

## **I412. Flat Bush Precinct**

### **I412.1. Precinct description**

The Flat Bush precinct covers approximately 1730ha of land adjacent to the Rural Urban Boundary.

The Flat Bush Precinct incorporates the provisions of the Flat Bush Precinct plan and includes ten sub-precincts. The sub-precincts vary the subdivision controls of the respective underlying zones in relation to block design, road design and road construction standards.

The precinct is divided into the following sub-precincts and areas and contains the objectives, policies and standards relevant to subdivision, development and earthworks in the precinct plan area.

#### **Flat Bush Residential Sub-precincts**

These eight Sub-precincts apply to land within the urban residential zones:

##### *Flat Bush Sub-precinct A (General)*

This Sub-precinct is generally located on the low-lying lands within 1.5 km of the Flat Bush Town Centre and Barry Curtis Park. It promotes higher residential densities than have been achieved in the past, and is characterised by a diverse range of housing types.

##### *Flat Bush Sub-precinct B (Central)*

This Sub-precinct has a residential emphasis and is generally located within a 5 minute walk of the Flat Bush Town Centre. It is a sub-precinct where higher residential densities are to be promoted.

##### *Flat Bush Sub-precinct D (Arterial)*

This Sub-precinct is generally located within 60m of the main road networks and enables a range of residential activities. It is envisaged that sites fronting arterial routes will contain apartments and terrace/semi-detached housing up to a maximum height of 4 storeys.

##### *Flat Bush Sub-precinct E (Barry Curtis Edge)*

This Sub-precinct is located around the perimeter of Barry Curtis Park, which is a substantial public open space of approximately 90ha. All parts of this Sub-precinct are located within a 10 to 15 minute walk from the Flat Bush Town Centre. It is anticipated that the highest residential densities in the Flat Bush area will be developed in this Sub-precinct, including apartment buildings overlooking the Park of generally up to 6 storeys.

##### *Flat Bush Sub-precinct F (Local Centre)*

This Sub-precinct is similar to the Flat Bush Sub-precinct A (General) but is located immediately around three Neighbourhood Centres in, or immediately adjacent to, the Flat Bush Precinct. It has a residential emphasis and is generally located within 400m or a five minute walk of the Neighbourhood Centres.

*Flat Bush Sub-precinct G (Open Space)*

The land contained within this Sub-precinct surrounds the main waterways (Stormwater Management Areas) within the Flat Bush catchment and as a result is generally linear in shape. It runs along key identified corridors from the lower end of the catchment in the vicinity of Barry Curtis Park, through to the upper catchment. It is noted that land within this Sub-precinct does not include land within the 100-year flood plain, as this land is specifically required for drainage purposes. The fundamental purpose of this Sub-precinct is to include land to be set aside as open space for passive informal recreation and leisure activities and to mitigate the adverse environmental effects created by urban development.

*Flat Bush Sub-precinct H (Mixed Housing Suburban)*

This Sub-precinct relates to land in the upper McQuoids Road / Flat Bush School Road area that transitions to the upper catchment area. It therefore anticipates a medium density residential environment with development controls to ensure a degree of spaciousness.

*Flat Bush Sub-precinct K (Single House)*

This area relates to steeper land in the upper McQuoids Road / Flat Bush School Road area that transitions to the upper catchment area. It therefore anticipates lower density residential environment with development controls to ensure a degree of spaciousness.

These two Sub-precincts apply outside the urban areas:

*Flat Bush Sub-precinct I (Countryside Transition)*

This Sub-precinct relates to land within the upper catchment area and alongside the many streams and waterways in the Sub-precinct. The Sub-precinct further functions to protect and enhance the natural environmental qualities found within the Sub-precinct, while providing for appropriate countryside living.

*Flat Bush Sub-precinct J (Conservation and Stormwater Management)*

This Sub-precinct covers the steep gully areas and waterways that have been identified as warranting environmental enhancement. The function of the Sub-precinct is to improve the overall ecological condition of these gullies and waterways and ensure a level of open space by limiting development in these sensitive areas and undertaking riparian planting and allowing areas of existing native vegetation to regenerate. The riparian planting will enhance the ecological condition of streams, maintain stream bank stability and reduce the level of erosion and flooding created within the catchment where existing exotic planting exists. Land covered by this Sub-precinct is to remain in private ownership and is to be kept free from buildings and structures.

**Flat Bush Sub-precinct C**

Sub-precinct C is the subject of operative Plan Variation 8, pursuant to the Housing Accords and Special Housing Areas Act 2013. Accordingly, Sub-precinct C is not subject to the provisions of the Flat Bush Precinct.

**Flat Bush Precinct outside sub-precincts**

Areas which fall within the boundaries of the Flat Bush Precinct and which are not within the boundaries of any sub-precinct are not subject to any of the standards or other

provisions which apply to those sub-precincts. The provisions of the zoning, Auckland-wide and overlays apply to the areas of Flat Bush Precinct which lie outside any sub-precincts.

### **Flat Bush conservation and stormwater management area**

The Flat Bush conservation and stormwater management area lies over part of the land within Flat Bush Sub-precinct J (Conservation and Stormwater Management). The purpose of this sub-precinct is to improve the overall ecological condition of these gullies and waterways by requiring riparian planting and allowing areas of existing native vegetation to regenerate. The riparian planting will enhance the ecological condition of streams, maintain stream bank stability and reduce the level of erosion and flooding created within the catchment where existing exotic planting exists.

Areas covered by this overlay are to remain in private ownership and are to be kept free from buildings and structures.

The zoning of land within the Flat Bush Sub-precincts A,B and D to K is set out in the following table:

**Table I412.1.1 - Zoning of land within this precinct**

| Zones                                                                                                                                                                        | Sub-precincts                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Residential - Mixed Housing Urban, and Residential - Mixed Housing Suburban <u>and Residential – Single House</u>                                                            | Flat Bush Sub-precinct A (General)                                |
| Residential - Terrace Housing and Apartment Buildings                                                                                                                        | Flat Bush Sub-precinct B (Central)                                |
| Residential - Terrace Housing and Apartment Buildings, <u>Residential – Mixed Housing Urban</u> , Residential - Mixed Housing Suburban <u>and Residential – Single House</u> | Flat Bush Sub-precinct D (Arterial)                               |
| Residential - Terrace Housing and Apartment Buildings and Residential - Mixed Housing Urban                                                                                  | Flat Bush Sub-precinct E (Barry Curtis Edge)                      |
| Residential - Terrace Housing and Apartment Buildings                                                                                                                        | Flat Bush Sub-precinct F (Local Centre)                           |
| <u>Residential – Mixed Housing Urban</u> , Residential Mixed Housing Suburban <u>and Residential – Single House</u>                                                          | Flat Bush Sub-precinct G (Open Space)                             |
| Residential Mixed Housing Suburban                                                                                                                                           | Flat Bush Sub-precinct H (Mixed Housing suburban)                 |
| Residential - Single House                                                                                                                                                   | Flat Bush Sub-precinct K (Single House)                           |
| Residential - Large Lot                                                                                                                                                      | Flat Bush Sub-precinct I (Countryside Transition)                 |
| Rural - Countryside Living                                                                                                                                                   | Flat Bush Sub-precinct I (Countryside Transition)                 |
| Rural - Countryside Living <u>and Residential – Single House</u>                                                                                                             | Flat Bush Sub-precinct J (Conservation and Stormwater Management) |
| As noted above areas of the Flat Bush Precinct that lie outside the boundaries of any of the sub-precincts listed above are subject to the provisions of the zone.           |                                                                   |

## **I412.2. Objective**

### **I412.2.1. Objectives for Flat Bush Precinct**

- (1) A well-connected, adaptable, safe, attractive and healthy environment for living, working and movement with an emphasis on the importance of the public realm, is achieved.
- (2) An appropriate range of physical and social infrastructure and facilities enhance the resulting urban environment and address any adverse effects of urbanisation.
- (3) Ecology of remnant native vegetation and waterways are protected, sustained, restored and enhanced.
- (4) A pattern of commercial activities based on an identifiable community focus is established which is supported by office or institutional activities and small scale business and mixed use activities along nominated main roads and in close proximity to the town and neighbourhood centres.
- (5) A safe, efficient, well-connected and integrated transport system is established within and beyond the Flat Bush area that provides a choice of travel modes.
- (6) High quality residential amenity is promoted for all types of housing that reflects and responds to community needs and the physical environment both now and in the future.
- (7) Stormwater runoff is managed to enable the maintenance and enhancement of natural waterways, native forest and wetlands and to provide passive recreational opportunities as well as pedestrian and cycle access.
- (8) The adverse effects on Auckland International Airport of activities sensitive to aircraft noise within the medium aircraft noise area (MANA) in the Flat Bush Precinct are minimised.

### **I412.2.2. Objectives for Flat Bush Sub-precincts A, B, D, E, F, G, H and K**

- (1) An integrated, medium to high density residential environment which has high levels of amenity, supports a range of travel modes, allows for a range of living opportunities and incorporates opportunities for compatible small scale employment.
- (2) A street grid that, combined with the park edge road network, provides a legible urban pattern that reveals the Flat Bush landscape.
- (3) In Sub-precincts H and K, the landscape quality, water and soil resources, native forest, wetlands and open space amenity values of this highly visible landscape in the mid to upper reaches of the Flat Bush basin along with a degree of spaciousness in this medium to low density residential sub-precinct is maintained and enhanced.

### **I412.2.3. Objectives for Flat Bush Sub-precincts I and J**

- (1) The landscape quality, water and soil resources, native forest, wetlands and open space amenity values of this highly visible landscape in the mid to upper



reaches of the Flat Bush basin along with the spaciousness in these low density residential sub-precincts is maintained and enhanced.

The zone, Auckland-wide and overlay objectives apply in this precinct in addition to those specified above.

### **I412.3. Policies**

#### **I412.3.1. Policies for Flat Bush Precinct**

- (1) Enable land uses within Sub-precincts that orient primarily towards business, residential and open space activities and provide a gradation of residential activity density by:
  - (a) focusing the highest allowable densities around the Flat Bush Town Centre, Flat Bush Neighbourhood Centres, the perimeter of Barry Curtis Park and along arterial roads;
  - (b) allowing medium/higher densities within the remaining residential areas; and
  - (c) locating less intensive residential areas at the extremities of the Flat Bush Precinct Plan area.
- (2) Enable an integrated road and transport system by guiding the design and layout of subdivision to provide connectivity and the opportunity for a variety of travel modes.
- (3) Encourage riparian planting along waterways to:
  - (a) maintain and enhance water quality and aquatic habitats;
  - (b) enhance existing native forest and wetland areas within the catchment; and
  - (c) reduce stream bank erosion.
- (4) Require subdivision and development to be of a type, density and design that does not detract from, and is supportive of, the specific environmental outcomes identified for each Sub-precinct.
- (5) Require subdivision and development to incorporate sustainable management principles as part of the land modification process to comply with safe practices in the identification, assessment, treatment and/or remediation of asbestos-containing materials.
- (6) Require subdivision, land use and development to maintain and enhance the natural character and ecological values of the wider Flat Bush precinct and provide access to such features so they contribute to the unique character of the area by:
  - (a) using the conservation and stormwater management area and subdivision standards to maintain and enhance identified watercourses and environmental corridors; and

- (b) requiring street patterns to maximise long views to the environmental corridors where practical and having regard to topography.
- (7) Require open space corridors to be edged by streets and maintain physical integration between the open space and street environment e.g. significant grade changes are avoided.
- (8) Avoid residential development beyond the average site size control within the MANA to minimise the effects of aircraft noise on residents.

**I412.3.2. Policies for Flat Bush Sub-precincts A, B, D, E, F, G, H and K**

- (1) Encourage higher density residential development in close proximity to the Town Centre/Neighbourhood Centres, main arterials and public open space including Barry Curtis Park.
- (2) Maximise vehicular and pedestrian connectivity/permeability of the street network wherever possible.
- (3) Promote development where streets are to form blocks that enable:
  - (a) future development to conform to a perimeter block pattern of development where buildings front roads; and
  - (b) there is sufficient space between the rear of opposing dwellings to provide privacy.
- (4) Promote and maintain interconnectivity between sub-catchments.
- (5) In Sub-precinct H and K, require medium to lower densities and site coverage to create spacious urban development with reduced visual impact.

**I412.3.3. Policies Flat Bush Sub-precincts I and J**

- (1) Require lower densities and site coverage to create spacious rural and transitional urban development with reduced visual impact.
- (2) Require riparian planting of native species within the conservation and stormwater management area to:
  - (a) maintain and enhance water quality and aquatic habitats, existing native forest and wetland areas within the catchment; and
  - (b) improve general landscape qualities and to prevent stream bank erosion.
- (3) Require that activities, buildings and structures are designed and located to:
  - (a) retain significant native vegetation, including riparian vegetation; and
  - (b) protect the ecological and landscape values associated with the area.

The zone, Auckland-wide and overlay policies apply in this precinct in addition to those specified above.

**I412.4. Activity table**

The activity status of activities in the underlying zone, and Auckland-wide provisions apply in this precinct unless otherwise specified below.

Table I412.4.1 specifies the activity status of land use, development and subdivision activities in the Flat Bush Precinct pursuant to section 9(3) and 11 of the Resource Management Act 1991 or any combination of these sections where relevant.

**Table I412.4.1 Activity status of land use, development and subdivision activities in the Flat Bush Precinct**

| Activity                    |                                                                                                                     | Activity status by Sub-precinct |    |    |    |    |    |    |    |    |    |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------|---------------------------------|----|----|----|----|----|----|----|----|----|
|                             |                                                                                                                     | A                               | B  | D  | E  | F  | G  | H  | I  | J  | K  |
| <b>Residential</b>          |                                                                                                                     |                                 |    |    |    |    |    |    |    |    |    |
| (A1)                        | One dwelling per site                                                                                               | P                               | P  | P  | P  | P  | NA | P  | P  | NA | P  |
| (A2)                        | Two or more dwellings (including integrated landuse and subdivision resource consent)                               | RD                              | RD | RD | RD | RD | NA | RD | RD | NA | RD |
| <b>Development</b>          |                                                                                                                     |                                 |    |    |    |    |    |    |    |    |    |
| (A3)                        | Alterations and additions to existing dwellings involving habitable room(s) within the Moderate Aircraft Noise Area | RD                              | RD | RD | RD | RD | P  | RD | RD | NC | RD |
| (A4)                        | Cluster Housing on sites greater than 20ha                                                                          | NA                              | NA | NA | NA | NA | NA | NA | D  | D  | NA |
| <b>Community Facilities</b> |                                                                                                                     |                                 |    |    |    |    |    |    |    |    |    |
| (A5)                        | Educational facilities                                                                                              | RD                              | RD | RD | RD | RD | NA | RD | RD | NC | RD |
| (A6)                        | Entertainment facilities                                                                                            | NC                              | NC | D  | D  | NC | NA | RD | RD | NC | RD |
| (A7)                        | Formed Bridle Trails and Mountain Bike Trails                                                                       | NA                              | NA | NA | NA | NA | C  | NA | NA | C  | NA |
| <b>Rural</b>                |                                                                                                                     |                                 |    |    |    |    |    |    |    |    |    |
| (A8)                        | Farming                                                                                                             | P                               | P  | P  | P  | P  | P  | P  | P  | P  | P  |
| <b>Commerce</b>             |                                                                                                                     |                                 |    |    |    |    |    |    |    |    |    |
| (A9)                        | Food and beverage                                                                                                   | D                               | D  | D  | D  | D  | NA | D  | D  | NA | D  |

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

Qualifying matter as per Sch 3C, cls 8(1)(a) of the RMA

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                |    |    |    |    |    |    |    |    |    |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|----|----|----|----|----|----|----|
| (A10)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Offices not exceeding 150sqm Gross Floor Area                                                                                                                                                  | D  | D  | D  | D  | D  | NA | NC | NC | NA | NC |
| (A11)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Offices exceeding 150sqm Gross Floor Area.                                                                                                                                                     | NC | NC | D  | D  | D  | NA | NC | NC | NA | NC |
| (A12)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Retail no greater than 150sqm Gross Floor Area                                                                                                                                                 | NC | D  | D  | D  | D  | NA | NA | NA | NA | NA |
| (A13)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Show homes                                                                                                                                                                                     | P  | P  | P  | P  | P  | NC | P  | NC | NC | P  |
| <b>Subdivision</b><br>Note: The Auckland-wide standards for Subdivision apply. Under <a href="#">E38 Subdivision – Urban, Activity Table E38.4.2</a> , (A18) “Vacant sites subdivision involving a parent site of 1ha or greater complying with standard <a href="#">E38.8.3.1</a> ” require a discretionary activity consent. The following subdivision activities that are listed as RD and involve a parent site of 1 Ha or more therefore become discretionary activities if the parent site is 1 ha or more. |                                                                                                                                                                                                |    |    |    |    |    |    |    |    |    |    |
| (A14)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Any subdivision activity that is integrated with a land use consent that does not comply with the site size identified in I412.6.2.1 and the minimum site dimensions identified in I412.6.2.2. | RD | RD | RD | RD | RD | NA | NA | NA | NA | NA |
| (A15)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Any subdivision activity on sites that include more than one sub-precinct, and which varies from the maximum or minimum average site size requirements specified in I412.6.2.1                 | RD | RD | RD | RD | RD | NA | NA | NA | NA | NA |
| (A16)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Any subdivision that contains land within the Sub-precinct J                                                                                                                                   | NA | NA | NA | NA | NA | NA | NA | RD | RD | NA |
| (A17)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Any subdivision that does not comply with I412.6.2.3                                                                                                                                           | D  | D  | D  | D  | D  | D  | D  | D  | D  | D  |

Qualifying matter  
as per Sch 3C,  
cls 8(1)(b) of the  
RMA

## I412 Flat Bush Precinct

|       |                                                                                               |    |    |    |    |    |    |    |    |    |    |
|-------|-----------------------------------------------------------------------------------------------|----|----|----|----|----|----|----|----|----|----|
| (A18) | Any activity (including subdivision) which includes wastewater disposal in the Sub-precinct I | NA | NA | NA | NA | NA | NA | NA | RD | NA | NA |
| (A19) | Any subdivision, building or structure within the Sub-precinct J                              | NA | NA | NA | NA | NA | NA | RD | RD | RD | RD |
| (A20) | Any subdivision, building or structure within the Sub-precinct G                              | RD | RD | RD | RD | RD | RD | NA | NA | NA | NA |

### I412.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table I412.4.1 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) A resource consent application under I412.6.2.4(2)(e) – Alternative Road Layouts may be considered on a limited notified basis within the sub-catchment areas as shown on Precinct Plan 3. Sub-catchments.
- (3) Any other application for resource consent for an activity with a different activity status listed in Table I412.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (4) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

### I412.6. Standards

#### I412.6.1. Permitted activity standards

The overlay, zone and Auckland-wide standards apply in this precinct except the following;

- (1) The following standards within Residential - Mixed Housing Suburban Zone and Residential - Mixed Housing Urban Zone do not apply.
  - (a) Outlook;
  - (b) Separation between Buildings within a site; and
  - (c) Maximum building length.

All activities listed as permitted and restricted discretionary in table I414.4.1 Activity table must comply with the following permitted activity standards:

#### I412.6.1.1. Density

- (1) The following density requirements shall apply within the Flat Bush Sub-precincts:

**Table I412.6.1.1.1 Density requirements**

|                                                                   | Sub-Precinct |     |     |     |     |    |     |      |    |      |
|-------------------------------------------------------------------|--------------|-----|-----|-----|-----|----|-----|------|----|------|
|                                                                   | A            | B   | D   | E   | F   | G  | H   | I    | J  | K    |
| Minimum density (sqm net site area per dwelling)                  | 425          | 300 | 425 | 250 | 425 | NA | 520 | NA   | NA | 1000 |
| Maximum allowable density within the MANA area (sqm per dwelling) | 400          | NA  | 150 | 180 | 300 | NA | NA  | NA   | NA | NA   |
| Maximum density (sqm per dwelling)                                | NA           | NA  | NA  | NA  | NA  | NA | NA  | 5000 | NA | NA   |

- (2) Site size in Sub-precincts H, I and K may include land within Sub-precinct J and land in Sub-precinct G which is not required for open space purposes.

- (3) Any application not meeting the density requirements of I412.6.1.1(1) shall be a non-complying activity.

#### I412.6.1.2. Building height

- (1) Buildings must not exceed the maximum height in the table below:

**Table I412.6.1.2.1 Building height**

|                          | Sub-Precinct |   |    |    |   |   |   |   |   |   |
|--------------------------|--------------|---|----|----|---|---|---|---|---|---|
|                          | A            | B | D  | E  | F | G | H | I | J | K |
| Maximum height in meters | 9            | 9 | 12 | 16 | 9 | 8 | 8 | 8 | 8 | 8 |

#### I412.6.1.3. Height in Relation to Boundary

- (1) The following height in relation to boundary controls apply:
- (a) for all lots, the height in relation to boundary control does not apply to the street boundary;
  - (b) in the case of front lots (not being a corner lot or adjacent to a corner

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- lot) a building height in relation to boundary of 5m and 45° must apply on side boundaries adjoining other front lots, up to a maximum distance of 8m from the rear boundary;
- (c) a height in relation to boundary of 2.5m and either 45° (for east or west boundaries), 55° (for north boundaries), 35° (for southern boundaries) must apply to the remaining part of any side boundary that is within 8m from the rear boundary;
- (d) in the case of front lots which adjoin a corner lot the following apply:
- (i) on side boundaries that adjoin the shortest side boundary of the corner lot, a height in relation to boundary of 2.5m and either 45° (for east or west boundaries), 55° (for north boundaries), 35° (for southern boundaries) must apply to the whole length of the boundary including where that side boundary extends beyond the corner lot;
  - (ii) on side boundaries that adjoin the longest side boundary of the corner lot, a building height in relation to boundary of 5m and 45° must apply up to a maximum distance of 8m from the rear boundary. Standard I412.6.1.3(1)(c) must apply to the remaining part of the side boundary that is within 8m from the rear boundary; and
  - (iii) in relation to the shortest side boundary of a corner lot (including where that side boundary extends beyond the corner lot) all windows above the ground floor level facing the corner lot (or facing a lot adjoining the corner lot) must have a window sill level at least 1.6m above the floor level or be fitted with opaque glass;
- (e) in the case of corner lots the following apply:
- (i) on the shortest side boundary of the corner lot, a height in relation to boundary of 2.5m and either 45° (for east or west boundaries), 55° (for north boundaries), 35° (for southern boundaries) must apply;
  - (ii) on the longest side boundary of the corner lot, a building height in relation to boundary of 5m and 45° must apply up to a maximum distance of 8m from the side boundary. A height in relation to boundary of 2.5m and either 45° (for east or west boundaries), 55° (for north boundaries), 35° (for southern boundaries) must apply to the remaining part of the side boundary that is within 8 m from the rear boundary; and
  - (iii) all buildings within 6m of the shortest side boundary must be limited to a single storey and a 5m maximum height;
- (f) exceptions for Height in Relation to Boundary identified in I412.6.1.3(1)(a)-(e) above:
- (i) a gable end including fascia up to a maximum of 7m<sup>2</sup> may intrude into the height in relation to boundary recession plane. For the

purposes of this standard a gable end is defined as the triangular sides of a building with a gable roof where the wall reaches all the way to the ridge;

- (ii) no account shall be taken of minor projections such as radio and television aerials, antennas, solar heating devices and chimneys (not exceeding 2.0m in any horizontal direction and projecting no more than 2.0m above the maximum permitted height of the main structure);
- (iii) where a site abuts an entrance strip, private way, access lot, access way or public walkway the furthest boundary of these may be deemed to be the site boundary for the purpose of this standard; and
- (iv) there is no height in relation to boundary applicable to the length of the common wall between abutting buildings.

#### **I412.6.1.4. Yards**

- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table I412.6.1.4.1 below.

**Table I412.6.1.4.1 Yards**

|                                  | <b>Sub-Precinct</b> |     |     |     |     |   |     |   |   |   |
|----------------------------------|---------------------|-----|-----|-----|-----|---|-----|---|---|---|
|                                  | A                   | B   | D   | E   | F   | G | H   | I | J | K |
| Front Yard in meters             | 3                   | NA  | 0   | 0   | 3   | 0 | 4   | 6 | 6 | 4 |
| Side Yard in meters              | 1.2                 | 1.2 | 1.2 | 1.2 | 1.2 | 0 | 1.2 | 6 | 0 | 3 |
| Rear yard <sup>1</sup> in meters | 8                   | 8   | 8   | 8   | 8   | 0 | 8   | 6 | 0 | 8 |

- (2) Provided that:
  - (a) rear yards on all sites must be a minimum of 8m (except 6m in Sub-precinct I), except that a single storey building (or part of a building) up to a maximum height of 5m is permitted within the rear yard provided that it is no closer than 3m from the rear boundary;
  - (b) the rear yard required above does not apply where the site adjoins a rear lane or access lot; and
  - (c) for rear sites (except in Sub-precinct I), all yards must be a minimum of 3m.

#### **I412.6.1.5. Building coverage**

- (1) The maximum building coverage must not exceed the relevant percentage set out in table I412.6.1.5.1 below.



**Table I412.6.1.5.1 Maximum building coverage (as a percent of the site)**

|                                           | Maximum Building Coverage (as a percent of the site) |    |    |    |    |    |    |    |    |    |
|-------------------------------------------|------------------------------------------------------|----|----|----|----|----|----|----|----|----|
|                                           | Sub-Precinct                                         |    |    |    |    |    |    |    |    |    |
|                                           | A                                                    | B  | D  | E  | F  | G  | H  | I  | J  | K  |
| Sites over 400sqm net site area           | 40                                                   | 40 | 50 | 50 | 40 | NA | 40 | 15 | NA | 30 |
| Sites between 200sqm-399sqm net site area | 40                                                   | 45 | 50 | 50 | 45 | NA | NA | NA | NA | NA |
| Sites under 200sqm net site area          | 50                                                   | 50 | 50 | 50 | 50 | NA | NA | NA | NA | NA |

**I412.6.1.6. Impervious Area**

- (1) The maximum impervious area must not exceed 70 per cent of the gross site area.

**I412.6.1.7. Fences**

- (1) Where land within Flat Bush Precinct adjoins Flat Bush Sub-precincts G or J, the boundary fencing or walls along the common boundaries shall be limited to a maximum height of 1.8m.

**I412.6.2. Subdivision****I412.6.2.1. Minimum and average lot sizes**

- (1) Minimum and average site sizes shall comply with the table below and the controls which follow:

**Table I412.6.2.1.1 Minimum and average lot sizes**

|                                      | Sub-Precinct |    |            |            |            |     |      |      |
|--------------------------------------|--------------|----|------------|------------|------------|-----|------|------|
|                                      | A            | B  | D          | E          | F          | H   | I    | K    |
| Average Site size in sqm             | 325 to 425   | NA | 325 to 425 | 325 to 425 | 325 to 425 | NA  | 5000 | NA   |
| Average Site size in sqm within MANA | 425 to 450   | NA | NA         | NA         | NA         | NA  | NA   | NA   |
| Minimum site size in sqm             | 325          | NA | 325        | 325        | 325        | 520 | 2000 | 1000 |

- (a) average or minimum site size in Sub-precincts H, I and K may include land within Sub-precinct J;

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

- (b) no minimum lot sizes apply to an integrated land use and subdivision application;
- (c) additional Development Standards to be met in the Flat Bush Sub-precinct I:
  - (i) subdivision creating sites will only be permitted on land held in a separate Certificate of Title on 27 October 2010 (the existing site); and
  - (ii) subdivisions are permitted to be made in stages by reference back to the existing site. Multiple subdivision consent applications may not be used to negate the provision for an average site size or the maximum number of sites that would be permitted by the subdivision of the existing site;
- (d) Any application not meeting any of the above requirements shall be a non-complying activity.

#### **I412.6.2.2. Minimum site dimensions**

- (1) Minimum sites dimensions shall comply with the table below:

**Table I412.6.2.2.1 Minimum site dimensions**

|                                                | Sub-Precincts  |       |    |
|------------------------------------------------|----------------|-------|----|
|                                                | A, B, D, E & F | H & K | J  |
| Front Site Minimum Width in metres             | 12.5           | 20    | 25 |
| Front Site Minimum Depth in metres             | 26             | 26    | NA |
| Front Site Legal Width of Back Lanes in metres | 7              | NA    | NA |
| Rear sites                                     | NC             | NA    | NA |

- (2) There shall be no minimum site size within Sub-precincts A, B, D, E, & F where subdivision is proposed as part of an integrated land use consent, provided that within the MANA the maximum allowable densities set out in Standard I412.6.1.1 are complied with.
- (3) Any application not meeting the above requirements shall be a discretionary activity.

#### **I412.6.2.3. Subdivision standards applying to land within Sub-precincts G and J**

- (1) The following subdivision standards apply to land within Sub-precincts G and J:
  - (a) standards for Sub-precinct G:
    - (i) upon development or subdivision of sites containing land within Sub-precinct G, such areas shall be vested in the Council for public open space purposes;
    - (ii) all Stormwater Management Areas are indicative only and the

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

exact boundaries are subject to final stormwater modelling;

- (iii) all land contained within the Sub-precinct G that is vested in Council upon subdivision, development or by direct purchase, shall be administered in accordance with the Standards set out below for Sub-precinct J;
  - (iv) where all or part of the land identified within the Sub-precinct G is not required to be vested in Council as public open space, the area status shall no longer apply and the provisions of the underlying Zone will apply; and
  - (v) where land is no longer required as a Stormwater Management Area within the Flat Bush area the land shall be administered in accordance with the provisions for Sub-precinct G;
- (b) standards for Sub-precinct J:
- (i) access to all sites and all building platforms within the subdivision shall be wholly outside Sub-precinct J;
  - (ii) where an application for subdivision consent includes two or more adjoining sites, the combined areas may be treated as one site for the sole purpose of subdivision design and configuration, provided that the average site size and minimum site size are in accordance with Table I412.6.2.1.1.
  - (iii) land within Sub-precinct J to be set aside for planting and to be secured by consent notice shall be planted and a programme of weed and pest control shall be provided for in the consent notice;
  - (iv) a Riparian Planting Plan shall be provided as part of any application for land modification, development and subdivision; and
  - (v) the developer shall be responsible for the routine maintenance and replacement of any planting they provide for a period of two years from the time of planting.

