

## 16.15 — Structure Plans

### 16.15.6 Oruarangi South

#### 16.15.6.1 Description of the Area

The defined structure plan area, shown on Figure 16.8, covers approximately 153 ha and is currently used for farming and horticultural uses, tourist related activities, and a contractors depot. The land generally falls from Massey Road and George Bolt Memorial Drive towards the Oruarangi Creek. In the northwestern area of the block is an old tuff crater surrounded by a distinct tuff ring.

The area is bounded in the east by George Bolt Memorial Drive, and in the north by Montgomerie Road. In the west it is bounded by Oruarangi Road. The southwestern edge is bounded by the Oruarangi Creek and by land that has been acquired for airport purposes and which is largely subject to designations for airport related purposes.

To the west of Montgomerie Road and Oruarangi Road are the Mangere Sewerage Treatment Ponds. Part of the eastern side of George Bolt Memorial Drive is zoned for Business 5 purposes. There is also a block of partially developed Business 5 zoned land on the northwest corner of Montgomerie Road and George Bolt Memorial Drive. The remaining development to the north of Montgomerie Road consists of land developed and zoned for business purposes.

#### 16.15.6.2 Development Patterns

A Business zoning of the area, subject to certain constraints, is a natural extension to the existing and foreseeable pattern of development to the north and south.

This will take into account the location of the Oruarangi South area relative to the business zoned land to the north on the one hand, and to the Auckland International Airport and land designated for future airport development on the other.

Figure 16.8 sets out the pattern of development for the Oruarangi South area. In general, the development pattern has been governed to a considerable degree by subsoil characteristics and stormwater disposal constraints.

##### (a) Subsoil Characteristics

A number of subsoil characteristics in the structure plan area may pose constraints on building and development.

The northern part of the structure plan area includes the volcanic formations of Waitomokia (Mt Gabriel) comprising an explosion crater and tuff ring. The volcanic cones were removed by quarrying, which extended into the tuff ring in the west, north and south. The land formerly occupied by the cones has been backfilled to form the contractors' depot.

The area immediately to the south of the former cones contains deep peat deposits with high groundwater levels. Drainage and land modification activities in this area have potential to cause settlement of adjacent land by disturbance of groundwater levels. This area is unlikely to be suitable for buildings.

In the northwestern section of the structure plan area a tuff ring surrounds the Waitomokia Crater. The ring is comprised of materials of high strengths in an undisturbed state, but which have low strengths in a remoulded state. The area

appears suitable for permitted development but care will be required when carrying out site works to limit disturbance to the natural soils.

In the majority of the structure plan area, outside the tuff ring to the north and the southern and eastern parts of the structure plan, provided buildings are located clear of areas where a soft wet pumiceous silt bed intercepts with slopes, no significant subsoil constraints for development are anticipated.

(b) **Stormwater Discharge Constraints on Development**

The Council holds a comprehensive discharge permit for the Oruarangi catchment and has adopted the Oruarangi Creek Comprehensive Flood Management Plan.

The Management Plan details the extent of drainage works necessary to cater for development of the catchment from the state of development as at 1 February 1992 to full urbanisation of the catchment. This plan is founded on the assumption that the sewage ponds which currently block off the natural drainage outlet to the sea will remain in place. The Oruarangi Creek acts as a detention pond from which discharge from storm flows is currently pumped to the Mangere Sewage Purification Works.

Development within the catchment will be permitted to the extent that there would be no increase of runoff to the sewage ponds or higher ponding level at the urupa site from the developing catchment. This could be achieved by providing either for on-site stormwater detention or providing a new overflow channel, pumping station and upgrading of the Oruarangi Road culvert. The extent of works may be staged to cater for various levels of catchment development. Council would seek financial contributions from developers to fund all necessary works.

If the sewage ponds were to be removed Council would seek a variation to the discharge permit to allow direct discharge to the sea. This would remove the need to provide the overflow channel and pumping station. It is likely that the sewage ponds will be removed during the term of this district plan. While the interim measures referred to above will be required, provision for the comprehensive drainage to service the land located north of the Creek should not be precluded in the development of the area.

