

# Draft Area Plan

## Hibiscus and Bays

October / November 2012



**Hibiscus and Bays  
Local Board**  
*Auckland Council*



Draft for public engagement:  
23 October to 23 November 2012

**Auckland  
Council**  
*Te Kaunihera o Tāmaki Makaurau*



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Disclaimer: Auckland Council is not liable for anyone or any entity acting in reliance of this area plan or for any error, deficiency or omission in it.

Front cover image: Long Bay Regional Park looking south towards urban Auckland.  
Inside cover: Orewa Town Centre from Red Beach.

# Hibiscus and Bays vision

The Draft Hibiscus and Bays Area Plan provides a vision for how the Hibiscus and Bays Local Board area could change over the next 30 years. It outlines the steps to achieve this vision and how the Hibiscus and Bays Local Board area will contribute to Auckland becoming the world's most liveable city.

This Draft Area Plan will incorporate the aspirations and goals of the community, key stakeholders and Mana Whenua, while addressing the growth projections set out in the Auckland Plan. Many of the issues, aspirations, and opportunities for the Hibiscus and Bays area are not new.

There are six key transformational shifts for the Hibiscus and Bays Local Board area:

- **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 ecotourism potential of Hibiscus and Bays by leveraging off the area's natural assets**
- **Build a continuous coastal pathway to connect Hibiscus and Bays' communities**
- **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.**
- **Develop employment land in and around Silverdale to increase employment opportunities for local people.**

The objective of the Draft Hibiscus and Bays Area Plan is to provide greater choices of where and how people will live, work and play in the Hibiscus and Bays Local Board area. Future development must respond to the needs of the diverse ethnic and youthful community in the area, including providing access to employment opportunities and a wider range of housing options.

The delivery of area plan outcomes in a 30-year timeframe will require a collaborative approach between the community, Mana Whenua and key delivery partners including Auckland Council, council controlled organisations (CCOs), central government agencies and private land owners.

Investment in physical and social infrastructure including transport, open space, community facilities, and schools, is needed to meet the growth in business and population. But such investment must be balanced with protecting the highly valued and sensitive features of the area. Initiatives in this Draft Hibiscus and Bays Area Plan recognise and build on the area's cultural and historical values, and its highly valued landscapes.

“Hibiscus and Bays - values our beaches and coastal context, landscapes, way of life and people”.

Vision from Hibiscus and Bays Local Board Plan, Page 2.

## How to be involved

This is a draft plan. Your input is important to us and we want to hear your views and comments.

This is your opportunity to contribute to the future direction of the Hibiscus and Bays area by letting us know what you like, dislike and think we may have forgotten. All feedback will be considered when developing the final Hibiscus and Bays Area Plan.

We invite you to have your say. You can give us feedback by post, email, or on our website.

### By post:

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To see or download the Draft Hibiscus and Bays Area Plan and feedback form visit the Council's website at [www.aucklandcouncil.govt.nz/areaplans](http://www.aucklandcouncil.govt.nz/areaplans)

Hard copies will also be available from local libraries, the Hibiscus and Bays Local Board office, and on request by **phoning (09) 301 0101 or emailing [areaplans@aucklandcouncil.govt.nz](mailto:areaplans@aucklandcouncil.govt.nz)**

We will also be active in the Hibiscus and Bays Local Board area from **23 October to 23 November 2012**. You will find information about the events on our website and displayed in local libraries.

All feedback must be received by **5.00pm on Friday 23 November 2012**.

# What are Area Plans?

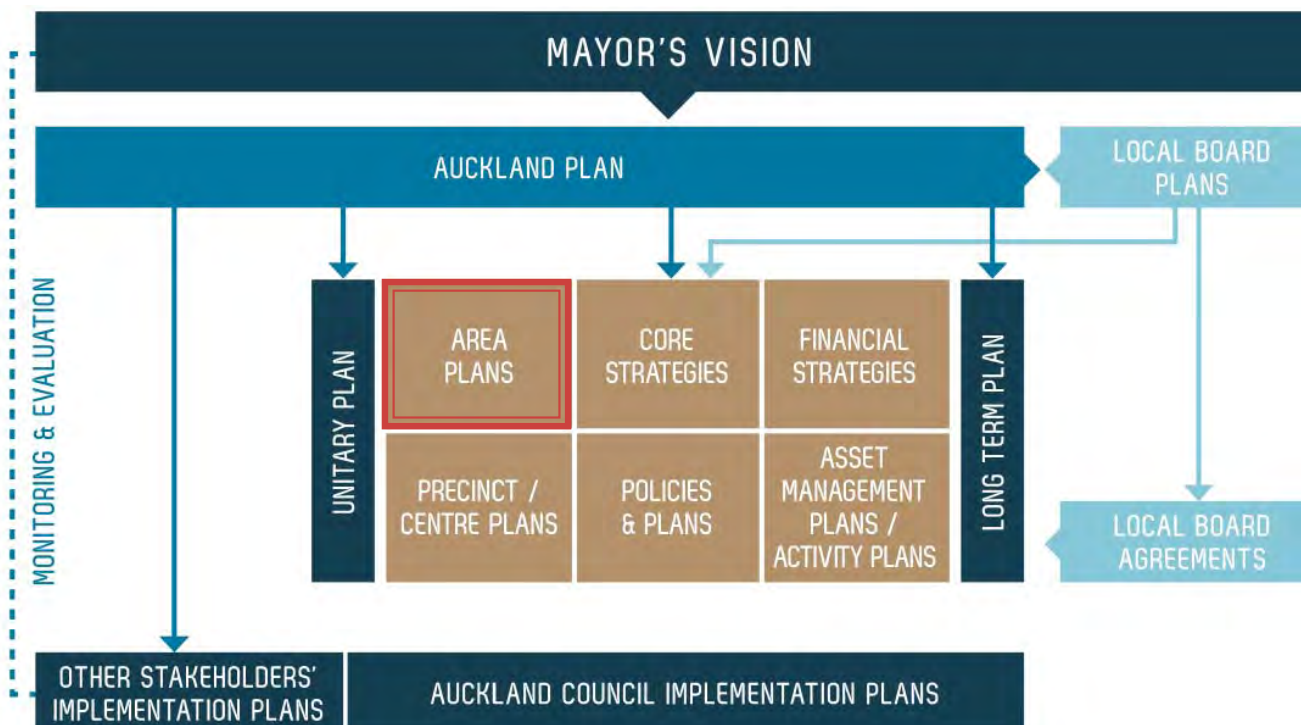
An area plan is a key tool in Auckland Council's strategic planning framework (see **Figures 1 and 2** below). The purpose of an area plan is to show how the Auckland Plan (its outcomes, proposed changes and strategic directions) will be put in place at the local level. An area plan uses tools such as the Unitary Plan, local board plans, the Long Term Plan and emerging Council strategies to help deliver the Auckland plan's objectives. An area plan prioritises those future activities and projects for an area that are required to achieve Auckland's Vision of creating "the world's most liveable city".

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 **page 16**), and the important economic, environmental, social and cultural outcomes and initiatives (as shown in three theme maps). The result is an integrated vision of how an area could look and function in the future.

Auckland Council will develop 21 area plans, each focused at the local board level. Once complete, each plan will 'seamlessly integrate' with the other area plans and will form a single picture of Auckland.

The outcomes and aspirations set out in an area plan include those that Council and its various departments may deliver and those that will be undertaken by Council Controlled Organisations (CCOs). They also include outcomes and aspirations that might be achieved by influencing the activities of, and/or forming close partnerships with, other parties such as government agencies, private landowners and community organisations. Developing an area plan should resolve differences between local aspirations and Auckland Plan objectives. Then the plan can focus on other processes, such as the need for more detailed planning in the future and the need for key infrastructure (including social facilities) to support these aims.

**Figure 1: Auckland Council's Strategic Planning Framework**



Source: The Auckland Plan 2012

# The relationship between area plans and other plans

## Local Board Plans

Local board plans provide community-level vision, and priorities and projects for each local board. Each of the 21 local boards in Auckland has a local board plan and an annual agreement with the governing body. These agreements set out how much funding is available for local board projects in each area.

The Hibiscus and Bays Local Board Plan has played a key role in helping to identify area plan priorities, projects and community aspirations. This plan sets out the vision and priorities for the Local Board area. The Local Board and the community have identified projects and these are included in this area plan. Local board plans must be reviewed every three years.



Cover of Hibiscus and Bays Local Board Plan.

## Council's Long Term Plan (LTP)

The LTP is Council's main budgetary tool that combines funding from all council and council controlled organisation (CCO) across Auckland over a 10 year timeframe. Essentially, this plan is Auckland Council's to-do list. It implements the Auckland Plan, and includes projects and initiatives identified in the local board plan.

The area plan identifies projects, programmes, strategies and policies essential to delivering the growth direction set out in the Auckland Plan, influenced in part by key local aspirations. Listed within the Prioritisation Schedule, they include projects already funded within Council's 2012 LTP and unfunded projects for funding priority in the next LTP (in three years' time). It can also be used to direct the Council's yearly review by way of the annual plan process.

## The Unitary Plan

Council is developing Auckland's first Unitary Plan to replace the district and regional plans and policies of the former city, district and regional councils. Prepared under the Resource Management Act (1991), the Unitary Plan is Council's main land-use planning document. Its objectives, policies and rules will help implement the Auckland Plan. The Unitary Plan will also have regulatory provisions that achieve the area plan outcomes.

It will not be possible for all area plans to be completed across Auckland before the Unitary Plan is first publicly notified. However, area plan outputs and analysis will be introduced into the draft Unitary Plan over time when and as each area plan is completed. The area plans will inform the Unitary Plan by outlining a range of land uses under the broad categories of living, business, mixed use, rural, open space and special purpose. The three area plan theme maps will identify local values and/or features. The policies and rules used in the Unitary Plan will reinforce these. The Unitary Plan is one tool to help implement the area plan.

Figure 2: Three levels of planning



# The role and purpose of the area plan

## How the Hibiscus and Bays Area Plan works

The Draft Hibiscus and Bays Area Plan provides a vision for the Hibiscus and Bays Local Board area for the next 30 years. Six key moves have been identified that respond to the Auckland Plan's 'Transformational Shifts' and will be integral to making the Hibiscus and Bays Local Board area a great place to live and work in the future.

To help deliver the six key moves, the Area Plan Framework sets out the future land uses for the Hibiscus and Bays Local Board area in line with the Auckland Plan's Development Strategy and the emerging Unitary Plan.

The specific theme-based aspirations and outcomes that influence the framework map are grouped into:

- Natural, Heritage and Character,
- Economic and Community Development, and
- Transport and Network Infrastructure.

Each theme has local, place-based outcomes and a number of action steps that will support and deliver the outcomes by way of the 10-year Prioritisation Plan and Schedule. These actions are in the form of projects, programmes, studies and policies. They identify where further planning work is required – and highlight where investment is needed over the next 10 years.

**Figure 3 and 4** summarise the four key components and six maps below:

## Figure 4: Key Components of the Area Plan Framework

### This summarises the four key components and six maps:

**1. Hibiscus and Bays Key Moves** shows the six key opportunities that respond to the Auckland Plan's 'Transformational shifts' and will be integral to making Hibiscus and Bays a great place to live in 30 years (see Map 1)

**2. The Area Plan Framework Map** that shows future land use outcomes and the areas that will grow (see Map 2)

**3. Theme-based outcomes** for the area grouped under:

- **Natural, Heritage and Character** (see Map 3)
- **Economic and Community Development** (see Map 4)
- **Transport and Network Infrastructure** (see Map 5)

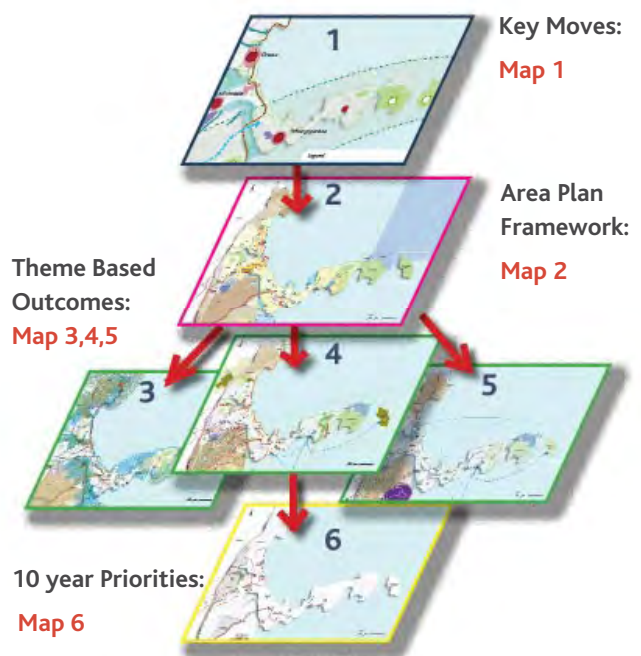
**4. The 10-year Prioritisation Plan** (see Map 6)

More detail on these maps can be found on **pages 14 to 57**.

## Key assumptions of the Hibiscus and Bays Area Plan

The Draft 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).

### Figure 3: Key Components of this draft Area Plan document



# Community engagement in the Draft Hibiscus and Bays Area Plan

Several factors influenced how this Draft Area Plan developed. The process included a review of extensive community engagement done for the Auckland Plan. It was also based on a review of local board plans and other recent plans, including those developed by the former North Shore City and Rodney District Councils. Council used the information from these reviews to identify and understand the local values, issues, challenges, aspirations and opportunities in the Hibiscus and Bays area.

In preparing this Draft Area Plan, Council asked key stakeholders how the area plan might be delivered successfully. These stakeholders included Mana Whenua, Mataawaka (Māori from outside this area), central and local government agencies, infrastructure providers and local business associations. They will have more opportunities to engage and provide feedback as the Draft Hibiscus and Bays Area Plan progresses.

## The engagement approach

A working group of Hibiscus and Bays Local Board members and Councillors has guided this Draft Area Plan. The Hibiscus and Bays Local Board and the Auckland Plan Committee have now approved it for public engagement.

**Figure 5** below shows an overview of the engagement approach taken so far to develop the draft Hibiscus and Bays Area Plan. A diverse range of events, supported by different communication channels, will be held in October and November 2012 to inform the public about the Draft Area Plan and to gain feedback.

### Figure 5: Overview of the Engagement Approach



## Māori engagement in the Draft Hibiscus and Bays Area Plan

Mana Whenua have an enduring and primary 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.

This Draft Area Plan aims to put in place steps to build a future that will benefit all Māori living in the Hibiscus and Bays area. Mana Whenua have their own places and aspirations for the Hibiscus and Bays area. They continue to undertake their traditional practices, including tikanga, exercise of kaitiakitanga and harvest of kaimoana within their rohe. Lifting Māori social and economic well-being is one of the key drivers of this Area Plan.

In developing this Draft Area Plan, Council has met with Mana Whenua and Mataawaka between March and June 2012 to identify Māori issues, values and aspirations. Further engagement of Mana Whenua will be required as the area plan develops and progresses to implementation. These groups will be able to give feedback when Council talks to the community about the Draft Area Plan in October 2012. Relationships developed with Mana Whenua will benefit the communities and environment of the Hibiscus Coast and Bays Local Board area.

## Next Steps

All feedback received will be considered when developing the final Area Plan. It will then be reported to both the Hibiscus and Bays Local Board and the Auckland Plan Committee, for adoption in March 2013.



# Setting the strategic context: Auckland wide

## The Auckland Plan

Auckland’s vision is to become “the world’s most liveable city”. As such, Auckland will be a place that has cohesive resilient communities; a productive high-value economy; quality urban, rural and natural environments and a robust and resilient transport system. The Auckland Plan outcomes recognise both Māori and multi-cultural qualities of the area by emphasising a Māori identity as Auckland’s point of difference in the world and a culturally rich and creative Auckland.

The Auckland region expects an extra 1 million people and 400,000 new households by 2040. The Auckland Plan is a strategic plan that provides guidance on how to manage this while keeping the things we value most about Auckland.

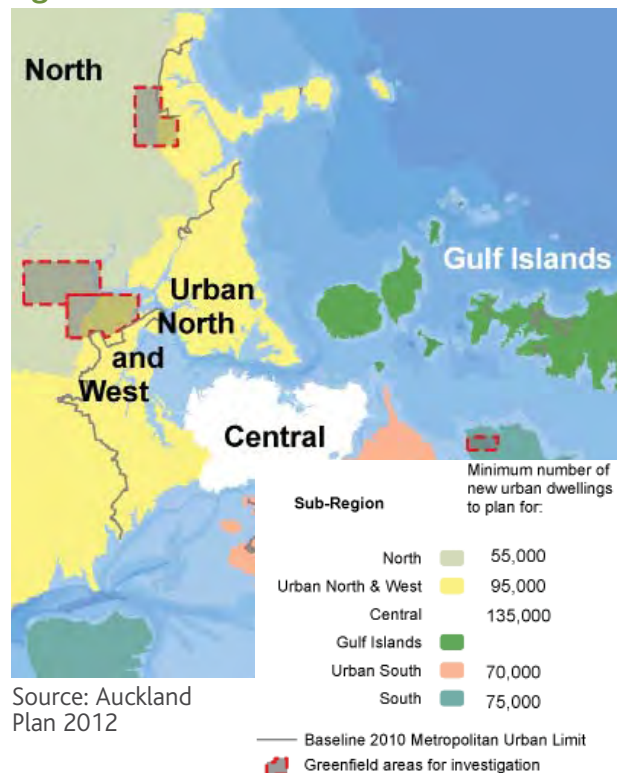
The vision of Auckland becoming the “world’s most liveable city” will not be achieved by incremental change - transformational change is needed. **Figure 6** lists the six key transformational shifts that will help achieve the vision and these will require commitment, investment and collaboration from all.