#### **I412.6.2.4. Movement Network**

- (1) All subdivision shall comply with the following controls:
- (a) roads shall be provided in accordance with the indicative alignments in Figure 1 Collector Road Park Edge with development on one side and the Precinct Plan 2. Road Network shall be constructed to the standards contained within Table I412.6.2.4.2: Construction Standards for Additional Road Types within the Flat Bush Precinct Plan Area or, where not contained in Table I412.6.2.4.2, the relevant Auckland Wide standards shall apply;
  - (b) all new subdivisions, roads and sites shall comply with the standards and terms in Table I412.6.2.4.1 Connected Movement Network and shall be built in accordance with the cross sections in Figures 1 through to Figure 5.

**Table I412.6.2.4.1 Connected Movement Network**

|                                                                 | Sub-Precinct |     |     |     |     |    |     |    |    |     |
|-----------------------------------------------------------------|--------------|-----|-----|-----|-----|----|-----|----|----|-----|
|                                                                 | A            | B   | D   | E   | F   | G  | H   | I  | J  | K   |
| Maximum Block Length in metres                                  | 250          | 250 | 250 | 250 | 250 | NA | NA  | NA | NA | NA  |
| Maximum Block Perimeter Distance in metres                      | 700          | 700 | 700 | 700 | 700 | NA | NA  | NA | NA | NA  |
| Maximum cul-de-sac lengths (excluding turning circle) in metres | 0            | 0   | 0   | 0   | 0   | NA | 200 | NA | NA | 200 |

**Table I412.6.2.4.2 Construction Standards For Additional Road Types Within The Flat Bush Precinct Plan Area**

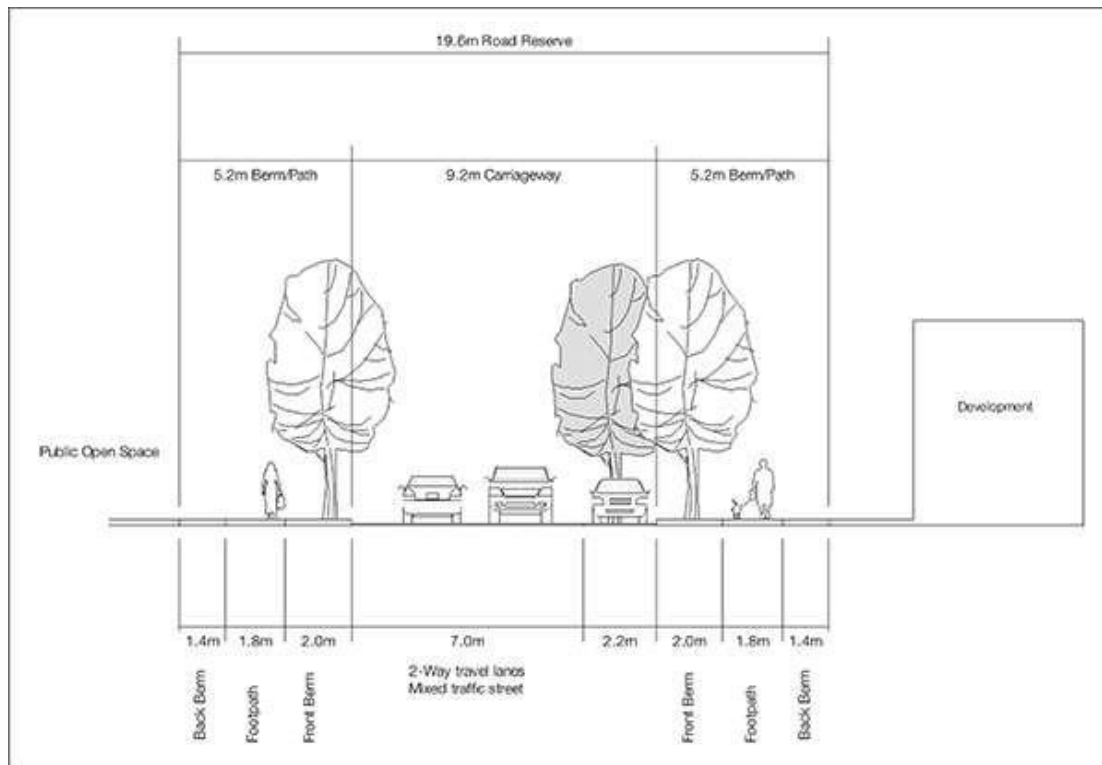
| Types of road                                                             | Road | Carriage -way | Max. grade | Figure         |
|---------------------------------------------------------------------------|------|---------------|------------|----------------|
| Collector Road Park Edge with development on one side in metres           | 19.6 | 9.2           | 8.33%      | Refer Figure 1 |
| Collector Road Park Edge – Bridge in metres                               | 15   | 7             | 8.33%      | Refer Figure 2 |
| Collector Road Park Edge - with public open space on both sides in metres | 17.4 | 7             | 8.33%      | Refer Figure 3 |
| Flat Bush Local Road in metres                                            | 18.2 | 7.8           | 12.5%      | Refer Figure 4 |
| Flat Bush Local Road Park Edge in metres                                  | 14   | 7.8           | 12.5%      | Refer Figure 5 |
| Flat Bush Special Local Road Park Edge                                    | 14   | 8.1           | 2.5%       | Refer Figure 6 |

(2) Alternative road layouts:

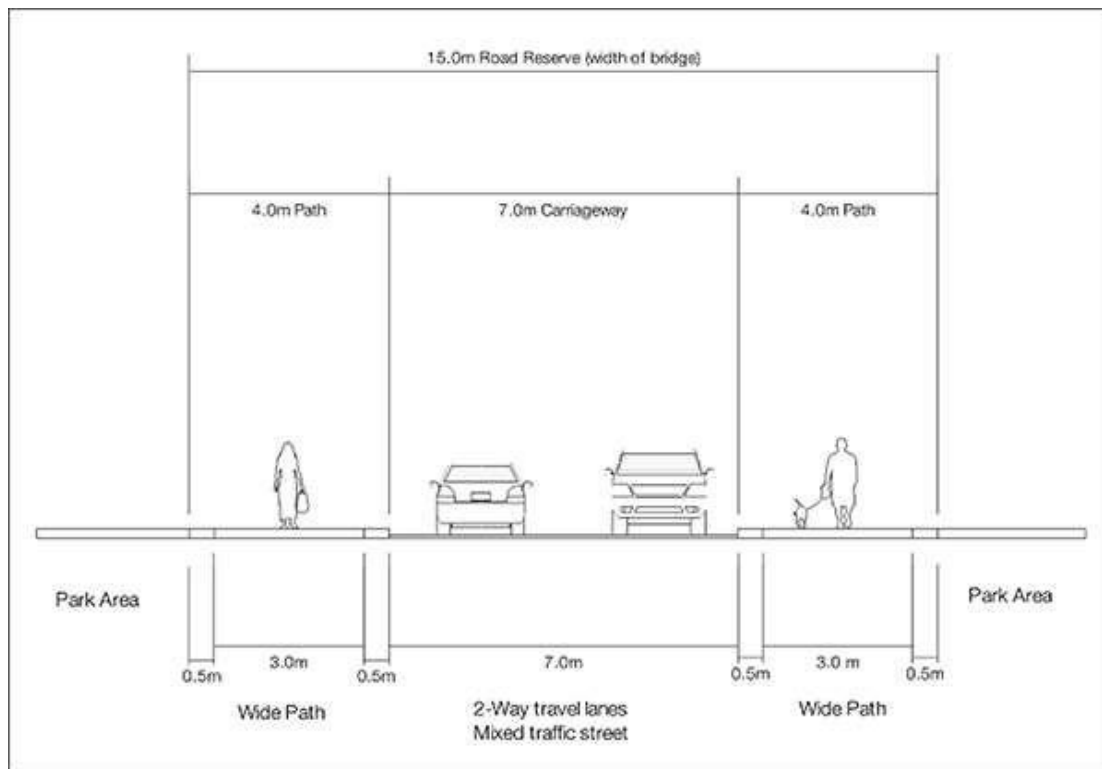
- (a) alternative road layouts may be proposed which demonstrate the implications for the whole sub-catchment within which the changes are proposed as identified in Precinct Plan 3. Sub-catchments shall be constructed to the standards contained within Table I412.6.2.4.2 Construction Standards for Additional Road Types within the Flat Bush Precinct Plan Area, or where not contained in Table I412.6.2.4.1 Connected Movement Network;
- (b) all alternative road layouts shall meet the requirements of Standard I412.6.2.4(1)(b) and shall not alter the position of arterial roads as identified in Precinct Plan 2. Road Network;

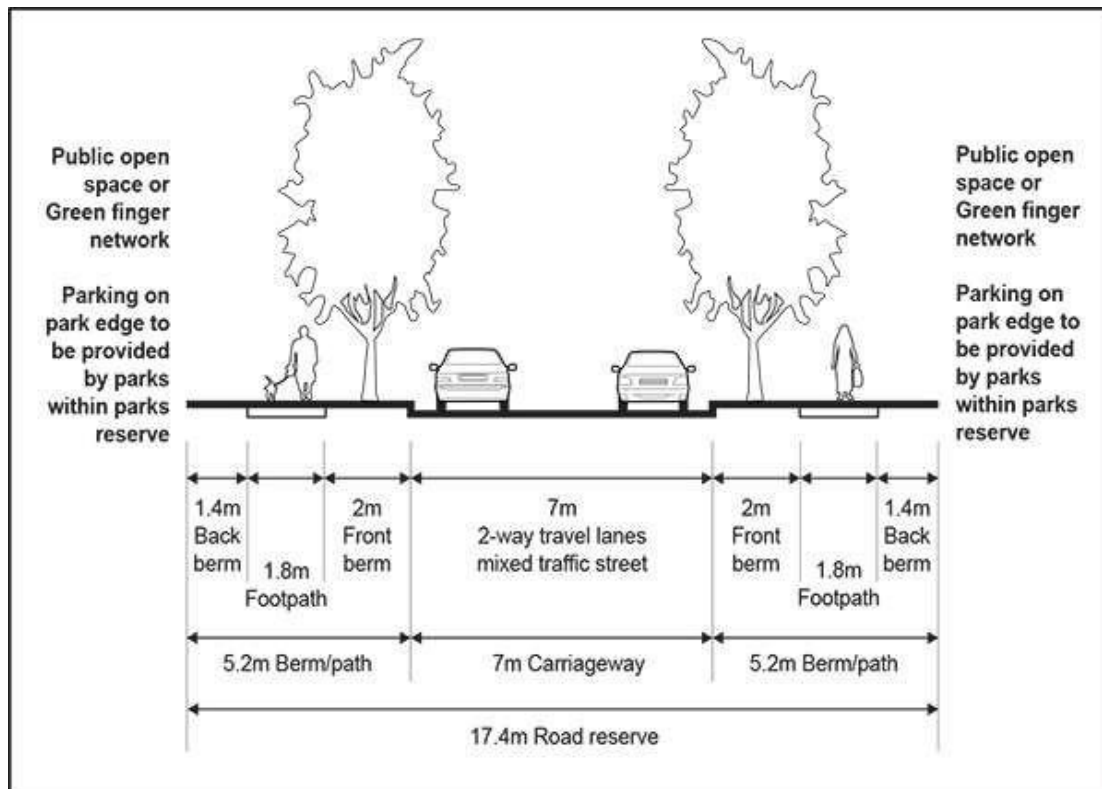
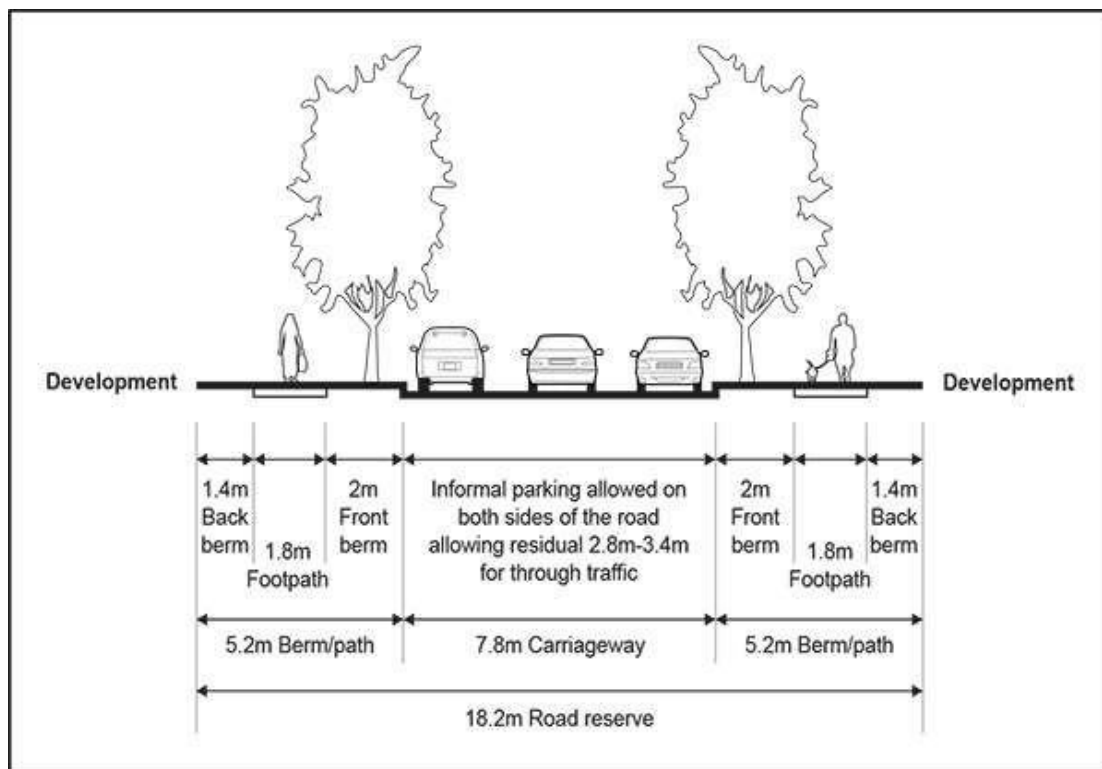
- (c) all alternative road layouts must maintain the position of key specified local road connections between sub catchment areas, as indicated in Precinct Plan 4. Key Road Connections;
- (d) in the Sub-precincts A, B, D, E, & F the block depth shall accommodate the minimum site dimension as specified in Standard I412.6.2.2 Minimum site dimensions; and
- (e) any application not meeting the above requirements shall be a restricted discretionary activity.

**Figure 1. Collector Road Park Edge with development on one side**

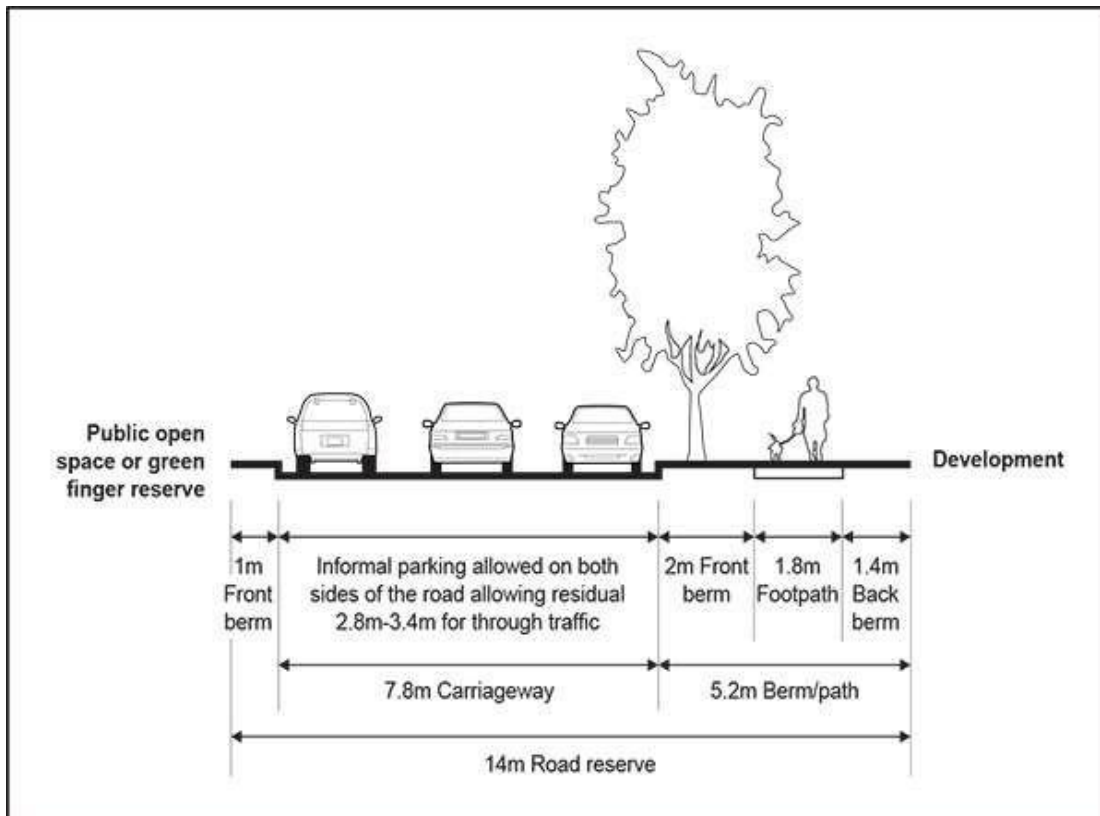


**Figure 2. Collector Road Park Edge - Bridge**



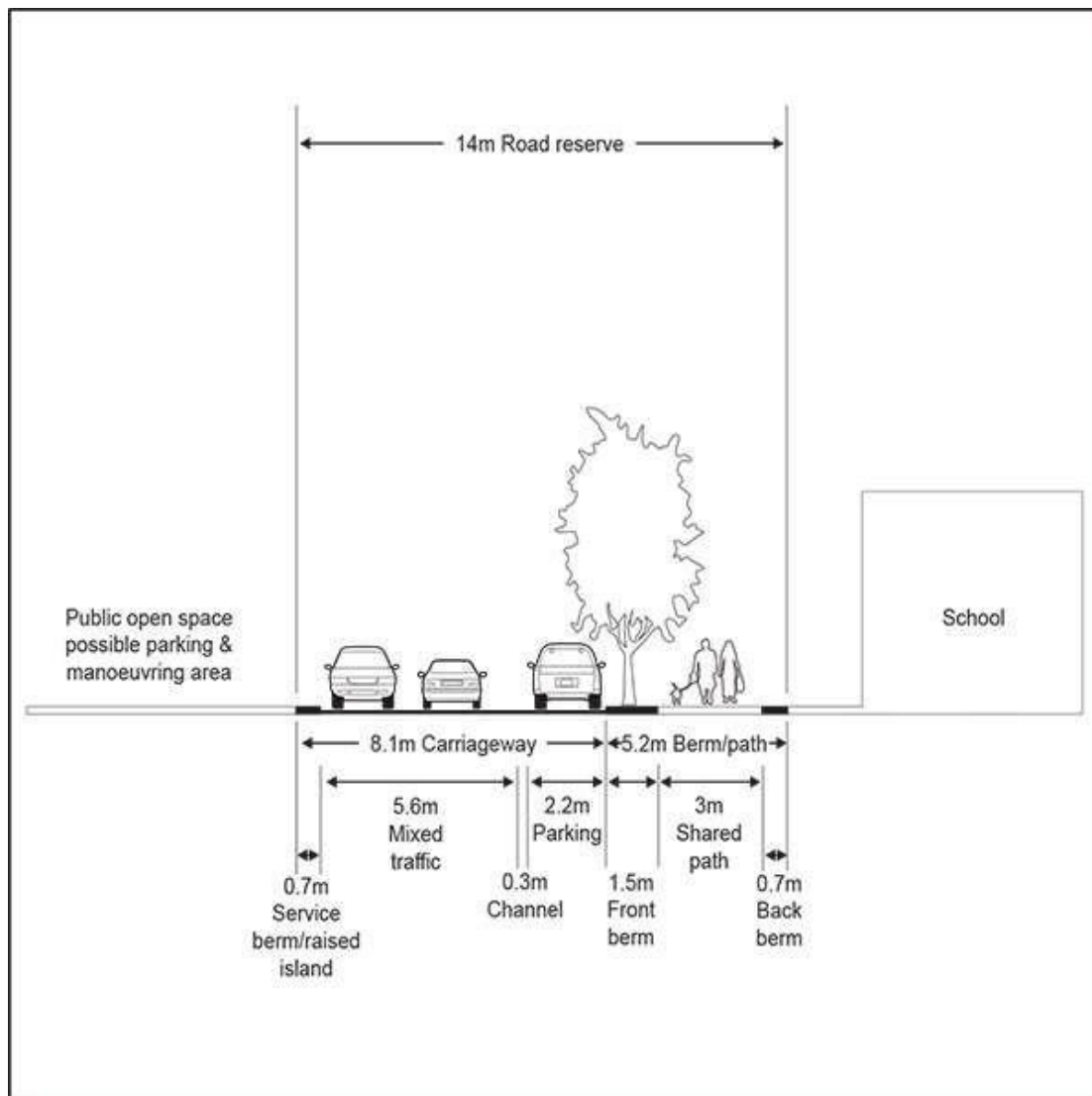
**Figure 3. Collector Road Park Edge with public open space on both sides****Figure 4. Flat Bush Local Road**

**Figure 5. Flat Bush Local Road Park Edge**





**Figure 6. Flat Bush Special Local Road Park Edge**



## **I412.7. Assessment – controlled activities**

### **I412.7.1. Matters of control**

(1) The Council will reserve its control to the matters below for the activities listed as controlled in the precinct activity tables:

(a) formed Bridle Trails and Mountain Bike Trails in Sub-precincts F and I:

(i) location and design; and

(ii) personal safety and damage to and effects on neighbouring properties.

### **I412.7.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for controlled activities, in addition to the assessment criteria specified for the relevant controlled activities in the zone or Auckland-wide provisions:

(1) Formed Bridle Trails and Mountain Bike Trails in Sub-precincts G and J:

(a) location and design:

- (i) whether the bridle trail provides for safe and convenient access and addresses effects on the safe and efficient operation of the adjoining road network; and
- (ii) whether the access has a minimal adverse effect on pedestrian access and safety and/or the recreational or environmental functions of the areas;

(b) personal safety and damage to and effects on neighbouring properties

- (i) whether the activity results in a dangerous situation to other public open space users or otherwise detracts from other users enjoyment of the public open space.
- (ii) the activity should not cause damage to neighbouring residential properties.

**I412.8. Assessment – restricted discretionary activities**

**I412.8.1. Matters of discretion**

- (1) The Council will restrict its discretion to the matters listed below when assessing a restricted discretionary activity resource consent application listed in Table I412.4.1 Activity table, in addition to the matters specified for the relevant restricted discretionary activities in the zone or Auckland-wide provisions:

(a) restricted discretionary activity within Sub-precinct J:

- (i) existing native vegetation, riparian planting, ecosystem and natural landscape quality;
- (ii) placement of buildings infrastructure and other structures; and
- (iii) site stability;

(b) restricted discretionary activity within all other sub-precincts:

- (i) existing native vegetation, riparian planting, ecosystem and natural landscape quality;
- (ii) placement of buildings infrastructure and other structures;
- (iii) design and external appearance;
- (iv) servicing - Wastewater disposal and discharge of contaminants; and
- (v) site stability.

- (2) For construction of more than two or more dwellings within Flat Bush Sub-precincts A or B (including integrated land use and subdivision):

(a) subdivision as part of an Integrated Land Use.

- (3) The Council will restrict its discretion to the matters listed below when assessing a restricted discretionary activity resource consent for infringements of I412.6.1

Permitted Activity Standards and I412.6.2 Standards for Subdivision, in addition to the matters specified in the zone, or Auckland-wide provisions:

- (a) infringements of I412.6.2 Standards for Subdivision:
  - (i) road Standards;
  - (ii) provision of Back Lanes;
  - (iii) legibility of Network, Safety, Block Pattern and Neighbourhood Identity;
  - (iv) movement Network: Maximum Block Length and Maximum Block Perimeter Distance;
  - (v) variations in the maximum or minimum allowable average site sizes after adjustment of the boundaries between adjoining sub-precincts and areas;
  - (vi) design and Layout of Subdivision, Staging, Design and External Appearance;
  - (vii) impact of Previous Subdivision within Sub-precinct I; and
  - (viii) movement network;
- (b) Infringements of I412.6.2.4(2) Alternative Road Layouts
  - (i) legibility of Network, Safety, Block Pattern and Neighbourhood Identity; and
  - (ii) movement network.

#### **I412.8.2. Assessment criteria**

##### **I412.8.2.1. Assessment criteria for Listed Restricted Discretionary Activities**

The Council will consider the relevant assessment criteria below for activities listed as restricted discretionary activities in Table I412.4.1, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the zone, or Auckland-wide provisions:

- (1) Existing native vegetation, riparian planting, ecosystem and natural landscape quality:
  - (a) the development should not alter the existing topography of the site or affect existing natural features or existing native vegetation;
  - (b) the development should not adversely affect the ability in the future to protect land within Sub-precinct J from development and undertake native riparian planting;
  - (c) the development should propose a Riparian Planting Plan for Sub-precinct J that should add ecological and amenity values as public open space;
  - (d) the proposal should avoid adverse effects on the freshwater and terrestrial ecosystems including the quality of the water and riparian vegetation, areas of native forest and wetlands or on the natural

habitats of birds, aquatic species and wildlife found within Sub-precincts G or J;

- (e) the proposal should not impact on the natural landscape quality of Sub-precincts F or I;
- (f) the proposed planting should be sufficiently robust to survive in the proposed location;
- (g) the pest and weed management programme for the area should protect the planting from damage and ensure plant survival; and
- (h) a refundable bond may be required to ensure that the riparian planting undertaken in accordance with the approved riparian planting plan survives for a two-year period from the time of planting.

(2) Placement of buildings infrastructure and other structures:

- (a) the design and external appearance of a building or structure in terms of scale, form, materials and colour should respect the natural character and aesthetic qualities of the sub-precinct;
- (b) the proposed building or structure should make a positive contribution to the built form of the surrounding streetscape and to any existing buildings on the public open space; and
- (c) the placement of buildings and structures should avoid Sub-precinct J.

(3) Design and external appearance:

- (a) the proposed building or structure should be sympathetic to the surrounding natural landscape qualities and characteristics;
- (b) the car parking and access for the proposed building or structure should be safe and convenient while still maintaining an acceptable aesthetic quality;
- (c) the proposed activity should not generate noise levels that adversely affect the amenity of adjoining properties and whether any mitigation measures are proposed to reduce noise effects on these properties;
- (d) the development must satisfactory provide for attenuation of aircraft noise;
- (e) the design and external appearance of buildings including the scale, articulation, orientation and spacing should complement the existing buildings in the vicinity;
- (f) the bulk or repetitive form of buildings should not detract from the visual amenities of the neighbourhood; and
- (g) the car parking should be safe and convenient while still maintaining an acceptable aesthetic quality as viewed from the street, in particular the hard paved areas associated with parking and garaging should not dominate the streetscape.

- (4) Servicing - Wastewater disposal and discharge of contaminants:
  - (a) the site should have sufficient area available to accommodate an adequate wastewater disposal system which should not create an erosion, land instability or water pollution problem and that should not adversely affect the stormwater treatment and discharge systems on the site, or adversely affect public health and safety;
  - (b) adequate provision should be made on site for rubbish storage and servicing and the areas should be adequately screened from view from public places and neighbouring sites; and
  - (c) the proposal should not generate any dust, smoke, fumes or other discharges to air which would potentially detract amenity values of the area.
- (5) Site stability:
  - (a) the building, structure or activity should not adversely affect the stability of the site or adjacent sites.
- (6) For construction of two or more dwellings within Flat Bush Precincts (including integrated land use and subdivision):
  - (a) subdivision as part of an Integrated Land Use;
  - (b) the proposed subdivision should follow rational boundaries with regard to access, privacy, amenity etc;
  - (c) acceptable levels of private outdoor living should be achieved for each dwelling; and
  - (d) restrictions should be included in the proposal such as, limitations on placements of windows, no build yard areas and maximum heights to ensure that privacy and avoiding domination of buildings is achieved.

