land generally north of the northern runway of the Auckland International Airport and west of George Bolt Memorial Drive and Kirkbride Road. The area currently comprises mainly rural land, but also contains important resources such as the Makaurau Marae and papakāinga area, and the Ōtuataua Stonefields Historic Reserve. The underlying zone for sub-precincts A, B and C is Light Industry, sub-precinct D the underlying zone is Future Urban and for sub precinct E the underlying zone is Mixed Housing Suburban.

The Māngere Gateway precinct contains rules encouraging the establishment of a framework plan to implement the precinct objectives and policies. The precinct contains land use and development controls for:

- retail
- public open space
- yards
- landscape design.

The subdivision standards are specific to the sub-precincts and control:

- site size
- frontage
- rear sites
- protection of heritage and landscape features.

The area has significance extending over hundreds of years as a centre of food gathering and production. Local iwi fished from the harbour, harvested shellfish, grew kūmara in the high-quality volcanic soils, and lengthened the growing season using volcanic rock gardens to heat the soils and increase drainage. Iwi have strong ancestral and spiritual associations with the whole area. It also contains significant natural, cultural and built heritage resources, and public open space.

Significant characteristics of sub-precinct D include:

Māori cultural associations with the area, including wāhi tapu. Examples include:

- The Ōruarangi awa into which some of sub-precinct D drains, and the harvest of food from the awa
- The cultural and use values of the harbour, including coastal access, and harvesting of kaimoana
- The potential for koiwi and archaeological remain surviving under the pasture within the subject land
- The adjoining Māori special purpose zone, containing the Ihumātao Papakainga and Makaurau Marae, representing almost continuous Māori occupation of the Ihumātao Peninsula over many centuries.

Heritage and historic associations, including:

- Cultivation of much of the area as part of a larger food production area over approximately eight centuries by local Māori and (from the mid 19th century) Europeans
- Examples of 19th century dry stone walls

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- Historic farmhouses
- The archaeological, architectural, cultural, historic, scientific and technological values associated with the natural and physical resources of Ihumātao that relate to both the Māori and European occupation and use of the land.

Landscape and amenity values, including;

- The coastal environment east and north of the quarried Maungataketake cone, extending to the site of the former Ihumātao Wesleyan Mission Station and farmstead and nearby settlements, which retains its rural context and surroundings
- The open space context within which the Ihumātao Papakainga and Makaurau Marae lies
- The open space context within which the Ōtuataua Stonefields Reserve lies
- Ihumātao Quarry Road and its rural context. This road passes through sub-precinct D, and is the main entry road to the Ōtuataua Stonefields reserve.

The adjoining Ōtuataua Stonefields reserve, which contains and protects the bulk of know remnants of past farming practices and wāhi tapu. Within the reserve, the Ōtuataua and Pukeiti volcanic cones immediately adjoin sub-precinct D

- Volcanic cone slopes and lava caves that extend into sub-precinct D
- Ellett's Quarry.

The council has identified a Māngere Gateway heritage route, part of which runs through this precinct to recognise the character and identity for this area. The entire route runs from Auckland International Airport to Māngere Bridge township and Māngere Mountain. The heritage route is intended to create a visitor experience highlighting the natural and cultural heritage resources of the Māngere area.

The precinct provisions should be read in conjunction with the Auckland Airport precinct.

Sub-precinct A

This sub-precinct covers approximately 25.5ha land fronting Kirkbride, Creamery and Ascot roads, with an extensive frontage to Kirkbride Road.

Sub-precincts B and C

These sub-precincts cover approximately 29ha east of Ōruarangi Road. They form part of the Māngere Gateway heritage area and, within the precinct, are the areas closest to the most sensitive cultural, heritage and landscape areas around Ōruarangi Road, the Ōtuataua Stonefields and the Ihumātao papakāinga.

Sub-precinct D

This sub-precinct covers the future urban areas located adjacent to the Ōtuataua Stonefields reserve.

Sub-precinct E

This sub-precinct covers the Mixed Housing Suburban areas located adjacent to the Otuataua Stonefields Historic Reserve.

Sub-precinct E is comprised of 33ha of land located on the Ihumātao Peninsula, bound to the east by Oruarangi Road and to the west by the Otuataua Stonefields reserve. The Auckland International Airport is located approximately 2.5km to the south of the sub-precinct E area.

