

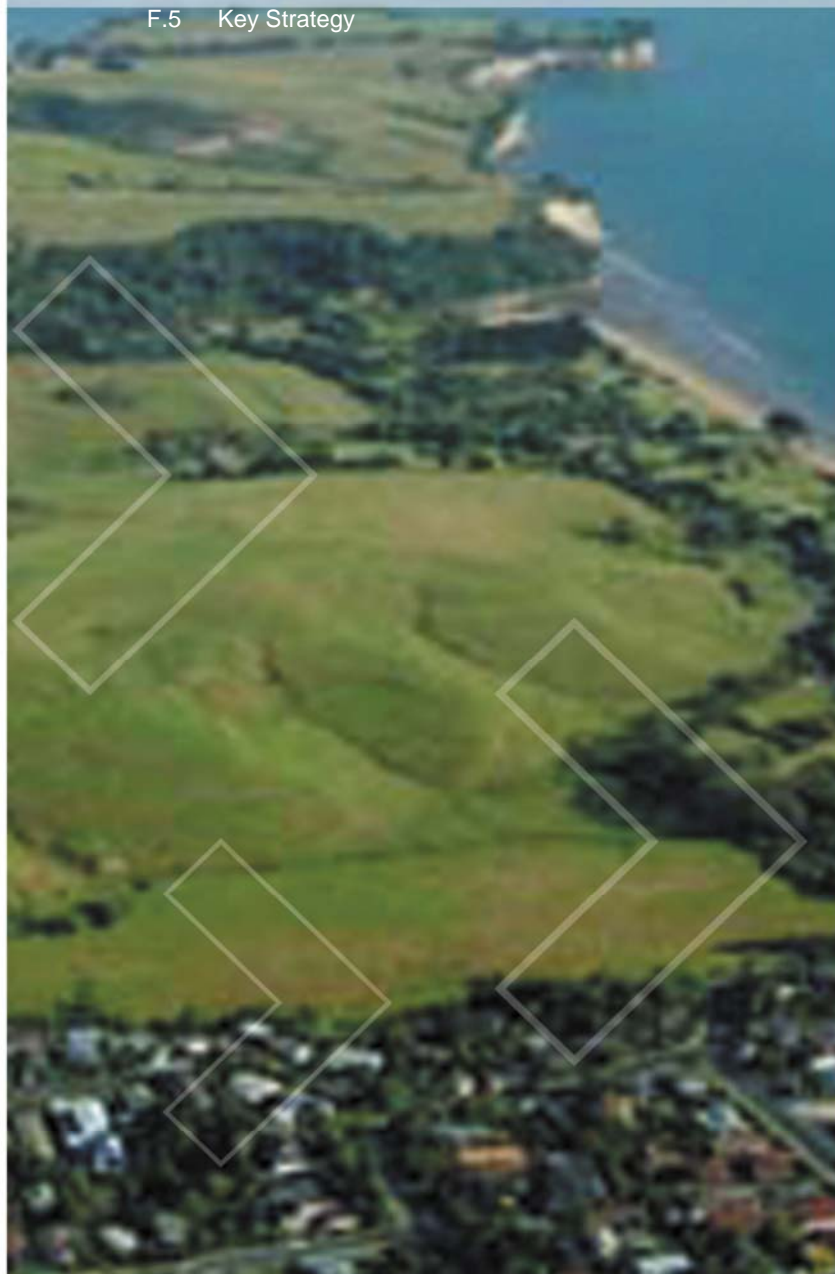
Part F



Role of Transport in City Development, Growth and Land Use

Contents

- F.1 Transport, Land Use and City Development
- F.2 Growth Strategies and Plans
- F.3 North Shore Development and Growth Strategy
- F.4 Reviews of Growth Strategies and Plans
- F.5 Key Strategy



Part F

Role of Transport in City Development, Growth and Land Use



F.1

Transport, Land Use and City Development

Transport and land use interact with each other. The type and location of land use generates demand for transport services and infrastructure – and it has an impact on transport efficiency. At the same time, the availability and type of transport services and infrastructure influences the nature and location of land use and city growth. Because of this, transport is an integral part of the strategies and plans for city land use, development and growth.

- City growth relies on efficient access to the rest of the region.
- Good transport access (including public transport) is essential for the viability of town centres and commercial and industrial areas.
- Walking facilities and pedestrian access within town centres are key elements to successful urban design outcomes (including safety and amenity).
- Residents and businesses require safe and ready access to their properties.



F.2

Growth Strategies and Plans

North Shore's development and growth strategy is influenced by, and responds to, national and regional strategies and plans.

The relevant national legislation and regional strategies and agreements are:

- Regional Policy Statement;
- Regional Growth Strategy;
- Northern and Western Sectors Agreement;
- Local Government Act 1974;
- Local Government Act 2002;
- Resource Management Act 1991; and
- Local Government (Auckland) Amendment Act, 2004 (LGAAA).

Growth Strategies and Plans

The Regional Policy Statement (RPS) is a statutory document that sets in place the sustainable management of the region's natural and physical resources. The current RPS became operative in 1999 and provides for the achievement of the objectives set out in the Regional Growth Strategy (RGS), a non-statutory agreement.



Part F

Role of Transport in City Development, Growth and Land Use

The Council plans and policies for city growth take into account the principles included in the Regional Policy Statement.