#### **I412.8.2.2. Assessment criteria for Restricted Discretionary Activities**

The Council will restrict its discretion to the matters listed below when assessing a restricted discretionary activity resource consent for infringements of I412.6.1 Permitted Activity Standards and I412.6.2 Standards for Subdivision, in addition to the matters specified in the underlying zone or Auckland-wide provisions:

- (1) Infringements of I412.6.2 Standards for Subdivision:
  - (a) road Standards:
    - (i) cycleways should provide continuous routes between subdivisions; and
    - (ii) subdivisional road and site layout and dimensions should optimise the orientation of the sites to the sun in terms of their likely future development;
  - (b) provision of back lanes that connect roads and/or provide alternative access to the rear of residential sites:

- (i) back lanes should be limited in length to ensure that long repetitive lanes are avoided;
  - (ii) building line restrictions should be introduced in relation to rear lanes to ensure that adequate opportunities are provided for landscaping and to limit repetitive building forms;
- (c) legibility of Network, Safety, Block Pattern and Neighbourhood Identity:
- (i) whether changes to the park edge local roads have adverse impacts on the design, amenity and usability of the adjacent open space and result in substantially greater earthworks and retaining structures adjacent to the open space than would otherwise be required;
  - (ii) whether the proposal avoids adverse effects on the clarity, legibility and connectivity of the roading network with particular regard to any cumulative effect which might arise with regard to the wider neighbourhood in each sub-catchment as shown on Precinct Plan 3. Sub-catchments;
  - (iii) whether the proposal achieves straight roads that maximise legibility to reveal the topography and strengthen visual connection to the wider landscape;
  - (iv) whether the proposed layout promotes good connectivity by all modes of travel including short walking routes to potential bus routes and other community infrastructure such as schools, neighbourhood centres and public open space;
  - (v) whether the proposal achieves a neighbourhood identity by maximising connections to landscape features and to other features such as schools, neighbourhood centres, public open space and community facilities;
  - (vi) whether the proposed layout contributes to a clear and legible understanding of the neighbourhood within the wider context;
  - (vii) whether the proposed road layout creates flexibility for a range of potential activities and residential densities to occur in appropriate places now and in the future;
  - (viii) whether vehicle access should be restricted (including on arterial routes) to achieve spatial outcomes that reinforce a sense of place and achieve a high quality public realm;
  - (ix) whether the proposed block pattern results in the opportunity to create regular shaped sections with the inherent flexibility to be developed for a range of potential activities and residential densities now and into the future;

- (x) whether the proposed street design and layout provides for consistency of treatment down lengths of street and appropriate integration to adjoining areas; and
  - (xi) whether the proposal impacts the clarity and legibility of the roading network with particular regard to the sub-catchment within which the proposed subdivision is located, as shown in Precinct Plan 3. Sub-catchments;
- (d) Movement Network: Maximum Block Length and Maximum Block Perimeter Distance:
- (i) whether the proposed road layout provides for convenient and safe access for pedestrian, cycle and vehicle users;
  - (ii) whether the proposed road layout provides for a clear and easily understood network that is easy to navigate through for all users; and
  - (iii) whether the proposed road layout is constrained by topography, trees or bush to be retained and/or fragmented land ownership and/or existing buildings;
- (e) variations in the maximum or minimum allowable average site sizes after adjustment of the boundaries between adjoining Sub-precincts:

Note: This assessment is intended to apply where the Sub-precinct boundaries, as defined on the relevant planning maps, have been modified. In such instances the Council will assess whether the proposed subdivision yields the same number of sites as it would have in the case of a subdivision which complied with the maximum or minimum subdivision standards had the Sub-precinct boundary(s) remained unaltered.

- (i) whether the target densities of each of the adjoining sub-precincts are being generally achieved; and
  - (ii) the extent to which the average site size in each of the adjoining sub-precincts differs from the requirements of I412.6.2.1.
- (f) design and layout of subdivision, staging and design:
- (i) in the case of a staged subdivision, whether each stage of subdivision complies with the development and performance standards (including density) of the Sub-precinct. Council may, by way of either a consent notice or a condition of consent, require that any such density shortfall or surplus be made good in, or be carried forward to, subsequent stages of the subdivision;
  - (ii) whether the subdivision design provides an adequate buffer between the proposed sites and the conservation and stormwater management area;

- (iii) whether the design and layout of the subdivision protects land in the conservation and stormwater management area from inappropriate development; and
  - (iv) whether the subdivision provides an appropriate structure for the future ownership and management of land within the conservation and stormwater management area having regard to the native riparian planting requirement and on-going maintenance responsibilities. Whether the proposal achieves neighbourhood identity by maximising connections to landscape features and to other features such as schools, neighbourhood centres, public open space and community facilities;
- (g) impact of previous subdivision within Sub-precinct I where the site previously subdivided has reduced the average site size of the original subdivision below the average density of one per 5000sqm:
- (i) whether the proposed subdivision detracts from the character of the area;
  - (ii) whether the proposed subdivision has sufficient open space within the conservation and stormwater management area to offset the effects of further subdivision on the site;
  - (iii) whether the proposed subdivision allows sufficient space for wastewater disposal outside of the conservation and stormwater management area; and
  - (iv) whether the proposed subdivision makes use of existing infrastructure including private ways, roads, reticulated water, wastewater disposal and power;
- (h) movement network:
- (i) whether there are topographical, geotechnical or other environmental factors or constraints which indicate that changes to collector, park edge and local roads would improve the road layout from that set out in Precinct Plan 4;
  - (ii) whether the proposed road layout respects and relates to the existing contour and avoid permanent features such as steep cut faces and retaining structures which are highly visible;
  - (iii) whether the layout promotes good vehicular and pedestrian connectivity within the area including to community infrastructure such as bus stops, schools, neighbourhood centres, public open space and community facilities;
  - (iv) whether the proposal achieves an acceptable low impact stormwater management solution having regard to integrating good urban design and stormwater management solutions;



- (v) whether the road serves only a small number of dwellings or is for a short length;
- (vi) whether an alternative design of the road addresses traffic and pedestrian volumes, safety and amenity and access for emergency vehicles;
- (vii) whether on-street car parking is catered for;
- (viii) whether a footpath is required or is desirable on both sides of the road; and
- (ix) whether visual and physical differentiation is required and, if so, the modified section of road links appropriately with adjoining sections of road.

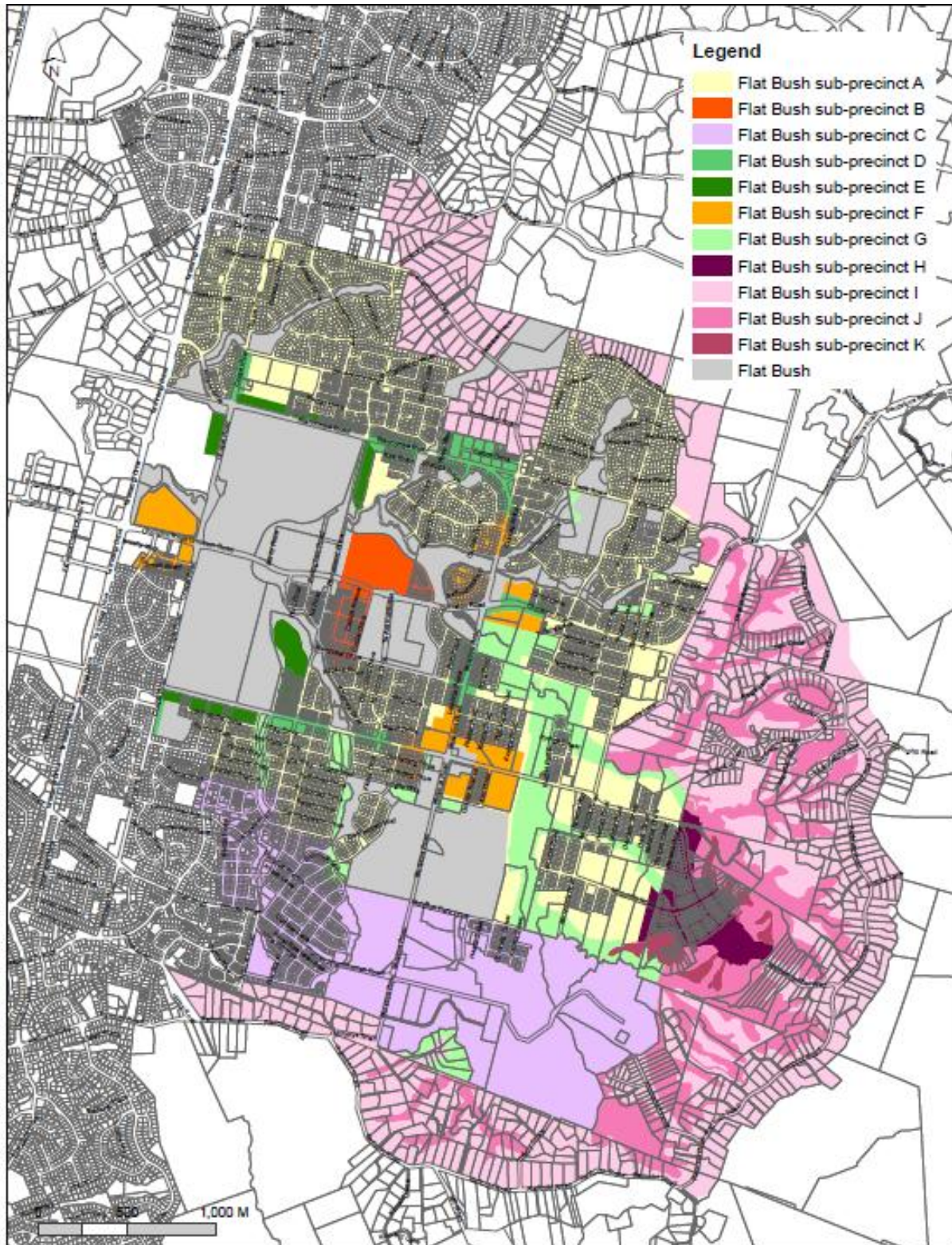
**I412.9. Special information requirements**

An application for land modification, development and subdivision must be accompanied by:

- (1) A riparian planting plan.

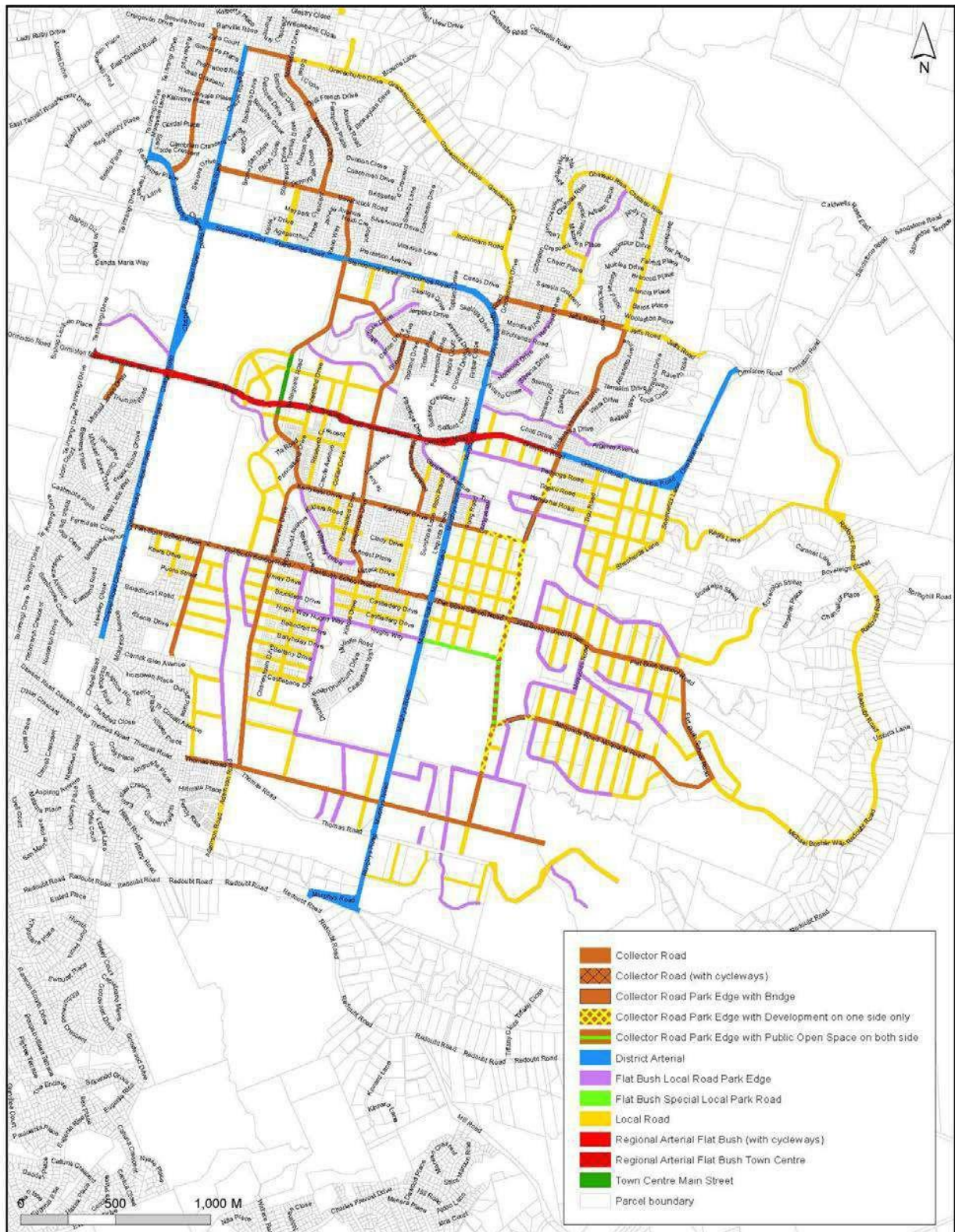
## I412.10. Flat Bush Precinct Plans

### I412.10.1. Flat Bush: Precinct plan 1 - Sub-precincts Boundary



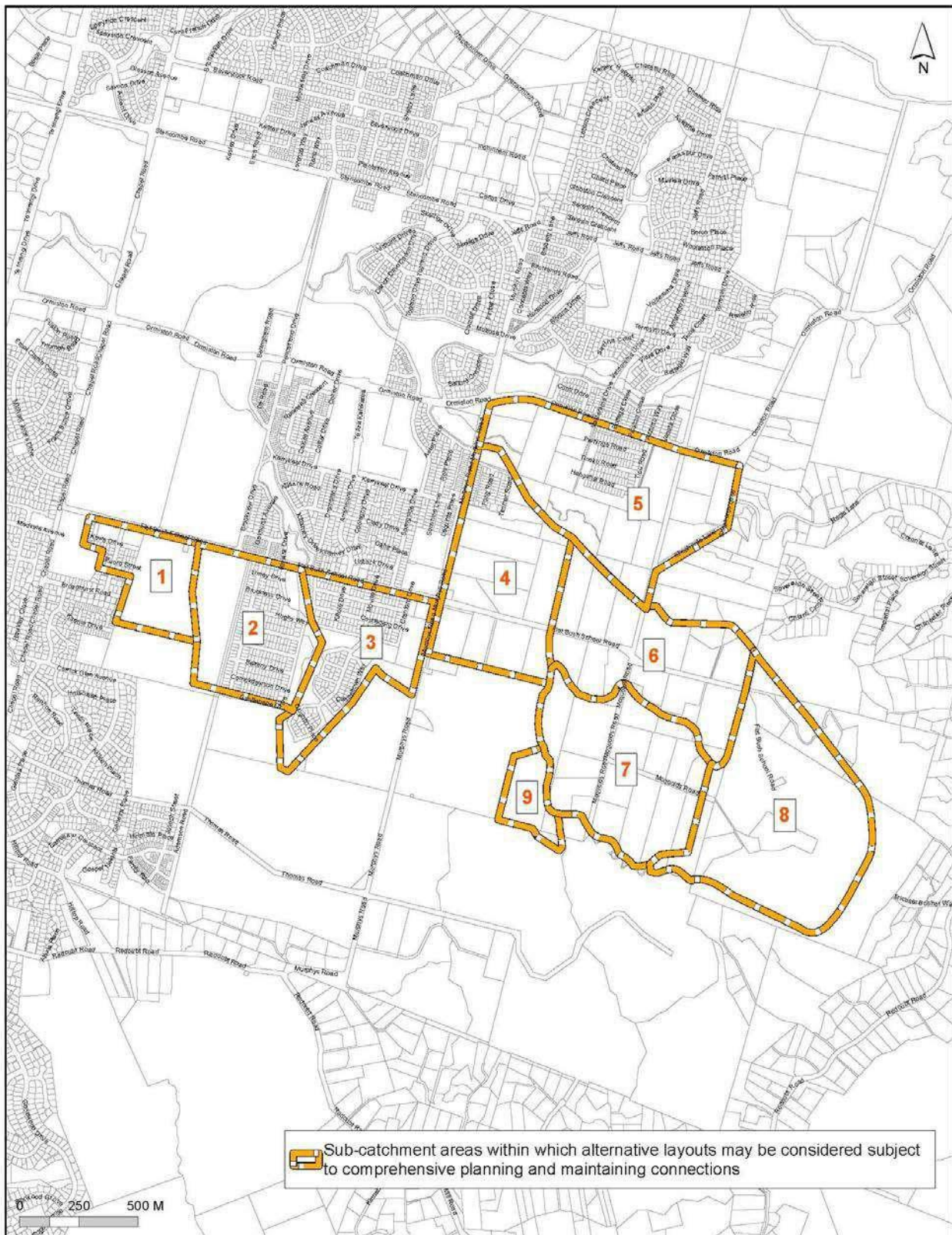


## I412.10.2. Flat Bush: Precinct plan 2 – Road Network



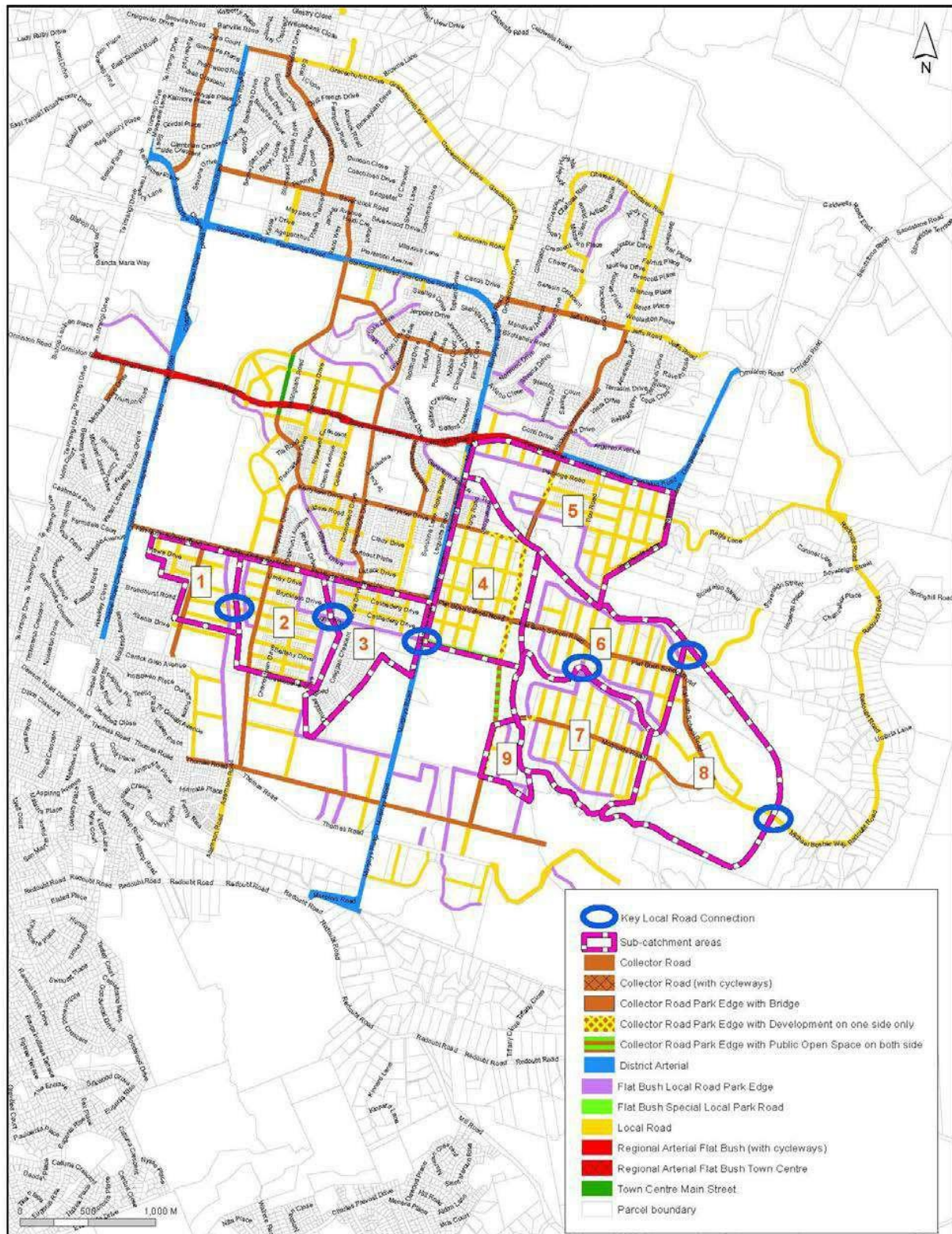


### I412.10.3. Flat Bush: Precinct plan 3 – Sub-catchments





#### I412.10.4. Flat Bush: Precinct plan 4 – Key Connections



**I421. Māngere 2 Precinct****I421.1. Precinct Description**

The Māngere 2 precinct seeks to protect one of the first examples of cluster housing in New Zealand in Teo and Tioro lanes. This state housing was built in 1978 and is significant because it represents a change in the government's housing policies relating to architectural and subdivision design.

The zoning of land within this precinct is Residential – Mixed Housing Suburban

**I421.2. Objectives**

- (1) The unique and established character of Teo and Tioro lanes is protected

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

**I421.3. Policies**

- (1) Manage the demolition of buildings to ensure that the established built character of Teo and Tioro lanes is protected.
- (2) Restrict new development and alterations so that they do not detract from the established built and landscape character of Teo and Tioro lanes.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

**I421.4. Activity table**

The provisions in any relevant overlays, Auckland-wide provisions and the zone apply in this precinct unless otherwise specified below.

Table I421.4.1 Activity table specifies the activity status of development activities in the Māngere 2 Precinct pursuant to section 9(3) of the Resource Management Act 1991.

| Activity           |                                                                                                                               | Activity status |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Development</b> |                                                                                                                               |                 |
| (A1)               | Total or substantial demolition of buildings exceeding 30 per cent or more by volume or footprint, (whichever is the greater) | RD              |
| (A2)               | External additions or alterations to buildings                                                                                | RD              |
| (A3)               | Construction of new buildings or relocation of buildings onto the site                                                        | RD              |

### **I421.5. Notification**

- (1) Any application for resource consent for an activity listed in Table I421.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

### **I421.6. Standards**

The overlay, Auckland-wide and zone standards apply in this precinct except that the following:

Standard [H3.6.8](#) Yards, side yard Residential - Mixed Housing Suburban does not apply.

All activities listed in Table I421.4.1 Activity table must comply with the following standards.

#### **I421.6.1. Yards**

- 
- (1) A building or parts of a building must be set back from the side boundary by a minimum depth of 3 metres.

### **I421.7. Assessment – controlled activities**

There are no controlled activities in this precinct

### **I421.8. Assessment – restricted discretionary activities**

#### **I421.8.1. Matters of discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions.

- (1) total or substantial demolition of buildings:
  - (a) the intrinsic character and value of the existing building; and
  - (b) health and safety considerations for building removal or demolition.
- (2) external additions or alterations:
  - (a) use of similar or same design elements, materials and finishes;
  - (b) character of the cluster development or streetscape; and
  - (c) existing landscaping, trees and planting.
- (3) construction of new buildings and relocation of buildings:
  - (a) Architectural design; and
  - (b) Streetscape and context.

(4) building yards:

Qualifying matter  
as per Sch 3C,  
cls 8(1)(a) of the  
RMA

In addition to the general matters set out in [Rule C1.9\(3\)](#) and the specific matters set out for infringements in the Residential – Mixed Housing Suburban and Auckland-wide rules, the council will restrict its discretion to the matter below:

- (a) character of streetscape, character qualities of the area.

**I421.8.2. Assessment criteria**

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions.

(1) total or substantial demolition of buildings:

- (a) the extent to which the total or substantial demolition of buildings will have on the intrinsic character and value of the existing building, and its contribution to streetscape character; and
- (b) whether demolition or removal is required for health or safety reasons.

(2) external additions or alterations to buildings on the site:

- (a) the extent to which the external additions and alterations to existing buildings should:
  - (i) use the same or similar design elements, materials and finishes as those of the original buildings;
  - (ii) not detract from the character of the cluster development or streetscape;
  - (iii) be in keeping with the existing site layout and siting of buildings and structures;
  - (iv) conserve and enhance existing landscaping, trees and planting; and
  - (v) avoid, remedy or mitigate any other adverse effects on the residential character of the area.

(3) construction of new buildings and relocation of buildings:

- (b) the extent to which the new building or relocated building should:
  - (i) use the same or similar design elements, materials and finishes as those of the original buildings;
  - (ii) not detract from the character of the cluster development or streetscape;
  - (iii) be in keeping with the existing site layout and siting of buildings and structures;
  - (iv) conserve and enhance existing landscaping, trees and planting; and



- (v) avoid, remedy or mitigate any other adverse effects on the residential character of the area.

(4) building yards:

- (a) the extent to which the reduction in yards adversely affects the identified character of the streetscape; and
- (b) the extent to which the reduction in yards adversely affects the identified character qualities of the area.

**I421.9. Special information requirements**

There are no special information requirements in this precinct.

**I421.10. Precinct plans**

There are no precinct plans in this precinct.

## **I431. Pine Harbour Precinct**

### **I431.1. Precinct description**

Pine Harbour Marina is located in Beachlands. It is a public transport node which provides passenger ferry services to the Auckland Central Business District for the Beachlands and Maraetai settlements and the surrounding rural area. A higher density of development is provided for in the Pine Harbour Precinct to reinforce its role as a passenger transport node.

The Pine Harbour Precinct provides for the mixed use development of the landward component of the Pine Harbour Marina into a distinctive marina based community. The precinct covers approximately 11ha.

The key purpose of the Pine Harbour Precinct is to implement the precinct plan (I431.10.1 Pine Harbour: Precinct plan 1) to ensure that the precinct creates high quality mixed use development which is integrated with the wider Beachlands settlement. The integration of the built form (including buildings, street pattern and open spaces) with the existing Beachlands settlement (along the northern boundary) and the adjoining Beachlands Precinct (along the eastern boundary) is important. Pine Harbour: Precinct plan 1 includes provision for a road connection with Karaka Road in the event that the existing reserve located at the Karaka Road and Sunkist Bay Road intersection is not developed.

The precinct is divided into seven sub-precincts encompassing the land based marine industry, residential and commercial activity and open space purposes. Pine Harbour: Precinct plan 1 also identifies the indicative location of the stormwater management area. This covers the existing watercourse, stormwater pond and the area which may be required for the future expansion of the pond.

#### *Sub-precinct A – Open Space*

Sub-precinct A overlooks the marina and will be bordered by a range of mixed use buildings. It is to operate as a multi-functional area and is the “green heart” of Pine Harbour. The green itself will be largely free of landscape interventions or buildings and can be used for a range of passive recreational activities.

Sub-precinct A incorporates a future plaza area between Sub-precinct D (Southern Apartments) and Sub-precinct E (Northern Apartments). This plaza is the pedestrian extension of Ninth View Avenue into Pine Harbour from the Beachlands Precinct. The landscape features of this plaza will provide a strong focal connection through to the marina itself. Pine Harbour: Precinct plan 1 illustrates the location of the future excavation area to extend the marina. The provisions of Sub-precinct A will continue to apply to this area until resource consent for the extension of the marina is granted.

#### *Sub-precinct B – Transition Residential North*

Sub-precinct B is the transitional area between the existing low density residential development in Beachlands and the higher density apartments within the precinct. The purpose of Sub-precinct B is to ensure transitional quality and integration with the existing Beachlands urban area and the Beachlands Precinct.

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### *Sub-precinct C – Transition Residential South*

Sub-precinct C provides for a transition upon entering Pine Harbour. Houses within this precinct are expected to allow shared views across the riparian corridor for the public and occupants. The bulk and form of the dwellings should be compatible with existing development adjoining to the south in Tui Brae.

### *Sub-precinct D – Southern Apartments*

Sub-precinct D enables terrace housing and apartment building development. The majority of this sub-precinct is to contain apartments up to three storeys high.

### *Sub-precinct E – Northern Apartments*

Sub-precinct E enables terrace housing and apartment building development. The majority of this sub-precinct is to contain apartments up to four storeys high.

### *Sub-precinct F – Marina Commercial*

Sub-precinct F covers the existing commercial buildings and the additional area which may be required for future commercial buildings servicing the marina and marine-related uses, such as marine retail and offices. Sub-precinct F does not provide for marine industrial activities. Sub-precinct F is located adjacent to the current ferry terminal.

### *Sub-precinct G – Marine Industry*

Sub-precinct G provides specifically for marine industrial activities. Marine related uses which are non-industrial in nature (such as offices and clubrooms) are non-complying activities to recognise the limited spatial extent of sub-precinct G. This is to ensure that non-marine industrial activities do not undermine the efficient use of this limited space.

Sub-precinct G has a maximum building height of 9m and a building restriction line to ensure that coastal views from the established residential area along Pine Harbour Parade are generally retained. Additional height to cater for the stacking of boats in non-enclosed structures is enabled to 12m as a discretionary activity.

The additional height areas shown in Pine Harbour: Precinct plan 1 enables maximum height of 18m, which allows for apartments of five storeys. These buildings are key marker buildings, which require the design to clearly address each street frontage. The additional height will be used to articulate the prominence of the corners.

The mixed use areas shown in the Pine Harbour Precinct Plan enable the ground floor of apartment buildings to be designed to allow for either commercial or residential use.

The zonings of land within this precinct are Coastal – Marina Zone, Residential – Single House Zone, Residential – Mixed Housing Suburban Zone and Residential – Terrace Housing and Apartment Buildings Zone.

### **1431.2. Objectives**

- (1) The precinct allows for the development of an integrated mix of residential, business, open space and marine related activities, creating a distinctive marina based community.

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- (2) An appropriate development density and mix of land uses are provided in the precinct to support its function as an efficient passenger transport node.
- (3) The precinct is integrated with both the existing and future urban form of the Beachlands settlement (including the Beachlands 1 precinct area).
- (4) A safe and efficient transport network is integrated and connected with the existing and planned transportation network, including connections between Beachlands and Pine Harbour.
- (5) Public access is maintained, enhanced and integrated with the public open space zoned land, coastal marine area and the Beachlands 1 precinct.
- (6) A high amenity environment is created through the placement and design of buildings, roads and open spaces recognising the coastal setting of Pine Harbour Marina.
- (7) Stormwater infrastructure is provided in an effective and efficient way, including integration with the wider catchment.
- (8) Water and wastewater infrastructure is provided in an effective and efficient way, including the ability to connect to the Beachlands-Maraetai Sewage Treatment Plant.

The Auckland-wide and underlying zone objectives apply in this precinct in addition to those specified above.