The purpose of the sub-precinct is to provide for comprehensive and integrated residential development to increase the supply of housing (including affordable housing), and to encourage the efficient use of land and the provision of infrastructure. The sub-precinct will provide for a residential area that will be integrated with key road links, areas of public open space, and provide a range of housing options.

Development in the sub-precinct is intended to respect the significant cultural and heritage characteristics associated with the site and its surrounds while appropriately recognising and providing for the protection of the adjacent Otuataua Stonefields Historic Reserve and the Papakainga area.

It is envisaged that future land use and subdivision resource consents will give effect to the key elements of the Mangere Gateway sub-precinct E sub-precinct plan to facilitate residential development in a co-ordinated manner.

Objectives

1. Business activities in Kirkbride sub-precinct are provided for, allowing for a range of low impact commercial, office and light industrial activities.
2. The unique cultural, natural and built heritage resources of the Māngere Gateway area is recognised.
3. Consistent and high-quality urban design and amenity standards, relating to streetscape, site design, and appearance are created and maintained along and adjacent to the Māngere gateway heritage route.
4. A limited range of business activities is provided for in the Ōruarangi sub-precincts, including visitor-related activities in the area of the heritage route.
5. The relationship of Mana Whenua with their ancestral lands, water sites, wāhi tapu, and other tāonga is recognised.
6. The Māngere wastewater treatment plant is protected from the reverse sensitivity and other adverse effects of the land use and subdivision activities that could compromise its future operations.
7. Infrastructure, including road, cycle and pedestrian networks, public transport networks, stormwater and wastewater drainage networks and water, power, gas and telecommunication supply networks, is provided for within the precinct.

Mangere Gateway Sub-precinct E

The objectives are as listed in the underlying Mixed Housing Suburban zone and the Mangere Gateway precinct objectives, with additional objectives as specified below:

8. Subdivision and development occurs in a coordinated manner that gives effect to the Mangere Gateway sub-precinct E precinct plan.
9. Subdivision and development which responds appropriately to the varied external interfaces of the site, balancing the need for integration with the need to limit effects on sensitive adjacent areas and to discourage future extension of the development.
10. Subdivision and development respects the adjacent Otuataua Stonefields Historic Reserve area and provides for the protection of the remnant edges of the Pukeiti and Otuataua volcanic cones.
11. Subdivision and development recognises and provides for the existing cultural and heritage values of the site, in particular the adjacent Otuataua Stonefields Historic Reserve area and Maori cultural associations with the area, including wahi tapu.
12. Subdivision and development protects the visual amenity values of the Otuataua Stonefields Historic Reserve and in particular sightlines to the reserve and the Pukeiti Maunga from the existing Papakainga area.
13. Subdivision and development is set back from the existing Papakainga area to:
 - a. provide a buffer between the Papakainga properties and new dwellings;
 - b. achieve a functional and vegetated stormwater corridor to manage flooding and reduce flood effects on the Papakainga properties; and
 - c. allow Mana Whenua use of the buffer area for cultural practices and traditional medicinal and other plantings.
14. Subdivision and development occurs in a manner that achieves the coordinated delivery of infrastructure, including transport, stormwater, wastewater and water services.

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15. Subdivision and development implements a stormwater management network that:
 - a. uses water sensitive design as a core development approach;
 - b. protects the ecological values of the receiving environment;
 - c. integrates with open space and road networks;
 - d. maintains the function of the existing overland flowpath in the sub-precinct through provision of a vegetated swale running south to north across the sub-precinct.
16. Subdivision and development is integrated with the external road network and provides for the enhancement and improvement of Oruarangi Road where it immediately adjoins the sub-precinct.
17. Oruarangi Road and Ihumātao Quarry Road are recognised as key components of the Mangere Gateway Heritage Route and upgraded to reflect the unique character and identity of the area.
18. A safe, efficient, legible and low speed internal street movement network is provided in the sub-precinct.
19. A safe and convenient internal pedestrian and cycle network is provided with connections to adjacent public open space.
20. Opportunities for provision of an integrated public transport bus route to serve the local residential population and linking with the adjacent business and employment land and the Auckland International Airport are investigated.
21. Opportunities for recreation and social interaction are provided internal to the sub-precinct and away from sensitive heritage and cultural sites.
22. Retention, restoration and adaptive use of heritage resources/features within the sub-precinct is provided for.
23. Subdivision and development occur in a manner that recognises the presence, ongoing operation, and national and regional importance of the Auckland International Airport.
24. Development provides for increased housing supply, variety and choice by creating a well-designed residential development comprised of a range of housing densities, typologies and affordable price options.
25. Subdivision and development provides opportunities for affordable housing relative to the local housing market in Mangere.
26. Landscaping of streets and public spaces that recognises site context and natural and cultural character.
27. To promote increased housing supply, variety and choice by creating well-designed residential developments comprising a range of housing densities, typologies, and price options (including the provision of affordable housing).
28. To ensure that the affordable housing provided in any residential development is distributed throughout the location in which resource consent is sought.
29. To promote the availability of affordable housing to first home buyers and/or Community Housing Providers.

