



**Landscape Capacity for Urban Development**

- Moderate Capacity for Urban Development
- Landscape Sensitivity / Limited Capacity
- Existing Urban Settlement
- Landscape Setting: Uplands, Hills & Headlands
- Landscape Setting: Rural Valleys
- Visual Containment / Topographical Boundaries (lesser line weight indicates alternative boundary options)
- Existing "Gateway"

- 1. Oraha Road Hills**

  - Elevated moderate hill slope and terrace area
  - Framed to the north by steeper hill country
  - Defined to the south by Kumeu River scarp
  - Spatial proximity and visual connections to existing areas of settlement
  - Strong capacity for urban development
- 2. Matua Road River Flats**

  - Lowland River terraces to the south of forested uplands (including Outstanding Natural Landscape areas)
  - Flat to gently undulating terrain
  - Bisected by numerous small streams
  - Includes power pylons, switchyard, and lines
  - Increasing sensitivity to the north (flooding and proximity to ONL)
  - Close proximity to existing linear patterns of urban development / urban structure.
  - Includes existing areas of urban margin settlement
  - Good existing roading structure and linear rural block subdivision patterns
  - Strong capacity for urban development
- 3. Kumeu Valley South West**

  - Gently undulating broad open lowland system that drains to the north- general northerly aspect
  - Framed to the north by SH16 alignment, defined to the west by Puke Road eastern toe slopes, defined to the south by Tawa Rd toe slopes and defined to the east by Station Road
  - Pastoral and horticultural landuse patters predominate
  - Strong natural drainage patterns
  - Includes limited areas of existing rural residential settlement
  - Strong capacity to accommodate urban development
- 4. Kumeu Valley South East**

  - Broad flat to gently undulating open valley system which also drains to the north (Kumeu River southern tributaries) – good general northerly aspect
  - Pastoral landuse predominates with some areas of horticultural landuse
  - Strong natural drainage patterns
  - Includes southern industrial margins of Kumeu
  - Proximate to existing settlement and existing urban structure
  - Defined to the west by transitional toe slope margins
  - Waitakere Rd forms strong southern boundary – aligned with toe slopes and more elevated terrain less contained to the east (flat land which extends eastwards to the rail line)
  - Strong capacity to accommodate urban development
- 5. Eastern Toe Slope Margins and Minor Spurs**

  - Series of northeast running, elevated toe slope terrain which transitions between north eastern lowlands and the stronger Puke Rd Spur system
  - Interspersed with minor contained rural valleys and characterised by areas of relatively steep south facing slopes
  - Includes and enables a number of local road alignments with rural residential settlement clustered along those alignments which follow the broader minor spur tops
  - Moderate capacity for urban development
- 6. Puke Road Hill Spur**

  - Moderately steep prominent hill spur system which generally defines the eastern lowland valleys and transitional toe slopes
  - Includes very steep incised gully areas
  - Western spur slopes generally steeper and more incised than eastern slopes
  - Includes existing patterns of rural residential settlement clustered along road alignment which follows spur tops
  - Defines a number of secondary enclosed valley systems – limited aspect
  - Strong landscape sensitivity
- 7. Contained Eastern Valleys**

  - Enclosed east draining valleys strongly defined by surrounding hill slope terrain
  - Limited aspect – includes strong natural drainage patterns
  - Spatially defines adjoining hill spurs
  - Strong landscape sensitivity
- 8. Kumeu River- Taupaki Road Valley**

  - Lowland/rural valley flats strongly influenced by Kumeu River floodplain
  - Includes rural residential areas influenced by proximity to road access
  - Pastoral landcover predominates
  - Strong visual connection to wider open valley areas to the west
  - Northern western margins in close proximity to Waitakere Road and existing areas of industrial / commercial development offer limited opportunities for expansion (floodplain considerations)
  - Key spatial element which defines Kumeu in the west from Massey in the east
  - Generally strong landscape sensitivity

0 0.25 0.5 km



Date: 30 May 2013  
1:15,000 @ A1

- Railway
- Building Footprints
- Major Road
- 10m contour

Landscape Landscape Sensitivity & Landscape Capacity  
Kumeu - Huapai: RUB Options Work in Progress 4 July 2013  
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