### **I431.3. Policies**

- (1) Require land use, subdivision and development to be generally in accordance with Pine Harbour: Precinct plan 1.
- (2) Provide for increased development density to promote the role of the precinct as a passenger transport node.
- (3) Provide for a range of activities at a scale complementary with the amenity values of the precinct.
- (4) Require the layout, form and design of buildings, roads and open spaces within the precinct to:
  - (a) integrate with the existing and future form of the Beachlands settlement (including alignment of roads);
  - (b) address potential adverse effects on adjoining land uses;
  - (c) assist with the implementation of transportation connections between Beachlands and Pine Harbour;
  - (d) assist with the integration of passenger transport services;
  - (e) create opportunities for multi-functional, safe, passive or active recreation;

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- (f) ensure ongoing public access to the coastal marine area;
  - (g) ensure the provision of walkways providing pedestrian linkages through the precinct; and
  - (h) recognise and provide for the character of the coastal environment and its associated amenity values.
- (5) Require potential adverse effects (including reverse sensitivity) of any development and activities within the precinct on the character of the coastal environment and on the amenity values of the surrounding area to be avoided, remedied or mitigated.
- (6) Require that all development is connected to a public reticulated wastewater treatment and disposal system.

The Auckland-wide and underlying zone policies apply in this precinct in addition to those specified above.

### I431.4. Activity table

The provisions in any relevant Auckland-wide provisions and the underlying zone apply in this precinct unless otherwise specified below.

The provisions of the Open Space – Civic Zone in [H7 Open Space Zones](#) apply to Sub-precinct A (Open Space).

Table I431.4.1 specifies the activity status of land use and development activities in sub-precinct B (Transition Residential North) and C (Transition Residential South) of the Pine Harbour Precinct pursuant to section 9(3) of the Resource Management Act 1991.

Table I431.4.2 specifies the activity status of land use and development activities in sub-precinct D (Southern Apartments) and E (Northern Apartment) of the Pine Harbour Precinct pursuant to section 9(3) of the Resource Management Act 1991.

Table I431.4.3 specifies the activity status of land use and development activities in sub-precinct F (Marina Commercial) and G (Marina Industry) of the Pine Harbour Precinct pursuant to section 9(3) of the Resource Management Act 1991.

**Table I431.4.1 Activity table – Sub-precinct B and C**

| Activity           |                   | Activity status |
|--------------------|-------------------|-----------------|
| <b>Use</b>         |                   |                 |
| <b>Commerce</b>    |                   |                 |
| (A1)               | Dairies           | NC              |
| (A2)               | Food and beverage | NC              |
| <b>Development</b> |                   |                 |
| (A3)               | Dwellings         | RD              |

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**Table I431.4.2 Activity Table – Sub-precinct D**

| <b>Activity</b>    |                                                                                                                                        | <b>Activity status</b> |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>Use</b>         |                                                                                                                                        |                        |
| <b>Commerce</b>    |                                                                                                                                        |                        |
| (A4)               | Dairies with a gross floor area up to 100m <sup>2</sup> in the Mixed Use Area identified in I431.10.1 Pine Harbour: Precinct plan 1    | RD                     |
| (A5)               | Dairies                                                                                                                                | NC                     |
| (A6)               | Food and beverage in the Mixed Use Area identified in I431.10.1 Pine Harbour: Precinct plan 1                                          | RD                     |
| (A7)               | Food and beverage                                                                                                                      | NC                     |
| (A8)               | Offices in the Mixed Use Area identified in I431.10.1 Pine Harbour: Precinct plan 1                                                    | RD                     |
| (A9)               | Offices                                                                                                                                | NC                     |
| (A10)              | Retail with gross floor area of up to 90m <sup>2</sup> in the Mixed Use Area identified in I431.10.1 Pine Harbour: Precinct plan 1     | P                      |
| (A11)              | Retail with gross floor area greater than 90m <sup>2</sup> in the Mixed Use Area identified in I431.10.1 Pine Harbour: Precinct plan 1 | RD                     |
| <b>Community</b>   |                                                                                                                                        |                        |
| (A12)              | Community facilities in the Mixed Use Area identified in Precinct Plan 1 – Pine Harbour Precinct 1                                     | RD                     |
| (A13)              | Community facilities                                                                                                                   | D                      |
| (A14)              | Maritime passengers operations in the Mixed Use Area identified in Precinct Plan 1 – Pine Harbour Precinct 1                           | RD                     |
| (A15)              | Maritime passengers operations                                                                                                         | NC                     |
| <b>Development</b> |                                                                                                                                        |                        |
| (A16)              | Dwellings                                                                                                                              | RD                     |

Qualifying matter  
as per Sch 3C,  
cls 8(1)(b) of the  
RMA

**Table I431.4.3 Activity Table – Sub-precincts F and G**

| <b>Activity</b> |                                                                                                                                                                              | <b>Activity status</b> |                       |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
|                 |                                                                                                                                                                              | <b>Sub-precinct F</b>  | <b>Sub-precinct G</b> |
| <b>Use</b>      |                                                                                                                                                                              |                        |                       |
| <b>Commerce</b> |                                                                                                                                                                              |                        |                       |
| (A17)           | Construction of new buildings                                                                                                                                                | RD                     | RD                    |
| (A18)           | Clubrooms for marine related clubs                                                                                                                                           | P                      | NC                    |
| (A19)           | Food and beverage                                                                                                                                                            | RD                     | NC                    |
| (A20)           | Dairies with a gross floor area up to 100m <sup>2</sup>                                                                                                                      | P                      | NC                    |
| (A21)           | Dairies with a gross floor area greater than 100m <sup>2</sup>                                                                                                               | RD                     | NC                    |
| (A22)           | Offices                                                                                                                                                                      | P                      | NC                    |
| (A23)           | Marine retail with a gross floor area up to 100m <sup>2</sup>                                                                                                                | P                      | NC                    |
| (A24)           | Marine retail with a gross floor area greater than 100m <sup>2</sup>                                                                                                         | RD                     | NC                    |
| <b>Industry</b> |                                                                                                                                                                              |                        |                       |
| (A25)           | Marine industry                                                                                                                                                              | NC                     | P                     |
| (A26)           | Boat stacks with a non-enclosed structures, travel lifts and boat haulage structures complying with Standard I431.6.16                                                       | NA                     | P                     |
| (A27)           | Boat stacks with a non-enclosed structures, travel lifts and boat haulage structures not complying with Standard I431.6.16(1) and the boat stack height is between 9m – 12m. | NA                     | D                     |
| (A28)           | Public transport facilities                                                                                                                                                  | P                      | NA                    |

**I431.5. Notification**

- (1) Any application for resource consent for an activity listed in Tables I431.4.1, I431.4.2, and I431.4.3 Activity Table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

**I431.6. Standards**

The Auckland-wide and zone standards apply in this precinct unless specified below.

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All activities listed as permitted in Tables I431.4.1, I431.4.2, and I431.4.3 must comply with the following permitted activity standards.

### I431.6.1. Development within the precinct

- (1) All development within the precinct must be in general accordance with Pine Harbour: Precinct plan 1.

### I431.6.2. Number of floors

- (1) The number of storeys for each building permitted in each sub-precinct must meet the minimum and maximum as set out in Table I431.6.2.1 below.

**Table I431.6.2.1 Number of floors**

| Sub-precinct | Minimum number of storey | Maximum number of storey                                                                                                                                                    |
|--------------|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B            | 2                        | 2 + 1 (for habitable roof space)                                                                                                                                            |
| C            | 2                        | 2 + 1 (for habitable roof space)                                                                                                                                            |
| D            | 2                        | 5 within the mixed use area identified in I431.10.1 Pine Harbour: Precinct plan 1<br><br>3 outside the mixed use area identified in I431.10.1 Pine Harbour: Precinct plan 1 |
| E            | 2                        | 5 within the mixed use area identified in I431.10.1 Pine Harbour: Precinct plan 1<br><br>4 outside the mixed use area identified in I431.10.1 Pine Harbour: Precinct plan 1 |
| F            | 2                        | 2                                                                                                                                                                           |
| G            | NA                       | NA                                                                                                                                                                          |

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### I431.6.3. Maximum height

- (1) Buildings within sub-precincts must not exceed the maximum height as set out in Table I431.6.3.1 below.



**Table I431.6.3.1 Maximum height**

| Sub-precinct | Maximum height                                                                                                           |
|--------------|--------------------------------------------------------------------------------------------------------------------------|
| B            | 9m                                                                                                                       |
| C            | 9m                                                                                                                       |
| D            | 12m<br>18m for building located within the additional height area identified in I431.10.1 Pine Harbour: Precinct plan 1. |
| E            | 15m<br>18m for building located within the additional height area identified in I431.10.1 Pine Harbour: Precinct plan 1. |
| F            | 9m                                                                                                                       |
| G            | 9m                                                                                                                       |

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**I431.6.4. Threshold condition (ground floor above adjacent footpath)**

- (1) For sub-precincts D and E the minimum must be 0.5m and the maximum is 1.25m.

**I431.6.5. Site width**

- (1) Sites within sub-precinct C must have a minimum width of 6m and maximum width of 25m.
- (2) Sites within sub-precinct B must have a minimum width of 6.5m and maximum width of 20m.

**I431.6.6. Site depth**

- (1) The minimum site depth must meet one of the following:
- (a) 22m if garages are located fronting the street; or
- (b) 30m if garages do not front onto the street and are accessed from rear lane.

**I431.6.7. Yards**

- (1) Buildings within sub-precincts B – G must meet the following yard setback requirements as outlined in Table I431.6.7.1 below.
- (2) For garages within sub-precincts B and C, the front yard setback requirement is 0.5m from the building frontage and 5m minimum setback from the front boundary.
- (3) The separation distance between balconies or windows of primary living spaces in directly opposing buildings within sub-precincts D and E must be greater than 20m and must otherwise be not less than 15m. Facades with no glazing must be greater than 10m apart.

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- (4) Buildings within sub-precinct G must not be located beyond the building restriction line as identified on Pine Harbour: Precinct plan 1.

**Table I431.6.7.1 Yards**

| Yard                | Sub-precinct                                                  |                                                               |                              |                              |                              |                          |
|---------------------|---------------------------------------------------------------|---------------------------------------------------------------|------------------------------|------------------------------|------------------------------|--------------------------|
|                     | B                                                             | C                                                             | D                            | E                            | F                            | G                        |
| Front yard set back | Minimum – 2m<br>Maximum – 5m<br>Also see standard I431.6.7(2) | Minimum – 2m<br>Maximum – 5m<br>Also see standard I431.6.7(2) | Minimum – 0m<br>Maximum – 1m | Minimum – 0m<br>Maximum – 1m | Minimum – 0m<br>Maximum – 1m | 0m                       |
| Rear yard set back  | Minimum – 8m                                                  | Minimum – 8m                                                  | See standard I431.6.7(3)     | See standard I431.6.7(3)     | NA                           | See standard I431.6.7(4) |

### **I431.6.8. Maximum building coverage**

- (1) For sub-precinct B, the maximum building coverage is 65 per cent of net site area for sites less than 200m<sup>2</sup>.
- (2) For sub-precinct B, the maximum building coverage is 65 per cent of net site area for sites greater than 500m<sup>2</sup>.
- (3) For sub-precinct C, the maximum building coverage is 50 per cent of net site area for sites less than 300m<sup>2</sup>.
- (4) For sub-precinct B, the maximum building coverage is 40 per cent of net site area for sites less than 300m<sup>2</sup>.
- (5) For sub-precincts D and E, the maximum building coverage is 75 per cent of net site area.
- (6) For sub-precinct F, the maximum building coverage is 80 per cent of net site area.
- (7) For sub-precinct G, the maximum building coverage is 50 per cent of the precinct area.

### **I431.6.9. Maximum impermeable area**

- (1) For sub-precinct B, the maximum impermeable area is 85 per cent of net site area for sites less than 200m<sup>2</sup>.
- (2) For sub-precinct B, the maximum impermeable area is 70 per cent of net site area for sites greater than 200m<sup>2</sup>.
- (3) For sub-precinct C, the maximum impermeable area is 75 per cent of net site area for sites less than 300m<sup>2</sup>.

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- (4) For sub-precinct C, the maximum impermeable area is 65 per cent of net site area for sites greater than 300m<sup>2</sup>.
- (5) For sub-precincts D, E, F and G, the maximum impermeable area is 100 per cent of net site area.

### **I431.6.10. Minimum permeable area**

- (1) For sub-precinct B, the maximum impermeable area is 15 per cent of net site area for sites less than 200m<sup>2</sup>.
- (2) For sub-precinct B, the maximum impermeable area is 30 per cent of net site area for sites greater than 200m<sup>2</sup>.
- (3) For sub-precinct C, the maximum impermeable area is 25 per cent of net site area for sites less than 300m<sup>2</sup>.
- (4) For sub-precinct C, the maximum impermeable area is 35 per cent of net site area for sites greater than 300m<sup>2</sup>.

### **I431.6.11. Minimum private open space**

- (1) For sub-precinct B, where a dwelling contains two bedrooms or less the minimum private open space to be provided is 40m<sup>2</sup>.
- (2) For sub-precinct B where a dwelling contains two bedrooms or more the minimum private open space to be provided is 80m<sup>2</sup>.
- (3) For sub-precinct C, the minimum private open space to be provided must be 100m<sup>2</sup>. The total area required can be made up of more than one single space provided each space must contain an area greater than 40m<sup>2</sup>.
- (4) For sub-precincts D and E, the minimum private open space for ground floor apartments must be 15m<sup>2</sup>. For one bedroom apartment located above the ground floor the minimum private open space required is 5m<sup>2</sup> and 8 m<sup>2</sup> for all apartments containing more than one bedroom.

### **I431.6.12. Building frontage**

- (1) For sub-precincts B and C, the width of garages must not exceed 50 per cent of the width of the site.

### **I431.6.13. Driveway width**

- (1) For sub-precincts B and C, the amount of road frontage taken up by driveways, accessways or car parking areas at the front boundary must be limited to 3.5m.
- (2) For sub-precincts B and C, driveways, accessways and car parking may splay from the front boundary up to a width no greater than 50 per cent of the total width of the road frontage.

### **I431.6.14. Minimum floor to ceiling height**

- (1) For sub-precincts B and C, the minimum floor to ceiling height for ground floor dwelling must be 2.7m and for all other others, it must be 2.4m.

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- (2) For sub-precincts D and E, the minimum floor to ceiling height for ground floor dwelling must be 3m and for all other others, it must be 2.7m.

### **I431.6.15. Maximum fencing height in the front yard**

- (1) The maximum fencing height in the front yard for all sub-precincts is 900mm.

### **I431.6.16. Boat stacks within non-enclosed structures, travel lifts and boat haulage structures**

- (1) Boats must not be stacked greater than 9m in height.
- (2) Travel lifts and boat haulage structures must not be greater than 18m in height.
- (3) Boats stacks between 9 and 12m in height is a discretionary activity.

### **I431.6.17. Maritime passenger operations and facilities**

- (1) A ferry terminal or terminus (being a facility for the berthing of passenger ferries) must be provided within the precinct at all times.

### **I431.6.18. Marine service management plan**

- (1) At the time of the design of the first dwelling immediately adjoining sub-precinct G (Marine Industry) a review of current operational practices and their location within the Pine Harbour Precinct must be undertaken by Pine Harbour Marina Ltd (or its successors) and a marine services management plan prepared. This management plan is to be submitted as part of the first application for any dwelling immediately adjoining sub-precinct G (Marine Industry) and used as the basis for assessing any potential reverse sensitivity issues.

### **I431.6.19. Retail**

- (1) The total area used for retail (except marine retail, food and beverage) within the precinct must not exceed 1,500m<sup>2</sup> gross floor area.

## **I431.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

## **I431.8. Assessment – restricted discretionary activities**

### **I431.8.1. Matters of discretion**

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in Auckland wide or zone provisions:

- (1) all restricted discretionary activities:
  - (a) provisions, layout and design of roads and car parking areas;
  - (b) design and external appearance of buildings;
  - (c) public access through Pine Harbour Marina;

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(d) relationship with adjoining activities.

### **I431.8.2. Assessment criteria**

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in Auckland wide or zone provisions:

(1) for new dwellings and building:

(a) roading network:

- (i) whether the proposed roading pattern is in general accordance with the indicate road and road pattern as shown in [H1.10.1](#) Pine Harbour: Precinct plan 1;
- (ii) the extent to which provisions have been made for a road connection between Pine Harbour Precinct and Karaka Road. The road connection between the Pine Harbour precinct and Karaka Road should be provided along the alignment identified as 'Provisional alternative road' in I431.10.1 Pine Harbour: Precinct plan 1 until such time as all or part of the Sunkist Bay Road Extension is constructed, in which case council will then consider whether adequate provision has been made for the future closure of the provisional alternative road and replacing it altogether with Sunkist Bay Road extension.

(b) relationship with adjoining activities:

- (i) whether consideration has been given to reverse sensitivity issues which may arise from existing marine-related industries, other marina activities or adjoining residential activities. In some cases, this may need to include consideration of additional acoustic treatment, visual screening, security and landscaping.

(c) building design and external appearance:

- (i) whether buildings have been designed to complement the urban coastal character and that will achieve a high level of amenity.

(d) public access:

- (i) whether buildings are located and designed to enable and maintain public access linkages (including pedestrian linkages) to the east and to and along open space areas including land zoned open space; and
- (ii) whether the design of public access contributes to the integration of passenger transport services.

(2) dairies, food and beverages, offices, retail and community facilities:

(a) roading network:

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- (i) whether the proposed roading pattern is in general accordance with the indicate road and road pattern as shown in I431.10.1 Pine Harbour: Precinct plan 1;
  - (ii) the extent to which provision has been made for a road connection between Pine Harbour Precinct and Karaka Road. The road connection between the Pine Harbour precinct and Karaka Road should be provided along the alignment identified as 'Provisional alternative road' in I431.10.1 Pine Harbour: Precinct plan 1 until such time as all or part of the Sunkist Bay Road Extension is constructed, in which case council will then consider whether adequate provision has been made for the future closure of the provisional alternative road and replacing it altogether with Sunkist Bay Road extension; and
  - (iii) whether access and egress to parking and for goods delivery and service vehicles are provided in a safe manner and avoid traffic conflict.
- (b) building design and external appearance:
- (i) the extent to which the design and external appearance of any building are in context with the surrounding development and is consistent with the form and character of the sub-precinct is it located within;
  - (ii) whether the design and external appearance of any building maintains or enhances the streetscape or sub-precinct it is located within.
- (c) relationship with adjoining activities:
- (i) whether consideration has been given to reverse sensitivity issues which may arise from existing marine-related industries, other marina activities or adjoining residential activities. In some cases, this may need to include consideration of additional acoustic treatment, visual screening, security and landscaping.
- (d) public access
- (i) whether buildings are located and designed to enable and maintain public access linkages (including pedestrian linkages) to the east and to and along open space areas including land zoned open space; and
  - (ii) whether the design of public access contributes to the integration of passenger transport services.

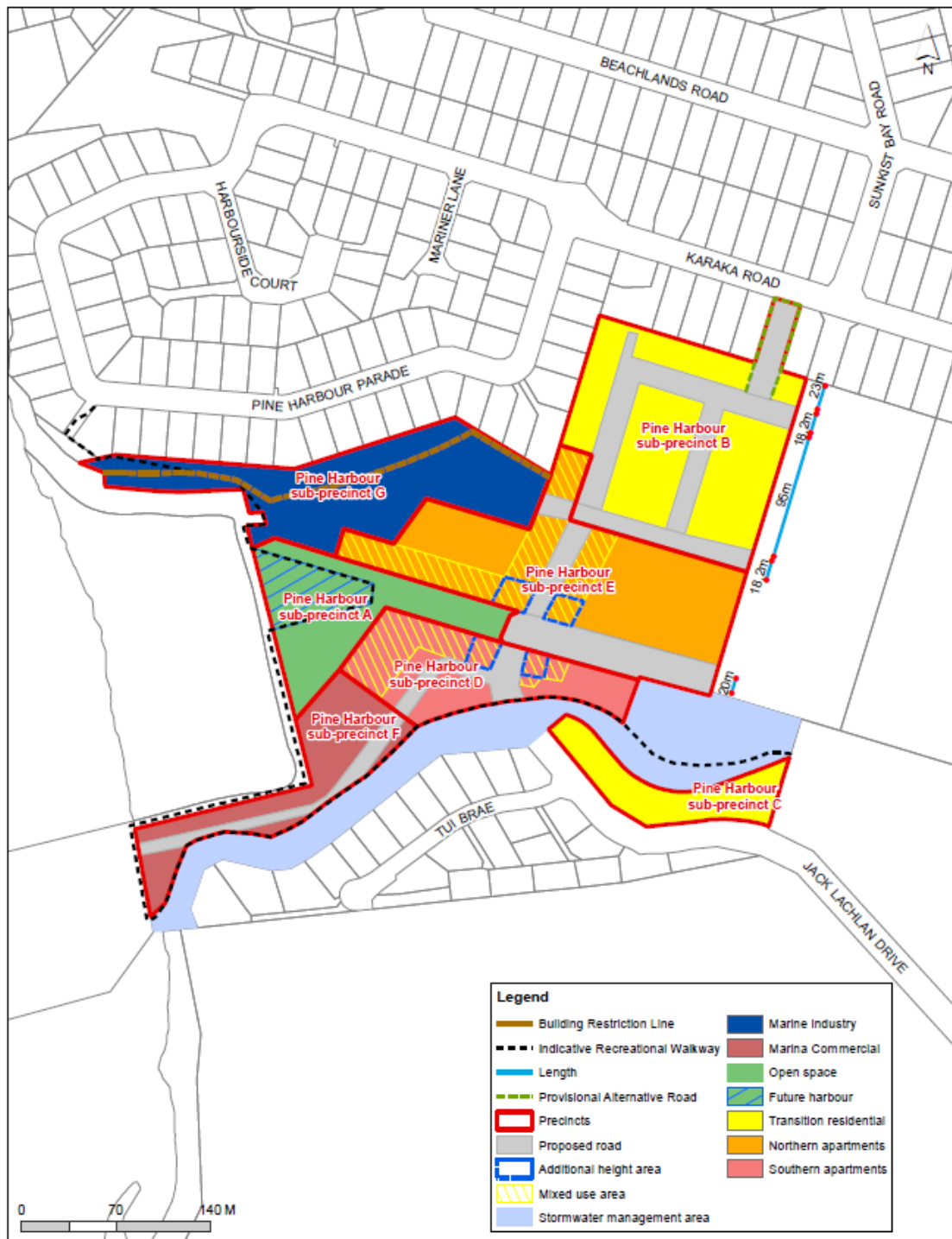
### **I431.9. Special information requirements**

There are no special information requirements in this precinct.

## 1431: Pine Harbour

### 1431.10. Precinct plans

#### 1431.10.1 Pine Harbour: Precinct plan 1



## I436. Rosella Road Precinct

### I436.1. Precinct Description

The Rosella Road Precinct seeks to protect the group of Californian bungalows, transitional bungalow cottages, English cottage and English cottage revival houses built around the 1920s and 1930s on Rosella Road, Māngere East. The precinct seeks to protect building spacing, orientation, setback, scale, height, roof forms and the extent of site coverage.

The zoning of the land is Residential – Single House Zone.

### I436.2. Objective

- (1) The unique and established built character of Rosella Road is protected.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

### I436.3. Policies

- (1) Discourage the removal, demolition or substantial demolition of buildings so that the established built character of Rosella Road is protected.
- (2) Restrict new development and external alterations and additions so that they do not detract from the established built and landscape character of Rosella Road.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

### I436.4. Activity table

The provisions in any relevant overlays, Auckland-wide provisions and the zone apply in this precinct unless otherwise specified below.

Table I436.4.1 Activity table specifies the activity status of development and subdivision activities in the Rosella Road Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

**Table I436.4.1 Activity table**

| Activity           |                                                                                                                              | Activity status |
|--------------------|------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Development</b> |                                                                                                                              |                 |
| (A1)               | Total or substantial demolition of buildings exceeding 30 per cent or more by volume or footprint (whichever is the greater) | RD              |
| (A2)               | External alterations and additions to buildings                                                                              | RD              |
| (A3)               | Construction of new buildings or relocation of buildings onto the site                                                       | RD              |
| <b>Subdivision</b> |                                                                                                                              |                 |
| (A4)               | Subdivision                                                                                                                  | RD              |

Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the RMA



### I436.5. Notification

- (1) Any application for resource consent for an activity listed in Table I436.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991, the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

### I436.6. Standards

The overlay, Auckland-wide and zone standards apply in this precinct, except for the following:

- [E38 Subdivision – Urban Standard E38.8.2.3](#) Vacant sites subdivisions involving parent sites of less than 1 hectare.

All restricted discretionary activities listed in Table I436.4.1 Activity table must comply with the following activity standards.

#### I436.6.1. Building height

- (1) Buildings must not exceed 5.5m in height.

Note:

- 'height' is to be measured using the rolling height method.

#### I436.6.2. Yards

- (1) A building or parts of a building must be set back from the relevant boundary to the minimum depth listed in Table I436.6.2.1 Yards below.

**Table I436.6.2.1 Yards**

| Yard  | Minimum depth   |
|-------|-----------------|
| Front | 5m              |
| Side  | Average of 3.5m |
| Rear  | 3m              |

#### I436.6.3. Subdivision

- (1) The minimum site size for subdivision is 400m<sup>2</sup> net site area.

### I436.7. Assessment – controlled activities

There are no controlled activities in this precinct.

### I436.8. Assessment – restricted discretionary activities

#### I436.8.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the

matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) total or substantial demolition of buildings;
  - (a) the intrinsic character and value of the existing building; and
  - (b) health and safety considerations for building removal or demolition;
- (2) external additions or alterations;
  - (a) use of similar or same design elements, materials and finishes;
  - (b) character of the cluster development or streetscape;
  - (c) consistency with existing layout and siting of buildings and structures;
  - (d) existing landscaping, trees and planting; and
  - (e) ability of adverse effects on the residential character of the area to be avoided, remedied or mitigated.
- (3) construction of new buildings and relocation of buildings;
  - (a) Architectural design; and
  - (b) Streetscape and context.

- (4) building height;

In addition to the general matters set out in Standard I436.8(3), and the specific matters set out for infringements in the Single House zone and Auckland-wide standards, the council will restrict its discretion to the matter below;

- (a) character and scale of the existing houses.

- (5) building yards;

In addition to the general matters set out in Rule I436.8(3), and the specific matters set out for infringements in the Single House zone and Auckland-wide standards, the council will restrict its discretion to the matter below

- (a) character of the precinct area.

#### **I436.8.2. Assessment criteria**

For development that is a restricted discretionary activity in the Rosella Road Precinct, the following assessment criteria apply:

- (1) total or substantial demolition of buildings;
  - (a) the extent to which the total or substantial demolition of buildings will have on the intrinsic character and value of the existing building, and its contribution to streetscape character; and

- (b) whether demolition or removal is required for health or safety reasons.
- (2) external additions or alterations to buildings on the site;
  - (a) the extent to which the external additions and alterations to existing buildings should;
    - (i) use the same or similar design elements, materials and finishes as those of the original buildings;
    - (ii) not detract from the character of the cluster development or streetscape;
    - (iii) be in keeping with the existing site layout and siting of buildings and structures;
    - (iv) conserve and enhance existing landscaping, trees and planting; and
    - (v) Avoid, remedy or mitigate any other adverse effects on the residential character of the area.
- (3) construction of new buildings and relocation of buildings;
  - (a) the extent to which the new building or relocated building should:
    - (i) use the same or similar design elements, materials and finishes as those of the original buildings;
    - (ii) not detract from the character of the cluster development or streetscape;
    - (iii) be in keeping with the existing site layout and siting of buildings and structures;
    - (iv) conserve and enhance existing landscaping, trees and planting; and
    - (v) avoid, remedy or mitigate any other adverse effects on the residential character of the area.
- (4) building height;
  - (a) the extent to which the proposed height of buildings and other structures will be compatible with the prevailing character of existing houses.
- (5) building yards;
  - (a) the extent to which the reduction in yards adversely affects the identified character in the precinct area.

#### **I436.9. Special information requirements**

There are no special information requirements.

#### **I436.10. Precinct plans**

There are no precinct plans for the Rosella Road precinct.

## I438. Takanini Precinct

### I438.1. Precinct Description

The zoning of land within this precinct is listed below. Refer to the planning maps for the location and extent of the precinct:

Sub-precinct A: Open Space - Informal Recreation Zone

Business - Light Industry Zone

~~Residential - Single House Zone~~

Residential – Terrace Housing and

Apartment Building Zone

Residential – Mixed Housing Urban Zone

Residential – Mixed Housing Suburban Zone

Sub-precinct B: Business - Local Centre Zone

Sub-precinct C: Residential - Mixed Housing Suburban Zone

Residential - Mixed Housing Urban Zone

Residential – Single Housing Zone

Residential – Terrace Housing and

Apartment Building Zone

Sub-precinct D: Residential - Single House Zone.

Residential - Mixed Housing Suburban

Refer to Takanini Precinct: Precinct plan 1 for the location and extent of the Takanini Precinct and Sub-precincts. Figure 1 relates to soakage pit requirements. Takanini Precinct: Precinct plan 2 is a landscape plan for Sub-precinct A.

The Takanini Precinct applies to some 263 hectares of land. The precinct is divided into four Sub-precincts (A, B, C & D) which seek to encourage the subdivision and development of this land in a comprehensive manner to achieve a quality built and well-connected environment.

The precinct contains standards in response to known geotechnical limitations.

#### I438.1.1. Sub-precinct A

Takanini Precinct: Sub-precinct A applies to some 55 hectares of land between the Papakura Stream, Takanini School Road, Manuroa Road and Porchester Road. This land is currently undeveloped. The Sub-precinct provisions include specific standards relating to vehicle access, overland flowpaths and geotechnical constraints.

Subdivision is to be in compliance with Takanini Precinct: Precinct plan 1 in order to require connections to the surrounding area.

The zones within the Sub-precinct are:

- Open Space - Informal Recreation Zone
- Business - Light Industry Zone

- ~~Residential – Single House Zone~~
- Residential – Mixed Housing Urban Zone
- Residential – Terrace Housing and Apartment Building Zone
- Residential – Mixed Housing Suburban Zone

Subdivision and development in Sub-precinct A must comply with the landscape plan in Takanini Precinct: Precinct plan 2.