These six shifts are key drivers for the Draft Hibiscus and Bays Area Plan. Identifying where people want to live, work and play, and future land uses will help achieve the transformational shifts. This Draft Area Plan also identifies critical infrastructure, social and cultural services and environmental outcomes that support Auckland’s Vision. It shows how infrastructure, services and outcomes link to the LTP, Unitary Plan and other key programmes and partnerships to help put the area plan into practice.

## The Auckland Plan Development Strategy

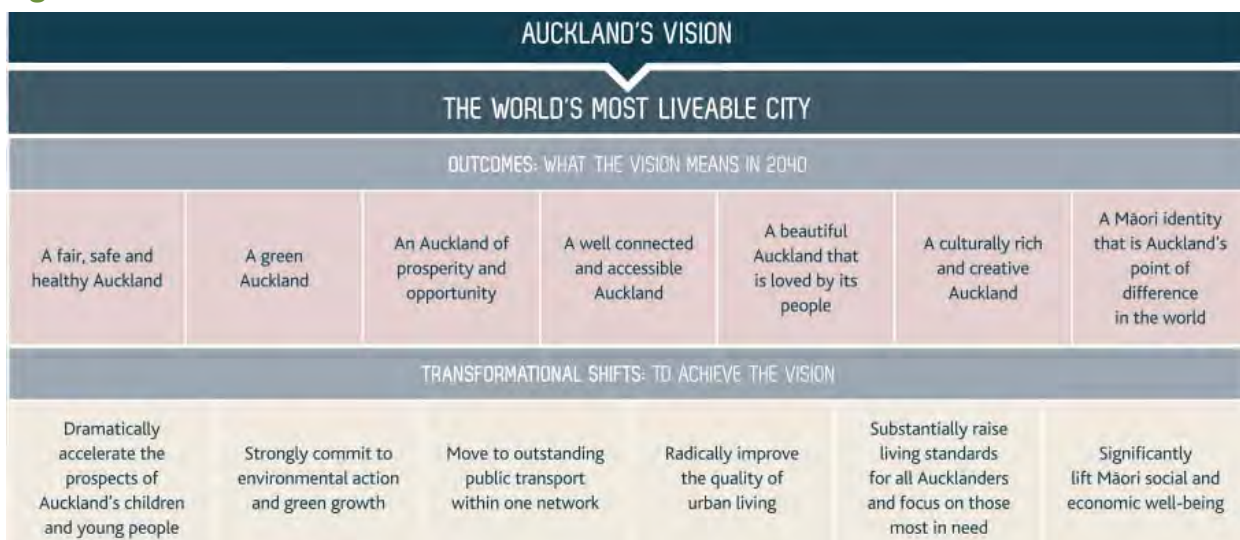
The Auckland Plan Development Strategy identifies the expected level of change and growth across Auckland over the next 30 years, and where we expect to see that growth (see **Figures 7 and 8**). The Strategy supports new employment and residential areas to meet expected growth. A key focus of the Strategy is to achieve a compact city by focussing growth in existing urban areas. The Strategy also sees the need to phase in greenfield areas for residential and commercial development.

**Figure 7: Auckland Plan Growth Allocation**



Source: Auckland Plan 2012

**Figure 6: Auckland Plan Vision, Outcomes and Transformational Shifts**





# What does the Auckland Plan mean for the Hibiscus and Bays Area Plan?

The draft Hibiscus and Bays Area Plan sets out local community planning aspirations and outcomes that will help deliver on the outcomes sought by the Auckland Plan.

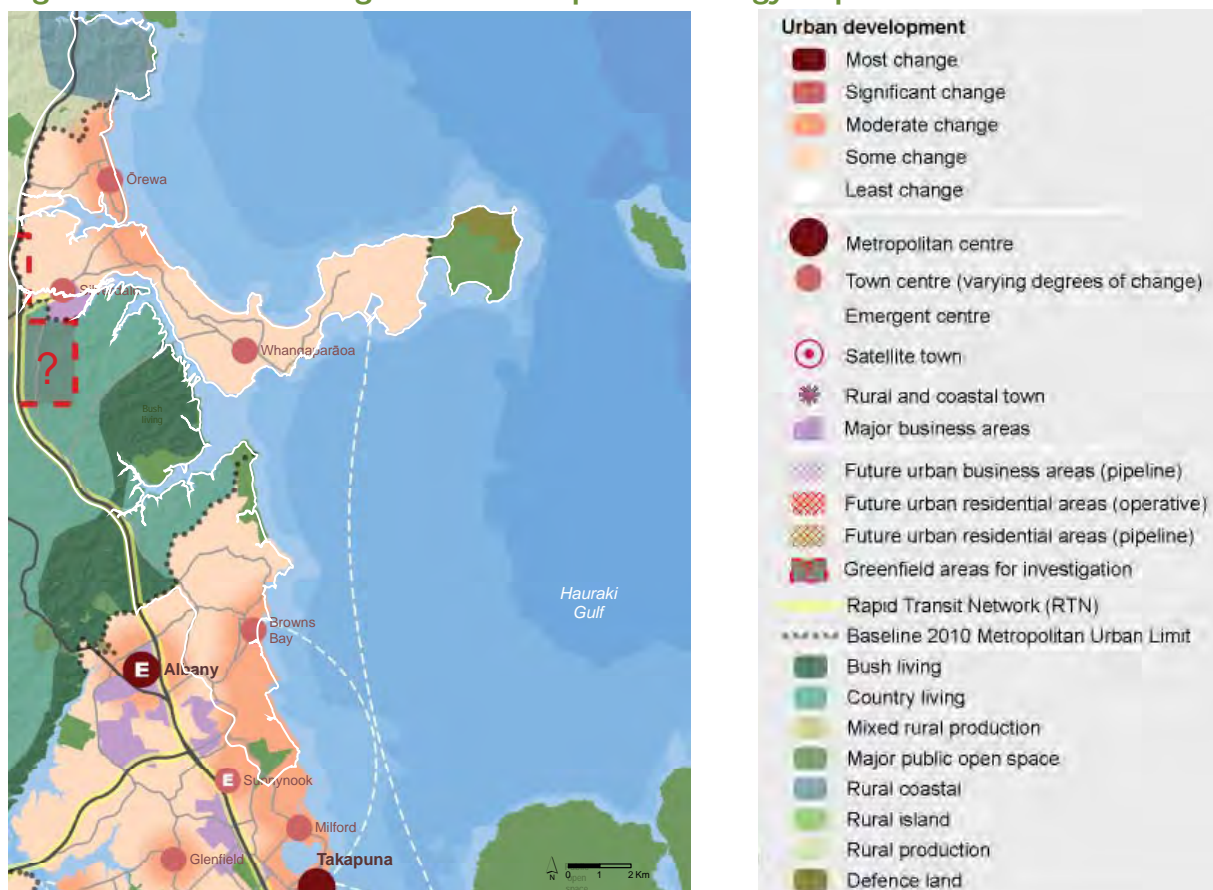
The Auckland Plan expects that there will be an extra 95,000 households in the Urban North and West area of Auckland over the next 30 years (see **Figure 7**). Of this, there is likely to be approximately 25 000 new homes and 18 000 new jobs in the Hibiscus and Bays Local Board area. This anticipated growth will help to fund the social, cultural and recreational improvements that will be needed to maintain the area's high amenity values.

This Draft Area Plan responds to local environmental and community characteristics in the Hibiscus and Bays areas. It interprets and applies the Auckland Plan's Development Strategy by proposing that areas of residential and employment development occur in locations that can best support growth, such as town and local centres (see **Figure 8**). Creating a high quality, liveable, compact city will see parts of Hibiscus and Bays area change over time, such as the development of more businesses and homes including a wider range of housing choices.

Most future residential and employment growth will be concentrated in and around the four town centres of the Hibiscus and Bays Local Board area – Browns Bay, Ōrewa, Silverdale and Whangaparāoa. New development will need to enhance the Hibiscus and Bays' unique built and natural character. Improvements such as streetscape upgrades and enhanced transport, community and social services will be required to meet the needs of the growing communities. Local centres, such as Mairangi Bay, Torbay and Red Beach, may also experience further residential development.

The change will not be sudden. Over the next 30 years, centres and surrounding existing suburbs could see a third of their housing redeveloped (mainly to town houses, apartments and 2-storey units). Some specific areas will be further developed to take advantage of north-facing ridgelines, panoramic views, and good access to transport routes and community amenities. More people living in Browns Bay, Mairangi Bay and Ōrewa will strengthen these communities. New and improved infrastructure, social services and amenities, such as parks and reserves will be needed for the increased population.

**Figure 8: Auckland Plan Figure D2: Development Strategy Map**



Source: Auckland Plan 2012

# Setting the local context: Hibiscus and Bays Local Board Area

## The attraction of the Hibiscus and Bays Local Board area

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 unite the northern urban area with the greenbelt and 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.



Tiritiri Matangi - The biodiversity Jewel in the Hibiscus and Bays' crown.

## The people and places of the Hibiscus and Bays Local Board area

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. But many beneficiaries, especially retired people are attracted to the area because it is close to Auckland, has high amenity values and readily accessible services.

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 capacity.



Long Bay Regional Park and adjoining Long Bay-Ōkura Marine Reserve.



Shakespear Regional Park surrounded by Hauraki Gulf Marine Park.

# Future challenges and opportunities for the Hibiscus and Bays Local Board area

The desirability of the Hibiscus and Bays area for more residential and employment development must be carefully managed. The natural (including coastal) environment draws people to the area to live and work. A balance must be reached between **maintaining the attractive lifestyle** and **minimising adverse environmental and social effects**. The diverse aspects of the natural environment have the potential to foster a green economy and a sustainable development ethic in the Hibiscus and Bays area. Further, any future development must be planned and implemented to a level that the land and waterways can sustain.

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 (2,800 dwellings).

**New development and associated civic spaces should be attractive and well-designed** to encourage and enhance community interaction. Development and its associated **infrastructure must be appropriately funded**, programmed, sited and designed so that it is **resilient to potential natural hazards land (such as flooding) and coastal hazards**. Past development in floodplains and overland flow paths has been affected by localised flooding and other problems. The Council is implementing a programme of Community Response Plans to prepare for a range of emergency events. These plans are already complete for most of the Hibiscus and Bays Local Board area.

New amenities such as parks, social services and community facilities are needed to support growing communities in a high-quality urban environment. People use transport for various reasons. Providing a **wider range of transport options for all age groups and needs** will reduce reliance on private vehicles and so ease traffic congestion. Options include new and improved walking and cycling routes, and more public transport facilities and services. People will be able to travel more easily around the Hibiscus and Bays area, and to other parts of Auckland.

Although overall education and employment levels are generally high in this area, the challenge is to **encourage more local employment and education opportunities** for a wider range of people. This is vital for the northern urban area where most commute to jobs and training outside the area. More local jobs would see the number and length of vehicle trips reduce benefiting the area's economy and productivity.

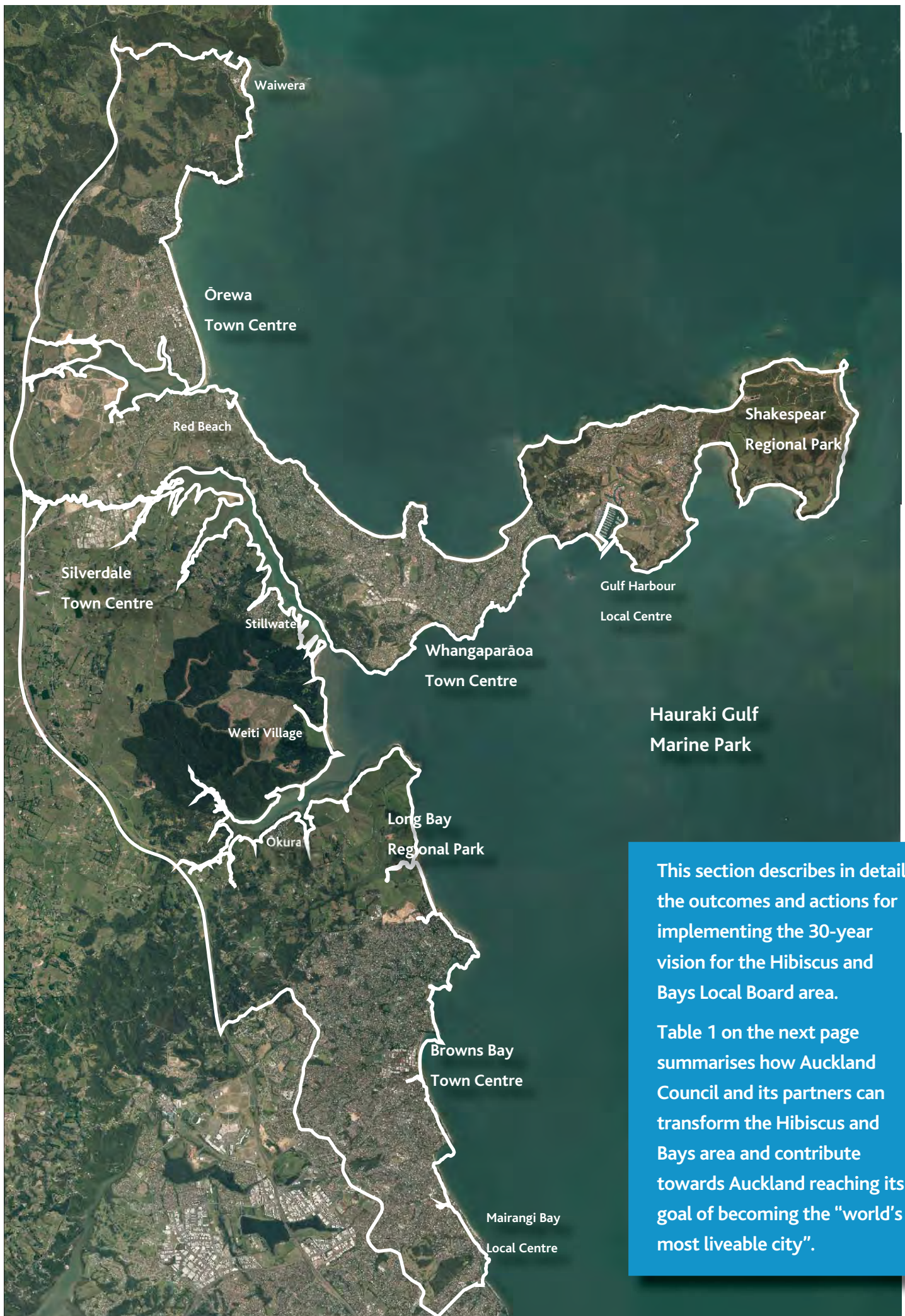
Whangaparāoa Peninsula is limited by its geography; yet the Auckland Plan shows more people will move into the area. The community has limited job prospects and a proportion of people on low incomes. Young people also have limited access to post-school study and training. A challenge is to provide everyone with efficient access from, to and within the area. For example, the Auckland Plan has earmarked Ōrewa – a suburb connected directly to the Northern Motorway – for moderate change.



Planning and design must take into account ongoing natural hazards.



The Ōrewa Estuary is already significantly urbanised.



This section describes in detail the outcomes and actions for implementing the 30-year vision for the Hibiscus and Bays Local Board area.

Table 1 on the next page summarises how Auckland Council and its partners can transform the Hibiscus and Bays area and contribute towards Auckland reaching its goal of becoming the "world's most liveable city".

