

## Appendix 2: Future Urban Growth Areas Assessment

---

### Overview

As part of the District Plan Review, an assessment of the Operative District Plan Future Urban Development Areas in was undertaken to understand their suitability and capacity future growth. Consideration was also given to whether new areas could be identified.

The following areas have been identified as Future Urban Zones in the Proposed District Plan:

- Smart Road Areas (K, S and L) (no change)
- Junction Street (Stage 2) (new)
- Area N (reduced from Oropuriri Structure Plan)
- Area R (no change)
- Waitara East (reduced)
- Oakura West (no change)
- Oakura South (no change)

In addition to the above, two new Future Urban Zones are recommended for inclusion in the Proposed District Plan:

- Ranfurly Street, Waitara (new)
- Frankley/Cowling

It is also important to note the following Operative District Plan Future Urban Development Overlays have not been carried over into the Proposed District Plan:

- Urenui: A large area of land was identified that would significantly increase the size of the township and impact its village character.
- Egmont Village
- Onaero
- Okato
- Waitara West

These areas have been removed as they are generally out of scale/context with these townships and cannot be feasibly developed. For the unserviced towns on Urenui, Egmont Village, Onaero and Okato extensive provision of future urban land could impact natural values and environmental quality. The Council does not have any plans to service these areas in its Long Term Plan or Infrastructure Strategy.

Waitara West area has been removed as it was not considered a logical extension to the urban boundary and may lead to further outward spread of growth. These is also concerns over provision of services and particularly the management of stormwater.

## Future Urban Zone Summaries

### *Smart Road Areas (K, S and L)*

This Future Urban Zone is the largest urban growth area in the District and totals 372.1 hectares with the potential for 3,214 feasible lots. This area will see the logical extension of the New Plymouth urban area and maintain a compact urban pattern, and allow access to schools, community services and the central city. It also provides the eastern boundary for urban development.

To ensure this future area can be comprehensively developed another river bridge crossing is required. Consideration will be given to this in future transport modelling for the district. Upgrades for water and wastewater are currently included in the Infrastructure Strategy. Catchment management planning is also required to understand how this area can be developed. The size and nature of planning, infrastructure issues and the fact that this supply is not required until the long term makes this a long term growth area.

### *Junction Street (stage 2)*

The Junction Future Urban Zone is located next to the Junction Structure Plan Development Area. This area is located in Upper Vogeltown. The topography of the area is steep to undulating with the land dropping towards the south from Tarahua Road and a steep ridge extending north to south from the eastern end of Junction Street. The Te Henui Stream frames the area and provides high recreational value to the area. Totalling 9.9 hectares in area, this zone has the potential for 113 feasible lots.

Additional wastewater services to enable future development of the area are included in the Long Term Plan.

### *Area N*

This area is located between the State Highway and Oropuriri Road. The area is 25.8 hectares and has been reduced from the Operative District Plan due to the rezoning of the Oropuriri Structure Plan Development Area. This Future Urban Zone has been investigated for future industry zoning, continuing the land-uses at either side.

Significant cultural values have been identified within this area that are of significance to Puketapu hapu. Any further roading connection is likely to impact cultural values impacting the ability for the area to be comprehensively developed.

There is currently sufficient supply of industrial land in the District and this land is not required within the short to medium term. Further investigations are required in regards to Stormwater management and roading.

### *Area R*

This area was identified as a future urban development area at the time that Area Q was rezoned. This area has been carried over from the Operative District Plan and has been earmarked for future employment land. Area R is the most eastern extent of development in the Bell Block area.

There are access issues with the State Highway intersection that are being addressed through the Airport Drive Realignment project. NPDC have accelerated planning in this area and are progressing a designation to support the changes to the local roading network that will

accommodate and support a local roading upgrade. The land is earmarked for future employment land, although there is potential for residential land to the west of the proposed Airport Drive realignment. Approximately 7.4 hectares could be comprehensively developed with future releases of stage 3 in Area Q.

There is currently sufficient supply of industrial land in the District and this land is not required within the short to medium term.

#### *Oakura West and Oakura South*

The Oakura growth areas were identified as part of the Oakura Structure Plan process, under the guidance of the Coastal Strategy. Located on either side of State Highway 45 these areas provide potential land supply for the District. Oakura South has been reduced in size from the Operative District Plan and is 13 hectares with the potential for 117 feasible lots. Areas along the Oakura River have been removed from the area as they are not developable for residential use.