An extension to the Mahia Branch Sewer is proposed within Sub-precinct A. Its indicative location is shown on Takanini Precinct: Precinct plan 1. A Mahia Branch Sewer Network Utility Yard applies to Sub-precinct A to protect the future alignment of the Sewer Line.

When proposing a new site or building, part or all of which will be located within the Mahia Branch Sewer Line Network Utility Yard, consultation with Watercare Services Limited is advised. Evidence of consultation with and support or comments from Watercare should be included in the subdivision or resource consent application.

#### **I438.1.2. Sub-precinct B**

Takanini Sub-precinct B applies to some 4.4 hectares of land with frontage to Porchester Road. This land is currently undeveloped. Subdivision and development should achieve a quality and well-connected environment, which will principally serve the local convenience needs of the surrounding residential area within Takanini Precinct: Sub-precinct C. The zoning is Business - Local Centre Zone

#### **I438.1.3. Sub-precinct C**

Takanini Precinct: Sub-precinct C applies to some 177 hectares of land throughout the wider precinct, and covers the largest land area of the four sub-precincts. It also contains a number of standards in response to known geotechnical limitations which have been identified through structure planning. The zoning is Residential - Mixed Housing Suburban Zone and Residential - Mixed Housing Urban Zone, Residential – Single Housing Zone and Residential – Terrace Housing and Apartment Building Zone.

This area includes reverse sensitivity provisions relating to the New Zealand Defence Force's Papakura Military Camp, and to Transpower's site at 65 Airfield Road.

#### **I438.1.4. Sub-precinct D**

Takanini Precinct: Sub-precinct D applies to some 27 hectares land between Papakura-Clevedon and Old Wairoa Roads. Development at a low density is encouraged in this Sub-precinct to assist in maintaining the elements of amenity and open space character. The area incorporates aspects of the relevant structure plan. Sub-precinct D contains standards in response to the known geotechnical limitations in the area, and provides for a landscape buffer between development along Papakura-Clevedon Road and the adjacent rural zone. The zoning is Residential - Single House Zone and Mixed Housing Suburban Zone.

## **I438.2. Objectives**

- (1) Subdivision and development occurs in a coordinated way that implements Takanini Precinct: Precinct plan 1.
- (2) Subdivision and development avoids, remedies or mitigates the actual or potential adverse effects from developing on land subject to stormwater and geotechnical constraints.

### **I438.2.1. Sub-precinct A**

- (1) Subdivision supports walking, cycling, and public transport use and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.
- (2) Subdivision and development implements the landscape plan in Takanini Precinct: Precinct plan 2.

### **I438.2.2. Sub-precinct B**

- (1) Subdivision and development occurs in a way that avoids ad hoc development.
- (2) Commercial activity development is of a scale that is appropriate to a local centre.

### **I438.2.3. Sub-precinct C**

- (1) Subdivision supports walking, cycling, and public transport use and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.
- (2) Subdivision and development occurs in a way that avoids ad hoc development.

### **I438.2.4. Sub-precinct D**

- (1) Subdivision and development is designed so that it retains elements of existing amenity values and character.

The overlay, Auckland-wide and underlying zone objectives apply in this precinct in addition to those specified above.

## **I438.3. Policies**

- (1) Require subdivision and development to be designed to avoid, remedy or mitigate the actual or potential adverse effects from developing on land subject to stormwater and geotechnical constraints.
- (2) Require the key structural elements of Takanini Precinct: Precinct plan 1 to be incorporated into all subdivision and development.

### **I438.3.1. Sub-precinct A**

- (1) Subdivision should occur in a way that supports various transport choices and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.

**I438.3.2. Sub-precinct B**

- (1) Limit the total gross floor area of commercial activities.

**I438.3.3. Sub-precinct C**

- (1) Subdivision should occur in a way that supports various transport choices and takes advantage of proximity to public transport routes, neighbourhood centres and local parks.

**I438.3.4. Sub-precinct D**

- (1) Subdivision and development in Sub-precinct D should be designed and implemented in a manner that maintains significant elements of existing amenity values and character.

The overlay, Auckland-wide and underlying zone policies apply in this precinct in addition to those specified above.

**I438.4. Activity table**

The provisions in any relevant overlays, Auckland-wide provisions and the zone apply in this precinct unless otherwise specified below.

Table I438.4.1 specifies the activity status of land use, development and subdivision activities in the Takanini Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991 or any combination of these sections where relevant.

**Table I438.4.1**

| Activity              |                                                                                                                                                                     | Activity status |                |                |                |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------|----------------|----------------|
|                       |                                                                                                                                                                     | Sub Precinct A  | Sub Precinct B | Sub Precinct C | Sub Precinct D |
| <b>Use</b>            |                                                                                                                                                                     |                 |                |                |                |
| <b>Vehicle Access</b> |                                                                                                                                                                     |                 |                |                |                |
| (A1)                  | Any activity with vehicle access from road frontages marked as vehicle access restriction in Takanini Precinct: Precinct plan 1                                     | RD              | NA             | RD             | RD             |
| <b>Commerce</b>       |                                                                                                                                                                     |                 |                |                |                |
| (A2)                  | Commercial activities in Sub-precinct B provided that the total gross floor area for commercial activities in the Sub-precinct will not exceed 10,000m <sup>2</sup> | NA              | RD             | NA             | NA             |
| (A3)                  | One supermarket up to 3500m <sup>2</sup> gross floor area in Sub-precinct B                                                                                         | NA              | C              | NA             | NA             |
| (A4)                  | One service station in Sub-precinct B                                                                                                                               | NA              | C              | NA             | NA             |

|                    |                                                                                                                                       |    |    |    |    |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------|----|----|----|----|
| (A5)               | Commercial activities that will result in the cumulative total gross floor area for Sub-precinct B exceeding 10,000m <sup>2</sup>     | NA | NC | NA | NA |
| <b>Development</b> |                                                                                                                                       |    |    |    |    |
| (A6)               | The modification of the overland flowpaths depicted on Takanini Precinct: Precinct plan 1                                             | RD | NA | NA | NA |
| <b>Subdivision</b> |                                                                                                                                       |    |    |    |    |
| (A7)               | Subdivision that is in compliance with Takanini Precinct: Precinct plan 1, and (in Sub-precinct A) Takanini Precinct: Precinct plan 2 | RD | NA | RD | RD |
| (A8)               | Subdivision not in compliance with Takanini Precinct: Precinct plan 1, or (in Sub-precinct A) Takanini Precinct: Precinct plan 2      | NC | NA | NC | NC |

#### I438.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table I438.4.1 Activity table above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in [Table H1.4.1](#) Activity table and which is not listed in I438.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

#### I438.6. Standards

The Auckland-wide and underlying zone standards apply in this Precinct in addition to the following standards. Where there is any conflict or difference between standards in this Precinct and the standards for the Auckland-wide and zones the standards in this Precinct will apply.

##### I438.6.1. Standards for buildings and development

All buildings and development listed as permitted or restricted discretionary in the underlying zone must comply with the following standards.

##### I438.6.1.1. Building height

- (1) Buildings within Sub-precinct B must not exceed 12m in height.



#### **I438.6.1.2. Papakura Military Camp Height Restriction Area**

##### **Purpose**

Building height restrictions and specific upper floor design controls apply to all development within the Papakura Military Camp Height Restriction Area to the east side of Grove Road, immediately opposite the Camp (as defined on Takanini Precinct: Precinct plan 1) to ensure that any actual or potential reverse sensitivity effects, and privacy, overlooking and security effects are appropriately avoided, remedied or mitigated.

- (1) The maximum height of buildings within the Papakura Military Camp Height Restriction Area is 9 metres.
- (2) The maximum upper-floor floor-level of any building within the Papakura Military Camp Height Restriction Area is 3.8 metres above natural ground level (the surveyed Reduced Level pre-development).
- (3) Any development within the Papakura Military Camp Height Restriction Area that cannot comply with Clauses (1) and (2) above is a Non-complying Activity.

#### **I438.6.1.3. Specific Upper Floor Design Controls Applicable to all Buildings Falling within the Papakura Military Camp Height Restriction Area:**

##### **Purpose**

Within the Papakura Military Camp Height Restriction Area, all buildings shall be designed to ensure that the number, position and size of first floor windows and doors minimise opportunities for overlooking of the Papakura Military Camp.

- (1) First floor windows that offer a sightline to the Papakura Military Camp are only permitted where they serve a bathroom, a stairwell, or where they are designed to incorporate a minimum sill height of 1.6 metres above first floor level and are obscure glazed;
- (2) There must be no first floor door openings, or external balustrade to first floor windows, that offer a sightline to Grove Road;
- (3) There must be no first floor balconies, or other external amenity areas, that offer a sightline to the Papakura Military Camp;
- (4) There must be no 'Velux-style' roof or skylight windows inserted to any roof slope that offer a sightline to Grove Road; and
- (5) Any development within the Papakura Military Camp Height Restriction Area that cannot comply with Clauses (1) to (4) above is a Non-complying Activity.

#### **I438.6.1.4. Yards**

- (1) Sub-precinct A – Mahia Branch Sewer Line Network Utility Yard

(a) A Network Utility Yard of 10m must be provided on both sides of the

proposed Mahia Branch Sewer Line shown on Takanini Precinct: Precinct plan 1.

- (b) The yard is to be measured (in a horizontal plane at right angles) from both sides of the centre line of the proposed sewer.
- (c) This yard control only applies prior to the construction of the proposed Mahia Branch Sewer Line, and will cease to have effect upon completion of its construction.
- (d) Any development which is unrelated to the construction/provision of the sewer line, and which does not comply with the above yard requirement is a restricted discretionary activity.

(2) Sub-precinct D – landscape strip.

- (e) Each new site adjacent to Papakura-Clevedon Road in Sub-precinct D must provide in compliance with Takanini Precinct: Precinct plan 1 a minimum of a 3m wide landscape strip planted in grass, trees and shrubs, parallel and adjacent to Papakura-Clevedon Road, or landscaping in compliance with a landscape plan approved as part of subdivision.

**I438.6.1.5. Maximum Impervious Area**

- (1) The maximum impervious area within Sub-precinct B must not exceed 85 percent of the site area.

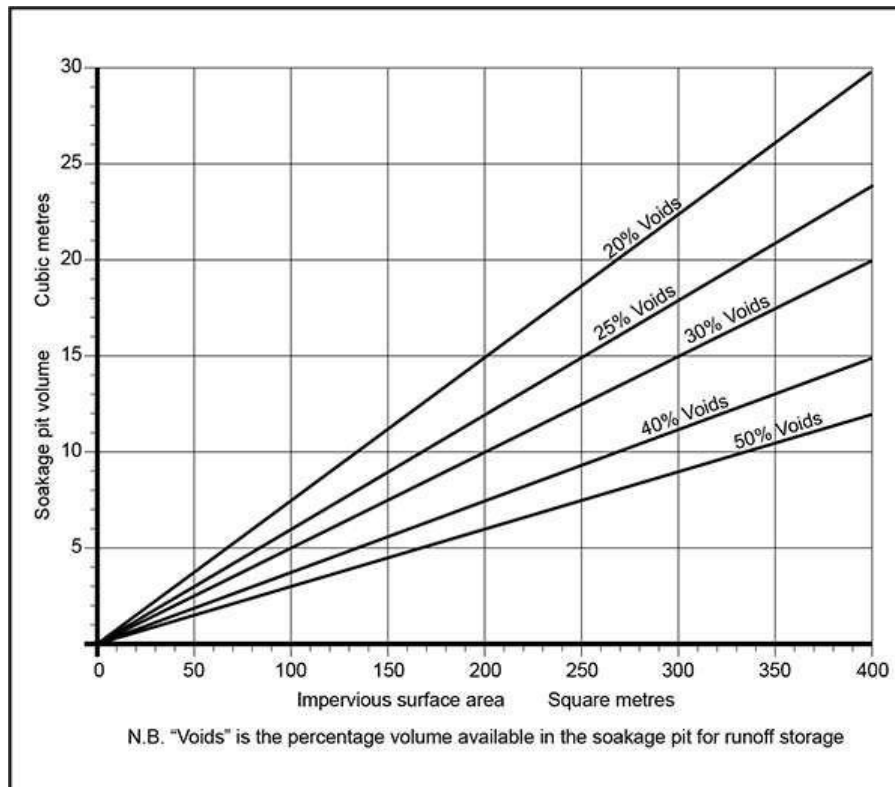
**I438.6.1.6. Stormwater**

- (1) Within Sub-precincts A, C and D:
  - (a) Development of all sites must provide for groundwater recharge by providing for soakage disposal of stormwater runoff from buildings and other impervious surfaces.
  - (b) A groundwater recharge pit providing temporary storage for stormwater runoff is required for all development sites underlain by the peat soil aquifer. The design of groundwater recharge pits must provide a storage volume between 1.5m below ground level and 0.5m below ground level. The groundwater recharge pits must be designed to be capable of holding the first 15mm of stormwater runoff from the impervious surface areas of any proposed development. The contributing catchment for each individual recharge pit must be limited to a maximum of 500m<sup>2</sup> to encourage an even spatial distribution of groundwater recharge across the site. The recharge pits must be kept at least 3m away from the edge of any building foundations and at least 2m away from the site boundaries.
  - (c) Overflow from the soakage system must be provided for with a piped connection to the public stormwater drainage system.
  - (d) The required volume of soakage pit in relation to the buildings and

other impervious surface area for each development is shown in Figure 1: Soakage pit requirements.

- (2) Within Sub-precinct B development of all sites must provide for groundwater recharge by providing for soakage disposal of stormwater runoff from buildings and other impervious surfaces and long-term monitoring of factors critical to maintaining ground stability. Any infringement would be assessed on its ability to maintain equivalent infiltration from the site's undeveloped state.
- (3) Within Sub-precincts C and D, development of all sites within the area identified as Kirikiri Sub-precinct D and that part of Sub-precinct C bounded by Old Wairoa Road and Papakura-Clevedon Road on Takanini Precinct: Precinct plan 1, must be consistent with the recommendations of the approved Stormwater Catchment Management Plan for the area or an approved discharge consent.

Figure 1: Soakage pit requirements



#### I438.6.1.7. Fences

- (1) Fences on the Papakura-Clevedon Road boundary must not exceed 1.8m in height.

#### I438.6.1.8. Landscaping and planting in Sub-precinct A

- (1) Development in Sub-precinct A must comply with the landscape plan in Takanini Precinct: Precinct plan 2.
- (2) Any development not complying with the above clause is a non-complying

activity.

#### **I438.6.2. Noise**

(1) The following controls apply to the land adjoining Transpower's Electricity Substation shown in Takanini Precinct: Precinct plan 1 as subject to environmental noise constraints:

- (a) All buildings with habitable rooms are to be designed and constructed so that the noise level in all habitable rooms must not exceed a level of 30dBA L10 (includes 5 decibel adjustment for tonal component as provided for in New Zealand Standard NZS6802:1991 "Assessment of Environmental Sound"), with any required ventilation system (including windows) in operation. All measures to achieve this standard are to meet the provisions of the New Zealand Building Code.
- (b) At the time of lodging a Building Consent Application with the Council, a certificate from a suitably qualified and experienced acoustic consultant is to be provided to the Council stating that, in respect of all habitable rooms, the buildings will achieve the acoustic performance specified in subclause (a) above. If that certificate states that the building will achieve the acoustic performance without any special modifications, the certificate may also state that further testing under subclause (c) below is not required.
- (c) Prior to occupation of habitable rooms, representative testing of the rooms is to be undertaken by a suitably qualified and experienced acoustic consultant to confirm that the design criterion of 30dBA L10 is being met (unless it has been certified under subclause (b) above that further testing is not required), with any required ventilation system (including windows) in operation. Noise levels from any mechanical ventilation system shall be measured at least 1m away from any diffuser.
- (d) Where the results of any testing carried out in the preceding condition demonstrates that the 30dBA L10 criterion is not achieved, remedial action must be undertaken such that the criterion is met and compliance subsequently is to be certified in compliance with subclause (c) above prior to the occupation of the building or the transfer of ownership of the building, whichever occurs first.

(2) Any development not complying with the above clause is a non-complying activity.

#### **I438.6.3. Subdivision Standards**

The subdivision controls in the Auckland wide rules – subdivision apply in the Takanini Precinct and sub-precincts unless otherwise specified below:

- (1) Subdivision must be generally in accordance with the indicative transport network identified on Takanini Precinct: Precinct plan 1.
- (2) Sub-precinct A – Mahia Branch Sewer Line Network Utility. Any part of a proposed lot (other than a lot created for a road, service lane, or reserve) that

is unrelated to the construction/provision of the sewer line, and which lies partly or wholly within the Mahia Branch Sewer Line Network Utility Yard, is a restricted discretionary activity.

(3) Sub-precinct C – Road Offset Opposite Papakura Military Camp Access

(a) Subdivision of land within the block of Takanini Sub-precinct C bounded by Grove, Walters and Cosgrave Roads that creates any access road to Grove Road must ensure that any such access road avoids aligning with the existing entrance (Main Gate) to the Papakura Military Camp, by being offset by a minimum of 50 metres when measured from the centreline of the existing entrance (Main Gate) to the centreline of the proposed access road.

(b) Subdivision that does not meet clause (a) above is a discretionary activity.

**I438.7. Assessment – controlled activities**

**I438.7.1. Matters of control**

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

(1) Activity: One supermarket up to 3500m<sup>2</sup> gross floor area;

(a) Traffic;

(b) Noise, lighting and hours of operation;

(c) Design of car parking, access and servicing; and

(d) Pedestrian access and vehicle linkages.

(2) Activity: One service station:

(a) Intensity and Scale;

(b) Traffic;

(c) Noise, lighting and hours of operation; and

(d) Design of carparking, access and servicing.

**I438.7.2. Assessment criteria**

The council will consider the relevant assessment criteria below for the controlled activities listed in I438.7.1 above:

(1) Intensity and scale of the activity

(a) Whether the intensity and scale of the land use activity, in particular, the number of people involved and traffic generated by the activity, is

compatible with the planned future form and character of the surrounding area.

(2) Traffic

- (a) Whether the expected traffic generated by the activity creates adverse effects on the surrounding transport network, particularly at peak times.
- (b) Whether adverse effects can be mitigated by upgrades to road and intersection design
- (c) Whether the potential conflict between circulating service traffic, heavy traffic movements, general traffic, pedestrians and cyclists can be managed.

(3) Noise, lighting and hours of operation

- (a) Whether the noise and lighting from the activity adversely affects the amenity of surrounding residential properties having regard to the location of any potentially noisy activities and any proposed measures to mitigate noise including:
  - (i) locating noisy activities away from neighbouring residential boundaries;
  - (ii) screening or other design features;
  - (iii) the proposed hours of operation; and
  - (iv) the times of goods deliveries.

(4) Pedestrian access and vehicle linkages

- (a) Whether the site design provides for pedestrian access and vehicle linkages between the supermarket, its car parking and the balance of the Sub-precinct.

**I438.8. Assessment – restricted discretionary activities**

**I438.8.1. Matters of discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities, Auckland-wide or zone provisions:

(1) Vehicle Access Restriction:

- (a) the matters in [E27.8.1\(12\)](#) Auckland-wide Transport rules

(2) Modification of indicative flow paths:

- (a) design, location and operation of overland flowpaths.

(3) Subdivision in compliance with Takanini Precinct Plan 1:

- (a) geotechnical.
- (4) Subdivision in compliance with Takanini Precinct: Precinct plan 2 (for Sub-precinct A):
  - (a) landscaping and planting.
- (5) In addition to the general matters set out in [Rule C1.9\(3\)](#) of the General Provisions and the specific matters set out for infringements in the underlying zone and Auckland-wide rules, the council will restrict its discretion to the matters below for the relevant development control infringement:
  - (a) Infringement of Building Height:
    - (i) Building scale and dominance.
  - (b) Infringement of Yards in Sub-precinct D:
    - (i) Rural character.
  - (c) Infringement of Network Utility Yard in Sub-precinct A
    - (i) Geotechnical matters;
    - (ii) Subdivision design;
    - (iii) Location of building platforms; and
    - (iv) Location of tree planting and landscaping.
  - (d) Infringement of Maximum Impervious Area:
    - (i) Extent of impervious area required to provide for groundwater recharge.
  - (e) Infringement of Stormwater:
    - (i) Geotechnical matters including groundwater recharge of underlying peat soils; and
    - (ii) Mitigation of adverse effects identified by an approved catchment management plan or discharge consent.

#### **I438.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Vehicle access restriction:
  - (a) refer to the assessment criteria in [E27.8.2 \(11\)](#) - Auckland-wide Transport.

(2) Modification of indicative flowpaths:

- (a) Whether the overland flowpaths are capable of adequately accommodating events up to the 1% AEP in 100-year ARI in compliance with the Catchment Management Plan.
- (b) Whether any modification(s) to the indicative overland flowpaths has a less than minor impact on the downstream and upstream properties in terms of increased flood risk and erosion potential.
- (c) Whether sites in the upstream and downstream catchment have the ability to continue to provide for overland flow.
- (d) Whether activities obstruct the overland flowpaths.
- (e) Whether any modification(s) to the general alignment of the overland flowpaths should be limited to within the boundaries of the properties included in the resource consent application and does not affect existing or planned flowpaths upstream or downstream of the application site.

(3) Subdivision in compliance with Takanini Precinct: Precinct plan 1

(a) Geotechnical:

- (i) Whether it can be demonstrated that the subdivision will create sites that are suitable for the development of a permitted activity or an activity for which resource consent has been obtained.

(4) Subdivision in compliance with Takanini Precinct: Precinct plan 2 (for Sub-precinct A)

(a) Landscaping and planting:

- (i) Whether footpaths are provided on each side of any proposed street, connecting with wider walking and cycling networks;
- (ii) Whether cycle lanes are provided for as part of the Papakura Walking and Cycle Network;
- (iii) Whether appropriate street lighting is provided;
- (iv) Whether trees and other vegetation are provided within the public realm, to assist in adding definition and amenity value to the area;
- (v) The extent to which existing trees are incorporated into any proposed development or subdivision to either enhance the amenity of the site and/or not compromise the amenity of the surrounding area;



(vi) Where the interface is with the open space surrounding Papakura Stream, whether a programme for establishment of native species forming a strong connection with the stormwater basin and aiding in visual mitigation of proposed built form is provided;

(vii) Whether regard is had to any landscape concept plans for adjoining land.

(5) Building scale and dominance

(a) Whether the height, location and design of the building allows reasonable sunlight and daylight access to:

(i) adjoining sites, particularly those with residential uses

(ii) streets and public open spaces.

(b) Whether the application establishes that the additional height is appropriate in the location and makes a positive contribution to the streetscape.

(c) Whether the building is visually dominating when viewed from the street, neighbouring sites, public open spaces and distant locations.

(6) Rural character

(a) Whether the application for a development that does not comply with the yards can demonstrate that:

(i) The landscaping is designed to create visual interest and contribute to the amenity of the area;

(ii) The landscaping is integrated throughout the Sub-precinct and complements the landscaping in the adjacent mixed housing and public open space zones;

(iii) The species proposed take into account the long-term maintenance requirements and relationship to infrastructure; and

(iv) The landscaping provides for both winter sun and summer shade.

(b) Whether the application for a development that does not comply with the landscaping control can demonstrate, where appropriate, that the proposed planting regime will be of sufficient height, width and density, when mature, to:

(i) Fully block any fence from view from Papakura Clevedon Road; and

(ii) Screen any other development from view from Papakura Clevedon Road.

(iii) The maturity of the plants when planted and their respective growth rates which will determine the length of time that the proposed planting will take to reach a sufficient height, width and density in clause (b) above.

(iv) Development that does not comply with the fence control will need to demonstrate that the construction timeframes for the over height fence will allow the fence to be fully blocked by the proposed planting prior to completion.

(7) Maximum impervious area

(a) Whether adequate provision has been made for groundwater recharge.

(8) Geotechnical matters and stormwater

(a) Whether the specific soakage technique(s) proposed and corresponding design parameters are supported by a detailed site specific stormwater and geotechnical investigation.

(b) Whether the long term effects on the building foundations in close proximity to soakage areas are less than minor.

(c) Whether the techniques and parameters proposed in (a) above are consistent with any approved catchment management plan or discharge consent and whether the rationale for any differences is acceptable.

(9) Network Utility Yard in Sub-precinct A

(a) The effect of the proposed activity on the geotechnical conditions of land within the Network Utility Yard to the extent that it compromises the ability to construct, operate or maintain the Mahia Branch Sewer Line, taking into account the potential for ground instability, settlement and altering groundwater recharge.

(10) Subdivision design

(a) Whether the subdivision design, including the layout of lots and the location of roads, service lanes, and reserves recognise and provide for the construction, operation or future maintenance of the Mahia Branch Sewer Line.

Note: this will normally be implemented by easement on the title to the land through which the line passes.

(11) Location of building platforms

- (a) Whether the horizontal separation between the outer walls of the building, the building platforms and curtilage to the building are sufficient to enable the construction, operation or future maintenance of the Mahia Branch Sewer Line.

(12) Location of proposed tree planting and other landscaping

- (a) Whether the separation between the location of proposed trees or other landscaping and the proposed Mahia Branch Sewer Line is sufficient to enable the construction, operation or future maintenance of the Sewer Line, taking into account:
  - (i) the likely mature size and spread or drip line of the trees
  - (ii) their potential to interfere with the proposed Sewer Line
  - (iii) the appropriateness of locating trees elsewhere.

**I438.9. Special information requirements**

Within Sub-precinct A, an application for subdivision must be accompanied by:

- (1) A site specific geotechnical investigation report, prepared by a suitably qualified and experienced geotechnical engineer, confirming that the land will be suitable for development. The report must:
  - (a) Make recommendations for future site development in respect of the following matters:
    - (i) consolidation settlement
    - (ii) differential settlement
    - (iii) foundation bearing pressure
    - (iv) maintaining groundwater equilibrium
    - (v) service lines.
    - (vi) recommend appropriate specific structural and civil engineering design measures to be undertaken. These measures shall make provision for site specific geotechnical and groundwater recharge requirements, for example foundation design and pre-loading, if required.
- (2) Include a site specific groundwater recharge system design prepared by a suitably qualified stormwater engineer.
- (3) A landscape concept plan for streets and public open space.

Within Sub-precinct A, an application for infringement of the stormwater development control must be accompanied by:

- (4) A site specific stormwater and geotechnical investigation report, prepared by a suitably qualified and experienced engineer, which identifies the proposed soakage technique(s) and corresponding design parameters.

Within Sub-precinct B an application for development must be accompanied by:

- (5) A geotechnical investigation report, prepared by a suitably qualified and experienced geotechnical engineer, which is specific to the proposal and site and that:
  - (a) demonstrates the land is suitable for the proposed development
  - (b) identifies how long-term stability will be monitored-
  - (c) identifies groundwater recharge requirements.

Within Sub-precinct B, an application for subdivision must be accompanied by:

- (6) A geotechnical report, prepared by a suitably qualified and experienced geotechnical engineer, confirming that the subdivided sites will be suitable for development. The geotechnical report must make recommendations for future site development and monitoring in respect of the following matters:
  - (a) Consolidation settlement, including long-term monitoring of factors critical to maintaining ground stability
  - (b) Differential settlement
  - (c) Foundation bearing pressure
- (7) A geotechnical investigation report, prepared by a suitably qualified and experienced geotechnical engineer, which is specific to the proposal and site and that:
  - (a) Demonstrates the land is suitable for the proposed development
  - (b) Identifies how long-term stability will be monitored.
  - (c) identifies groundwater recharge requirements.

Within Sub-precinct C, an application for subdivision must be accompanied by:

- (8) A site specific geotechnical investigation report, prepared by a suitably qualified and experienced geotechnical engineer, confirming that the land will be suitable for development. The geotechnical investigation report must:
  - (a) Make recommendations for future site development in respect of the following matters:
    - (i) Consolidation settlement
    - (ii) Differential settlement

- (iii) Foundation bearing pressure
- (iv) Maintaining groundwater equilibrium
- (v) Service lines.
- (vi) Recommend appropriate specific structural and civil engineering design measures to be undertaken.

These measures shall make provision for site specific geotechnical and groundwater recharge requirements, for example foundation design and preloading, if required.

- (9) Include a site specific groundwater recharge system design prepared by a suitably qualified stormwater engineer.

Within Sub-precinct C, an application for infringement of the stormwater development control must be accompanied by:

- (10) A site specific stormwater and geotechnical investigation report, prepared by a suitably qualified engineer, which identifies the proposed soakage technique(s) and corresponding design parameters.

Within Sub-precinct C, where subdivision proposes new access roads in the block bounded by Grove, Walters and Cosgrave Roads to Grove Road, or involve the vesting of land for the widening and upgrade of Grove Road

- (11) Evidence of consultation with New Zealand Defence Force is to be provided

Within Sub-precinct D, an application for subdivision must be accompanied by:

- (12) A site specific geotechnical investigation report, prepared by a suitably qualified geotechnical engineer, confirming that the land will be suitable for development. The geotechnical investigation report must:

- (a) Make recommendations for future site development in respect of the following matters:
  - (i) Consolidation settlement
  - (ii) Differential settlement
  - (iii) Foundation bearing pressure
  - (iv) Maintaining groundwater equilibrium
  - (v) Service lines.
  - (vi) Recommend appropriate specific structural and civil engineering design measures to be undertaken. These measures must make provision for site specific geotechnical and groundwater recharge requirements, for example foundation design and pre-loading, if required.

- (13) A site specific groundwater recharge system design prepared by a suitably qualified stormwater engineer.