Aerial Map of Hibiscus and Bays Local Board area

# Outcomes and actions for the Hibiscus and Bays

Table 1:

## AUCKLAND'S VISION

THE WORLD'S MOST LIVEABLE CITY – TE PAI ME TE WHAI RAWA O TAMAKI

AUCKLAND PLAN TRANSFORMATIONAL SHIFTS:  
To achieve Auckland'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:  
To support the transformational shifts

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	Build a continuous coastal pathway to connect Hibiscus and Bays' communities	Focus growth in centres, and in areas with access to efficient public transport	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 employment 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 the Hibiscus and Bays area could develop over the next 30 years: it is informed by three theme-based outcomes

Three theme-based outcomes

NATURAL, HERITAGE AND CHARACTER	ECONOMIC AND COMMUNITY DEVELOPMENT	TRANSPORT AND NETWORK INFRASTRUCTURE
The natural and coastal landscape is recognised and promoted as the area's point of difference	Ecotourism 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 encouraged to be more business-friendly and prosperous, offering a variety of economic development opportunities	Greater inter-modal transport integration provides more efficient transport networks and greater travel choice
Town centres grow sustainably, reflecting their local nature while providing housing and job choice	Local economic, social, recreational and cultural activities are fostered, keeping in mind the area's unique coastal and natural environment	Existing and new infrastructure meets the needs of a growing population and urban intensification and adapts to climate change while improving natural freshwater and coastal systems
Suburban and rural areas are distinctive, and offer high-quality living and a strong sense of community and place	The Hibiscus and Bays area has a range of urban environments to meet the needs of people of all ages and abilities	
Places and landscapes of historic and/or cultural significance are identified, protected and celebrated	The re-occupation of tribal rohe (land) and the wellbeing of the Māori community is provided for, while supporting Mana Whenua to formally exercise kaitiakitanga and achieve Treaty Settlement outcomes	The infrastructure network in the Hibiscus and Bays is resilient, sustainable and cost effective

## 10-year Prioritisation Schedule

Priority projects for implementation

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

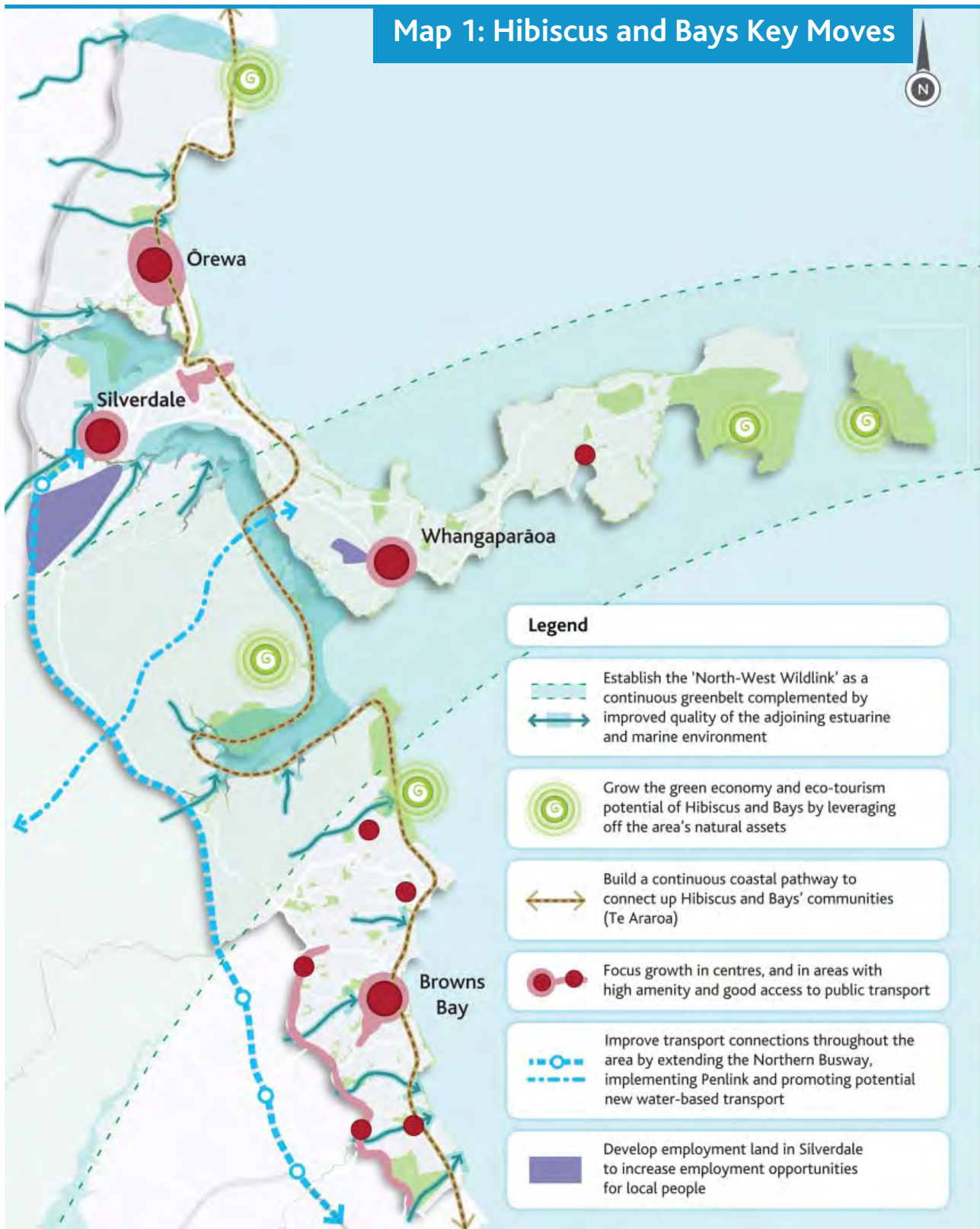
# Hibiscus and Bays key moves

The 'key moves' of the Hibiscus and Bays Area Plan are the most important opportunities to solve specific issues facing the Hibiscus and Bays Local Board area. These key moves will help to transform the Hibiscus and Bays Local Board area over the next 30 years into an area that attracts visitors while maintaining the quality lifestyle for residents.




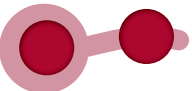


The key moves will help to achieve the vision for Auckland (including the six transformational shifts) and support the desired outcomes set out in the Auckland Plan.

The draft Hibiscus and Bays Area Plan will use the Area Plan Framework to help deliver the key moves to achieve the related benefits for the people living in the Hibiscus and Bays area. The Framework has been shaped by the outcomes and actions shown in each of the supporting theme maps.

See **Map 1** and **Table 2** for the key moves for the draft Hibiscus and Bays Area Plan.



**Table 2: The Six Key Moves**

Six key moves	AUCKLAND PLAN TRANSFORMATIONAL SHIFTS: To achieve Auckland's Vision					
	1	2	3	4	5	6
	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
<p><b>Establish the 'North-West Wildlink' as a continuous greenbelt complemented by improved quality of the adjoining estuarine and marine environment.</b></p> 		✓		✓		
<p>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.</p>						
<p><b>Grow the green economy and ecotourism potential of Hibiscus and Bays by leveraging off the area's natural assets.</b></p> 	✓	✓		✓	✓	✓
<p>There are significant opportunities to promote natural assets and recreational activities for economic benefit in the area while increasing awareness of the value associated with these distinct features. In particular there are opportunities relating to the geothermal activity at Waiwera, in coastal recreation and in synergies with the knowledge economy uses proposed for Silverdale.</p>						
<p><b>Build a continuous coastal pathway to connect Hibiscus and Bays' Communities.</b></p> 		✓		✓		
<p>The coastline has always been the major attraction of the Hibiscus and Bays area. Existing paths by the coast and streams support a healthy community. Linking coastal areas will strengthen the Te Araroa National Walkway, encourage ecological restoration, and build awareness of and possible solutions to issues such as coastal erosion. The pathway will also highlight the area's distinct landscape and heritage features.</p>						
<p><b>Focus growth in centres, and in areas with high amenity and good access to public transport.</b></p> 	✓	✓		✓	✓	✓
<p>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 Framework Plan.</p>						
<p><b>Improve transport connections throughout the area by extending the Northern Busway, implementing Penlink and associated works, and by promoting potential, new water-based transport.</b></p> 	✓		✓	✓	✓	✓
<p>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.</p>						
<p><b>Develop employment land in and around Silverdale to increase employment opportunities for local people.</b></p> 	✓	✓		✓	✓	✓
<p>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.</p>						





# Map 2: Hibiscus and Bays Area Plan Framework 2042

## Legend

Context and existing features		Aspirational/proposed outcomes			
[E]	Education	Land use environments			
[C]	Cemetery	[Light Yellow]	Single house	[Light Green]	Rural settlement
[W]	Wastewater	[Yellow]	Mixed housing	[Yellow-Green]	Coastal settlement
[Thick Grey Line]	Motorway	[Orange]	Terraced housing and apartments (up to three storeys)	[Light Yellow]	Large lot residential
[Thin Grey Line]	Arterial road	[Pink]	Neighbourhood centre	[Light Grey]	Special use zone
[Thin Brown Line]	Local board boundary	[Purple]	Local centre	[Dotted Grey]	Comprehensive development
[Blue Outline]	Okura policy area	[Pink]	Town centre	[Light Green]	Open space
[Blue Fill]	Marine reserve	[Purple]	Mixed use	[Blue]	Marina
<b>Aspirational/proposed outcomes</b>		[Purple]	Business park/office node	[Light Blue]	Mooring
<b>Proposed</b>		[Blue-Grey]	Service/light industry	[Dark Blue]	Defence
[K in Circle]	Key sites	[Dark Blue]	Heavy industry		
[Dashed Red Line]	Indicative area of further planning	[Brown]	Countryside living		
[Dashed Grey Line]	Future road	[Yellow]	Future urban		
[Red Fill]	Penlink	[Light Brown]	Rural production		
[Orange Fill]	Multi-modal corridor	[Dark Brown]	Rural conservation		



1:50,000





1:50,000



# Map 2: Hibiscus and Bays Area Plan Framework 2042

Legend	
Context and existing features	
	Education
	Cemetery
	Wastewater
	Motorway
	Arterial road
	Local board boundary
	Ōkura policy area
	Marine reserve
Aspirational/proposed outcomes	
Proposed	
	Key sites
	Indicative area of further planning
	Future road
	Penlink
	Multi-modal corridor
Land use environments	
	Single house
	Mixed housing
	Terraced housing and apartments (up to three storeys)
	Neighbourhood centre
	Local centre
	Town centre
	Mixed use
	Business park/office node
	Service/light industry
	Heavy industry
	Countryside living
	Future urban
	Rural production
	Rural conservation
	Rural settlement
	Coastal settlement
	Large lot residential
	Special use zone
	Comprehensive development
	Open space
	Marina
	Mooring
	Defence

# Area Plan framework

The Area Plan Framework Map 2042 (see **Map 2**) shows how Hibiscus and Bays could develop over the next 30 years.

## The land use approach

These land uses do not represent the final Unitary Plan zones but will guide and inform them as they emerge over time.

The Auckland Plan's Development Strategy sets out at a high level the form and location of the land uses by directing growth around existing town and local centres as well as moderate growth in surrounding suburbs, to create a quality, compact city. **Tables 3 to Table 8** set out the expected land uses and built forms (current and future) 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 Auckland Plan indicates a large area of Silverdale (a Transformation Area) for greenfields investigation. However, this draft Area Plan recognises the sensitivity of the land on the eastern side of the Northern Motorway and recommends no further urban zoning there.

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**.

The timing of releasing new zoning is heavily reliant on required infrastructure upgrades and on providing appropriate community facilities, open space and schools. Most change to zones by way of the draft Unitary Plan are expected to take place in the East Coast Bays, but how and when the areas develop will depend on those necessary infrastructure upgrades. The Prioritisation Plan and Schedule (**Map 6**) indicate activities that will take place in the first ten years.



Contained urban growth will protect the rural and natural environment.

## Business

The business zones shown in the Area Plan Framework (see **Map 2**) are core industrial and business service areas. Residential and open-space uses and uses sensitive to noise, odour or heavy vehicles are excluded.

In Hibiscus and Bays, the business zones are split between "services/light industry", "heavy industry" and "business park". Over the next 30 years, the business activities in the Hibiscus and Bays area are expected to grow. The number of job opportunities and workers in business areas will increase as the grow and business activity grows.

The general approach is to encourage heavier industrial activities away from sensitive waterways and 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.



Business zones allow for a variety of industrial, commercial and retail activities.



Example of various business land uses shown in various purples.

## 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 and how it links to the coast as well as providing for a range of sports fields. (see **Map 2**).

All reserves in this Draft Hibiscus and Bays Area Plan are shown as green on **Map 2**. The actual variety of reserve types is reflected in **Map 4: Economic and Community Development Outcomes**.



New recreational facilities will improve levels of health and fitness in the community.



Example of open space - shown on Map 2 as green.

## 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 2 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, ecotourism 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 shows the countryside living environment in the Hibiscus and Bays area. (see **Map 2**).



Lifestyle blocks contribute to the area's amenity and economy.



Countryside living is shown on Map 2 as brown.

## 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 mineral 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 coastal zoning to protect their sensitive and highly valued landscapes. The Area Plan Framework shows the rural environment in the Hibiscus and Bays area. (see **Map 2**).



The productive rural environment should support biodiversity objectives through revegetation and riparian planting.



Rural production land north of Ōrewa and Hatfields Beach.

## 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, defence land and the Hibiscus Coast Gateway (Recreation) Zone (see **Map 2**).



Education facilities are zoned "special purpose" in the Area Plan with an "E" symbol (as shown on the Framework Plan page 16-19).



Defence land at Army Bay on the north side of Shakespear Regional Park.



Hibiscus Coast Gateway at Silverdale.

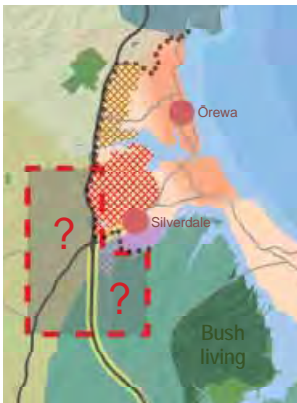
## Future planning areas

One key role of the Hibiscus and Bays Area Plan is to prioritise where further future planning is required. The Area Plan Framework (see **Map 2**) shows the specific areas for future planning in the area, while desired outcomes are set out in **Tables 5-8**. Two types of future planning areas and their degree of priority are outlined below:

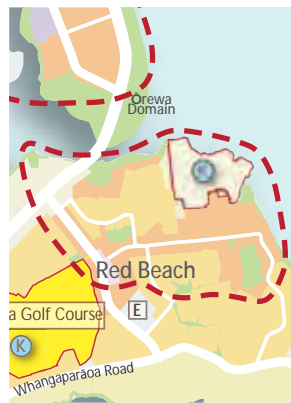
### 1. Further Detailed Planning Areas: — — —

There are areas that need more detailed planning work, such as precinct or structure planning process. This will involve further engagement with the local community.

The Auckland Plan highlights the Greenfield Area for Investigation in and around Silverdale for future development as possible residential and/or business land. Further work will determine the extent to which Silverdale grows and will re-evaluate the Metropolitan Urban Limit (M.U.L).



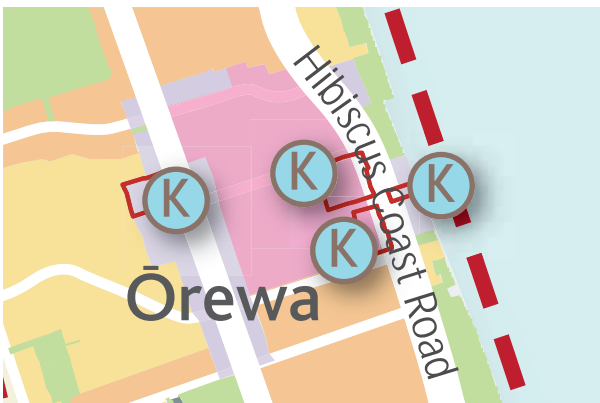
Auckland Plan - Greenfield Areas for Investigation.



The red dashed line indicates that Red Beach is an area identified for further precinct level planning.

### 2. Key Sites: K

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. Council will engage with site owners to facilitate the redevelopment of these sites.



Ōrewa has four key sites identified by the area plan process.

## Staging and timing

The Prioritisation Plan (**Map 6**) shows funded and unfunded initiatives and infrastructure improvements over the next 10 years. 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 3 storeys) close to parks, schools, community amenities including public transport. Some is 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.

Region-wide planning  
(The Auckland Plan)



Area planning  
(Hibiscus and Bays Area Plan)



Precinct planning  
(e.g. Browns Bay Centre Plan)



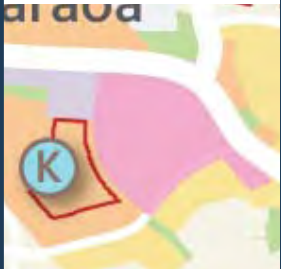






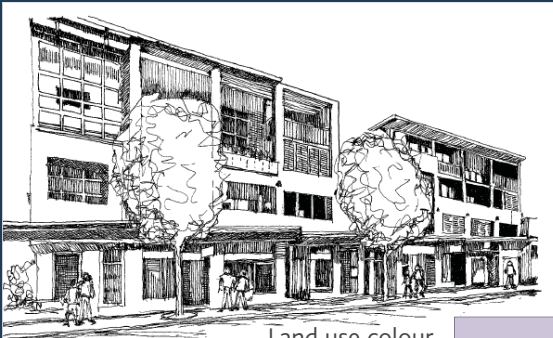




 **Mixed uses**

The 4 mixed use zones identified in the Area Plan Framework (see **Map 2**) provide a range and choice of commercial, residential and business opportunities clustered together in town centres and local centres. They are usually located on the edge of centres and have easy access to public transport links. Start-up businesses and small-scale enterprises are attracted to mixed use areas 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 along key transport routes.

Local centres such as Windsor Park, Torbay, and Gulf Harbour should have a variety of shops and commercial services, to provide for needs of neighbouring communities.

**Tables 3, 5 and 6** set out the expected land uses and built forms (current and future) in the town centres and local centres of the Hibiscus and Bays Local Board area. These land uses and their built form will support more people and jobs while keeping the local character and environmental and amenity values.