**16.15.6.3 Development Rules and Assessment Criteria for applications for subdivision and land modification consent**

(a) **Business 5 (subject to special restrictions)**

The majority of the structure plan area is zoned Business 5. The activities allowed in the zone include travellers' accommodation, offices, entertainment facilities and activities, warehousing and industry. The activities allowed in the Business 5 zone are appropriate to the area, particularly with regard to its proximity to Auckland International Airport.

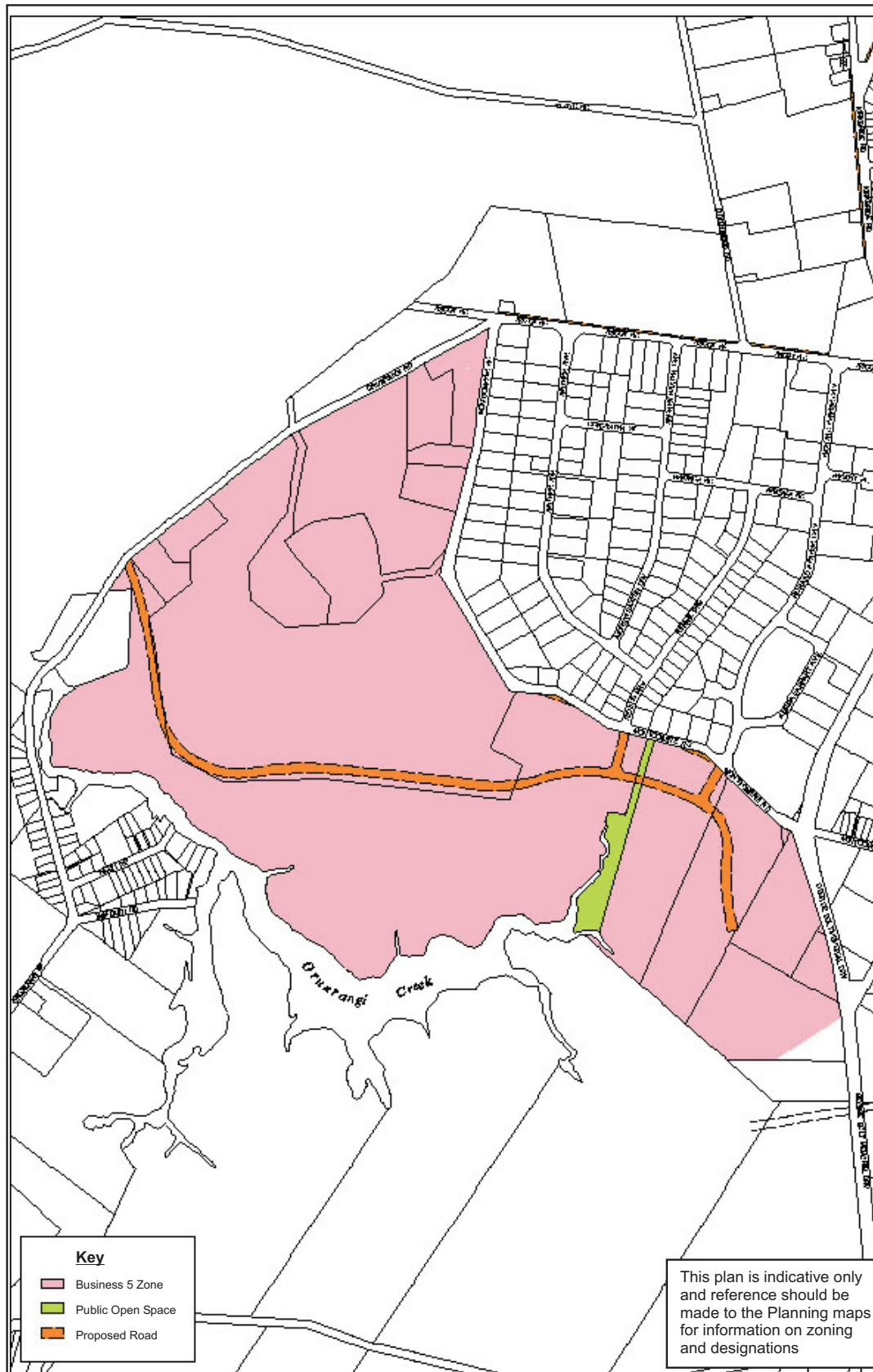


FIGURE 16.8 ORUARANGI SOUTH STRUCTURE PLAN

The area of deep peat deposits (south of the former cones) which is unsuitable for development, or other areas unable to be developed because of stormwater constraints on the intensity of development in the structure plan area, will be able to be farmed or used for extensive open space recreational activities, such as a golf course. In this context, the amenity values of the Ihumatao Papakainga Zone also need to be considered. The scale and intensity of development on the northern bank of the Oruarangi Creek needs to be carefully controlled and the adverse effects of such development mitigated by the use of extensive landscaping and open space areas.

Development adjacent to George Bolt Memorial Drive is a controlled activity which is subject to special restrictions. Design controls will be exercised through the imposition of conditions over the external appearance of buildings and other structures, and site layout, landscaping and vehicular access to ensure that the design and external appearance of buildings and other structures, layout and landscaping within the development blocks will achieve a high quality physical and visual environment appropriate to the high profile of the area.

(b) **Public Open Space**

A small local purpose public open space is located within the structure plan area. The layout of development in the structure plan area must provide for public vehicular and pedestrian access to this reserve and any other reserves that may be required.

The Council will obtain reserve contributions by way of land or cash in lieu of land, or a combination of land and cash, through the exercise of its powers relating to subdivision and development. Esplanade reserves may be required if the Oruarangi Creek reverts to tidal influence.

(c) **Roading**

The main access roads to the structure plan area will be from Montgomerie Road immediately opposite Richard Pearce Drive and/or Rennie Drive. Further points of access will be at Oruarangi Road at the northwestern end of the structure plan area.