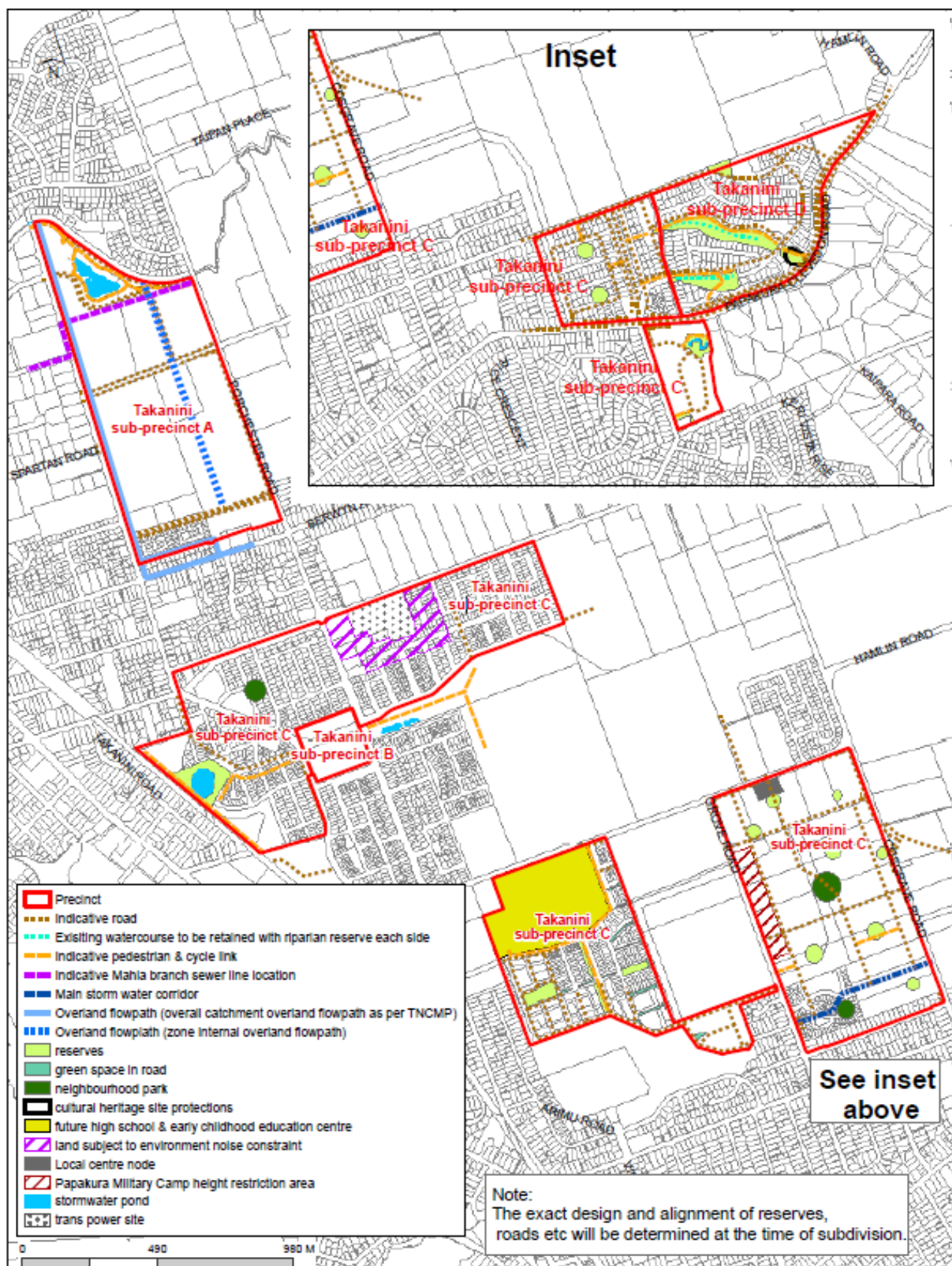
Within Sub-precinct D, and that part of Sub-precinct C bounded by Old Wairoa Road and Papakura-Clevedon Road, an application for subdivision must be accompanied by:

- (14) A landscape plan that:

- (a) Identifies the location of new vegetation and any existing vegetation to be retained, provides details about the species, height, width and density at maturity, growth rates, compatibility with site conditions and maturity on planting.
- (b) Identifies the location of new fences and any existing fences to be retained, including details about the construction materials, form and height of fences.
- (c) Sets out planting and fence construction timeframes and how they relate to each other.
- (d) Identifies the significant elements of existing amenity values and character and demonstrate how these are to be maintained and integrated with any new landscaping.
- (e) The landscape plan must also identify appropriate types and locations, and timing of planting and fence construction to:
  - (i) ensure a consistent landscaping theme along the length of Papakura Clevedon Road;
  - (ii) create a planted landscape buffer between the combined sub-precincts, Papakura Clevedon Road, and the adjacent rural zone as a transition between urban and rural development;
  - (iii) maintain significant elements of existing amenity values and character; and
  - (iv) ensure that any over height fences are fully blocked from view from Papakura Clevedon Road by proposed planting prior to the completion of the fencing.

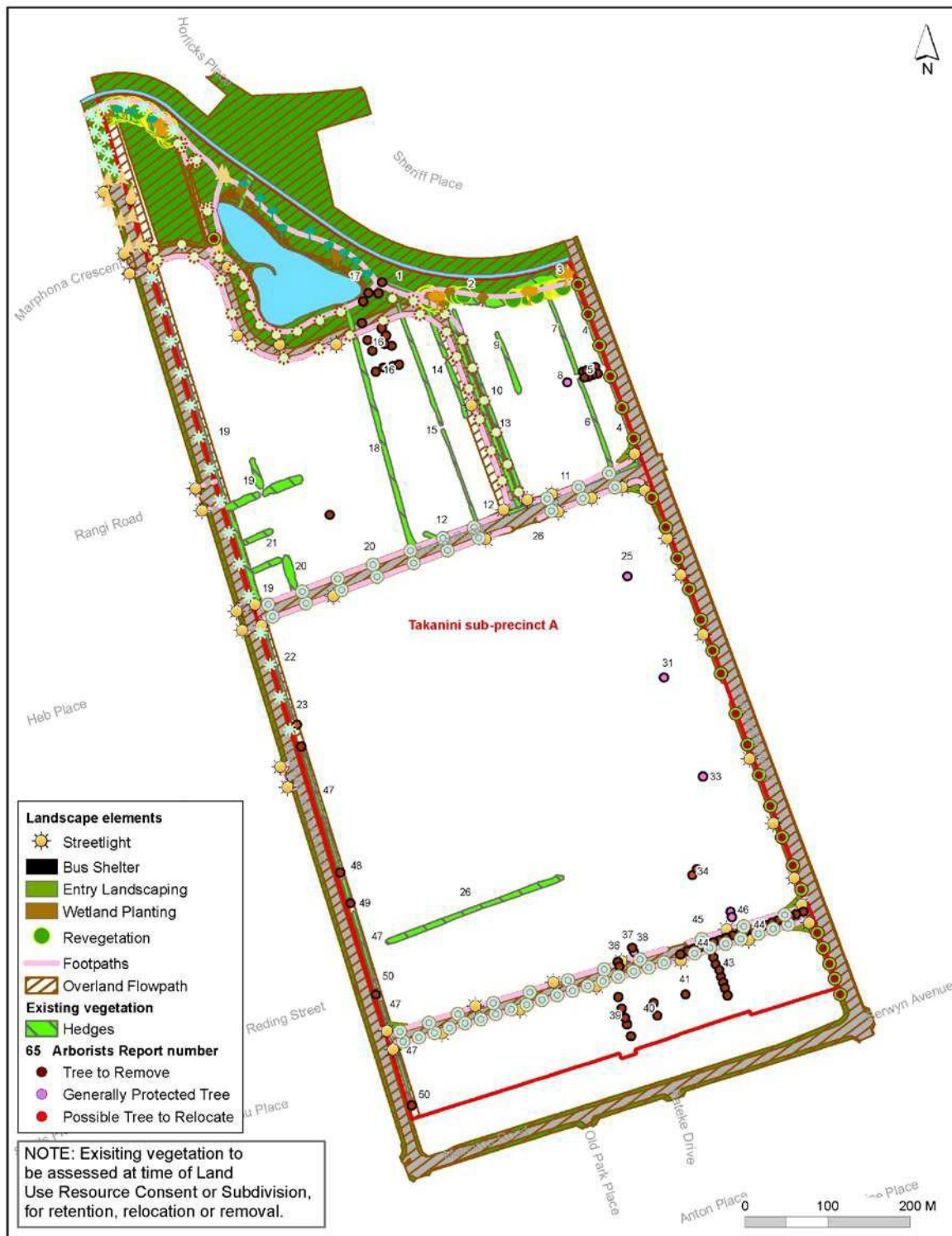
## I438.10. Precinct plans

## I438.10.1. Takanini Precinct: Precinct plan 1





**I438.10.2. Takanini Precinct: Precinct plan 2**





## I448 Drury 2 Precinct

### I448 Drury 2 Precinct

#### I448.1. Precinct Description

The precinct has an area of 33.65 ha and is bordered by the Drury 1 Precinct to the North, the Ngakoroa Stream to the east, State Highway 22/Karaka Road (SH22) to the south and land fronting Jesmond Road to the west. The site is gently rolling terrain with a number of small tributary streams of the Ngakoroa Stream and Drury Creek.

The precinct provides for a town centre within Drury West, as well as high density residential development; Residential - Terrace House and Apartment Buildings Zoning adjoining the town centre and Residential - Mixed Housing Urban Zoning. This supports the growing resident and worker population of this area.

The realignment of Burberry Road (and the closing of the existing intersection of Burberry Road and SH22), along with an intersection of the Mainstreet Collector Road with SH22 provides for an interconnected roading network from the Drury 1 Precinct, through the town centre to SH22. It also provides multi-modal transport links between future public transport opportunities, the Drury South Industrial Precinct and the Drury 1 Precinct to the north.

The precinct provisions ensure the implementation of the roading pattern shown in the Precinct Plan and associated infrastructure upgrading is undertaken in a planned and coordinated manner to support development enabled within the precinct. In particular, these provisions include:

- The existing intersection of Burberry Road/SH22 is to be closed and subdivision and development must develop alternative access. Increased traffic will exacerbate safety concerns at this intersection. No new or additional vehicle trips are permitted to or from the precinct using the existing intersection of Burberry Road and SH22.
- A signalised intersection of the Mainstreet Collector Road with SH22 provides the necessary access to the precinct, and with the extension of the Mainstreet Collector Road to Burberry Road provides for the future connections of the precinct with the Drury 1 Precinct (which because of the limitations with the existing intersection of Burberry Road and SH22 is unable to access Burberry Road until these are resolved).
- The Mainstreet Collector Road, its intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) is constructed and operational prior to or with the first stage of subdivision and / or development.
- If an alternative roading connection is made outside of the precinct prior to the Mainstreet Collector Road intersection with SH22 being operational, then that would trigger the requirement for an upgrade to the intersection of SH22 and Jesmond Road because of existing capacity limitation with that intersection.
- Separated active transport provision is to be provided on SH22 to the intersection of SH22 and Jesmond Road to connect to the Drury West rail station.

A Transport Assessment Report (including appropriate forecast transport modelling, and latest Precinct land use assumptions including sensitivity tests of these) and independent Road Safety Audit is to be prepared to support resource consent applications for any new road intersection or upgraded existing road intersection with SH22 to confirm that the location and design of the intersection supports the safe and efficient function of the transport network.

Refer to planning maps for the location and extent of the precinct. The following underlying zones apply to the precinct:

- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings Zone
- Business - Town Centre Zone.

The main stormwater catchments are identified on Precinct Plan 1, and include:

- Stream A catchment – which includes land that drains to the north and will drain into land falling in the Drury 1 Precinct.
- Ngakoroa Stream catchment - which includes land that drains either directly or indirectly to the tidally influenced Ngakoroa Stream.

The relevant overlays, Auckland-wide and zone provisions apply in this precinct unless otherwise specified in this precinct.

#### **I448.2. Objectives**

- (1) The Town Centre and high-density residential zones within the precinct:
  - (a) Achieve high-quality urban design outcomes, including as the development relates to SH22; and
  - (b) Services the needs of the existing and planned Drury West area.
- (2) The precinct is developed for urban activities in a comprehensive and integrated way, which recognises the importance of the town centre as a focal point for Drury West.
- (3) Transport and land use patterns are integrated to achieve a sustainable, liveable community, which provides active transport linkages through and between the precinct, adjoining precincts and to future planned public transport facilities.
- (4) Infrastructure necessary to service development within the precinct is established in a coordinated and timely way; either prior to or at the same time as development.
- (5) Stormwater management and ecological enhancement measures are implemented when developing within the precinct, to avoid or mitigate adverse effects of development on the receiving environments, and enhance the existing stream network and water feature.
- (6) Activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of SH22.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

#### **I448.3 Policies**

##### *Development*

- (1) Enable and design the town centre so that it:
  - (a) Incorporates a range of uses, such as retail, commercial, leisure, cultural, community and civic activities;
  - (b) Connects to a range of transport modes including, existing, planned and future public transport, vehicle, and active transport networks;
  - (c) Has well-designed, attractive public streets and a town square, that provide the focal point for intensive retail, commercial and civic development, as well as pedestrian activity including active transport networks around the precinct's water feature and adjoining the Ngakoroa Stream; and
  - (d) Contains buildings with high-quality urban design and which are of variable height.
- (2) Incorporate the following elements of the Precinct Plan in the design of any subdivision and development:
  - (a) The pattern, hierarchy and function of roads (including separated active transport), including the town centre's main street and links to the State Highway network, future rail station and schools;

- (b) Active transport linkages;
- (c) Linkages within the precinct and to adjacent land including the Drury 1 Precinct and that to the west of the precinct;
- (d) Key intersections;
- (e) The amenity feature of the water feature and streams associated with the town centre;
- (f) Open space areas; and
- (g) Key retail and commercial frontages.

#### *Built Form*

- (3) Control development so its scale and design contribute to the creation of high-quality intensive urban amenity through building heights as shown on the height variation control maps, pedestrian connections and public open space, particularly where it is associated with the town centre;
- (4) Require buildings with frontages to key retail and commercial streets to:
  - (a) Avoid blank walls;
  - (b) Provide easily accessible pedestrian entrances;
  - (c) Provide minimum floor heights to maximise building adaptability to a range of uses;
  - (d) Maximise outlook through glazing onto streets and public places;
  - (e) Have frontages of sufficient height to frame the street;
  - (f) Provide weather protection for pedestrians along road frontages;
  - (g) Locate vehicle crossings to provide for safe active transport and vehicular movements;
  - (h) Be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking; and
  - (i) Apply these design requirements as appropriate to the building frontages to the town square and water feature.
- (5) Require buildings and alterations and additions to buildings in the Residential- Terrace Housing and Apartment Buildings Zone adjacent to SH22 to positively address and engage with SH22 by their design, layout, landscaping and planting, including by avoiding blank walls, supporting passive surveillance of the road and providing an attractive streetscape.

#### *Infrastructure*

- (6) Require subdivision and development to:
  - (a) Be sequenced so as to:
    - (i) not precede required infrastructure provision, including wastewater, water supply and transport upgrades necessary to support development within the precinct;
    - (ii) require the Mainstreet Collector Road, its intersection with SH22 and approach lanes (including alignment with adjacent intersection upgrades) is constructed and operational prior to or with the first stage of subdivision and / or development.
  - (b) Implement the transport network connections and elements as shown on the Precinct Plan;
  - (c) Avoid additional vehicle trips using the existing intersection of Burberry Road and SH22 and develop new and realigned road connections to SH22 and the Drury 1 Precinct as shown on the Precinct Plan, to ensure alternative access;
  - (d) Ensure it does not adversely affect the safe and efficient operation or capacity of the existing and planned transport, water or wastewater networks; gas transmission; and
  - (e) Promote and develop connections to the future planned public transport facilities and social infrastructure such as open space and schools.
  - (f) Ensure that any activity, development and/or subdivision provides for the necessary transport infrastructure including separated walking and cycling facilities, and connectivity through the precinct.

#### *Stormwater Management*

- (7) Require subdivision and development to achieve stormwater quality treatment consistent with the treatment train approach so as to enhance water quality and protect the health of stream and marine environments including by:
  - (a) Being consistent with any approved stormwater management plan; and
  - (b) Applying water sensitive design to achieve water quality and hydrology mitigation; and
  - (c) Incorporating biodiversity enhancement planting of riparian margins of streams (including the Ngakoroa Stream), wetlands and the water feature.

## Noise

- (8) Require buildings that contain activities sensitive to noise in proximity to SH 22 to be designed and constructed to achieve specified minimum indoor design noise levels to provide for people's health and residential amenity.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

### I448.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I448.4.1 Activity table below.

Table I448.4.1 specifies the activity status of land use and subdivision activities in the Drury 2 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991.

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.

**Table I448.4.1 Land use, development and subdivision activities in Drury 2 Precinct**

| Activity            |                                                                                                                                                                                                      | Activity status |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Subdivision         |                                                                                                                                                                                                      |                 |
| (A1)                | Subdivision listed in Chapter E38 Subdivision – Urban                                                                                                                                                |                 |
| (A2)                | Subdivision that does not comply with Standard I448.6.2 Transport infrastructure requirements                                                                                                        | NC              |
| (A3)                | Subdivision that does not comply with any of the standards listed in I448.6.1, I448.6.2A and I448.6.3-I448.6.4                                                                                       | D               |
| (A4)                | Subdivision that does not comply with standard I448.6.5                                                                                                                                              | RD              |
| (A5)                | Subdivision with a road intersection with SH22                                                                                                                                                       | RD              |
| Use and development |                                                                                                                                                                                                      |                 |
| (A6)                | Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone                     |                 |
| (A7)                | Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone |                 |
| (A8)                | Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H10.4.1 in the Business – Town Centre Zone                                              |                 |
| (A9)                | Activities that do not comply with Standard I448.6.2 Transport infrastructure requirements                                                                                                           | NC              |
| (A10)               | Activities that do not comply with any of the standards listed in I448.6.1, I448.6.2A and I448.6.3-I448.6.4                                                                                          | D               |
| (A11)               | Any activity that does not comply with any of the standards listed in I448.6.5, I448.6.6 and I448.6.7                                                                                                | RD              |

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

|       |                                                |    |
|-------|------------------------------------------------|----|
| (A12) | Development with a road intersection with SH22 | RD |
|-------|------------------------------------------------|----|

**I448.5. Notification**

- (1) Any application for resource consent for an activity listed in Table I448.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the council will give specific consideration to those persons listed in Rule C1.13(4).

**I448.6. Standards**

The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table I448.4.1 Activity table in this precinct, in addition to the standards listed in I448.6.1-I448.6.7 below.

All permitted, controlled and restricted discretionary activities must comply with the following standards:

**I448.6.1 Compliance with the Drury 2 Precinct Plan**

- (1) Activities and subdivision must comply with the Drury 2 Precinct Plan.
- (2) The Building Frontage Control – Key Retail Frontage and Building Frontage Control – General Commercial Frontage illustrated on the Drury 2 Precinct Plan apply to the corresponding road vested with subdivision and any adjacent land use or development.
- (3) Any activities and/or subdivision must comply with Appendix 1 Road Function and Required Design Elements (except interim upgrades identified in Rule I448.6.2A).

**I448.6.2 Transport Infrastructure Requirements**

- (1) Prior to or in conjunction with the first stage of development, the Mainstreet Collector Road, its intersection with SH22, and approach lanes (including alignment with adjacent intersection upgrades) must be constructed and operational. This does not apply to earthworks and site preparation works within the precinct.
- (2) There must be no additional trip generation from subdivision, development and activities using the intersection of Burberry Road and SH22 (being the intersection in existence as at 27 August 2020).
- (3) There must be no development (excluding earthworks and site preparatory works) within the precinct that connects to a road outside the precinct and relies on access to Jesmond Road, and which would result in any trip generation prior to the Mainstreet Collector Road intersection with SH22 being operational, unless the SH22 and Jesmond Road intersection upgrade required in accordance with Rule 6.3.1.e. of the Drury 1 Precinct has been completed and is operational.
- (4) Rule I448.6.2(3) does not apply after the Mainstreet Collector Road intersection with SH22 is operational. Rule I448.6.2(3) does not apply to construction activities for Mainstreet Collector Road intersection with SH22.
- (5) All references to SH22 in the precinct are also to Karaka Road should the state highway gazette no longer exist.

**I448.6.2A Connection with Drury 1 Precinct**

- (1) When any road (including Burberry Road) is proposed to connect to the Drury 1 Precinct the following interim upgrades must occur:
  - (a) The Burberry Road carriageway is upgraded to a two lane urban standard north of Mainstreet Collector Road.

- (b) An active transport facility is provided on Burberry Road.
- (c) Tributary Parade is connected to Burberry Road.

### **I448.6.3 Riparian Planting**

- (1) The riparian margins of any wetland, permanent or intermittent stream, and the precinct's water feature must be planted to a minimum width of 10m measured from the top of the stream bank, except where road or active transport crossings are required over streams.
- (2) The riparian margins of the Ngakoroa Stream must be planted to a minimum width of 15m measured from the top of the stream bank.
- (3) The riparian planting plan (to give effect to compliance with Standard I448.6.3(1-2)) must:
  - (a) Include a plan identifying the location, species, planting bag size and density of the plants;
  - (b) Use eco-sourced native vegetation where available;
  - (c) Be consistent with local biodiversity; and
  - (d) Be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.

Qualifying matter as per Sch 3C, cls 8(1)(a) of the RMA

### **I448.6.4 Site Access**

- (1) Where subdivision or development adjoins a road with a 3m shared footpath or separated cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle access occurs directly from the site's frontage to the 3m shared footpath, separated cycle lane or the road frontage.

### **I448.6.5 Stormwater Management**

#### **I448.6.5.1 Hydrological Mitigation**

- (1) All new or redeveloped impervious surfaces (including roads) which discharge to the "Stream A" Sub-catchment as shown on the Precinct Plan must provide:
  - (a) Retention (volume reduction) of at least 5mm runoff depth for the impervious area for which hydrology mitigation is required; and
  - (b) Detention (temporary storage) and a drain down period of 24 hours for the difference between the predevelopment and post-development runoff volumes from the 95th percentile, 24-hour rainfall event minus the 5 mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required
- (2) Clause (1) does not apply where:
  - (a) A suitably qualified person has confirmed that soil infiltration rates are less than 2mm/hr or there is no area on the site of sufficient size to accommodate all required infiltration that is free of geotechnical limitations (including slope, setback from infrastructure, building structures or boundaries and water table depth); and
  - (b) Rainwater reuse is not available because:
    - (i) The quality of the stormwater runoff is not suitable for on-site reuse (i.e., for non-potable water supply, garden/crop irrigation or toilet flushing); or
    - (ii) There are no activities occurring on the site that can re-use the full 5mm retention volume of water.

The retention volume can be taken up by providing detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post development runoff volumes from the 95th percentile, 24-hour rainfall event minus any retention volume that is achieved, over the impervious area for which hydrology mitigation is required.

For clauses (a) and (b) of this sub-clause to apply, the information must have been submitted with a subdivision application preceding the development or a land use application.

- (3) If at the time of subdivision, a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

#### **I448.6.5.2 Water Quality**

- (1) The activity rules and standards in Chapter E9 apply to development in the precinct with the following amendments:

- (a) Reference to high use roads is replaced with reference to all existing, new and upgraded or redeveloped roads.
- (b) Development of surface car parking areas and vehicle access that are not defined as high contaminant generating car parking areas is a permitted activity provided water quality treatment of runoff from impervious surfaces is installed in accordance with Rule I448.6.5.2(2).
- (c) Buildings cannot have exterior materials with exposed surfaces made from zinc, copper and lead.

- (2) Runoff from all impervious parking areas, vehicle access and any roads identified in Rule I448.6.5.2(1)(a) and (b) must provide for quality treatment:

- (a) The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
- (b) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)';
- (c) And in either case the device or system must be in accordance with an approved Stormwater Management Plan.

- (3) If at the time of subdivision, a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

#### **I448.6.5.3 Operation and Maintenance of devices**

- (1) Stormwater device/s on private land must be maintained and operated by the site owner in perpetuity.
- (2) For any communal device and any device required by I448.6.5.2 (2), the stormwater management device must be certified by a chartered professional engineer as meeting the required Standard above, and an operations and maintenance plan must be established and followed to ensure compliance with all permitted activity standards. The operations and maintenance plan must be provided to the Council within three months of practical completion of works.

#### **I448.6.6 Noise attenuation**

- (1) Any noise sensitive space (including any indoor spaces in Table IX6.6.1) in

a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of SH22 shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table IX.6.6.1.

| <i>Building type: Educational Facilities or Tertiary Educational Facilities</i> |       |
|---------------------------------------------------------------------------------|-------|
| Lecture rooms/theatres, music studios, assembly halls                           | 35 dB |
| Teaching areas, conference rooms, drama studios                                 | 40 dB |
| Libraries                                                                       | 45 dB |

**Table IX.6.6.1: Indoor noise levels:**

| <i>Building type: Health</i>                                   |                                   |
|----------------------------------------------------------------|-----------------------------------|
| Overnight medical care, wards, sleeping areas                  | 40 dB                             |
| Clinics, consulting rooms, theatres, nurses' stations          | 45 dB                             |
| <i>Building type: Community Facilities</i>                     |                                   |
| Marae (excluding any area that is not a noise sensitive space) | 35 dB                             |
| Places of Worship                                              | 35 dB                             |
| <i>All other Activities Sensitive to Noise</i>                 |                                   |
| All other noise sensitive spaces                               | 40 dB                             |
| Indoor Space                                                   | Indoor noise level $L_{Aeq}(24h)$ |
| Residential (excluding home occupation and camping grounds)    | 40 dB                             |



- (2) If windows must be closed to achieve the design noise levels in Rule IX.6.6(1), the building must be designed, constructed and maintained with a mechanical ventilation system that:
  - a. For habitable rooms for a residential activity, must achieve the following requirements:
    - i. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
    - ii. Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
    - iii. Provides relief for equivalent volumes of spill air; and
    - iv. Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
    - v. Does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.
  - b. For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule IX.6.6(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise. In the design, road noise is based on current measured or predicted noise levels plus 3 dB, or future predicted noise levels.

#### **Advice Note**

For the purposes of this rule, future predicted noise levels means those levels modelled as part of the Waka Kotahi designation 6707 – State Highway 22 Upgrade and is based on an assumed posted speed limit of 50km/h, the use of a low-noise road surface and a traffic design year of 2048. Should future predicted noise levels be used for the purposes of this rule, this information and the associated assumptions and parameters is available on request from Waka Kotahi New Zealand Transport Agency (or their successors as the road controlling authority for Karaka Road / SH22) and on the project website for State Highway 22 Upgrade.

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

#### **I448.6.7 Gross Floor Area Cap on Commerce Activities in the Town Centre Zone**

- (1) The total gross floor area of commerce activities (as set out in the Commerce Nesting Table J1.3.1) in the Town Centre Zone must not exceed 29,000m<sup>2</sup>, to ensure that the vehicle trip generation from development within the precinct remains within anticipated levels.

#### **I448.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

## **I448.8. Assessment – restricted discretionary activities**

### **I448.8.1 Matters of discretion**

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (1) All activities:
  - (a) Consistency with the objectives and policies of the Drury 2 Precinct.
  - (b) Design of roads.
  - (c) Stormwater management devices.
  - (d) Construction traffic management planning.
- (2) Non-compliance with Standard I448.6.5.1 - Stormwater Management
  - (a) The matters of discretion listed in E10.8.1(1).
  - (b) Any approved Stormwater Management Plan.
- (3) Non-compliance with Standards I448.6.5.2-3 - Stormwater Management
  - (a) The matters of discretion listed in E9.8.1(1).
  - (b) Any approved Stormwater Management Plan.
- (4) Non-Compliance with standard IX.6.6 – Noise attenuation:
  - (a) The effects on people's health and residential amenity.
  - (b) The location of the building.
  - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise.
  - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the State highway operator, or their successors as the road controlling authority for SH22.
- (5) Subdivision or development with a road intersection with SH22
  - (a) Effect on the transport network.
  - (b) Function and operation of transport network.
  - (c) Active transport priority.
  - (d) Safety.
  - (e) Separated active transport connections to Drury West train station.
- (6) New buildings and alterations and additions to buildings not otherwise provided for in the Business – Town Centre Zone (in addition to Rule H10.8.1(2)):

- (a) Location and design (including incorporating Te Aranga Design Principles) of open spaces and a town square and active transport access to these, and around the water feature.
  - (b) The design and appearance of buildings adjoining the precinct's water feature, open spaces and town square.
  - (c) Integration of existing vegetation around the water feature.
  - (d) Integration of stormwater management devices.
- (7) New buildings and alterations and additions to buildings in the Residential - Terrace Housing and Apartment Buildings Zone (and their interface with SH22).
  - (a) In addition to H6.8.1 – Matters of Discretion, the building and landscape design interface adjoining SH22.
- (8) Non-compliance with Standard I448.6.7 - Gross Floor Area Cap on Commerce Activities in the Business - Town Centre Zone
  - (a) Function and operation of SH22.

#### **I448.8.2 Assessment Criteria**

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (1) All activities:
  - (a) The extent to which the proposal is consistent with the objectives and policies of the Drury 2 Precinct or achieves the equivalent or better outcome.
  - (b) The design of key design elements for roads provided in Drury 2 Precinct's Appendix 1.
  - (c) Whether stormwater management devices are appropriately located and designed for the efficient removal of contaminants, and are designed to be efficient to address operating costs.
  - (d) The extent of cumulative effects of any existing construction traffic management plans and the proposal on the transport network.
- (2) Non-compliance with Standard I448.6.5.1
  - (a) The assessment criteria listed in E10.8.2(1).
  - (b) Consistency of proposed stormwater management devices with any approved Stormwater Management Plan.
- (3) Non-compliance with Standards I448.6.5.2-3
  - (a) The assessment criteria listed in E9.8.2(1).
  - (b) Consistency of proposed stormwater management devices with any approved Stormwater Management Plan.
- (4) Non-compliance with Standard I448.6.6

- (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise associated with the operation of SH22.
  - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
  - (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
  - (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the State highway operator, or their successors as the road controlling authority for SH22.
- (5) Subdivision or development with a road intersection with SH22
- (a) The extent to which the proposal:
    - (i) Addresses the existing and planned widening of SH22;
    - (ii) Addresses the closing of the intersection of Burberry Road and SH22;
    - (iii) Proposes an intersection design addressing:
      - Safety of all users.
      - Function of SH22.
      - Efficiency of operation.
      - Appropriate design standards.
      - Ability for active transport to safely cross SH22.
      - The assessment and recommendations of the special information requirement I448.9(2).
    - (iv) Proposes appropriately designed separated active transport connections to the intersection of Jesmond Road and SH22 to provide access to the future Drury West train station.
- (6) New buildings and alterations and additions to buildings not otherwise provided for in the Business – Town Centre Zone (in addition to Rule H10.8.2(2)):
- (a) Refer to Policies I448.3.(1), I448.3.(2) and I448.3.(4).
  - (b) Whether existing well-established vegetation around the water feature, particularly the mixed exotic plants to the east of the water feature, can be retained and integrated into subdivision and development where possible.
  - (c) The design of stormwater management devices and their integration with the town centre and its amenity features.
- (7) New buildings and alterations and additions to buildings in the Terrace Housing and Apartment Buildings Zone (and their interface with SH22).
- (a) In addition to H6.8.2. Assessment criteria, whether the design of buildings adjoining SH22 positively addresses and engages with SH 22.