**Table 3: Mixed uses**

Mixed uses	Envisaged outcome	What it could look like
<p><b>Town Centre (4 storey max)</b></p> 	<p>Four town centres in the Hibiscus and Bays Local Board area are Browns Bay, Ōrewa, Silverdale and Whangaparāoa. All need 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 4 storeys.</p>	 <p>Land use colour </p>
<p><b>Local Centre (3 storey 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 3 storeys.</p>	 <p>Land use colour </p>
<p><b>Mixed Use</b></p> 	<p>Mixed use areas include a range and choice of commercial, residential and business opportunities clustered together, usually located on the edge of centres. There is convenient public transport in the area. Activities include commercial and light industry. Residential activities are not permitted at the ground level.</p>	 <p>Land use colour </p>
<p><b>Neighbourhood Centres</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.</p>	 <p>Land use colour </p>



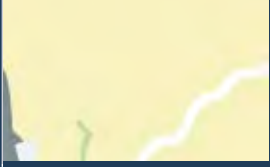


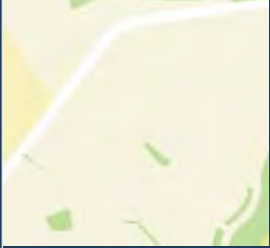

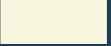

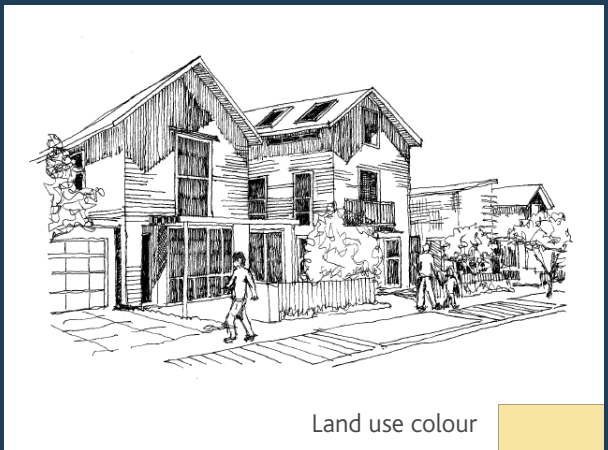
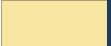



Living

The living environments identified in the Area Plan Framework (see **Map 2**) will provide a range and choice of residential neighbourhoods. The living environments will also need to meet outcomes of the Auckland Plan and respond to the character of these neighbourhoods. The core expectation is for quality housing that meets for residents' needs while reflecting existing housing types within the area.

The Area Plan Framework identifies specific areas (see **Map 2**) for moderate change to include 2-storey apartments and terraces. All new development will need to meet specific site and building design guidelines.

**Tables 4 to Table 8** set out the expected living environment outcomes (current and future) in the town centres, local centres, neighbourhood centres and coastal villages of the Hibiscus and Bays Local Board area.

**Table 4: Living**

Living	Envisaged outcome	What it could look like
<p><b>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>Land use colour </p>
<p><b>Single House</b></p> 	<p>Single and two storeyed houses on steeper land or 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>Land use colour </p>
<p><b>Mixed Housing</b></p> 	<p>A range of section sizes and building types will be possible in areas earmarked for moderate change. Buildings will generally be up to 2 storeys and include detached, semi-detached, and attached houses, and town houses and units, depending on site and design criteria.</p> <p>Terraced housing is only suitable on sites larger than 2000m<sup>2</sup> and located near town, local and neighbourhood centres, community amenities and public transport.</p>	 <p>Land use colour </p>
<p><b>Terraced Housing and Apartments (3 storey max)</b></p> 	<p>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>There will be some areas of apartments and terraced housing of up to 3 storeys. New buildings must meet specific site and design criteria.</p>	 <p>Land use colour </p>

# Hibiscus and Bays Town Centres, Local Centres and Neighbourhood Centres

How the Hibiscus and Bays Local Board area grows must be balanced by local aspirations and the particular values identified in each town centre, local centre or neighbourhood centre.

The Area Plan Framework (**Map 2**) outlines the land-use types for specific town centres, local centres and neighbourhood centres in the Hibiscus and Bays Local Board area.

The form and scale of change for each centre will be guided by the specific desired outcomes below in **Tables 5 to Table 8**.

**Table 5: Hibiscus and Bay Town Centres and their specific desired outcomes**

Inland Centre Outcomes
<p><b>Silverdale Town Centre</b> The innovative business, services and employment hub of the Hibiscus Coast</p> <ul style="list-style-type: none"> <li>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 State Highway 1.</li> <li>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.</li> <li>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.</li> <li>The Hibiscus Coast Highway is downgraded to an arterial road with improved links and street amenity to encourage more cycling and walking activity.</li> <li>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 would encourage a wider range of jobs and services.</li> <li>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.</li> <li>East Coast Road extends over Hibiscus Coast Road and the Weiti River to connect with Curley Avenue.</li> </ul>
<p><b>Silverdale Living Areas</b></p> <ul style="list-style-type: none"> <li>New residential and business development in Millwater and Silverdale is designed to a high standard.</li> <li>Mixed use activities are encouraged within Silverdale Village, with some apartments up to 4 storeys, set back from the existing heritage character shops that front the village streets. The outlook over the Weiti River is maximised.</li> <li>Millwater continues to develop in line with approved zoning.</li> </ul>
<p><b>Whangaparāoa Town Centre</b> A family and community hub</p> <ul style="list-style-type: none"> <li>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.</li> <li>The range of living environments (of up to 4 storeys) in and immediately around the town centre enables improved retail diversity and the town centre's viability.</li> <li>Community services and amenities (in a central hub) are enhanced as are the linkages between services, schools, recreational facilities and public transport.</li> </ul>
<p><b>Whangaparāoa Living Areas</b></p> <ul style="list-style-type: none"> <li>Due to the variable and steep terrain, the residential area retains its mostly single and 2-storey detached houses.</li> <li>Walkway, open space, school and beach linkages are improved.</li> </ul>

## Town Centres

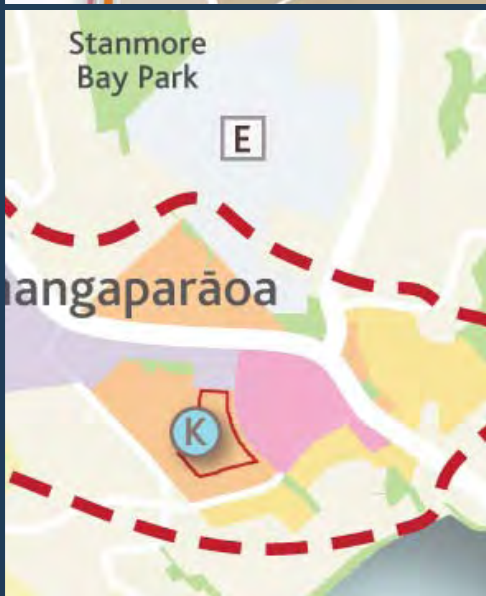
The Hibiscus and Bays town centres fall into two types:

- **Coastal – Browns Bay and Ōrewa**
- **Inland Hills – 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. (see **Table 5**).

Browns Bay, Ōrewa, Silverdale, and Whangaparāoa all need further precinct planning (as shown on **Map 2**). 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. (see **Table 2**).

### What it Could Look Like



**Table 5: Hibiscus and Bays Town Centres and their specific desired outcomes**

## Coastal Centre Outcomes

### Browns Bay Town Centre

#### The retail and commerce centre 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 plaza,
  - extended hours of entertainment and services into the evening to create a sense of vibrancy focused on Clyde Road and Beachfront Lane, and
  - the upgrade of Clyde Road to become a multifunctional street environment with adjoining civic spaces.
- Town centre redevelopment occurs up to 4 storeys with key sites being as a catalyst for such redevelopment.
- Buildings grade down from 4 storeys in the town centre to 3 storeys fronting the beach. Beachfront buildings have clear design controls that encourage outdoor dining.
- Buildings do not unduly shadow the beach or the reserve.
- Community facilities, civic spaces and connectivity are improved within the town centre and between the centre and Browns Bay Beach.

### Browns Bay Living Areas

- Some terraced housing and low-rise apartments (up to 3 storeys) are allowed around the edge of Freyberg Park 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 residential living options.
- Some terraced housing and low-rise apartments (up to 3 storeys) are encouraged along main bus routes that follow north-facing ridgelines, such as East Coast Road and Carlisle Road.
- New development around waterways and in flood-prone areas is restricted.

### Ōrewa Town Centre

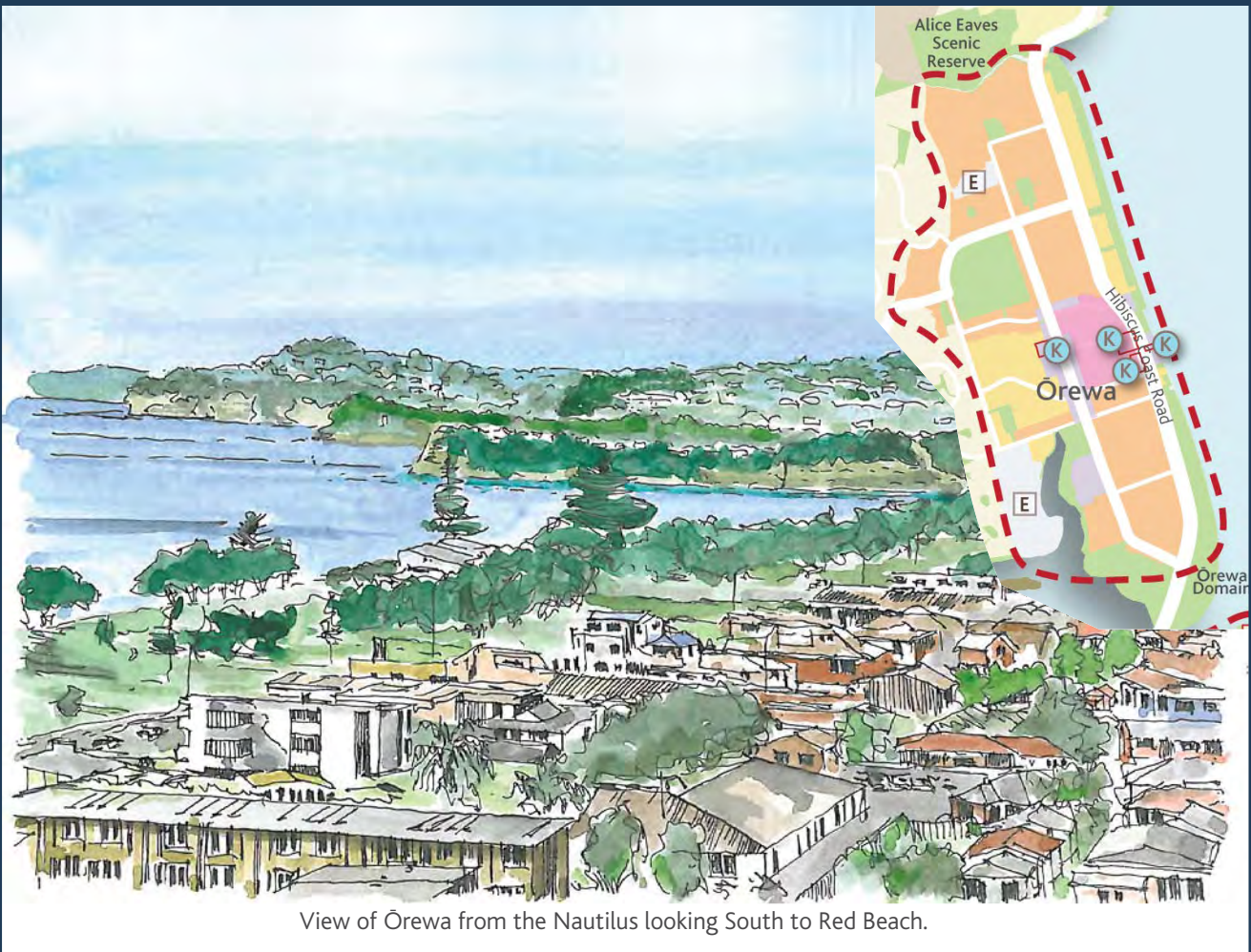
#### A boutique retail and professional services centre, and recreation launching point

- The relocation of retail activity to other centres is opportunity for Ōrewa to redefine itself into a more specialised and vibrant town centre.
- The commercial core of the town centre is developed, with buildings up to 4 storeys.
- The design of buildings and civic spaces in the town centre is improved to make it more attractive and accessible.
- Mixed use sites (with buildings up to 3 storeys) are developed along Centreway Road from the Council offices to Florence Avenue.
- Mixed use sites (with buildings up to 2 storeys) are encouraged on the beachfront, opposite the commercial town centre area.
- Buildings are designed and located so they do not unduly shadow the beach, beach parks and/or reserves.
- The acquisition of additional land to expand the Ōrewa Beach park is considered as funds allow.

### Ōrewa Living Areas

- The mixed housing zone applies to residential areas beyond the core and surrounding town centre, with housing up to 3 storeys.
- Some terraced housing and apartments (up to 3 storeys), including around the edge of Victor Eaves Park is encouraged.
- Design and development guidance is provided to ensure resilience against potential natural hazards.
- Guidelines for new development up to 2 storeys along the Ōrewa beachfront are developed to protect and enhance the amenity of the area, maintaining views from other parts of Ōrewa.

## What it Could Look Like



View of Ōrewa from the Nautilus looking South to Red Beach.

## Local Centres

The six local centres are Mairangi Bay, Windsor Park, Torbay, Northcross, Long Bay and Gulf Harbour (Table 6). Some centres link closely to each other, such as Mairangi Bay-Windsor Park, Long Bay-Torbay, while others complement

town centres. The 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 3 storeys.

**Table 6: Hibiscus and Bays Local Centres and their specific desired outcomes**

Local Centre Outcomes	What it Could Look Like
<h3 data-bbox="177 412 647 454">Mairangi Bay-Windsor Park</h3> <ul data-bbox="172 488 807 999" style="list-style-type: none"> <li>The roles of each centre are strengthened so that they complement each other by:               <ul style="list-style-type: none"> <li>- encouraging specialty shops and cafes in Mairangi Bay, and</li> <li>- improving community services and amenities at Windsor Park.</li> </ul> </li> <li>Walking connections are improved to the beach and between the two centres.</li> <li>Some terraced housing and apartments of up to 3 storeys are encouraged along Ramsgate Terrace and around part of Mairangi Bay Reserve.</li> <li>The beach park is completed and some temporary uses or concessions allowed to help improve amenity and recreation opportunities at Mairangi Bay beach.</li> <li>Connectivity to Windsor Park is improved, linking with the East Coast Road's high-frequency bus services.</li> </ul>	
<h3 data-bbox="177 1039 373 1081">Northcross</h3> <ul data-bbox="172 1093 823 1395" style="list-style-type: none"> <li>This key transport intersection has enhanced services and amenities, to cater for the needs of the growing communities in Ōteā Valley and Glenvar.</li> <li>Large existing lots in the centre are redeveloped for mixed use activities that enhance the centre.</li> <li>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.</li> </ul>	
<h3 data-bbox="177 1420 472 1462">Long Bay-Torbay</h3> <ul data-bbox="172 1473 804 1742" style="list-style-type: none"> <li>The roles of each centre are strengthened so that they complement each other by:               <ul style="list-style-type: none"> <li>- encouraging specialty shops and cafes in Long Bay,</li> <li>- improving community services and amenities at Torbay.</li> </ul> </li> <li>Walking connections are improved to the beach and between the two centres.</li> <li>Some intensification of Torbay is encouraged but buildings are limited to 3 storeys.</li> </ul>	
<h3 data-bbox="177 1778 408 1821">Gulf Harbour</h3> <ul data-bbox="172 1832 810 2145" style="list-style-type: none"> <li>The Gulf Harbour centre is revitalised as the gateway to the Hauraki Gulf Marine Park, marine recreation and other eco-tourism opportunities.</li> <li>Central amenities and community services are improved to meet the needs of the growing community, and of local and overseas visitors.</li> <li>New buildings are guided by improved urban design requirements to discourage further low quality development.</li> </ul>	

## 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 7: Hibiscus and Bays Neighbourhood Centres and their specific desired outcomes**

Neighbourhood Centre 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-medium height residential development.</li> <li>Apartments and terraced housing (up to 3 storeys) are located along Bay Street between the beachfront and the shops.</li> <li>Apartments and terraced or semi-detached housing (up to 3 storeys) are located along Red Beach Road between the school and Hibiscus Coast Road.</li> <li>Some low-rise apartments fronting Amorino Park are allowed and improvement of walkway connections to Amorino Drive is encouraged.</li> <li>The Pinewoods Holiday Park has historic heritage elements and features that need to be assessed to determine appropriate outcomes.</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 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 near 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> </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 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 ecotourism 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 desired outcomes.

**Table 8: Hibiscus and Bays Coastal Villages and their specific desired outcomes**

Coastal Village 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 ecotourism attractiveness.</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.</li> </ul>	
<p><b>Weiti Village</b></p> <ul style="list-style-type: none"> <li>• Weiti Village will be made up of 3 different-sized residential clusters surrounded by forestry and farm land.</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>	





Looking north from Red Beach towards Orewa.

# Natural, heritage and character outcomes

## 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.

Refer to Map 3

### What steps 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 emphasize existing rural and natural character, and to offset any air quality problems.

## OUTCOME 2:

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

Refer to Map 3

### What steps will support achieving this outcome?

- 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.
- Work with Mana Whenua, local communities and interest groups to identify key actions, which enable collaborative management of the environment.



A number of outstanding natural landscape contributes to the area's high amenity and special character.



Long Bay Regional Park is an example of the interaction of land, coastline and the Hauraki Gulf Marine Park.