Regional Growth Strategy

The Auckland Regional Growth Strategy (RGS), adopted in 1999, provides a vision for what Auckland could be like in 50 years' time. The purpose of the RGS is to ensure growth is accommodated in a way that meets the best interests of people in the Auckland region. Key principles of the strategy related to urban growth and form are:

- A compact urban form, with most growth within the existing metropolitan area focussed on town centres and major transport routes to create higher density communities.
- Limited managed expansion into greenfield areas outside of current Metropolitan Urban Limits.

The Memorandum of Understanding signed by the Regional Growth Forum members (including the North Shore City Council) was designed to align the partners to the outcomes sought in the RGS. It commits the partners to the development of sector based agreements to assess how local issues are to be addressed and how development in each of the sectors is aligned with the RGS. The sector planning approach provides for flexibility to address local issues, while at the same time ensuring that the vision, outcomes and principles of the RGS are met.

The RGS is proposed to be reviewed in 2006. This will result in consequential changes to the Northern and Western Sector Agreement, the Regional Policy Statement and District Plans.

Northern and Western Sectors Agreement

In October 2001 the North Shore City Council along with Waitakere City Council and Rodney District Council signed the Northern and Western Sectors Agreement in fulfilment of the responsibilities outlined in the RGS.

The RGS allocated future population growth capabilities by sub-regional and territorial area, based on analysis of population projections and application of the key principles of the strategy. The Northern and Western Sector Agreement sets out how the allocated growth capacities for these two sectors can be accommodated in approximate locations, form and sequencing over the next 20 years. It also identifies the key issues associated with managing this growth, and sets in place agreed principles and methods/actions to address these issues.



Part F

Role of Transport in City Development, Growth and Land Use

Local Government (Auckland) Amendment Act, 2004

The Local Government (Auckland) Amendment Act was passed in 2004. One of its provisions was to require changes to the RPS, RLTS and to the District Plans of the region's territorial local authorities to better integrate transport and land use. These changes give effect to the RGS. The changes to the RPS and to the North Shore District Plan were notified in March 2005 and are scheduled for hearings in April 2006.



F.3

North Shore Development and Growth Strategy

City Blueprint

The North Shore City Blueprint (adopted by the City Council in July 2001) sets a framework for growth and change in North Shore City over the next 20 years. It was developed in response to the RGS.

The City's second Strategic Plan adopted by Council in 2001 set the broad vision and outcomes sought by the community for the City. The City Blueprint took the vision in the Strategic Plan and developed a blueprint for the City's future form and structure.

Growth Strategy

At present the City's greenfield and infill areas are the major areas of development. In managing the release of future growth opportunities, North Shore City Council will be seeking to modify current development trends. In particular, the North Shore City Council is seeking to intensify residential development in and around the City's town and village centres and, in the future, along transport corridors.

In addition, many of the City's established industrial areas, buildings and other infrastructure are now ready for upgrading and renewal. As this occurs, Council is looking to promote land uses and economic activity that will continue to promote business and work opportunities on the North Shore.



Part F

Role of Transport in City Development, Growth and Land Use

The table below summarises the sequence of development identified in the City Blueprint.

Table F1 : City Blueprint Sequencing of Development

	Short Term (0 to 5 years)	Medium Term (5 to 10 years)	Medium Term (10 to 20 yrs)	Medium Term (20 to 50 years)
Town and Village Centres	----->			
Albany Greenfield		----->	----->	----->
Greenhithe Greenfield		----->	----->	----->
Long Bay Greenfield			----->	----->
Infill Residential Development			----->	----->
Mixed Use Corridors		----->	----->	----->
Greenfield Employment Areas			----->	
Intensive Employment Areas	----->	----->	----->	----->
Home Based Business	----->	----->	----->	----->
KEY:				
Major Focus of Development	-----			
Minor Focus of Development	-----			



F.4

Reviews of Growth Strategies and Plans

As a result of the 2004 Local Government (Auckland) Amendment Act, changes will need to be made to the Northern and Western Sector Agreement and to the Regional Growth Strategy.

Changes to the Northern and Western Sector Agreement are planned after a review of the RGS that is due to commence in 2006. The City Blueprint will be reviewed to align with the RGS review. Any changes to the City Blueprint will be reflected within this document.

The City Blueprint Action Plan schedules a number of land use investigations and reviews to support the implementation of the City's development and growth strategy in which transport plays a part. They are:

- Devonport Peninsula Land Use and Transport Study;
- Glenfield, Highbury and Beach Haven Land Use and Transport Study;
- Takapuna Fringe Study;
- Wairau/Link Drive Study; and
- Albany, Northcote Central, Highbury, Glenfield, Sunnynook and Takapuna Centre Reviews.

Further projects and reviews will be identified after the review of the City Blueprint is completed.



Part F

Role of Transport in City Development, Growth and Land Use



F.5 Key Strategy

KS-12 Plan, develop and manage transport to support land use and City development and growth objectives.

Planned actions to implement the strategy are to:

- Contribute transport viewpoint in planned review of Regional Growth Strategy;
- Provide transport inputs into planned review of City Blueprint;
- Carry out combined transport-land use studies where potential growth or land use change is likely;
- Develop a transport corridors strategy which integrates transport and land use planning;
- Review provisions within the District Plan to ensure transport, land use and City growth objectives are met; and
- Further strengthen integration between transport and land use planning within Council.