Policies

1. Encourage framework plans to be prepared in the Māngere Gateway sub-precincts A, B and C prior to subdivision, the establishment of land use activities and/or development that:
 - a. retain opportunities within the Māngere Gateway precinct for warehousing and distribution activities on sites of at least 4000m² in area
 - b. achieve a high and consistent standard of amenity, particularly along the heritage route
 - c. incorporate consistent features, such as coherent street planting, street lighting and vehicle crossing placement and design.
2. Encourage consultation with any other owners of land within a sub-precinct when preparing a framework plan.
3. Require the framework plan to demonstrate the interrelationship and future integration with:
 - a. other land within the sub-precinct, where a framework plan can only be prepared for part of the sub-precinct
 - b. any neighbouring sub-precinct (including within the Auckland Airport precinct).
4. Require a high standard of urban design for subdivision and land use activities, including the location and design of buildings, outdoor areas and signs, and avoid or mitigate adverse effects on the natural, cultural, built heritage and landscape values.
5. Enable the safe and efficient movement of vehicles, cyclists and pedestrians through well designed street network, with particular regard to maintenance of residential amenities in the Māori Purpose zone.
6. Require development of the heritage route, Ōruarangi Road and adjoining areas to integrate the natural and built environment through design elements.
7. Establish protocols in the consent process to manage any finding of archaeological interest, including wāhi tapu that may be identified through development works.
8. Require subdivision and land use activities in sub-precinct A to avoid or mitigate any potential for significant adverse effects, including reverse sensitivity effects on the operations of the Māngere Wastewater Treatment Plant.
9. Avoid any new road access from Kirkbride Road.
10. Enable large scale warehousing in sub-precinct B.
11. Restrict activities to appropriately scaled visitor and tourist facilities in sub-precinct C that will not compromise existing heritage features, include the Paul Homestead.
12. Require business activities in sub-precinct A to avoid adverse effects on the adjacent residential areas.
13. Recognise the public open space adjoining the Waitomokia Creek as having important natural, landscape and heritage values.
14. Require the establishment of an 18m-wide area public open space between sub-precinct C and the Māori Purpose zone as a buffer between urban development and the papakāinga.
15. Require a structure plan for sub-precinct D to take into account significant cultural heritage and landscape values associated with this area.
16. Require the structure plan for sub-precinct D to include consultation with Mana Whenua to identify significant Māori cultural associations with the area, and identify wāhi tapu.
17. Require large scale buildings in sub-precinct D to avoid adverse impacts on the features and values of significance in the area.

Mangere Gateway Sub-precinct E

The policies are as listed in the underlying Mixed Housing Suburban zone and Mangere Gateway policies, as well as those specified below:

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18. Require structural elements of the Mangere Gateway sub-precinct E precinct plan to be incorporated into all subdivision and development, to achieve:
 - a. an appropriate development set back from the Otuaataua Stonefields Historic Reserve located to the west of sub-precinct E, as specified in objectives 11, 12 and 13.
 - b. an appropriate development off-set from the existing Papakainga area located to the north of sub-precinct E, as specified in objectives 11, 12 and 13.
 - c. single storey development within the identified Building Height Restriction overlay to maintain views from the existing Papakainga area to the Otuaataua Stonefields Historic Reserve and the Pukeiti Maunga, as specified in objectives, 11, 12 and 13.
 - d. two public recreation reserves, as specified in objective 21, predominantly edged by roads or otherwise fronted onto by adjoining residential development.
 - e. a unique and functional road geometry for Oruarangi Road and Ihumatao Quarry Road in recognition of their connections with the Otuaataua Stonefields Historic Reserve and their role in the wider Mangere Gateway Heritage Route.
 - f. key local roads that provide visual connections from Oruarangi Road to the Otuaataua Stonefields Historic Reserve.
 - g. a north-south boulevard road that responds to the natural drainage pattern of the site and provides for the conveyance of overland flows through the integration of water sensitive design features within Road Typology E, as specified in objective 15d.
 - h. the retention and protection of the Kintyre House located at the corner of Oruarangi Road and Ihumātao Quarry Road as an heritage building.
 - i. the retention and protection of identified trees.
 - j. the restoration of segments of stone walls along appropriate sections of Ihumātao Quarry Road and Oruarangi Road.
 - k. two pedestrian connections to the reserve area located to the south-west of the precinct as required by objective 19.
19. Require subdivision and development to recognise the significant cultural heritage and landscape values associated with the area.
20. Enable the establishment of a cultural/information centre adjacent to the Otuaataua Stonefields Historic Reserve in the general location illustrated on the Mangere Gateway sub-precinct E sub-precinct plan.
21. Require subdivision to provide appropriate infrastructure to service the sub-precinct and to mitigate the effects of development.
22. Require subdivision and development to be designed to manage stormwater to:
 - a. reduce existing flood effects on the Papakainga area;
 - b. cater for, and mitigate, storm events up to (and including) the one percent AEP storm event;
 - c. prevent adverse erosion and sedimentation effects in the Oruarangi Creek; and
 - d. achieve appropriate on-site stormwater retention (volume reduction with its attendant reduction in stormwater contaminants) to mitigate the effects of stormwater discharges on the receiving environment.
23. Ensure subdivision and development, including road design and communal stormwater management areas, achieves a high standard of amenity, pedestrian safety and convenience, and contributes to a positive sense of place and identity.
24. Require development to be designed to:
 - a. provide for improvements to Oruarangi Road where it adjoins the sub-precinct to:
 - i. create a quality interface between the road reserve and the sub-precinct;

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- ii. provide for a shared cycle and pedestrian path immediately adjoining the sub-precinct;
 - iii. retain and restore sections of existing stonewalls in appropriate locations immediately adjoining the road reserve; and
 - iv. require treatment with an approved stormwater quality device to protect the water quality of the Oruarangi Creek.
 - b. provide for improvements to Ihumātao Quarry Road to reinforce the road as a key link in the Mangere Gateway Heritage Route.
25. Require the internal road network, including the upgrade of Ihumātao Quarry Road, to comply with the sub-precinct specific road cross-sections to achieve a high quality balance between road function, stormwater management, and sense of place.
 26. Require specific development setbacks from the road boundaries of Oruarangi Road and Ihumātao Quarry Road to create a defined sense of place and space.
 27. Enable adaptive re-use of Kintyre House for complementary non-residential land uses.
 28. Encourage re-use of stones from deconstructed stonewalls in entry/gateway features, threshold areas, communal stormwater management devices and /or areas of open space.
 29. Ensure that reverse sensitivity effects in respect of noise from aircraft and airport activity from the Auckland International Airport are appropriately avoided, remedied and mitigated.
 30. Ensure that development provides a range of lot sizes, housing typologies and densities to reflect a choice in living environment and affordability by enabling higher density integrated residential development to be dispersed between lower density residential lots while respecting the adjoining Otuaatua Stonefields Historic Reserve and the Papakainga area.
 31. New residential developments containing 15 or more dwellings, or involving the creation of 15 or more vacant sites, require either:
 - a. 10 percent of new dwellings to be relative affordable, with the purchase price to be set relative to the median house price in the Auckland region and sold to first home buyers; or
 - b. 5 percent to be retained affordable, with the purchase price to be set relative to the median household income in Auckland region and sold to Community Housing providers or the Housing New Zealand Corporation and owned for long term retention.
 32. New residential developments containing 15 or more dwellings/sites provide for affordable housing that is distributed throughout the development.
 33. New retirement village developments containing 15 or more dwellings provide for affordable housing.
 34. Require landscape design to recognise existing wider landscape character and cultural associations and expectations.
 35. Utilise appropriate and eco-sourced native plants as part of any landscaping, infrastructure enhancement and ecological enhancement opportunities.