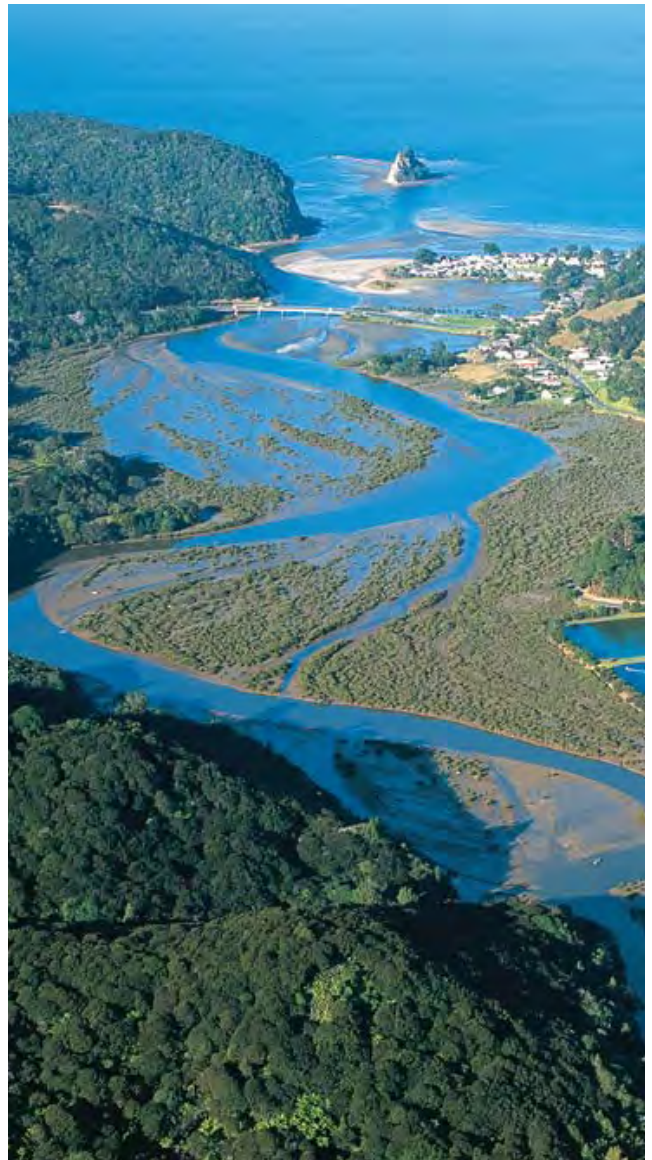
## OUTCOME 3:

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

Refer to Map 3

### What steps 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 regulatory measures and local partnerships.
- Protect and extend wildlife habitats and linkages along the foreshore, to provide connected wildlife habitat along the coastline, while working with iwi to ensure the protection of wāhi tapu.
- Balance the use of the rural area for production and lifestyle purposes, while controlling land-uses to reduce degradation of coastal waterways.



The Waiwera Estuary is one of the jewels of Hibiscus and Bays.

Photo credit: Mark Seabrook-Davison



Photo credit: Mark Seabrook-Davison



The diversity of wildlife is dependant on healthy indigenous habitats - A tuatara and the late "Greg" the takahē shown above.

This section identifies six outcomes needed to support and improve the natural and built environment of the Hibiscus and Bay Local Board area. These outcomes will help to improve community well-being and attract visitors and investment to the area. This section focuses on the desired landscape, character and heritage outcomes for the Hibiscus and Bays Local Board Area from now until 2042 and what it will take to achieve those outcomes. The outcomes fit with the Natural, Heritage and Character map (see Map 3: Draft Hibiscus and Bays Natural, Heritage and Character).

# Natural, heritage and character outcomes

## OUTCOME 4:

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.

Refer to Map 3

### What steps will support achieving this outcome?

- Prioritise Browns Bay, Silverdale, Ōrewa and Whangaparāoa town centres as places that need future planning.
- 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.
- Encourage green building design in new developments and in the retrofitting of existing building stock.
- Promote Auckland's Māori identity by integrating Māori urban design principles into the built environment and open space.
- Prepare a built-form response strategy, including design guidelines, that acknowledge natural hazards such as flooding, inundation, tsunami, earthquakes and storm events, to ensure the future resilience of buildings and infrastructure.
- Encourage development in new business areas to use low-impact design and green building principles, and to avoid contaminating stormwater run-off and waterways during development.



Best practice design guidelines for urban development should lead to attractive new buildings and public spaces.



## OUTCOME 5:

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.

Refer to Map 3

### What steps 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 Ōtehā 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.



High quality urban spaces contribute to a strong sense of community and lifestyle enjoyment.

## OUTCOME 6:

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

Refer to Map 3

### What steps will support achieving this outcome?

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



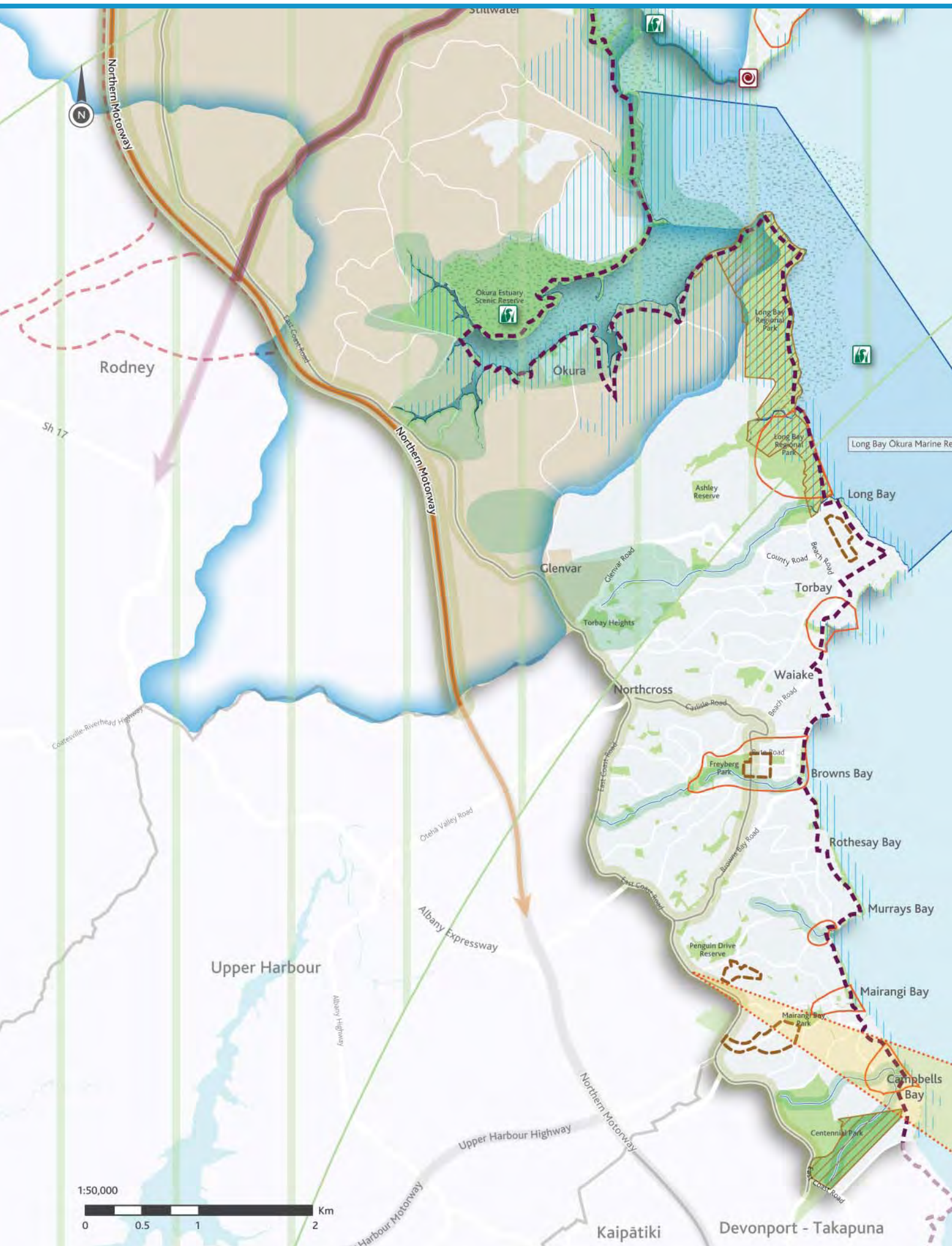
The community and council are actively working together to retain and restore heritage places for new uses by the community.



# Map 3: Hibiscus and Bays Natural, Heritage and Character 2042

Legend	
Context and existing features	Aspirational/proposed outcomes
Waiwera resort and thermal village	Indicative area of further planning
Sites/area of significance to Māori	Investigate/manage historic heritage
Bird habitat/roosting area	Enhance corridor landscape and amenity
Local road	Penlink
Motorway	Multi-modal corridor
Local board boundary	Manage key water catchments
Landscape and heritage trail	Promote as heritage park
View shaft	North-West Wildlink
Open space	Manage coastal hazard risk area
Long Bay Ōkura marine reserve	Manage industrial impacts
Rural area	Protect/manage key landscapes
Defence	Protect/manage coastal values
	Manage ecology and habitat area
	Manage stream ecology and habitat







# Map 3: Hibiscus and Bays Natural, Heritage and Character 2042

Hauraki Gulf Marine Park

serve

Legend	
Context and existing features	
	Waiwera resort and thermal village
	Sites/area of significance to Māori
	Bird habitat/roosting area
	Local road
	Motorway
	Local board boundary
	Landscape and heritage trail
	View shaft
	Open space
	Long Bay Ōkura marine reserve
	Rural area
	Defence
Aspirational/proposed outcomes	
	Indicative area of further planning
	Investigate/manage historic heritage
	Enhance corridor landscape and amenity
	Penlink
	Multi-modal corridor
	Manage key water catchments
	Promote as heritage park
	North-West Wildlink
	Manage coastal hazard risk area
	Manage industrial impacts
	Protect/manage key landscapes
	Protect/manage coastal values
	Manage ecology and habitat area
	Manage stream ecology and habitat

# Economic and community development outcomes

## OUTCOME 1:

Ecotourism and other innovative rural and maritime economy initiatives area promoted, maximising the economic potential of the natural environment in the Hibiscus and Bays area.

Refer to Map 4

### What steps 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 so as to maintain the high amenity of the area.
- Work with Department of Conservation and Auckland Tourism, Events and Economic Development team to support the environmental and visitor activities on Tiritiri Matangi.
- 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.
- Boost cultural tourism by supporting Mana Whenua initiatives such as waka taua heritage trails along traditional portage routes.
- Improve walking routes to under-utilised coastal areas, along Te Araroa National Walkway, and in East Coast Bays environments.



The area benefits from a diverse range of retail and rural economic activities.



Visitors to Tiritiri Matangi contribute \$14 million to the regional economy.



Rural production is an important contributor to Auckland's economy.

## 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.

Refer to Map 4

### What steps 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 trades-people with youth who want to learn basic trade skills before they start formal training in a trade.



Place based skills training is encouraged.

## OUTCOME 3:

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

Refer to Map 4

### What steps will support achieving this outcome?

- 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 development in new and emerging business areas are sited.
- Provide continued support to the existing Business Improvement Districts 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.



Residential growth in town centres will increasingly support the commercial, retail and hospitality sectors.

This section identifies six outcomes needed to support improved living conditions and local job prospects for residents in the Hibiscus and Bays Local Board area, today and into the future. It outlines the desired social and economic outcomes sought for the Hibiscus and Bays Local Board area until 2042 and what it will take to achieve those outcomes. The outcomes fit with the Economic and Community Development map (see Map 4: Draft Hibiscus and Bays Economic and Community Development).

# Economic and community development outcomes

## OUTCOME 4:

The Hibiscus and Bays Local Board area offers a variety of attractive centres that foster local economic, social, recreational and cultural activities, while celebrating the area's unique coastal and natural environment.

Refer to map 4

## OUTCOME 5:

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

Refer to map 4

### What steps will support achieving this outcome?

- 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.
- 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.



Ōrewa beach is alive with recreational activity and has the potential to be a key hub and launching point for ecotourism and watersports.

### What steps will support achieving this outcome?

- Provide or upgrade community, cultural and recreational facilities and services in growing town and neighbourhood centres in time to respond to the needs of the growing population.
- Provide housing choice for all ages, abilities, household structures and incomes, by encouraging the development of a range of housing types, affordability and ownership.
- Promote the development of a 24-hour accident and emergency facility in Silverdale.
- 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.



More open space and recreational opportunities must be provided to meet the needs of the growing community.

## OUTCOME 6:

The re-occupation of tribal rohe (land) and the well-being of the Māori community are provided through improved access to social and cultural infrastructure while supporting Mana Whenua to formally exercise their kaitiakitanga and achieve Treaty Settlement outcomes.

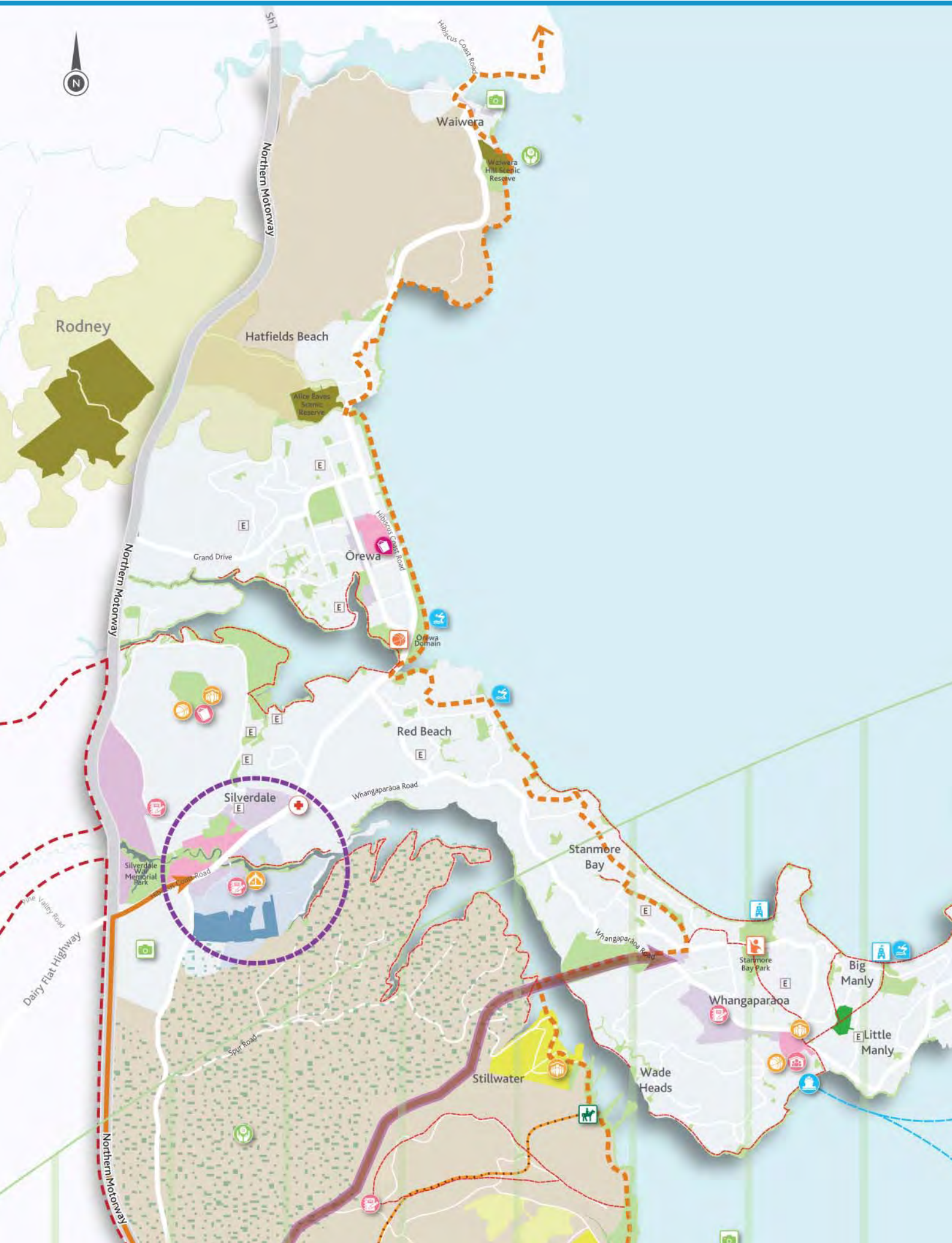
Refer to map 4

### What steps will support achieving this outcome?

- 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 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.
- Provide for the re-occupation of tribal rohe by:
  - supporting the establishment of Mana Whenua Marae and papakāinga
  - 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
  - providing access to the local housing market by promoting affordable housing provision.
  - working in partnership with Treaty Settlement Collectives to realise their Treaty Settlement Outcomes by using a range of regulatory and non-regulatory methods.
- 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.