The Oakura West area is 39.5 hectares with the potential for 355 feasible lots. This land will be carried over into the Proposed District Plan. The areas are required to be comprehensively developed. There are particular issues regarding access and the intersection of Wairau Road, with an intersection. Consideration to the three waters is also required.

#### *Waitara East*

This Future Urban Zone is 19.2 hectares in size with the potential for 231 feasible lots. This growth area has been carried over from the Operative District Plan, but reduced substantially in size to better meet the urban growth needs of Waitara. The extent of this area provided too much residential land, which is likely to lead to inefficient outcomes.

Two other areas have been identified as more appropriate for growth in Waitara (further rezoning along Armstrong Avenue and a new Future Urban Zone over Ranfurly Park). These two new areas are considered to be more logical for residential development given their location to existing amenities and infrastructure. Note: Waitara West Future Urban Development Overlay has not been carried over into the Proposed District Plan.

#### *Ranfurly Street, Waitara (new)*

This is a new area included in the Proposed District Plan and is 11.6 hectares. Ranfurly Future Urban Zone was identified as part of the monitoring zone audit report that analysed residential, business and industrial zoning in Waitara. Currently Ranfurly Park is zoned Open Space A and is used for recreational purposes. This land is part of the original survey plans for Waitara and contains a grid layout of paper roads. It represents a logical boundary for urban containment of the western edge of Waitara. By utilising this area, existing pathways and road networks will be utilised and will help to ensure that the town is not compromised by sporadic and/or disconnected development.

As a consequence of this change, the Operative District Plan Waitara West Future Urban Development Area will not be carried over into the Proposed District Plan

Waitara East Future Urban Zone is being reduced from the area that is currently shown in the Operative District Plan because other areas within Waitara have been identified through the proposed plan analysis as more appropriate for residential development.

Additional rezoning for residential land is being provided along Armstrong Avenue as part of the Proposed District Plan. This coupled with former lease hold land become available opening the way for further intensification (e.g. infill), is also part of the growth response for Waitara.

#### *Frankley/Cowling (new)*

This Future Growth Zone is located on the south western pocket of the New Plymouth urban boundary. It is a large area of 138.5 hectares, with the potential for 814 feasible lots. The growth area is accessible to services and schools and has good roading connections to the central city.

Located on the western side of the City the identification of this area balances future growth pressures and maximises the use of existing community facilities and resources. It provides for the outward extent of urban growth, clearly defining the future urban boundary for the City.

There are infrastructure constraints associated with the development of this land – particularly in regards to Waste Water and Water supply. Upgrades have been included in the Infrastructure Strategy.

### **Structure Plan Development Area summaries**

#### *Bell Block Area Q Structure Plan Development Area (existing)*

The Bell Block Area Q Structure Plan Development Area is an existing Structure Plan that has been partially developed. It is located between Wills Road and Airport Drive in Bell Block, and provides for three stages of development.

The first two comprise 594 feasible lots on a total of 85 hectares and are now available for development. Residential development is restricted in Stage 3 until roading access and roading upgrades occur.

Stage 3 will create an additional 155 potential lots totalling 22 hectares. This structure plan has had minor edits to it which include adjustment of the provisions into the Proposed Plan format, the addition of a historic reserve to protect a site of significance to Maori and changes to the terminology of the legend to reflect new terms used in the Proposed Plan. The base layer has also been updated to reflect the recent subdivision and roading development within the area.

#### *Junction Structure Plan Development Area*

The Junction Structure Plan Development Area is approximately 19ha of greenfield land located in the Residential Zone close to the suburb of Brooklands within the urban limits of New Plymouth.

The structure plan for the area shows the existing and indicative water main and sewerage infrastructure requirements. This will involve the construction of a sewer pump station to be located at the lowest land point in the area.

There are limitations for access to and from State Highway 3 to the east, and for this reason, a collector road will be provided off Junction Street which will connect to the southern boundary of the area. The two branches of the collector road will go to the southern and

south-eastern boundaries and connect to any future residential, lifestyle or rural areas. The south-eastern collector road connects to a proposed urban growth area.

The area is bounded to the east by the Te Henui Stream, which is recognised as a significant waterbody and a statutory acknowledgement area in the District Plan. A portion of the stream boundary is already esplanade reserve and therefore the structure plan recognises the importance of, where practical, obtaining a reserve along the stream boundary to achieve a formed walking track.

Pedestrian connections along the Te Henui Stream are an important part of the structure plan as they will provide an extension of the existing Te Henui Walkway. However, there are topographical challenges and existing steep embankments along the northern portion of the stream which may constrain any walkway extension. These matters will need to be further explored at the time of subdivision. Noting this, the structure plan contains indicative walking and cycling connections to link with indicative roads leading to Junction Street aimed at connecting walkers and cyclists to the Te Henui Walkway and Brooklands/Pukekura Park to the north-west.