(8) Non-compliance with Standard I448.6.7

(a) The extent of effects on the function and safe and efficient operation of SH 22.

#### **I448.9 SPECIAL INFORMATION REQUIREMENTS**

(1) Any works associated with the water feature shall provide as a minimum the following information relating to the stability of the water feature:

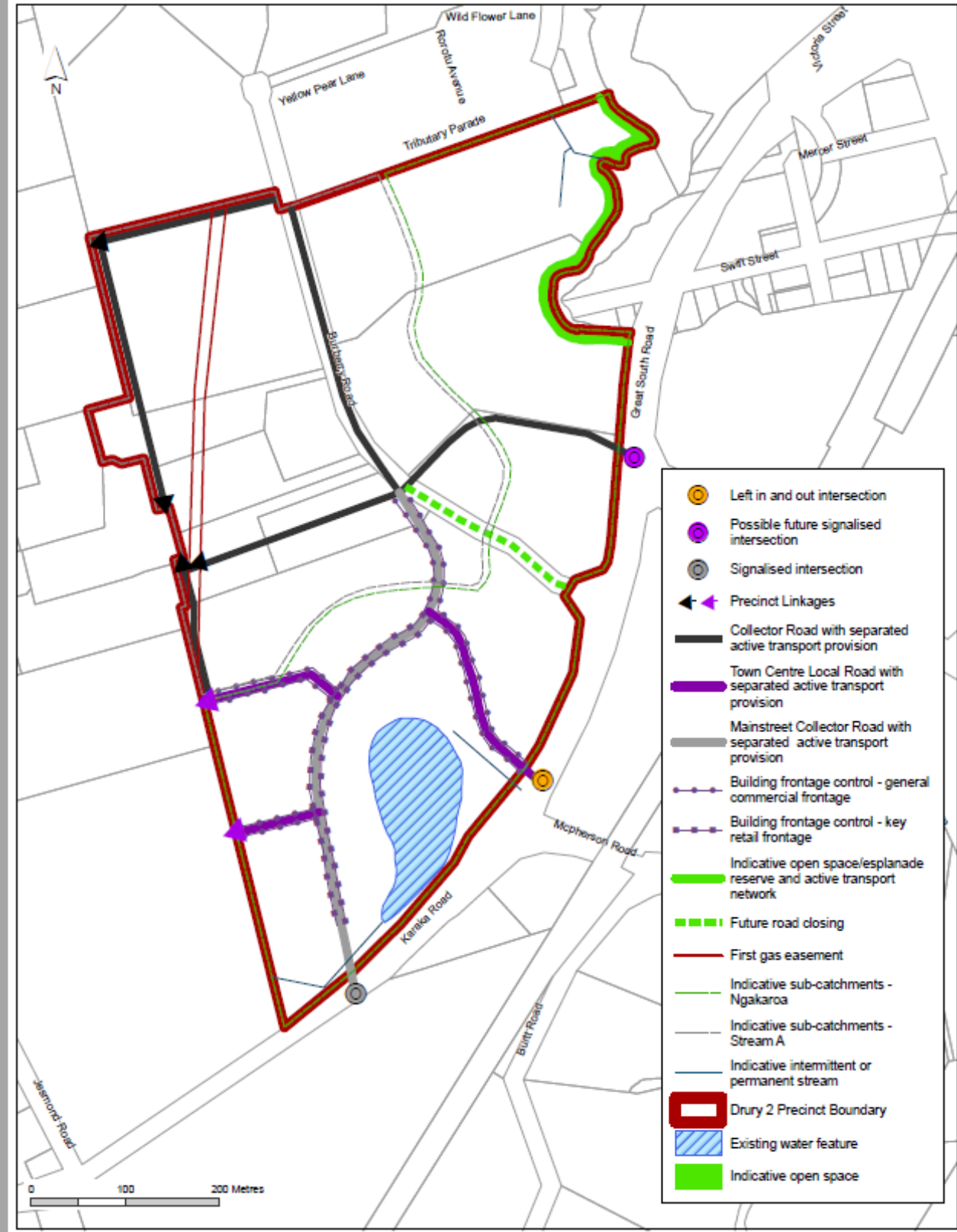
(a) Cross sections through the highest point in the fill embankment.

(b) Estimate of the volume of water retained (current and/or proposed if this is to change as a result of the works).

(c) Geotechnical comment on the integrity of the structure.

(2) Any new road intersection or upgraded existing road intersection with SH22 shall be supported by a Transport Assessment Report (including appropriate forecast transport modelling and latest Precinct land use assumptions including sensitivity tests of these), prepared by a suitably qualified transport engineer and independent Road Safety Audit confirming that the location and design of the intersection supports the safe and efficient function of the transport network.

I448.10. PRECINCT PLAN



**Appendix 1 Road Function and Required Design Elements Table**

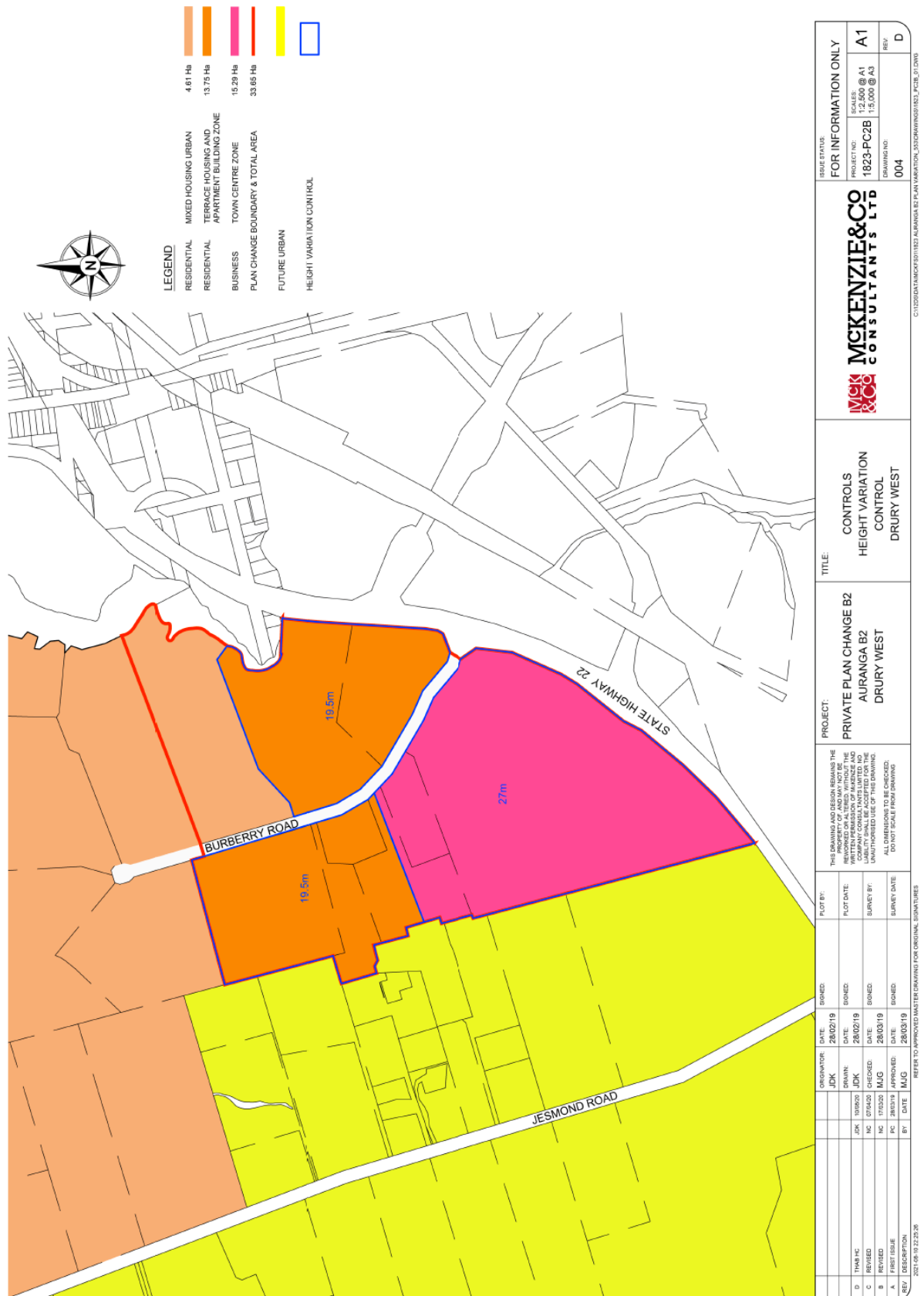
| Road Name<br>(refer to Drury 2<br>Precinct Plan)                                                  | Proposed<br>Role and<br>Function of<br>Road in<br>Precinct<br>Area | Minimum<br>Road<br>Reserve<br><sup>1</sup> | Total<br>number<br>of lanes | Speed<br>Limit<br>(Design) | Access<br>Restrictions<br>(refer rule<br>1448.6.3)           | Bus<br>Provision <sup>3</sup> | On<br>Street<br>Parking | Cycle<br>provision <sup>2</sup>       | Pedestrian<br>provision |
|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|--------------------------------------------|-----------------------------|----------------------------|--------------------------------------------------------------|-------------------------------|-------------------------|---------------------------------------|-------------------------|
| Mainstreet<br>Collector Road<br>with separated<br>active transport<br>provision                   | Collector                                                          | 22m                                        | 2 lane                      | 30                         | Yes                                                          | Yes                           | Yes                     | Yes,<br>separated<br>on both<br>sides | Both Sides              |
| Town centre<br>Local Road with<br>separated active<br>transport<br>provision                      | Local                                                              | 21m                                        | 2 lane                      | 30                         | Active<br>transport<br>priority over<br>vehicle<br>crossings |                               | Yes                     | Yes,<br>separated<br>on both<br>sides | Both Sides              |
| Collector Road<br>with separated<br>active transport<br>provisions<br>(includes<br>Burberry Road) | Collector                                                          | 22m                                        | 2 lane                      | 40                         | Yes                                                          | Yes                           | Yes                     | Yes,<br>separated<br>on both<br>sides | Both Sides              |

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.

Note 2: Type of Cycle Provision i.e. separated path, to be confirmed at the Engineering Plan Approval stage, based on nature and character of the Road.

Note 3: Carriageway and intersection geometry capable of accommodating buses.

*The AUP maps are to be amended to include the precinct boundary, zones and height variation control shown below.*





## **I449. Hingaia 1**

### **I449.1. Precinct Description**

The Hingaia 1 precinct is located approximately 2.4km west of Papakura and is located in the southern part of the Hingaia Peninsula, to the south of the existing 'Karaka Lakes' residential subdivision.

The whole of the Hingaia Peninsula was structure planned for growth in 2000-2002. However, only Stage 1A was re-zoned at that time. This precinct is to be developed to provide for a logical extension of the existing Hingaia urban area, and development in the precinct will be guided by the Hingaia 1 precinct plan.

The purpose of the Hingaia 1 precinct is to provide for comprehensive and integrated residential development on the Hingaia Peninsula, to increase the supply of housing, to facilitate the efficient use of land, and to co-ordinate the provision of infrastructure.

It is envisaged that future land use, development and subdivision consents will give effect to the key elements of the precinct plan and provide opportunities for pedestrian and roading connections into future development areas.

The zoning of land within this precinct is Residential - Single House Zone, Residential – Mixed Housing Suburban Zone, Residential – Mixed Housing Urban Zone and Business – Neighbourhood Centre Zone and Open Space – Informal Recreation Zone.

The following overlays apply to parts of the land within this precinct:

- D9 Significant Ecological Areas Overlay
- D13 Notable Trees Overlay
- D17 Historic Heritage Overlay
- D26 National Grid Corridor Overlay

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

### **I449.2. Objectives**

- (1) Subdivision and development occurs in a co-ordinated way that implements the Hingaia 1 precinct plan, provides a logical extension to the existing urban environment, and provides for connections to future development on adjoining land.
- (2) Development achieves a high standard of amenity while ensuring there is a choice of living environments and affordability options.

- (3) The existing stream network as illustrated on the Hingaia 1 precinct plan is retained and enhanced.
- (4) Subdivision and development occurs in a manner that achieves the co-ordinated and timely delivery of infrastructure, including transport, wastewater, and water services either prior to or at the same time as development.
- (5) The safety of users of shared paths and dedicated cycleways is prioritised over vehicle access.
- (6) Significant adverse effects of stormwater run-off on communities, the marine receiving environment and freshwater systems are avoided to the extent practical, or otherwise mitigated using water sensitive design principles.
- (7) Subdivision and development adjoining the coast provides for enhanced amenity and avoids risks of adverse effects arising from coastal erosion.

All relevant overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

### **I449.3. Policies**

- (1) Require the structural elements of the Hingaia 1 precinct plan to be incorporated into all subdivision and development that results in urbanisation of the land.
- (2) Require the construction of new roads, as generally indicated on the Hingaia 1 precinct plan, to achieve integration with the existing urban area and to enable future connections to link into adjoining sites to ensure that an interconnected movement network can be achieved on the Hingaia Peninsula.
- (3A) Manage the adverse traffic effects of subdivision and development on the following parts of the transport network:
  - (a) The intersection of Great South Road and Park Estate Road;
  - (b) The intersection of Park Estate Road and Goodwin Drive, unless the full construction of Hinau Road and/or Ngakoro Road to collector road standard between Wawatai Drive and Park Estate Road has been completed; and
  - (c) The intersection of Park Estate Road, Clover Road and a future fourth leg.
- (3B) Avoid subdivision and development that results in an average density of more than 40 dwellings per net ha (excluding roads and open space) or a total of 2,300 dwellings south of Park Estate Road, unless all adverse effects on the transport network resulting from this density are avoided, remedied or mitigated, including through the delivery of any necessary upgrades to the transport network.
- (3) Ensure that a range of lot sizes, housing typologies and densities is enabled throughout the precinct to reflect a choice of living environments and affordability, including by enabling greater development potential for higher density residential developments and integrated residential development.

- (4) Enable a range of residential living opportunities (including a range of lot sizes) with more intensive housing encouraged in locations with close proximity to the neighbourhood centre, public transport routes or areas with high amenity (e.g. locations close to public open space).
- (5) Ensure subdivision and development, including road design, achieves a high standard of amenity, pedestrian safety and convenience, and contributes to a positive sense of place and identity.
- (6) Require subdivision and development to be staged to align with the co-ordinated provision of infrastructure, including transport, water and wastewater.
- (7) Require subdivision and development to use water sensitive design principles as the core development approach to manage stormwater run-off, water quality, and flooding and mimic the natural hydrological regime and provide baseflow to streams.
- (8) Require subdivision and development to restore and to enhance the stream network, as illustrated on the Hingaia 1 precinct plan, to achieve a natural appearance with appropriate native species and encourage restoration and enhancement of wetland areas.
- (9) Encourage walkways along stream corridors and within and around wetland areas. Where possible, walkways should integrate with existing open space areas and enable future connections to adjoining undeveloped sites.
- (10) Require the design of stormwater retention devices in public areas to be integrated with the surrounding area and to contribute to multi-use benefits for public areas. Where appropriate, the devices should be natural in appearance.
- (11) Enhance the natural character of the coast and avoid adverse effects from further coastal erosion by restricting residential density on sites directly adjacent to the coast and encouraging restoration planting with eco-sourced plants where subdivision vests esplanade reserve in the council.
- (12) Promote the development and enhancement of a high amenity urban coastal character by:
  - (a) managing the interface between open space and private allotments to minimise visual dominance effects from buildings, fences and retaining walls; and
  - (b) providing for viewshafts out to the coast along roads and open space (and from the esplanade reserve back into the development).
- (13) Restrict or manage vehicle access to and from sites adjacent to shared paths or dedicated cycleways so that:
  - (a) the location, number, and design of vehicle crossings and associated access provides for the efficient movement of users of the shared path or dedicated cycleway; and
  - (b) any adverse effect on the effective, efficient and safe operation of the shared paths or dedicated cycleways arising from vehicle access across these facilities is avoided or mitigated.

- (14) Encourage subdivision and development to contribute to a positive sense of place and identity through in-street landscape elements, including retaining existing landscape features, and maximising coastal vistas.

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

#### **I449.4. Activity Table**

All relevant overlay activity tables apply unless otherwise specified below.

All other relevant Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I449.4.1 below or Activity Table I449.4.2 below.

Table I449.4.1 specifies the activity status of land use and development activities in the Hingaia 1 Precinct pursuant to sections 9 (2) and 9(3) of the Resource Management Act 1991.

Table I449.4.2 specifies the activity status of subdivision activities in the Hingaia 1 Precinct pursuant to section 11 of the Resource Management Act 1991.

A blank cell in the activity status means that the activity status (and any relevant matters of control or discretion) in the relevant overlay, Auckland-wide or zone provisions applies.

**Table I449.4.1 Activity Table – Land use activities**

| <b>Activity</b>    |                                                                                                                                                                                                                                                                                          | <b>Activity Status</b> | <b>Zone and Precinct Standards to be complied with</b>                                                                                                                                                                                   |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Transport</b>   |                                                                                                                                                                                                                                                                                          |                        |                                                                                                                                                                                                                                          |
| (A1)               | Construction or use of a vehicle crossing that does not comply with Standard I449.6.1.7 Vehicle access restrictions – Cycle facilities                                                                                                                                                   | RD                     |                                                                                                                                                                                                                                          |
| <b>Residential</b> |                                                                                                                                                                                                                                                                                          |                        |                                                                                                                                                                                                                                          |
| (A2)               | Residential activities (including dwellings) not provided for below                                                                                                                                                                                                                      |                        | The underlying zone standards applying to that activity; Standard I449.6.1.4 Fences and walls adjoining public places other than roads                                                                                                   |
| (A2A)              | Two or three dwellings on sites that adjoin the coast and/or esplanade reserve                                                                                                                                                                                                           | RD                     | The underlying zone standards applying to that activity; Standard I449.6.1.4 Fences and walls adjoining public places other than roads                                                                                                   |
| (A3)               | Two or three dwellings per site where the site area per dwelling is less than 400 m <sup>2</sup> in the Residential – Mixed Housing Suburban Zone that do not comply with Standard H4.6.8 Maximum impervious area, Standard H4.6.9 Building coverage or Standard H4.6.10 Landscaped area | RD                     | Standard H4.6.4 Building height; Standard H4.6.5 Height in relation to boundary; H4.6.6 Alternative height in relation to boundary; Standard H4.6.7 Yards; Standard I449.6.1.4 Fences and walls adjoining public places other than roads |

|       |                                                                                                                                                                                                                                                                                        |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (A4)  | Four or more dwellings per site where the site area per dwelling is less than 400 m <sup>2</sup> in the Residential – Mixed Housing Suburban Zone                                                                                                                                      | RD | Standard H4.6.4 Building height; Standard; H4.6.5 Height in relation to boundary; H4.6.6 Alternative height in relation to boundary; Standard H4.6.7 Yards; Standard I449.6.1.4 Fences and walls adjoining public places other than roads                                                                                                                                                                                                                                                                                                                                                                                                                          |
| (A4A) | Four or more dwellings on sites that adjoin the coast and/or esplanade reserve in the Residential – Mixed Housing Suburban Zone                                                                                                                                                        | RD | Standard H4.6.4 Building height; Standard H4.6.5 Height in relation to boundary; H4.6.6 Alternative height in relation to boundary; Standard H4.6.7 Yards; Standard I449.6.1.4 Fences and walls adjoining public places other than roads                                                                                                                                                                                                                                                                                                                                                                                                                           |
| (A5)  | One dwelling on a front site less than 400 m <sup>2</sup> in area in the Residential – Mixed Housing Urban Zone                                                                                                                                                                        | P  | Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard H5.6.12 Outlook space; Standard H5.6.13 Daylight; Standard H5.6.14 Outdoor living space; Standard H5.6.15 Front, side and rear fences and walls; Standard H5.6.16 Minimum dwelling size; Standard I449.6.1.1 Maximum impervious areas for higher density development; Standard I449.6.1.2. Building coverage for higher density development; Standard I449.6.1.3. Landscaped area for higher density development; Standard I449.6.1.4 Fences and walls adjoining public places other than roads; Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone |
| (A6)  | Two or three dwellings per site where the site area per dwelling is less than 400 m <sup>2</sup> in the Residential – Mixed Housing Urban Zone that do not comply with Standard H5.6.9 Maximum impervious area, Standard H5.6.10 Building coverage or Standard H5.6.11 Landscaped area | RD | Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard I449.6.1.4 Fences and walls adjoining public places other than roads; Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone                                                                                                                                                                                                                                                                                                                                                                                                                            |
| (A7)  | Four or more dwellings per site where the site area per dwelling is less than 400 m <sup>2</sup> in the Residential – Mixed Housing Urban Zone                                                                                                                                         | RD | Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard I449.6.1.4 Fences and walls adjoining public places other than roads; Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone                                                                                                                                                                                                                                                                                                                                                                                                                            |

|                    |                                                                                                                                                                                                                                                                                             |                                                                                                                                                       |                                                                                                                                                                                                                                         |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (A7A)              | Four or more dwellings on sites that adjoin the coast and/or esplanade reserve in the Residential – Mixed Housing Urban Zone                                                                                                                                                                | RD                                                                                                                                                    | Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard I449.6.1.4 Fences and walls adjoining public places other than roads; Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone |
| (A8)               | Integrated Residential Development in the Residential – Mixed Housing Suburban Zone                                                                                                                                                                                                         | RD                                                                                                                                                    | Standard H4.6.4 Building height; Standard H4.6.5 Height in relation to boundary; Standard H4.6.6 Alternative height in relation to boundary; Standard H4.6.7 Yards                                                                      |
| (A9)               | Integrated Residential Development in the Residential – Mixed Housing Urban Zone                                                                                                                                                                                                            | RD                                                                                                                                                    | Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone                                                                                |
| <b>Commerce</b>    |                                                                                                                                                                                                                                                                                             |                                                                                                                                                       |                                                                                                                                                                                                                                         |
| (A10)              | Show homes in a residential zone                                                                                                                                                                                                                                                            | P                                                                                                                                                     | Standard I449.6.1.6 Show homes                                                                                                                                                                                                          |
| <b>Development</b> |                                                                                                                                                                                                                                                                                             |                                                                                                                                                       |                                                                                                                                                                                                                                         |
| (A11)              | Internal and external alterations to buildings in residential zones                                                                                                                                                                                                                         | The same activity status and standards as applies to the land use activity that the building is designed to accommodate                               |                                                                                                                                                                                                                                         |
| (A12)              | Accessory buildings in residential zones                                                                                                                                                                                                                                                    | The same activity status and standards as applies to the land use activity that the building is accessory to                                          |                                                                                                                                                                                                                                         |
| (A14)              | New buildings and additions to buildings in the Residential – Mixed Housing Urban zone which do not comply with Standard H5.6.5 Height in relation to boundary but comply with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone             | P                                                                                                                                                     | Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone<br><br>Note: Compliance with Standard H5.6.5 Height in relation to boundary is not required.                                           |
| (A15)              | New buildings and additions to buildings in the Residential – Mixed Housing Urban zone which do not comply with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone but comply with Standard H5.6.6 Alternative height in relation to boundary | RD                                                                                                                                                    | H5.6.6 Alternative height in relation to boundary<br><br>Note: Compliance with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone is not required.                                        |
| (A16)              | New buildings and additions to buildings in residential zones                                                                                                                                                                                                                               | The same activity status and standards as applies to the land use activity that the new building or addition to a building is designed to accommodate |                                                                                                                                                                                                                                         |

|                |                                                                                                                                                                                                                                               |   |                                                                                                                                                                                                                                                                   |
|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (A17)          | Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Suburban zone that are accessory to a residential activity listed as permitted or restricted discretionary activity in this activity table             | P | Standard H4.6.14 Front, side and rear fences and walls; Standard I449.6.1.1 Maximum impervious areas for higher density development; Standard I449.6.1.3. Landscaped area for higher density development; Standard I449.6.1.4 Fences and walls adjoining reserves |
| (A18)          | Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Suburban zone not otherwise provided for                                                                                                               | P | Standard H4.6.8 Maximum impervious areas; Standard H4.6.10 Landscaped area; Standard H4.6.14 Front, side and rear fences and walls; Standard I449.6.1.4 Fences and walls adjoining reserves                                                                       |
| (A19)          | Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Urban zone that are accessory to a show home or a residential activity listed as permitted or restricted discretionary activity in this activity table | P | Standard H5.6.15 Front, side and rear fences and walls; Standard I449.6.1.1 Maximum impervious areas for higher density development; Standard I449.6.1.3. Landscaped area for higher density development; Standard I449.6.1.4 Fences and walls adjoining reserves |
| (A20)          | Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Urban Zone not otherwise provided for                                                                                                                  | P | Standard H5.6.9 Maximum impervious areas; Standard H5.6.11 Landscaped area; Standard H5.6.15 Front, side and rear fences and walls; Standard I449.6.1.4 Fences and walls adjoining reserves                                                                       |
| (A21)          | Structures not defined as buildings under Chapter J in the Business – Neighbourhood Centre zone                                                                                                                                               | P | Standard H12.6.11 Landscaping; Standard H12.6.6. Maximum impervious area in the riparian yard; Standard I449.6.1.4 Fences and walls adjoining reserves                                                                                                            |
| (A21A)<br>[rp] | Development of new or redevelopment of existing impervious areas greater than 50 m <sup>2</sup> within Stormwater management area control – Flow 2 complying with Standard E10.6.1 and Standard E10.6.4.1                                     | P |                                                                                                                                                                                                                                                                   |

**Table I449.4.2 Activity Table – Subdivision activities**

| Subdivision Activity |                                                                                                                                                      | Activity Status |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| (A22)                | Subdivision that is listed as a restricted discretionary activity in Table E38.4.1, E38.4.2, E38.4.3 or E38.4.4 and not otherwise provided for below | RD              |
| (A23)                | Vacant sites subdivision in a residential zone                                                                                                       | RD              |

|       |                                                                                                                                         |   |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------|---|
| (A24) | Any subdivision listed in this activity table that does not comply with any of the relevant standards in I449.6.2 Subdivision standards | D |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------|---|

#### **I449.5. Notification**

- (1A) Any application for resource consent for the following activities will be considered without public or limited notification or the need to obtain the written approval from affected parties:
- (a) Two or three dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Suburban zone that do not comply with Standard H4.6.8 Maximum impervious area, Standard H4.6.9 Building coverage or Standard H4.6.10 Landscaped area that comply with all of the standards listed for that activity in Table I449.4.1 Activity Table – Land use activities;
  - (b) Four or more dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Suburban zone that comply with all of the standards listed for that activity in Table I449.4.1 Activity Table – Land use activities;
  - (c) Two or three dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Urban zone that do not comply with Standard H5.6.9 Maximum impervious area, Standard H5.6.10 Building coverage or Standard H5.6.11 Landscaped area that comply with all of the standards listed for that activity in Table I449.4.1 Activity Table – Land use activities;
  - (d) Four or more dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Urban zone that comply with all of the standards listed for that activity in Table I449.4.1 Activity Table – Land use activities;
  - (e) Integrated Residential Development in the Residential – Mixed Housing Urban zone that comply with all of the standards listed for that activity in Table I449.4.1 Activity Table – Land use activities;
  - (f) Integrated Residential Development in the Residential – Mixed Housing Suburban zone that comply with all of the standards listed for that activity in Table I449.4.1 Activity Table – Land use activities; and
  - (g) New buildings and additions to buildings in the Residential – Mixed Housing Urban zone which do not comply with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone but comply with Standard H5.6.6 Alternative height in relation to boundary.
- (1) Any application for resource consent for an activity listed in Table I449.4.1 or Table I449.4.2 and which is not listed in I449.5(1A) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the council will give specific consideration to those persons listed in Rule C1.13(4).



## **I449.6. Standards**

### **I449.6.1. Land use standards**

- (1) All relevant overlay and Auckland-wide standards apply to the activities listed in Table I449.4.1.
- (2) Land use activities listed in Table I449.4.1 Activity Table – Land use activities must comply with the standards listed in the column in Table I449.4.1 called Standards to be complied with, including the relevant zone standards.

#### **I449.6.1.1. Maximum impervious areas for higher density development**

Purpose:

- to manage the amount of stormwater runoff generated by a development, particularly in relation to the capacity of the stormwater network and potential flood risk;
  - to support the functioning of riparian yards, lakeside yards and coastal yards and water quality and ecology;
  - to reinforce the building coverage and landscaped area standards;
  - to limit paved areas on a site to improve the site's appearance and cumulatively maintain amenity values in a neighbourhood; and
  - to provide for flexibility of built form for higher density development.
- (1) The maximum impervious area must not exceed 70 per cent of the site area.
  - (2) The maximum impervious area within a riparian yard, a lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area.

#### **I449.6.1.2. Building coverage for higher density development**

Purpose:

- in the Residential – Mixed Housing Suburban zone, to manage the extent of buildings on a site to achieve the planned suburban built character of buildings;
  - in the Residential – Mixed Housing Urban Zone, to manage the extent of buildings on a site to achieve the planned urban built character of buildings; and
  - to provide for flexibility of built form for higher density residential development.
- (1) The maximum building coverage must not exceed 50 per cent of the net site area.