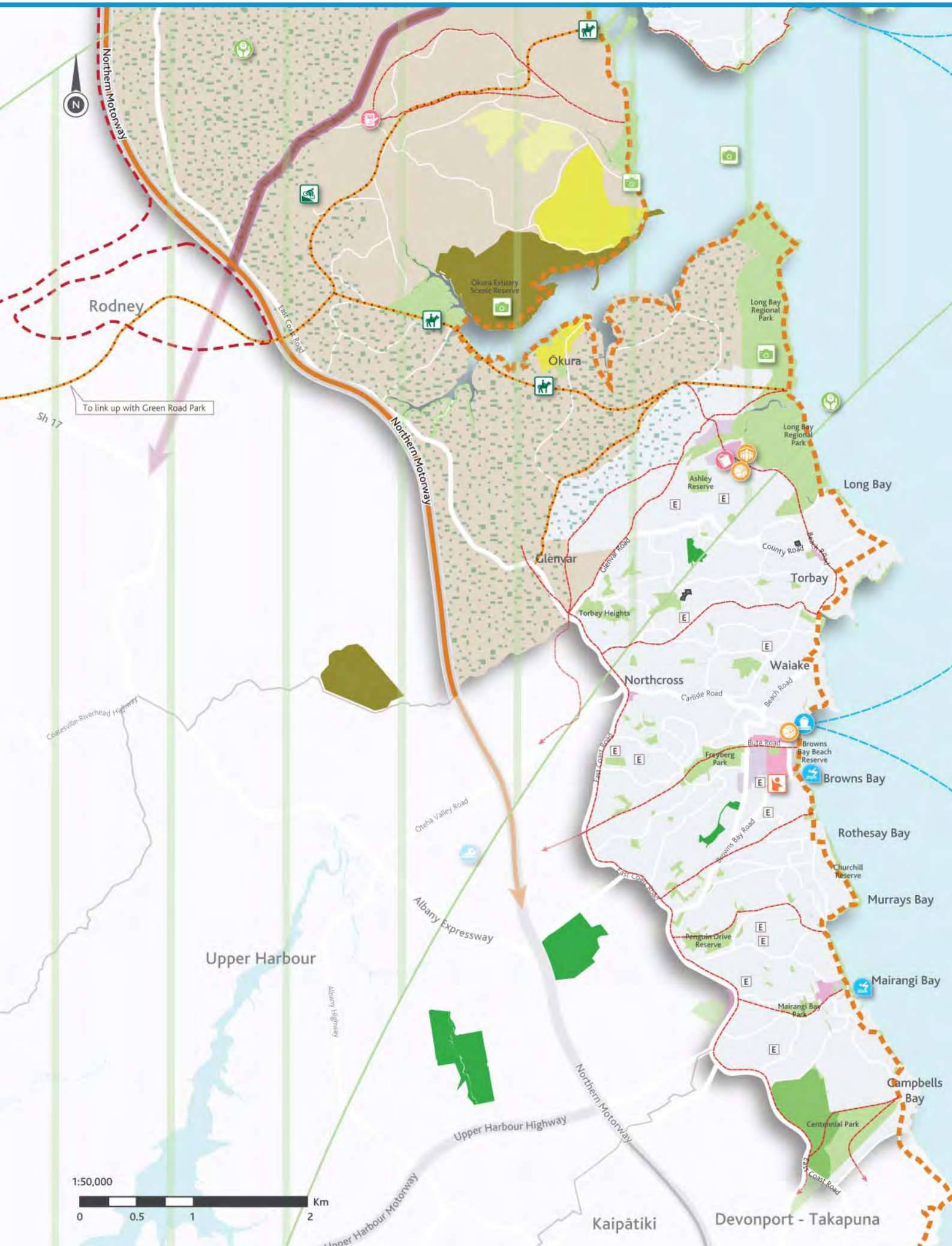
Po near Orewa identifies the presence of Mana Whenua.



# Map 4: Hibiscus and Bays Economic & Community Development 2042

Legend			
Context and existing features		Aspirational/proposed outcomes	
Cultural / community facilities		Land use environments	
	Visitor destination		Local centre
	Youth facility		Town centre
	Leisure centre		Mixed use
	Mountain biking		Business park/office node
	Horse riding		Service/light industry
	Coastal/water activities		Heavy industry
	School		Indicative area of further planning
	Te Araroa walkway		Rural & ecotourism lifestyle
	Golf course		Coastal village
	Open space		Rural village
	DOC		Rural production
Transport context		Community development outcomes	
	Local road		Proposed youth facility
	Motorway		Proposed community hub
	Local board boundary		Proposed Marae
	Ferry		Proposed library
	Ferry route		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
		Transport context	
			Potential ferry route
			Improved pedestrian and/or cycle connection
			Proposed bridleway
			Penlink
			Multi-modal corridor
			North-West Wildlink







# Map 4: Hibiscus and Bays Economic & Community Development 2042

Legend			
<b>Context and existing features</b>			
<b>Cultural / community facilities</b>			
	Visitor destination		School
	Youth facility		Te Araroa walkway
	Leisure centre		Golf course
	Mountain biking		Open space
	Horse riding		DOC
	Coastal/water activities		
<b>Transport context</b>			
	Local road		Ferry
	Motorway		Ferry route
	Local board boundary		
<b>Aspirational/proposed outcomes</b>			
<b>Land use environments</b>			
	Local centre		Rural & ecotourism lifestyle
	Town centre		Coastal village
	Mixed use		Rural village
	Business park/office node		Rural production
	Service/light industry		Defence
	Heavy industry		
	Indicative area of further planning		
<b>Community development outcomes</b>			
	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		
<b>Economic development outcomes</b>			
	Green economy		Employment node
<b>Transport context</b>			
	Potential ferry route		
	Improved pedestrian and/or cycle connection		
	Proposed bridleway		
	Penlink		
	Multi-modal corridor		
	North-West Wildlink		

# Transport and network infrastructure outcomes

## OUTCOME 1:

**Business opportunities are unlocked by improving transport connections and public transport services.**

Refer to Map 5

### What steps will support achieving this outcome?

- Complete Penlink to cater for the planned growth in Silverdale and to alleviate traffic limitations between Silverdale and Ōrewa.
- Progressively extend the busway to Albany and then to Silverdale, and increase local feeder services so that areas can grow but have reduced travel times to the greater Hibiscus Coast area.
- Investigate opportunities for (and if appropriate construct) new park-and-ride stations north of Albany or near the future Penlink interchange with either State Highway 1 or Whangaparāoa Road.
- 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.
- Encourage the prompt completion of the Wainui southbound ramps by developers.
- Advocate for the delivery of State Highway 18/State Highway 1 improvements with the New Zealand Transport Agency.
- Advocate for improved east-west access points over the length of State Highway 1.



Improvements to multi-modal transport infrastructure will enable better north-south and east-west connections and better travel options.



The construction of Penlink is programmed to start in 2018.

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). This section outlines the relevant outcomes for the Hibiscus and Bays Local Board area until 2042, and what it will take to achieve those outcomes. The outcomes fit with the Transport and Infrastructure map (see Map 5: Draft Hibiscus and Bays Transport and Infrastructure).

## 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.

Refer to Map 5

## OUTCOME 3:

Greater inter-modal transport integration to provide more efficient transport networks and greater travel choice.

Refer to Map 5

### What steps will support achieving this outcome?

- Prepare and implement the East Coast Road and Hibiscus Coast Highway Corridor Management Plans, facilitating integrated land-use and transport outcomes in line with outcomes sought within this Area Plan.
- Progressively extend the Northern Busway to Silverdale with a new bus interchange station in and a significantly improved feeder network and investigate ferry service improvements.
- Assess the future role of interchanges from Penlink to Grand Drive to help traffic flow to and from where people live and work.
- Help to improve local connections through programmes such as the Proposed High-Frequency Bus Network and by advocating for new and/or improved bus stations/stops interchanges.

### What steps 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 ferry services to places such as Arkles Bay, Browns Bay, and Gulf Harbour to Takapuna and the Central Business District (CBD).
- 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.



Potential ferry services for tourists and locals could be provided by the private or public sector in the future.



A variety of convenient, well connected transportation choices are important for enhancing the lifestyle of the Hibiscus and Bays residents.

# Transport and network infrastructure outcomes

## 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.

Refer to Map 5

### What steps 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.
- Incorporate Water Sensitive Design for stormwater and water reticulation for new developments in the Hibiscus Coast 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 while considering decommissioning the Waiwera Wastewater Treatment Plant.
- Ensure that infrastructure and environmental issues are addressed when land is redeveloped, including reducing the risk of flooding.



Upgrades to the Rosedale treatment plant are key to supporting growth of the economy, whilst maintaining a high standard of living.



High water quality outcomes are essential to ensure the future improved health of the Hauraki Gulf.



Upgrades to the Rosedale Treatment Plant are ongoing as the area grows over time.

## OUTCOME 5:

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

Refer to Map 5



Local infrastructure needs to be resilient to potential future storm events.

### What steps will support achieving this outcome?

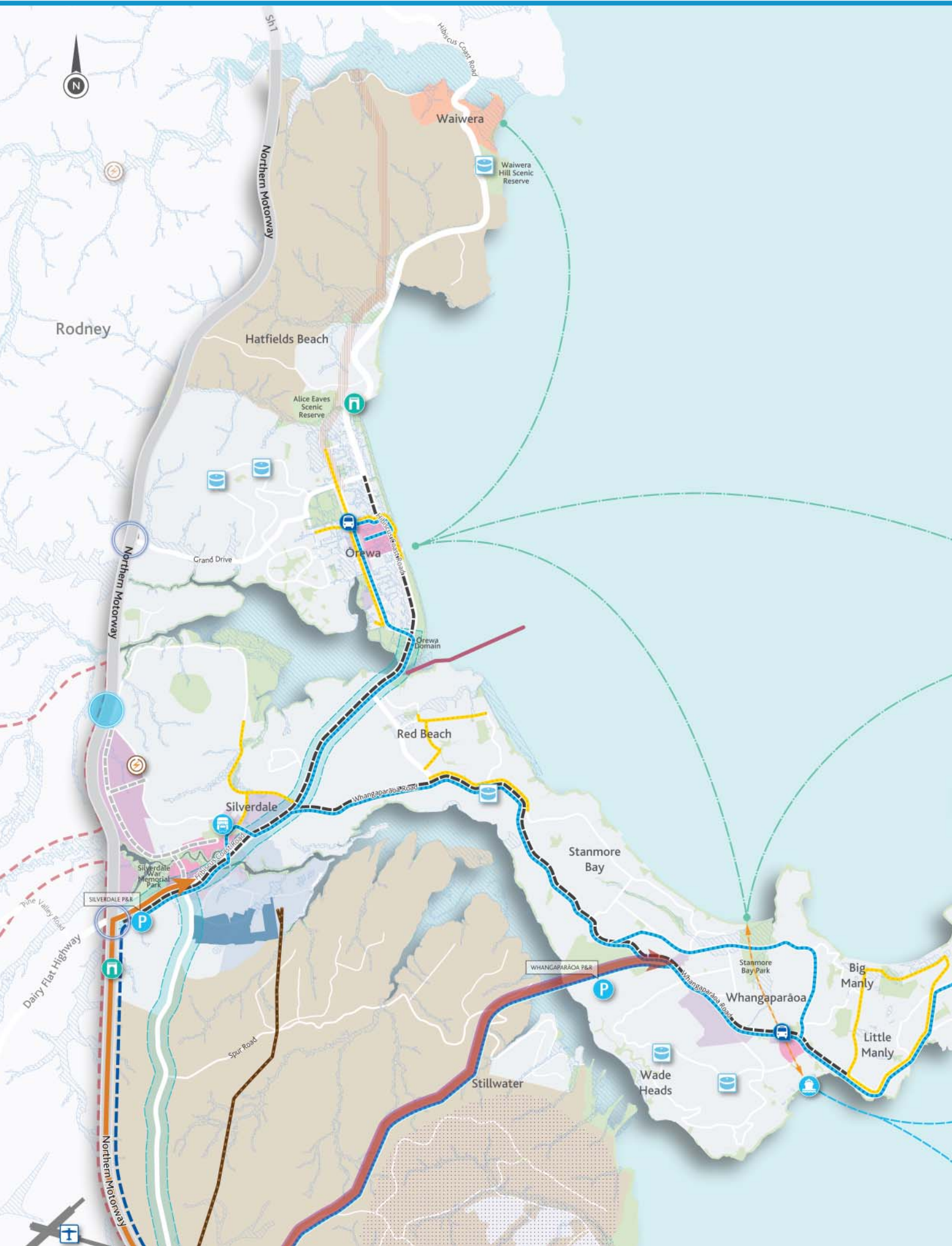
- Ensure infrastructure is located in areas that are at less risk from local hazards.
- Encourage a broad mix of energy sources, technological advances and efficiency improvements to meet growing energy needs.
- Investigate the under-grounding of transmission lines.
- Work with telecommunications providers to improve mobile phone coverage and ultra-fast broadband, deliver free Wi-Fi access in Browns Bay and other centres, and deliver toll-free calling from the Hibiscus Coast to the Auckland region.



Water Sensitive Design is important to the sustainable management of stormwater.

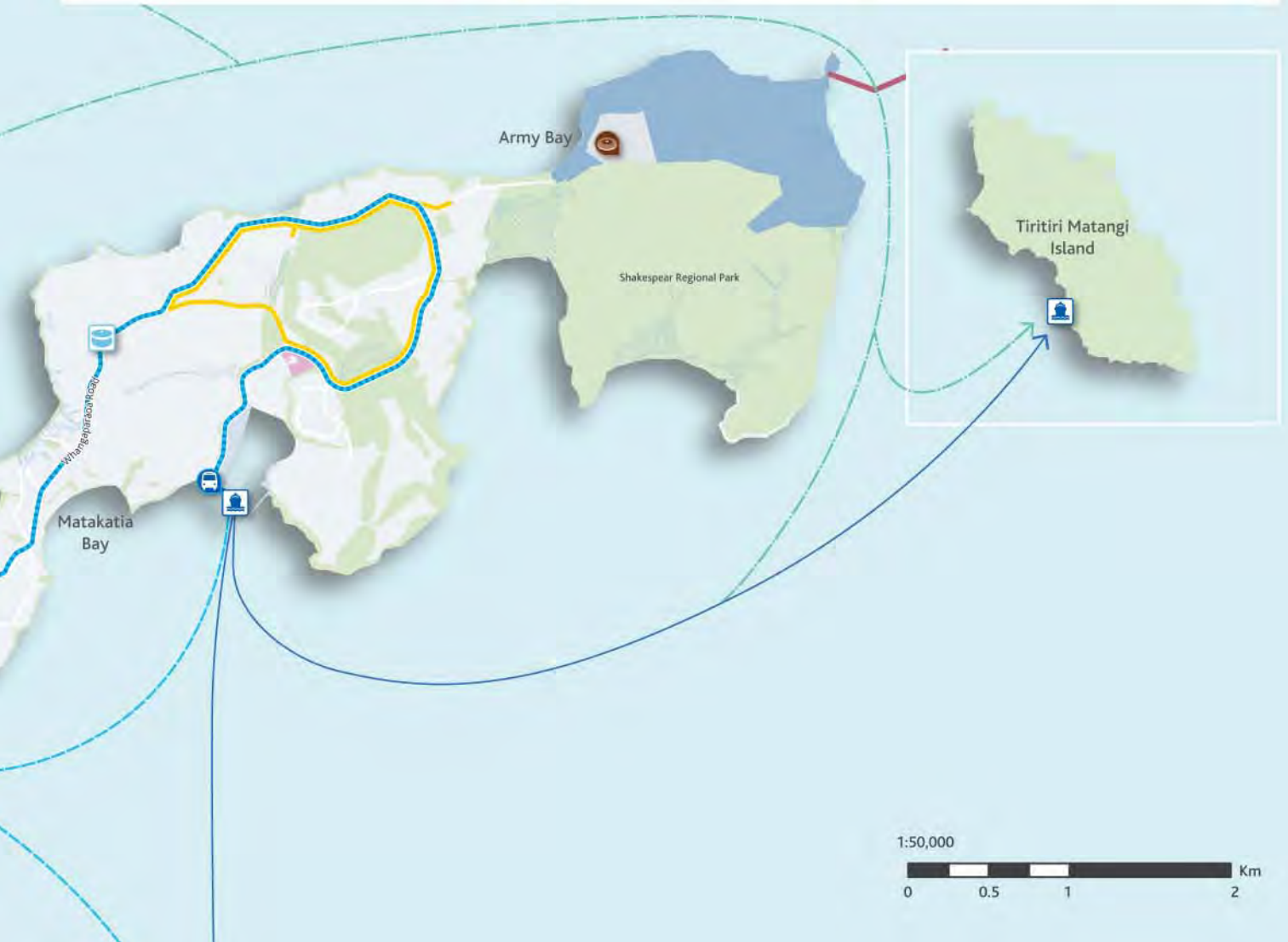


Renewable energy sources and green building design will contribute towards improved environmental outcomes.