The location of roads within the structure plan area are indicated on Figure 16.8. That layout precludes any direct access from and egress onto George Bolt Memorial Drive, which is a limited access road.

Figure 16.8 shows that road access from the structure plan area and the Ascot business area to George Bolt Memorial Drive will be restricted to a single intersection at Montgomerie Road. The proposed roading pattern which is co-ordinated with that of the Westney Road structure plan provides for future interconnections between the existing and future development areas either side of George Bolt Memorial Drive and George Bolt Drive itself.

The Council recognises that if and when significant development of land to the north of the second runway occurs it will be desirable to provide a road link from that land to the Ascot Road industrial area. However this link will not compromise development of the structure plan area that generally conforms with the development pattern and policies set out in this part of the Plan for Oruarangi South. Any modifications to the development pattern shall not preclude the possibility of this road link being established.

(d) **Archaeology**

The Manukau City Cultural Heritage Inventory prepared by the Auckland Regional Council is available at Council main office and contains information in map form illustrating known archaeological sites in the City.

The use, subdivision, development of and any work on the land on or in the vicinity of archaeological sites will be subject to relevant restrictions in accordance with the provisions of the Historic Places Act 1993, and other relevant statutory requirements.

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(e) **Signs**

The structure plan area has a high profile to visitors to the airport. It is therefore appropriate that a high quality visual environment is established and maintained.

Accordingly, signs which would be visible from George Bolt Memorial Drive are limited to one “destination” sign for the purposes of identification of the development in the structure plan area. This policy will not limit signs permitted elsewhere in the structure plan area as provided for in Chapter 5 — General Procedures and Rules, including temporary signs for the purpose of identifying a proposed project or development within the area.

(f) **Provision for Stormwater Drainage**

The existing stormwater drainage outlets serving part of the contractors’ depot and adjoining land to the north is reliant on access over the adjoining land to the south. These provisions are to be retained, or replaced with other suitable alternative arrangements to allow for future comprehensive public stormwater drainage for the land.