In terms of natural values, a native remnant stand of trees is located within the reserve area which will enhance a planned picnic area adjoining the stream. Pedestrian access in and out of this portion of the reserve is considered important.

The primary transport access route to the area will be via Junction Road. There are roading constraints around the one-lane bridge on Junction Street, and for this reason, access from Junction Street will be managed through resource consent considerations.

#### *Carrington Structure Plan Development Area*

Situated on the southern urban boundary of New Plymouth, the Carrington Structure Plan Development Area covers approximately 30 hectares of greenfield land located in the Residential Zone. The key elements that define the Carrington Structure Plan are:

- Access via Carrington Road and an extension to Fernbrook Drive.
- Connectivity for different transport modes through the area; including pedestrian and cycling links.
- A large area of significant native vegetation in the centre of the area – the circumference of which will be accessible to pedestrians and cyclists.
- The retention of an existing wetland area for stormwater detention.
- Planting along the southern boundary delineating the residential boundary from the adjoining rural land.
- An area of uncertified fill.

The Carrington Structure Plan shows the existing and indicative three water infrastructure requirements for the area. This requires the construction of a residential water flow pressure a pump to service the southern half of the Development Area.

The area contains an area of uncertified fill (former landfill). Development in this part of the Development Area requires geotechnical expertise to be provided and assessed at the time of subdivision to ensure building and infrastructure are appropriately designed to mitigate any potential adverse risks from subsidence or slippage.

The large area of native vegetation within the Development Area is a Significant Natural Area (SNA) and is protected by the relevant Ecosystem and Indigenous Biodiversity provisions in the District Plan. The Carrington Road Structure Plan identifies two neighbourhood reserve areas. It is likely that one reserve will be used as neighbourhood park and the other as a utility reserve associated with the detention pond. The detention pond is an existing wetland area with a portion of the pond to the north of the structure plan area already used for Council stormwater management purposes.

#### *Oropuriri Structure Plan Development Area*

Oropuriri Structure Plan Development Area is located between Egmont Road and Oropuriri Road, just south of Devon Road (SH3) and comprises 33.5ha of General Industrial zoned land. An adjacent area of land which has also been identified as being suitable for urban growth in the longer terms comprises 25.8ha and is zoned Future Urban Zone.

The Oropuriri Structure Plan is intended to provide a roading extension of Parakau Road and to provide new road access onto Smart Road.

#### *Patterson Structure Plan Development Area*

Situated on the south western urban boundary of New Plymouth, the Patterson Structure Plan Development Area covers approximately 23 hectares of greenfield land that will be rezoned to Residential.

The Patterson Structure Plan has the following key characteristics:

- Topographical variation, including rolling to steep topography.
- A minimum lot size of 600m<sup>2</sup>.
- National Grid powerlines traversing the southern boundary of the site which restricts what can be built in this corridor. This restriction will act as a buffer between the residential and rural zones.
- Stands of native vegetation including a pond which will be retained and protected through the development of the structure plan area.
- Internal roading layout connections.
- An archaeological feature, being Dingles Blockhouse.

The degree of topographical variation across the development area is a key distinguishing feature and it is considered important that these landscape features are retained at the time of subdivision and/or development. Any extensive modification to the landform will create adverse landscape effects and alter the overall intent of this Development Area.

A minimum lot size of 600m<sup>2</sup> has been imposed within this Development Area but it is intended that allotment sizes of 600m<sup>2</sup> will only be achievable on the flatter areas and not on the steeper landform. Earthworks are also managed to ensure the natural topographical variation of the structure plan area is retained.

The Patterson Structure Plan shows the existing and indicative three water infrastructure requirements for the area. This reticulated sewer service will be supported by a proposed pump station being located in the north eastern corner of the development area.

The large area of native vegetation in the centre of the site is already protected in perpetuity by a Queen Elizabeth II Trust covenant and it is anticipated that the other bush areas will be protected at the time of subdivision and/or development.

To promote different modes of transport and recreation experiences, indicative walking and cycling connections have been identified. These walkway areas will need to be formed and sealed where required at the time of subdivision.

Frankley Road bounds the development area to the west. Vehicle access points off Frankley Road are restricted to help maintain the safety and efficiency of the road, as it presently has poor access and site manoeuvring, as well as supporting the transition to the surrounding rural zones.