# Map 5: Hibiscus and Bays Transport & Network Infrastructure 2042

Legend		
Context and existing features	Aspirational/proposed outcomes	
Transport modes, connections and infrastructure	Land use environments	Transport modes, connections and infrastructure
Ferry terminal	Local centre	Proposed major interchange
Park and ride station	Town centre	Potential ferry route
North Shore aero club	Mixed use	Ecotourism link
Major interchange	Business park/office node	Upgrade wastewater capacity
Motorway	Service/light industry	Roading improvement
Local road	Heavy industry	Future road
Ferry route	Defence	Proposed 2040 cycle network
Existing busway	Open space	Penlink
Major water reservoir	<b>Transport modes, connections and infrastructure</b>	
Local board boundary	Proposed ferry terminal	Multi-modal corridor
Wastewater outflow pipe	Proposed park and ride station	Improve transport connections and functions
Major power line	Proposed bus interchange	Busway extension
Wastewater capacity constraint	Gateway feature	High frequency bus route
Natural flood hazard: Flood plain	WiFi centre	Future North Harbour water main (indicative only)
<b>Centres</b>	Proposed electricity substation (indicative only)	Indicative area of further planning
Rural area	Wastewater treatment plant improvement	Transport corridor management
	Bus stand/station improvement	Ultra fast broadband needed







# Map 5: Hibiscus and Bays Transport & Network Infrastructure 2042



Legend	
<b>Context and existing features</b>	
<b>Transport modes, connections and infrastructure</b>	
	Ferry terminal
	Park and ride 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
<b>Centres</b>	
	Rural area
<b>Aspirational/proposed outcomes</b>	
<b>Land use environments</b>	
	Local centre
	Town centre
	Mixed use
	Business park/office node
	Service/light industry
	Heavy industry
	Defence
	Open space
<b>Transport modes, connections and infrastructure</b>	
	Proposed ferry terminal
	Proposed park and ride station
	Proposed bus interchange
	Gateway feature
	WiFi centre
	Proposed electricity substation (indicative only)
	Wastewater treatment plant improvement
	Bus stand/station improvement
	Proposed major interchange
	Potential ferry route
	Ecotourism link
	Upgrade wastewater capacity
	Roading improvement
	Future road
	Proposed 2040 cycle network
	Penlink
	Multi-modal corridor
	Improve transport connections and functions
	Busway extension
	High frequency bus route
	Future North Harbour water main (indicative only)
	Indicative area of further planning
	Transport corridor management
	Ultra fast broadband needed

# Implementation and prioritisation plan

This draft 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 (see Map 6) and listed in a schedule (see **Tables 9A to Table 9D**).

**Figure 9** 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.

The 10-year Prioritisation Schedule (**Tables 9A to Table 9D**) should be read with the Prioritisation Plan map. 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 Council's Annual Implementation Update.

The 10-year Prioritisation Plan also identifies when changes should be made to existing zoning through the Unitary Plan so the Development Strategy can be put in place successfully over the next 10 years. The objectives, policies and rules of the Unitary Plan help to give clarity and certainty. This will help to achieve the outcomes and

aspirations associated with changes to existing zoning. The Plan also identifies key infrastructure and land-use types that need investment to support the desired outcomes. Due to current infrastructure constraints it is expected that much of the area north of Long Bay will maintain existing zonings. Any rezoning in the first 10 years, under the draft Unitary Plan, will take place mainly in the East Coast Bays and by way of some plan changes already underway.

Yet redevelopment can only take place if physical and social infrastructure can accommodate the new growth. Some infrastructure will need to be upgraded; for example, the regular flooding in some areas of the East Coast Bays must be addressed before approving any new housing.

While area plans operate at a Local Board scale, some areas may need more detailed precinct or structure planning before any changes are made to the Unitary Plan. The Prioritisation Plan identifies when more detailed planning is needed. Precinct planning in Browns Bay, Ōrewa and Silverdale is a priority.

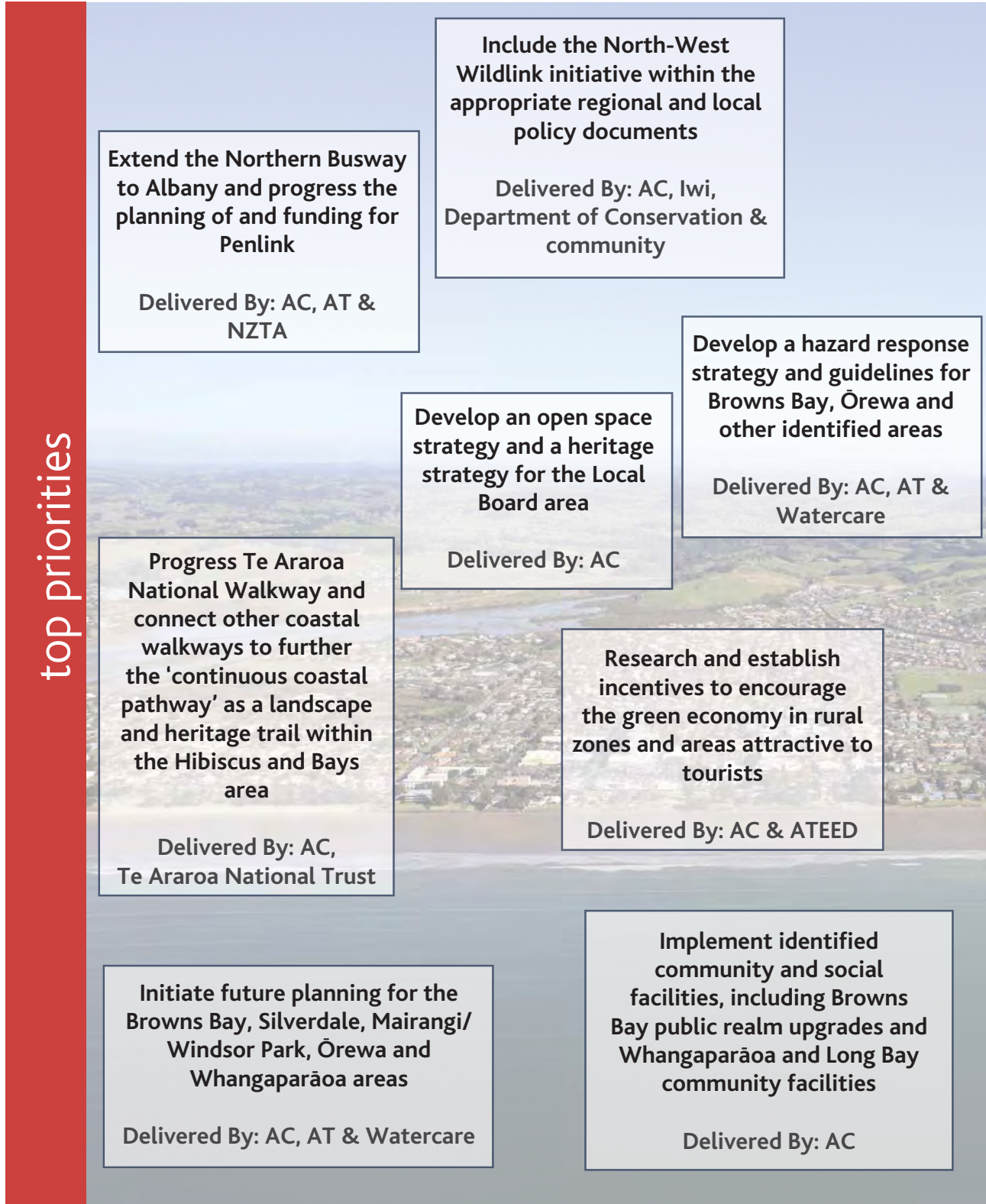


# Key priorities

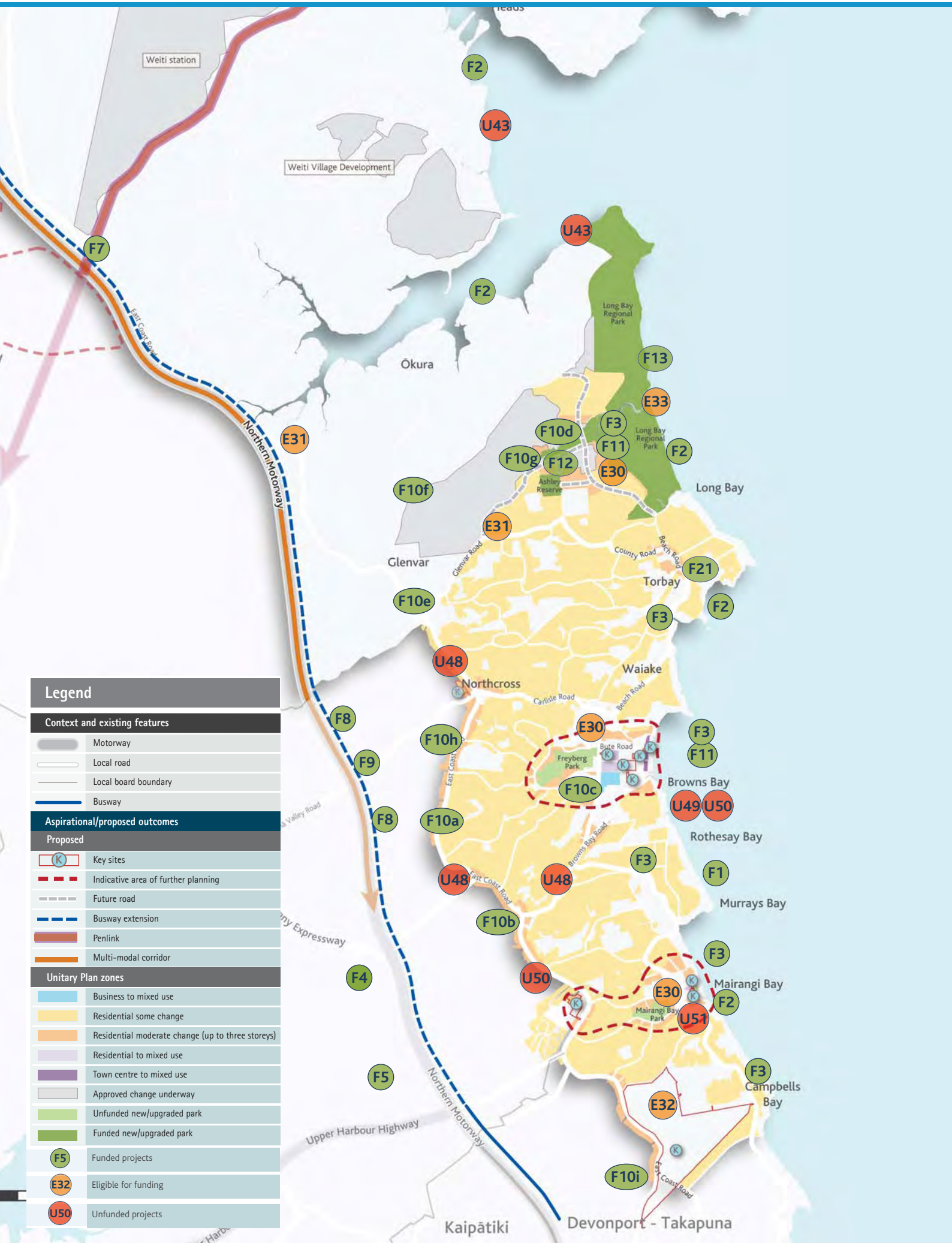
In response to the key moves identified for the Hibiscus and Bays Local Board area, the priorities shown in **Figure 9** are vital to delivering the outcomes envisaged within this Area Plan:

The maps on the next two pages show the priority of projects and initiatives over the next 10 years. The maps are coded with colours and numbers that can be matched to descriptions of items in the 10-Year Prioritisation Schedule on Page 62. Projects are either funded (green) **F3**, unfunded (red) **U47** or eligible for funding from Council-wide budgets (orange) **E30**.

**Figure 9: Key Priorities**



Key: AC – Auckland Council; NZTA – New Zealand Transport Agency; AT – Auckland Transport; ATEED – Auckland Tourism, Events and Economic Development.



### Legend

#### Context and existing features

- Motorway
- Local road
- Local board boundary
- Busway

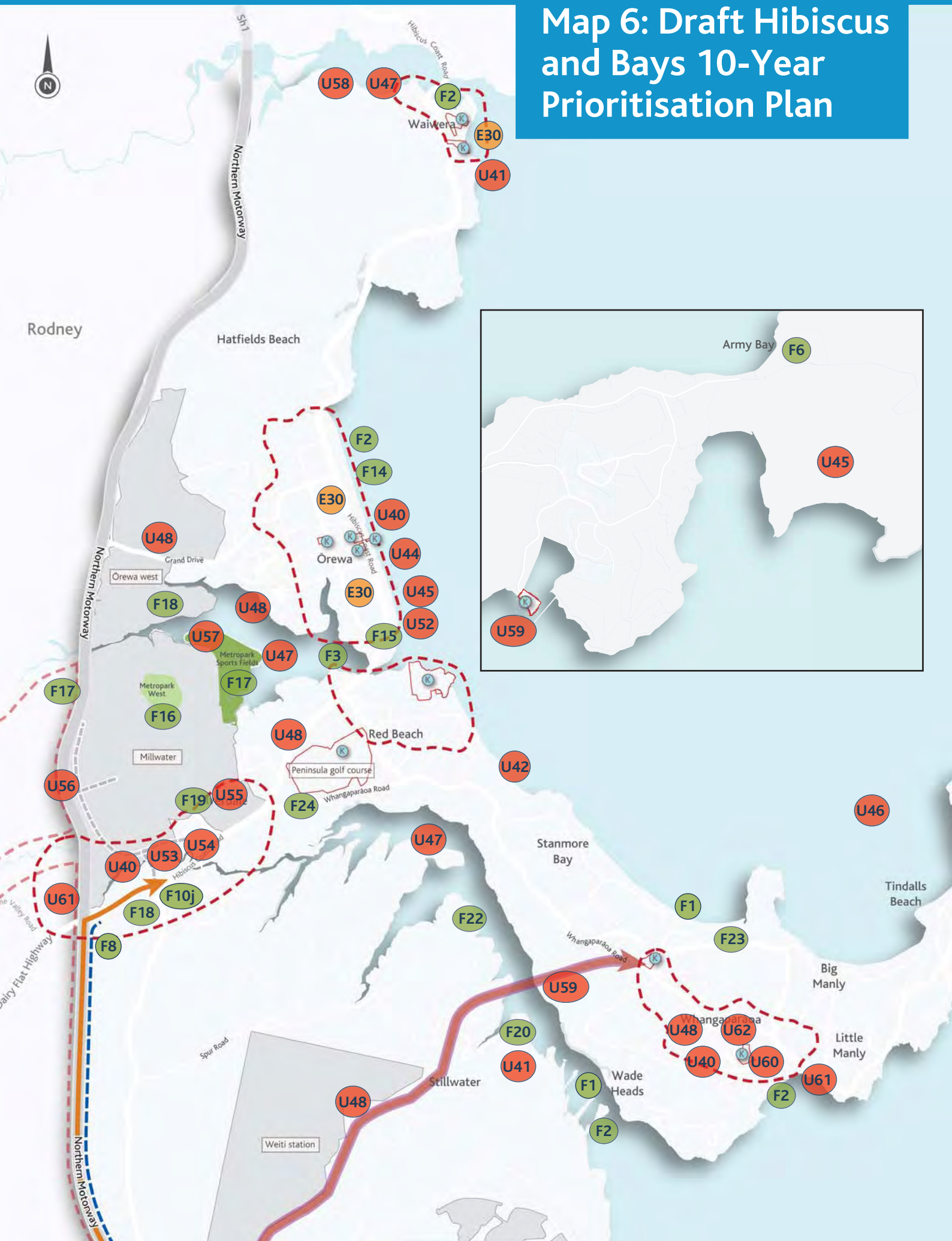
#### Aspirational/proposed outcomes

- Proposed**
- Key sites
  - Indicative area of further planning
  - Future road
  - Busway extension
  - Penlink
  - Multi-modal corridor

#### Unitary Plan zones

- Business to mixed use
- Residential some change
- Residential moderate change (up to three storeys)
- Residential to mixed use
- Town centre to mixed use
- Approved change underway
- Unfunded new/upgraded park
- Funded new/upgraded park
- Funded projects
- Eligible for funding
- Unfunded projects

# Map 6: Draft Hibiscus and Bays 10-Year Prioritisation Plan



# 10-year prioritisation schedule

Tables 9A-9D 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 ten years. The content of the 10-year Prioritisation Schedule is divided into four tables, as follows.

**Table 9A: Further Planning Required**

This table outlines where further planning is required by Auckland Council at a detailed level (presently unfunded).

Map Ref	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 after the Hibiscus and Bays Area Plan is adopted prepare precinct plans for town centres in the following order: Browns Bay, Silverdale, Ōrewa and Whangaparāoa.		
■ ■	<b>LOCAL CENTRES</b> - Prepare precinct plans after the precinct plans for the above town centres are completed for the local centres in the following order: Mairangi Bay, Red Beach, Torbay, Waiwera and Rothesay Bay.		

**Table 9B: Funded Projects/Initiatives**

This table outlines the funded projects and initiatives as identified in the Council's Long Term Plan (LTP) June 2012 and the budgets of related organisations/partners.

Map Ref	PROJECT/ INITIATIVE	EXPENDITURE		FUNDING STATUS	FUNDING AGENCIES
		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 to help develop 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 7 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
F 1	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
F 2	Complete the Civil Defence Emergency Management Community Response Plans for the Local Board Area by 2012 (except for Weiti/ Ōkura, to be completed by July 2016)			Funded	Auckland Council

Map Ref	PROJECT/ INITIATIVE	EXPENDITURE		FUNDING STATUS	FUNDING AGENCIES
		2012-2015	2016-2022		
F 3	Complete Stormwater Catchment Management Planning in Mairangi, Taiorahi, Taiaotea, Deep Creek and Awaruku in the next three years			Funded	Auckland Council
	Roll out ultra fast broadband where: - Government has invested \$1.5 billion (begun in September 2009) - the Hibiscus and Bays Local Board Area is part of the Albany Ward where rollout is proposed to start after 2014			Funded	Central Government
	Roll out rural broadband to rural communities, households and businesses (such as in Silverdale, Redvale, Ōkura, Stillwater, Army Bay and 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
F 4	Construct the second North Harbour watermain to provide security of supply, network efficiency, growth and meets customer charter requirements			Funded	Watercare
F 5	Upgrade the Rosedale Wastewater Treatment Plant to maintain network integrity and performance			Funded	Watercare
F 6	Upgrade the Army Bay Wastewater Treatment Plant to cope with increased outfall and quality issues			Funded	Watercare
	Upgrade the North Shore trunk sewer to reduce overflows during wet weather			Funded	Watercare
	Initiate the East Coast Road Bus Priority project			Funded	Auckland Transport
F 7	Construct the first stages of Penlink: - East Coast Road re-alignment - Redvale Interchange - Toll Road Encourage Penlink to be built earlier than currently planned in RLTP			Funded	Auckland Transport
F 8	Construction of Northern Busway Extension Stations at Silverdale, Albany and possibly Greville Road			Funded	Auckland Transport / NZTA
F 9	Northern Busway Extension Stage 1: (Construct a dedicated busway from Constellation Drive to the Ōteā Valley Road Interchange)			Funded	Auckland Transport
F 10	Implement roading improvements and upgrades: a. East Coast Road / Spencer Road intersection improvements b. Browns Bay Road / East Coast Road c. Inverness / Arran Road to Browns Bay Road corridor d. Ashley Avenue upgrade e. East Coast Road / Glenvar Road and Lonely Track Road Intersections upgrade f. Ōkura Road / Vaughans Road upgrade g. Glenvar Road / Ridge Road h. East Coast Road widening i. East Coast Road / Forrest Hill intersection j. Develop East Coast Road extension to Curley Avenue, Silverdale			Funded	Auckland Transport

Map Ref	PROJECT/ INITIATIVE	EXPENDITURE		FUNDING STATUS	FUNDING AGENCIES
		2012-2015	2016-2022		
<b>BROWNS BAY</b>					
F 11	Acquire land and develop a second Phoenix Plaza			Funded	Auckland Council
<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
F 12	Construct an outdoor artificial surface at Ashley Reserve			Funded	Auckland Council
F 13	Develop the Long Bay Reserve and walkways, and include funding to discuss cultural heritage aspects with Mana Whenua			Funded	Auckland Council
<b>ŌREWA</b>					
F 14	Upgrade the town streetscape and town entrance landscaping			Funded	Auckland Council
F 15	Extend the Estuary Arts Centre			Funded	Auckland Council
<b>SILVERDALE</b>					
F 16	Restore the Stoney Homestead for a future community use and restore Silverdale Hall			Funded	Auckland Council
F 17	Develop Metropark East including Metropark Sports Fields and Skatepark			Funded	Auckland Council
F 18	Construct the Silverdale Park and Ride / Hibiscus Coast Busway Station Project			Funded	Auckland Transport / NZTA
F 19	Construct the Silverdale Town Centre bus to bus on road interchange			Funded	Auckland Transport
	Review the Hibiscus Coast Highway Corridor Management			Funded	Auckland Transport
<b>STILLWATER</b>					
F 20	Build a new hall for the Stillwater community			Funded	Auckland Council
<b>TORBAY</b>					
F 21	Acquire land and develop Torbay Plaza			Funded	Auckland Council
<b>WEITI</b>					
F 22	Investigate ways to protect and improve the Weiti River, including dredging the Weiti River channel to improve access			Funded	Auckland Council
<b>WHANGAPARĀOA</b>					
F 23	Continue the extension and upgrade of the Stanmore Bay Leisure Centre			Funded	Auckland Council
F 24	Continue to widen the Whangaparāoa Road (between Hibiscus Coast Highway and Red Beach)			Funded	Auckland Transport / NZTA



## Table 9C: Projects/Initiatives Eligible for Funding From Region-wide Budgets

This Table outlines projects and initiatives that could be fully or partially funded through annual region-wide budgets as identified in the council's LTP (June 2012) and the budgets of related organisations/partners.

Map Ref	PROJECT	EXPENDITURE		FUNDING STATUS	FUNDING AGENCIES
		2012-2015	2016-2022		
<b>LOCAL BOARD AREA-WIDE</b>					
E 30	Community Development and Services Upgrades: <b>Ōrewa:</b> - Library Upgrade; Centrestage Theatre; community centre renewals; <b>Browns Bay:</b> - Youth development services upgrade (possibly a youth centre); <b>Mairangi Bay:</b> - Support Mairangi Bay Art Centre; <b>Long Bay:</b> - Community Hub and Youth Centre (new) – library (new); <b>Waiwera:</b> - Upgrade community facilities, and provide new facilities if needed. (All upgrades and new facilities will be informed by Māori Urban Design Principles)			Possible funding from regional /local: community services, library services, arts, culture and events services	Auckland Council and community sector
	Develop a Community Facilities Strategy that sets out how to provide, develop and manage 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
	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
E 31	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>					
E 32	Work with the Centennial Park Bush Society on how to manage Centennial Park into the future			Possible funding: local parks services	Auckland Transport
<b>LONG BAY</b>					
E 33	Continue to develop reserves in Long Bay as part of ongoing residential development			Possible funding: development contribution	Developers and Auckland Council

**Table 9D: Aspirational Projects/Initiatives**

Projects listed below are not currently funded but are listed as aspirational actions for the future.

Map Ref	PROJECT/ INITIATIVE
	<b>LOCAL BOARD AREA-WIDE</b>
	<ul style="list-style-type: none"> <li>Upgrade, re-develop or create new civic spaces within town centres</li> </ul>
	<ul style="list-style-type: none"> <li>Identify opportunities for enhancing community, social and recreational activity along coastal edges</li> </ul>
U 40	<ul style="list-style-type: none"> <li>Investigate building extra tertiary education and training facilities at Silverdale/Ōrewa/Whangaparāoa</li> </ul>
	<ul style="list-style-type: none"> <li>Provide adequate artificial surface for sports fields in the Local Board area</li> </ul>
	<ul style="list-style-type: none"> <li>Review and implement the boat ramps study across the Local Board area</li> </ul>
U 41	<ul style="list-style-type: none"> <li>Provide community-led planning initiatives for Stillwater and Waiwera so that people in the communities can help to develop a vision for their neighbourhoods and then partnering with the Local Board and Council to make it happen</li> </ul>
U 42	<ul style="list-style-type: none"> <li>Develop green walkways and cycleways aligning with Te Araroa Walkway Plan</li> </ul>
U 43	<ul style="list-style-type: none"> <li>Plan for and develop the coastal walkway including Crimson Walkway</li> </ul>
U 44	<ul style="list-style-type: none"> <li>Maintain and manage urban beach areas in the Local Board Area. Improve the Ōrewa Beachfront by developing a Long Term Beach Management Plan that includes a holistic beach solution and immediate renewal of the sand</li> </ul>
	<ul style="list-style-type: none"> <li>Plan and implement an Economic Development and Events Strategy</li> </ul>
U 45	<ul style="list-style-type: none"> <li>Develop a Strategy for Ecotourism for the Hibiscus and Bays Local Board that focuses on Tiritiri Matangi Island, Shakespear/Long Bay, and Waiwera</li> </ul>
U 46	<ul style="list-style-type: none"> <li>Develop the North-West Wildlink, including: strategic and detailed planning, liaising with landowners/communities to implement protection/restoration programme and raising community awareness</li> </ul>
U 47	<ul style="list-style-type: none"> <li>Undertake an ecological assessment and establish an implementation plan to improve the environmental quality of estuaries and upper catchments in Waiwera, Ōrewa and Weiti estuaries</li> </ul>
	<ul style="list-style-type: none"> <li>Develop an ecological assessment to identify new areas for protection by covenants, conservation zoning and other mechanisms</li> </ul>
U 48	<ul style="list-style-type: none"> <li>Develop Corridor Landscape Management Plans for: East Coast Road; Hibiscus Coast Highway; Whangaparāoa Road; Penlink, Grand Drive and Browns Bay Road</li> </ul>
	<ul style="list-style-type: none"> <li>Advocate free toll calling for the former Rodney District</li> </ul>
	<ul style="list-style-type: none"> <li>Ensure the stormwater infrastructure can handle the extra loads from an increase in housing and the reduced impervious surfaces</li> </ul>
	<ul style="list-style-type: none"> <li>Encourage a programme to progressively underground the power lines within the Local Board area</li> </ul>
	<ul style="list-style-type: none"> <li>Implement a system to activate warning systems during Civil Defence emergencies</li> </ul>
	<ul style="list-style-type: none"> <li>Develop a co-governance/co-management framework with iwi to integrate Māori values into environmental management frameworks</li> </ul>
	<ul style="list-style-type: none"> <li>Investigate sites and/areas of cultural significance to Māori</li> </ul>
	<ul style="list-style-type: none"> <li>Investigate cultural tourism projects, such as waka taua, heritage trails</li> </ul>
	<b>BROWNS BAY</b>
U 49	<ul style="list-style-type: none"> <li>Establish a free Wi-Fi centre in Browns Bay</li> </ul>
U 50	<ul style="list-style-type: none"> <li>Investigate establishing a ferry and terminal facilities in Browns Bay</li> </ul>
	<b>MAIRANGI BAY</b>
U 51	<ul style="list-style-type: none"> <li>Complete the development and implementation of the Mairangi Bay Reserve Plan</li> </ul>
	<b>ŌREWA</b>
U 52	<ul style="list-style-type: none"> <li>Implement Ōrewa Boulevard stages 2 and 3</li> </ul>

Map Ref	PROJECT/ INITIATIVE
	<b>SILVERDALE</b>
U 53	▪ Establish a new library at Silverdale
U 54	▪ Develop a community hub and youth centre at Silverdale
U 55	▪ Investigate and establish a 24-hour accident and emergency centre in Silverdale
U 56	▪ Support building a marae in Silverdale/Wainui
U 57	▪ Build an amphitheatre for music and other events in the Metropark West
	<b>WAIWERA</b>
U 58	▪ Replace Waiwera Wastewater Treatment Plant
	<b>WHANGAPARĀOA / GULF HARBOUR</b>
U 59	▪ Protect key reserve areas, such as parts of the Archer Block and the Hammerhead at Gulf Harbour and acquire new reserve space for the growing communities
U 60	▪ Widen Whangaparāoa Road between Arklow Lane to Ladies Mile (as part of proposed Penlink Project)
U 61	▪ Investigate establishing a ferry terminal and associated facilities in Arkles Bay
U 62	▪ Establish a family centre and possibly a youth centre at Whangaparāoa



# Glossary-papakupu

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

## **affordable housing**

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).

## **amenity or amenity value**

The qualities of a place that make it pleasant and attractive to individuals and communities.

## **Auckland Plan**

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).

## **Auckland Transport**

A Council Controlled Organisation of Auckland Council that maintains and manages Auckland's transport networks (except state highways) – from roads and footpaths to traffic signals, rail and buses.

## **built character**

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.

## **built form**

All buildings and structures.

## **Business Improvement District (BID)**

A body that represents local businesses and manages and co-ordinates funding to improve local business areas and centres

## **centre**

A focal point for a surrounding neighbourhood or area that contains a mix of activities or functions (such as shops, businesses, cafés, libraries, government services, and public transport). Generally has more intensive land use and taller buildings than the surrounding area it serves. (For a more detailed explanation, see Pages 253–54 of the Auckland Plan 2012).

## **character**

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.

## **co-governance**

A joint leadership approach of two or more bodies that work together to oversee and decide on a process, project or plan.

## **co-management**

A joint responsibility and/or partnership to manage a project or place.

## **connectivity**

The ease by which people or vehicles can move from one place to another place.

## **Corridor Management Plan**

A plan that aligns transport with neighbouring land uses along and aspirations for a road corridor.

## **Council Controlled Organisation (CCO)**

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.

## **ecosystem**

Interactions and relationships between all living things, such as plants, animals and micro-organisms in the environment.

## **ecotourism**

Tourism that involves activities or experiences in the natural environment.

## **employment node**

Areas where jobs are concentrated, often in town centres or on business land.

## **engagement**

In a process, oral and written communication and interaction between persons and groups who can influence change.

## **environments**

Primary land uses (zones) in broad categories of living, business, mixed use, rural, public open space and special purpose (to be implemented by the Unitary Plan through objectives, policies, rules and zones).

### **frequent transit network**

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.

### **green buffer**

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).

### **green economy**

An environmentally sustainable approach that businesses can apply to their products and services to lead to economic benefit.

### **green walkway**

Natural, vegetated pathways and links that provide pedestrian or cycle access.

### **greenbelt**

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.

### **heritage**

The legacy of tangible physical resources and intangible attributes that are inherited from past generations, to include historic heritage, natural heritage, taonga tuku iho (heirlooms) and other forms of heritage such as works of art, artifacts, beliefs, traditions, language and knowledge.

### **Hibiscus Coast Gateway**

A symbolic gateway to the Hibiscus Coast that provides for recreation and entertainment activities and specialist retail and related activities focused on land to the southeast of the northern motorway and the Hibiscus Coast Highway.

### **historic character area**

Areas with historical relevance that should be conserved or improved. Areas include older, established suburbs, town centres, settlements; rural, institutional, maritime, commercial and industrial areas; or settlements of special architectural or other heritage value. Historical relevance may come from buildings of a particular historical time, mature indigenous vegetation, and the relationship of built form to natural landscapes, or the use of traditional materials and design.

### **historic heritage**

"Historic heritage—

(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:

- archaeological;
- architectural;
- cultural;
- historic;
- scientific;
- technological;

(b) and includes

- historic sites, structures, places, and areas; and
- archaeological sites; and
- sites of significance to Māori, including wāhi tapu; and
- surroundings associated with the natural and physical resources."

(Definition from the Resource Management Act 1991 s2).

### **Industrial Management Area**

A defined area where the effects of industrial activities are managed, and often sited on the edge of industrial or business land (identified within Natural, Heritage and Character map "manage industrial impacts").

### **infrastructure**

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).

### **kaitiaki**

The Māori concept of guardianship for the sky, the sea, and the land. A kaitiaki is a guardian.

### **kaitiakitanga**

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).

### **Key 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. Council will engage with site owners to facilitate the redevelopment of these sites.

### **Local Board Plan**

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.

### **Long Term Plan**

A 10-year plan prepared under the Local Government Act 2002 that has programmes for Council's priorities, activities and operating and capital expenditure.

### **Mana Whenua**

Iwi, the people of the land who have mana or authority – their historical, cultural and genealogical heritage are attached to the land and sea.

### **Marine Protected Area**

Areas of the marine environment protected for the maintenance and/or recovery of biological diversity and ecosystems.

### **Mataawaka**

Māori whose tūrangawaewae is outside the Auckland region.

### **Metropolitan Urban Limit (M.U.L)**

A boundary within which to contain Auckland's urban development.

### **multi-modal corridor**

A route for people to use, that includes various transport methods, including public transport, cycleways and walkways.

### **natural character**

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.

### **natural hazards risk area**

An area identified as being at higher risk from natural hazards (including flooding, earthquakes and coastal erosion) that is being managed to mitigate these types of risk.

### **natural heritage**

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.

### **needs assessment**

The process of gathering data and information to identify gaps in providing social infrastructure or other services.

### **network infrastructure**

Infrastructure assets and networks that are used to generate, send and distribute energy and fuels, including natural gas and petroleum products; to collect, treat and distribute potable water; to collect, treat and dispose of wastewater and stormwater, and the operation of the telecommunication and radio communication network.

### **Northern Busway**

A physically separated busway with dedicated park-and-ride facilities along the motorway north of Auckland, linking the North Shore with Auckland's CBD.

### **North-West Wildlink**

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.

### **Ōkura Policy Area**

A specially zoned area that recognises the landscape character and environmental sensitivity of the Ōkura catchment.

### **Open Space Network Plan**

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.

### **papakāinga**

A Māori settlement or village that can include activities associated with residential living, such as a marae complex, gardening, social amenities and economic developments.

### **Penlink (Peninsular Link)**

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).

## **policy**

A plan of action or a process that reflects the approach taken or rules adopted by Auckland Council and/or other regulatory agencies.

## **Regional Walking And Cycling Network**

Walking and cycling links developed across Auckland.

## **resilience**

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.

## **restoration**

The act of returning something to a former state, place, or condition.

## **Silverdale Knowledge Economy Zone**

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.

## **sites of significance to Māori**

Areas that are important to Māori, such as wāhi tapu, urupā, and archaeological and heritage areas.

## **social infrastructure**

A broad term for a range of facilities, services and locations delivered by Council, government and community groups to support and sustain the well-being of people and communities. Examples include libraries, schools, parks and community buildings.

## **Spatial Planning**

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:

- enhancing quality of life – strengthening communities, providing access to jobs, housing and community facilities
- improving and achieving balanced socio-economic development (growing the economy and reducing disparity)
- responsibly managing the environment including heritage and the built environment
- developing a land-use plan in the public interest.

## **Stormwater Catchment Management Plan (SWCMP)**

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).

## **Tangata Whenua**

The iwi or hapū that hold Mana Whenua (exercise customary authority) over a particular area.

## **Silverdale Transformation Area**

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.

## **Te Araroa National Walkway**

New Zealand's long-distance walking/tramping route, from Cape Reinga to Bluff.

## **transformational shift**

A key action that is considered to be a major change that lead to a positive outcome for the area.

## **tribal rohe**

A tribal district; the area over which iwi and hapū claim Mana Whenua, including prominent geographical features, mountains, rivers and lakes.

## **wāhi tapu**

A place sacred and important to Māori in the traditional, spiritual, religious, ritual or mythological sense.

## **water-based recreational activities**

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.

## **water sensitive design**

Development design that focuses on reducing the impacts on water and water-based environments.

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