#### **I449.6.1.3. Landscaped area for higher density development**

Purpose:

- in the Residential – Mixed Housing Suburban Zone, to provide for quality living environments consistent with the planned suburban built character of buildings within a generally spacious setting;
- in the Residential – Mixed Housing Urban zone, to provide for quality living environments consistent with the planned urban built character of buildings surrounded by open space;
- to maintain the landscaped character of the streetscape within the zone; and
- to provide for flexibility of built form for higher density residential development.

- (1) The minimum landscaped area must be at least 30 per cent of the net site area.
- (2) The front yard must comprise landscaped area of at least 40 per cent of the front yard.

#### **I449.6.1.4. Fences and walls adjoining public places other than roads**

Purpose: to enable fences and walls to be constructed on or adjacent to a site boundary adjoining a public place (other than roads) to be a sufficient height to:

- provide privacy for dwellings while enabling opportunities for passive surveillance of the adjoining public place; and
- minimise visual dominance effects to the adjoining public place.

- (1) Where a site has a boundary that adjoins either the marginal strip legally described as Allotment 435 Parish of Opaheke or a site that is vested in the council as a local purpose (esplanade) reserve and is adjacent to the coastal marine area, then:
  - (a) no fences or walls shall be constructed on or within 1.0 m of that boundary;
  - (b) no retaining walls shall be constructed within 1.5 m of that boundary;
  - (c) within 1.5 m of that boundary, any fences must not exceed a height, measured from the ground level at the boundary, of either:
    - (i) 1.2 m; or
    - (ii) 1.6 m, if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary;
  - (d) within 1.5 m of that boundary, any fences must be a dark, recessive colour;  
and
  - (e) if any fence is constructed within 1.5 m of that boundary, then the area between the fence and that boundary shall be fully planted with shrubs that are maintained at a height of at least 1.0 m, except that:
    - (i) where a fence contains a gate, no planting is required between that gate and the boundary for a maximum width of 2 m.
- (2) Where a site has a boundary that adjoins a public place other than a road that Standard I449.6.1.4(1) does not apply to, then:
  - (a) on or within 1.0 m of that boundary, fences or walls or any combination of these structures (whether separate or joined together) must not exceed a height, measured from the ground level at the boundary, of either:
    - (i) 1.4 m;
    - (ii) 1.8 m for no more than 50 per cent of the length of the boundary and 1.4 m for the remainder; or
    - (iii) 1.8 m if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

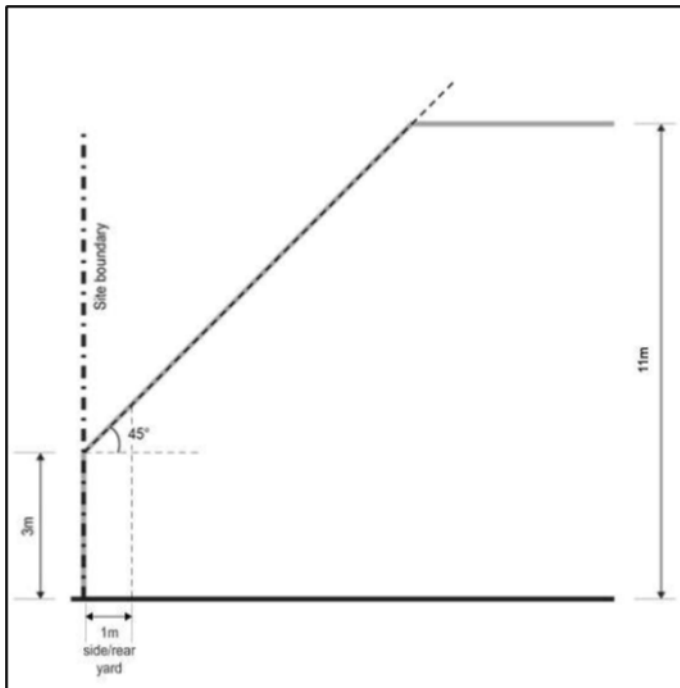
### I449.6.1.5. Height in relation to boundary in the Residential – Mixed Housing Urban Zone

Purpose:

- to manage the height and bulk of buildings at boundaries to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours; and
- to enable the efficient use of the site by providing design flexibility at upper floors of a building close to the street frontage, while maintaining a reasonable level of sunlight access and minimising overlooking and privacy effects to immediate neighbours.

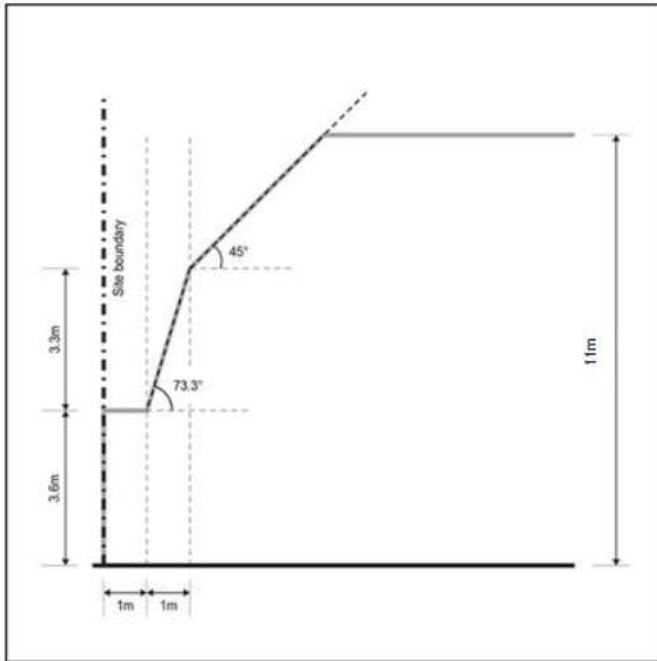
- (1) Unless otherwise specified below, buildings must not project beyond a 45 degree recession plane measured from a point 3 m vertically above ground level along side and rear boundaries, as shown in Figure I449.6.1.5.1 Height in relation to boundary below.

**Figure I449.6.1.5.1 Height in relation to boundary**



- (2) Standard I449.6.1.5(1) does not apply to any buildings or parts of buildings that comply with Standards I449.6.1.5(3) and I449.6.1.5(4) below.
- (3) Any buildings or parts of buildings on front sites within 20 m of the site frontage and more than 6 m from any rear boundary must not exceed a height of 3.6 m measured vertically above ground level at side boundaries. Thereafter, buildings must be set back 1 m and then 0.3 m for every additional metre in height (73.3 degrees) up to 6.9 m and then 1 m for every additional metre in height (45 degrees) as shown in Figure I449.6.1.5.2 Alternative Height in relation to boundary, below.

**Figure I449.6.1.5.2 Alternative Height in relation to boundary**



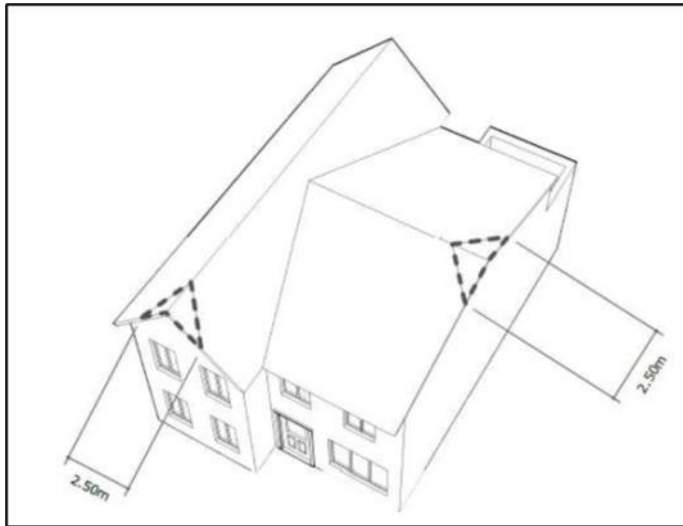
(4) Standard I449.6.1.5(3) above only applies to buildings that comply with the following:

- (a) Where the site that adjoins the side boundary that the recession plane under Standard I449.6.1.5(3) is taken from contains an existing dwelling (or a dwelling that has obtained building consent), then shading caused by those parts of the building that would not comply with Standard I449.6.1.5(1) shall not result in less than four hours of sunlight between the hours of 9am and 4 pm during the equinox (22 September) over an area of at least:
  - (i) 75% of that existing dwelling's outdoor living space, if the outdoor living space has a total area of 20 m<sup>2</sup> or greater; or
  - (ii) 100% of that existing dwelling's outdoor living space, if the outdoor living space has a total area of less than 20 m<sup>2</sup>.
- (b) The front façade of each building must contain glazing that is cumulatively at least 20 percent of the area of the front façade (excluding any garage door).
- (c) The front yard must comprise landscaped area of at least 50 per cent of the front yard.
- (d) The proposed building shall provide a main entrance door that is visible from the street.
- (e) Pedestrian access between the main entrance door of the building and the street must not cross any areas for the parking or manoeuvring of vehicles.
- (f) Any garage doors facing the street must:
  - (i) Be set back at least 5 m from the front boundary; and
  - (ii) Must not project forward of the front façade of the building.

- (g) Any balconies, decks or any similar outdoor living spaces above ground floor level must not be visible from any side boundary (when viewing perpendicular to that boundary), unless the structure (including any balustrades) does not intrude the recession planes specified in Standard I449.6.1.5(1).
- (h) Those parts of the building that would not comply with Standard I449.6.1.5(1) must not include any glazing that faces a side boundary unless at least one of the following applies:
  - (i) The glazing is opaque; or
  - (ii) The window sill height is at least 1.6 m above the room's floor level.
- (5) Standards I449.6.1.5(1) and I449.6.1.5(3) above do not apply to a boundary or part of a boundary adjoining any of the following:
  - (a) a Business – Neighbourhood Centre Zone;
  - (b) sites within the Open Space – Conservation Zone, Open Space – Informal Recreation Zone, Open Space – Sports and Active Recreation Zone, Open Space – Civic Spaces Zone or the Open Space – Community Zone, sites vested in the council as reserve, or sites held by the council as a park pursuant to section 138 of the Local Government Act 2002:
    - (i) that are greater than 2,000 m<sup>2</sup> in area;
    - (ii) where that part of the site in (i) is greater than 20 metres in width when measured perpendicular to the shared boundary;
    - (iii) where an open space comprises multiple sites but has a common open space zoning, the entire zone may be treated as a single site for the purpose of applying this standard; and
    - (iv) where multiple reserves adjoin each other, the combined reserves may be treated as a single site for the purpose of applying this standard.
- (6) Unless otherwise specified below, buildings must not project beyond a 45 degree recession plane measured from a point 2.5 m vertically above ground level along any boundary adjoining any of the following sites:
  - (za) Any site in the Residential – Single House Zone; or
  - (a) Any site in the Residential – Mixed Housing Suburban Zone; or
  - (b) Any site within the Open Space – Conservation Zone, Open Space – Informal Recreation Zone, Open Space – Sports and Active Recreation Zone, Open Space – Civic Spaces Zone or the Open Space – Community Zone not covered by Standard I449.6.1.5(5)(b) above.
- (7) Standards I449.6.1.5(1), I449.6.1.5(3) and I449.6.1.5(6) do not apply to site boundaries where there is an existing common wall between two buildings on adjacent sites or where a common wall is proposed.

- (8) Where the boundary forms part of a legal right of way, entrance strip, access site or pedestrian access way, the applicable recession plane in Standard I449.6.1.5(1), I449.6.1.5(3) or I449.6.1.5(6) applies from the farthest boundary of that legal right of way, entrance strip, access site or pedestrian access way.
- (9) A gable end, dormer or roof may project beyond the applicable recession plane in Standard I449.6.1.5(1), I449.6.1.5(3) or I449.6.1.5(6) where that portion beyond the recession plane is:
  - (a) no greater than 1.5 m<sup>2</sup> in area and no greater than 1 m in height; and
  - (b) no greater than 2.5 m cumulatively in length measured along the edge of the roof as shown in I449.6.1.5.3 Exceptions for gable ends, dormers and roof projections and dormers below.

**Figure I449.6.1.5.3 Exceptions for gable ends, dormers and roof projections and dormers**



- (10) No more than two gable end, dormer or roof projections enabled under I449.6.1.5(9) above are allowed for every 6 m length of site boundary.
- (11) The recession planes in Standards I449.6.1.5(1), I449.6.1.5(3) and I449.6.1.5(6) do not apply to existing or proposed internal boundaries within a site.

#### **I449.6.1.6. Show homes**

Purpose: to avoid, remedy and mitigate adverse effects on residential amenity resulting from show homes, including in relation to noise and traffic.

- (1) The show home shall comply with all standards that are applicable to a dwelling on the site.
- (2) The show home shall not operate outside the hours of 9:00 am and 5:00 pm on any day.
- (3) The show home shall cease to operate five years after approval of code compliance certificate for that show home. From that date, the show home shall be deemed to be a dwelling.

#### **I449.6.1.7. Vehicle access restrictions – cycle facilities**

- (1) In addition to the requirements of Standard E27.6.4.1, new vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which has frontage to an existing or proposed shared path or dedicated cycle way, including where shown on Figure I449.10.1. Hingaia 1 - Precinct Plan. For the avoidance of doubt, this relates only to allotments fronting that side of the road where the shared path or dedicated cycle way exists or is proposed.
- (2) Standard I449.6.1.7(1) above applies in any of the following circumstances:
  - (a) a new vehicle crossing is proposed;
  - (b) a new activity is established on a site;
  - (c) there is a change of type of activity; or
  - (d) a building(s) is constructed, or additions to buildings that are not permitted activities in Table H12.4.1 Activity table, except that this does not apply in the case of a dwelling where the reconstruction, alteration or addition does not increase the number of dwellings on a site.
- (3) Standards I449.6.1.7(1) and I449.6.1.7(2) above do not apply to:
  - (a) the use of a vehicle crossing that exists on 12 August 2022 that serves no more than one dwelling per site; and
  - (b) the construction or use of a vehicle crossing that has been shown on the plans of an approved subdivision consent that will serve no more than one dwelling per existing or approved site.

#### **I449.6.2. Subdivision controls**

- (1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Table I449.4.1.
- (2) Activities listed in Table I449.4.2 must comply with the Standards I449.6.2.1 to I449.6.2.3.

##### **I449.6.2.1. Precinct plan**

- (1) Vacant sites subdivision shall provide for the following structural elements shown on Figure I449.10.1. Hingaia 1 - Precinct Plan, unless they are shown on the precinct plan to be within any proposed allotment 4 ha or greater in area:
  - (a) Collector roads;
  - (b) Shared paths or dedicated cycle ways (excluding the shared path along the Southern Motorway);
  - (c) Parks, in the locations shown on the precinct plan.

- (2) Where the structural elements shown on Figure I449.10.1. Hingaia 1 - Precinct Plan are required within any proposed allotment that is 4 ha or greater in area, it shall be demonstrated that the proposed subdivision does not preclude the provision of these elements under future subdivisions of that allotment.

#### **I449.6.2.2. Vacant sites subdivision in residential zones**

- (1) Where subdivision is of a parent site less than 1 ha, each vacant site must comply with the minimum net site area of 300 m<sup>2</sup>.
- (2) Where subdivision is of a parent site 1 ha or greater in area:
  - (a) Each vacant site within residential zones must comply with the minimum net site area in Table I449.6.2.3.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater above.

**Table I449.6.2.2.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater**

| Zone                                      | Minimum Net Site Area | Minimum Average Net Site Area | Maximum Average Net Site Area |
|-------------------------------------------|-----------------------|-------------------------------|-------------------------------|
| Residential – Mixed Housing Suburban Zone | 240m <sup>2</sup>     | 300m <sup>2</sup>             | 480m <sup>2</sup>             |
| Residential – Mixed Housing Urban Zone    | 240m <sup>2</sup>     | 300m <sup>2</sup>             | 360m <sup>2</sup>             |

- (b) The minimum average net site area calculated over the total of all sites created must comply with Table I449.6.2.2.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater above.

When calculating the minimum average net site area for the purpose of this standard, any proposed site with a net site area greater than the maximum average net site area specified for the applicable zone in Table I449.6.2.2.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater must be included in the averaging calculation at the figure specified as the maximum average net site area for the applicable zone.

- (3) Where 30 or more vacant sites are proposed, the total number of rear sites must not exceed five per cent of the total number of proposed sites.

#### **I449.6.2.3. Riparian Margins**

- (1) Where a permanent or intermittent stream is shown on Figure I449.10.1. Hingaia 1 - Precinct Plan within or adjoining a road or an allotment less than 4 ha in area riparian margins shall be established either side of the banks of the stream (or on one side where the opposite side adjoins an allotment 4 ha or more in area) to a minimum width of 10m measured from the bank of the stream, where the location of the bank can be physically identified by ground survey, or from the centreline of the stream where the bank cannot be physically identified by ground survey. Those margins shall be planted in native vegetation and shall be offered to the council for vesting as local purpose (drainage) reserves.



### **I449.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

### **I449.8. Assessment of Restricted Discretionary Activities**

#### **I449.8.1. Matters of Discretion**

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application.

(1A) For two or three dwellings on sites that adjoin the coast and/or esplanade reserve:

- (a) effects on the natural character of the coast; and
- (b) risks from coastal erosion.

(1) For four or more dwellings on sites that adjoin the coast and/or esplanade reserve in the Residential – Mixed Housing Suburban Zone; two or three dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Suburban Zone that do not comply with Standard H4.6.8 Maximum impervious area, Standard H4.6.9 Building coverage or Standard H4.6.10 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Suburban Zone:

(aa) for sites that adjoin the coast and/or esplanade reserve:

- (i) effects on the natural character of the coast; and
- (ii) risks from coastal erosion;
- (a) the matters listed in H4.8.1(2)(a) and H4.8.1(2)(c); and
- (b) all of the following standards:
  - (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
  - (ii) Standard I449.6.1.2 Building coverage for higher density development;
  - (iii) Standard I449.6.1.3 Landscaped area for higher density development;
  - (iv) Standard H4.6.11 Outlook space;
  - (v) Standard H4.6.12 Daylight;
  - (vi) Standard H4.6.13 Outdoor living space;
  - (vii) Standard H4.6.14 Front, side and rear fences and walls; and
  - (viii) Standard H4.6.15 Minimum dwelling size.

- (2) For four or more dwellings on sites that adjoin the coast and/or esplanade reserve in the Residential – Mixed Housing Urban Zone; two or three dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Urban Zone that do not comply with Standard H5.6.9 Maximum impervious area, Standard H5.6.10 Building coverage or Standard H5.6.11 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Urban Zone:
  - (aa) for sites that adjoin the coast and/or esplanade reserve:
    - (i) effects on the natural character of the coast; and
    - (ii) risks from coastal erosion;
  - (a) the matters listed in H5.8.1(2)(a) and H5.8.1(2)(c); and
  - (b) all of the following standards:
    - (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
    - (ii) Standard I449.6.1.2 Building coverage for higher density development;
    - (iii) Standard I449.6.1.3 Landscaped area for higher density development;
    - (iv) Standard H5.6.12 Outlook space;
    - (v) Standard H5.6.13 Daylight;
    - (vi) Standard H5.6.14 Outdoor living space;
    - (vii) Standard H5.6.15 Front, side and rear fences and walls; and
    - (viii) Standard H5.6.16 Minimum dwelling size.
- (3) For Integrated Residential Development in the Residential – Mixed Housing Suburban Zone:
  - (a) the matters listed in H4.8.1(3)(a) and H4.8.1(3)(c); and
  - (b) all of the following standards:
    - (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
    - (ii) Standard I449.6.1.2 Building coverage for higher density development;
    - (iii) Standard I449.6.1.3 Landscaped area for higher density development;
    - (iv) Standard I449.6.1.4 Fences and walls adjoining public places other than roads;
    - (v) Standard H4.6.11 Outlook space;
    - (vi) Standard H4.6.12 Daylight;

- (vii) Standard H4.6.13 Outdoor living space;
  - (viii) Standard H4.6.14 Front, side and rear fences and walls; and
  - (ix) Standard H4.6.15 Minimum dwelling size.
- (4) For Integrated Residential Development in the Residential – Mixed Housing Urban Zone:
- (a) the matters listed in H5.8.1(3)(a) and H5.8.1(3)(c); and
  - (b) all of the following standards:
    - (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
    - (ii) Standard I449.6.1.2 Building coverage for higher density development;
    - (iii) Standard I449.6.1.3 Landscaped area for higher density development;
    - (iv) Standard I449.6.1.4 Fences and walls adjoining public places other than roads;
    - (v) Standard H5.6.12 Outlook space;
    - (vi) Standard H5.6.13 Daylight;
    - (vii) Standard H5.6.14 Outdoor living space;
    - (viii) Standard H5.6.15 Front, side and rear fences and walls; and
    - (ix) Standard H5.6.16 Minimum dwelling size.
- (5) For development that does not comply with Standard I449.6.1.1 Maximum impervious areas for higher density development; Standard I449.6.1.2 Building coverage for higher density development; Standard I449.6.1.3 Landscaped area for higher density development; Standard I449.6.1.4 Fences and walls adjoining public places other than roads; Standard I449.6.1.6 Show homes:
- (a) any precinct or zone policy which is relevant to the standard;
  - (b) the purpose of the standard;
  - (c) the effects of the infringement of the standard;
  - (d) in the Residential – Mixed Housing Suburban Zone, the effects on the suburban built character of the zone;
  - (e) in the Residential – Mixed Housing Urban Zone, the effects on the urban built character of the zone;
  - (f) the effects on the amenity of neighbouring sites;
  - (g) the effects of any special or unusual characteristic of the site which is relevant to the standard;

- (h) the characteristics of the development;
  - (i) any other matters specifically listed for the standard; and
  - (j) where more than one standard will be infringed (including standards in the underlying zone), the effects of all infringements.
- (6) For new buildings and additions to buildings in the Residential – Mixed Housing Urban zone which do not comply with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone but comply with Standard H5.6.6 Alternative height in relation to boundary:
  - (a) the matters listed in H5.8.1(5).
- (7) for new buildings and additions to buildings in the Residential – Mixed Housing Urban zone that does not comply with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone where Standard H5.6.6 Alternative height in relation to boundary is either not applicable or infringed:
  - (a) any precinct or zone policy which is relevant to the standard;
  - (b) the purpose of the standard;
  - (c) the effects of the infringement of the standard;
  - (d) the effects on the urban built character of the zone;
  - (e) the effects on the amenity of neighbouring sites;
  - (f) the effects of any special or unusual characteristic of the site which is relevant to the standard;
  - (g) the characteristics of the development;
  - (h) any other matters specifically listed for the standard; and
  - (i) where other standards will be infringed (including standards in the underlying zone), the effects of all infringements.
- (8) for construction or use of a vehicle crossing that does not comply with Standard I449.6.1.7. Vehicle access restrictions – Cycle facilities:
  - (a) the matters listed in E27.8.1(12); and
  - (b) effects on cyclist safety and amenity.
- (9) for subdivision listed as a restricted discretionary activity in Activity Table I449.4.2:
  - (a) the relevant matters listed in section E38.12.1;
  - (b) the subdivision's consistency with Figure I449.10.1. Hingaia 1 - Precinct Plan;
  - (c) consistency with Standard I449.6.1.7 Vehicle access restrictions – Cycle facilities for any proposed or future vehicle crossings required to access proposed or existing allotments;

- (cc) effects on the transport network
- (d) any applicable on-site stormwater management requirements for lots less than 4 ha in area; and
- (e) the management of effects of stormwater from any proposed roads; and
- (f) enabling viewshafts out to the coast.

#### **I449.8.2. Assessment Criteria**

The council will consider the relevant assessment criteria below for restricted discretionary activities from the list below.

(1A) For two or three dwellings on sites that adjoin the coast and/or esplanade reserve

(a) Refer to Policy I449.3(11).

(1) For four or more dwellings on sites that adjoin the coast and/or esplanade reserve in the Residential – Mixed Housing Suburban zone; two or three dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Suburban Zone that do not comply with Standard H4.6.8 Maximum impervious area, Standard H4.6.9 Building coverage or Standard H4.6.10 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Suburban Zone

(aa) For sites that adjoin the coast and/or esplanade reserve, refer to Policy I449.3(11).

(a) The extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:

- (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
- (ii) Standard I449.6.1.2 Building coverage for higher density development;
- (iii) Standard I449.6.1.3 Landscaped area for higher density development;
- (iv) Standard H4.6.11 Outlook space;
- (v) Standard H4.6.12 Daylight;
- (vi) Standard H4.6.13 Outdoor living space;
- (vii) Standard H4.6.14 Front, side and rear fences and walls; and
- (viii) Standard H4.6.15 Minimum dwelling size.

(b) The criteria listed in H4.8.2(2)(b) to H4.8.2(2)(i).

- (2) For four or more dwellings on sites that adjoin the coast and/or esplanade reserve in the Residential – Mixed Housing Urban Zone; two or three dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Urban Zone that do not comply with Standard H5.6.9 Maximum impervious area, Standard H5.6.10 Building coverage or Standard H5.6.11 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m<sup>2</sup> in the Residential – Mixed Housing Urban Zone:
  - (aa) For sites that adjoin the coast and/or esplanade reserve, refer to Policy I449.3(11).
  - (a) The extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:
    - (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
    - (ii) Standard I449.6.1.2. Building coverage for higher density development;
    - (iii) Standard I449.6.1.3. Landscaped area for higher density development;
    - (iv) Standard H5.6.12. Outlook space;
    - (v) Standard H5.6.13. Daylight;
    - (vi) Standard H5.6.14. Outdoor living space;
    - (vii) Standard H5.6.15. Front, side and rear fences and walls; and
    - (viii) Standard H5.6.16. Minimum dwelling size.
  - (b) The criteria listed in H5.8.2(2)(b) to H5.8.2(2)(h).
- (3) For integrated residential development in the Residential – Mixed Housing Suburban Zone
  - (a) The extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:
    - (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
    - (ii) Standard I449.6.1.2 Building coverage for higher density development;
    - (iii) Standard I449.6.1.3 Landscaped area for higher density development;
    - (iv) Standard I449.6.1.4 Fences and walls adjoining public places other than roads;
    - (v) Standard H4.6.11 Outlook space;
    - (vi) Standard H4.6.12 Daylight;
    - (vii) Standard H4.6.13 Outdoor living space;

- (viii) Standard H4.6.14 Front, side and rear fences and walls; and
  - (ix) Standard H4.6.15 Minimum dwelling size.
- (b) The criteria listed in H4.8.2(3)(b) to H4.8.2(3)(k).
- (4) For integrated residential development in the Residential – Mixed Housing Urban Zone
- (a) The extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:
    - (i) Standard I449.6.1.1 Maximum impervious areas for higher density development;
    - (ii) Standard I449.6.1.2. Building coverage for higher density development;
    - (iii) Standard I449.6.1.3. Landscaped area for higher density development;
    - (iv) Standard I449.6.1.4 Fences and walls adjoining public places other than roads;
    - (v) Standard H5.6.12. Outlook space;
    - (vi) Standard H5.6.13. Daylight;
    - (vii) Standard H5.6.14. Outdoor living space;
    - (viii) Standard H5.6.15. Front, side and rear fences and walls; and
    - (ix) Standard H5.6.16. Minimum dwelling size.
  - (b) The criteria listed in H5.8.2(3)(b) to H3.8.2(3)(k).
- (5) For development that does not comply with Standard I449.6.1.1 Maximum impervious areas for higher density development:
- (a) Refer Policies I449.3(3) and I449.3(4).
  - (b) In the Residential – Mixed Housing Suburban Zone, the criteria listed in H4.8.2(9).
  - (c) in the Residential – Mixed Housing Urban Zone, the criteria listed in H5.8.2(10).
- (6) For buildings that do not comply with Standard I449.6.1.2 Building coverage for higher density development:
- (a) refer Policies I449.3(3) and I449.3(4).
  - (b) in the Residential – Mixed Housing Suburban Zone, the criteria listed in H4.8.2(10).
  - (c) in the Residential – Mixed Housing Urban Zone, the criteria listed in H5.8.2(11).
- (7) For development that does not comply with Standard I449.6.1.3 Landscaped area for higher density development:

- (a) refer Policies I449.3(3) and I449.3(4).
  - (b) in the Residential – Mixed Housing Suburban Zone, the criteria listed in H4.8.2(11).
  - (c) in the Residential – Mixed Housing Urban Zone, the criteria listed in H5.8.2(12).
- (8) For development that does not comply with Standard I449.6.1.4 Fences and walls adjoining public places other than roads:
- (a) refer Policies I449.3(5) and I449.3(12).
- (9) For new buildings and additions to buildings in the Residential – Mixed Housing Urban Zone which do not comply with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone but comply with Standard H5.6.6 Alternative height in relation to boundary:
- (a) the criteria listed in H5.8.2(5).
- (10) For new buildings and additions to buildings in the Residential – Mixed Housing Urban zone that does not comply with Standard I449.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone where Standard H5.6.6 Alternative height in relation to boundary is either not applicable or infringed:
- (a) refer Policies I449.3(3) and I449.3(4).
  - (b) the criteria listed in H5.8.2(6) and H5.8.2(7).
- (11) For development that does not comply with Standard I449.6.1.6 Show homes:
- (a) refer Policy H5.8.2(8).
- (12) For construction or use of a vehicle crossing that does not comply with Standard I449.6.1.7. Vehicle access restrictions – Cycle facilities:
- (a) the criteria listed in E27.8.2(11); and
  - (b) refer to Policy I449.3(13).
- (13) For subdivision listed as a restricted discretionary activity in Activity Table I449.4.2:
- (a) The relevant criteria listed in section E38.12.2.
  - (b) whether the structural elements shown in Figure I449.10.1. Hingaia 1 - Precinct Plan (including roads and stream corridors) are incorporated into the subdivision design (other than where proposed sites are 4 ha or greater in area);
  - (ba) the extent to which any roads are designed in accordance with the road construction guidelines in Appendix 1.
  - (c) whether the proposed staging of development promotes efficient development of the structural elements shown in Figure I449.10.1. Hingaia 1 - Precinct Plan.
  - (cc) whether there is a need for any of the following transport upgrades:
    - (i) The signalisation of the intersection of Great South Road and Park Estate Road;



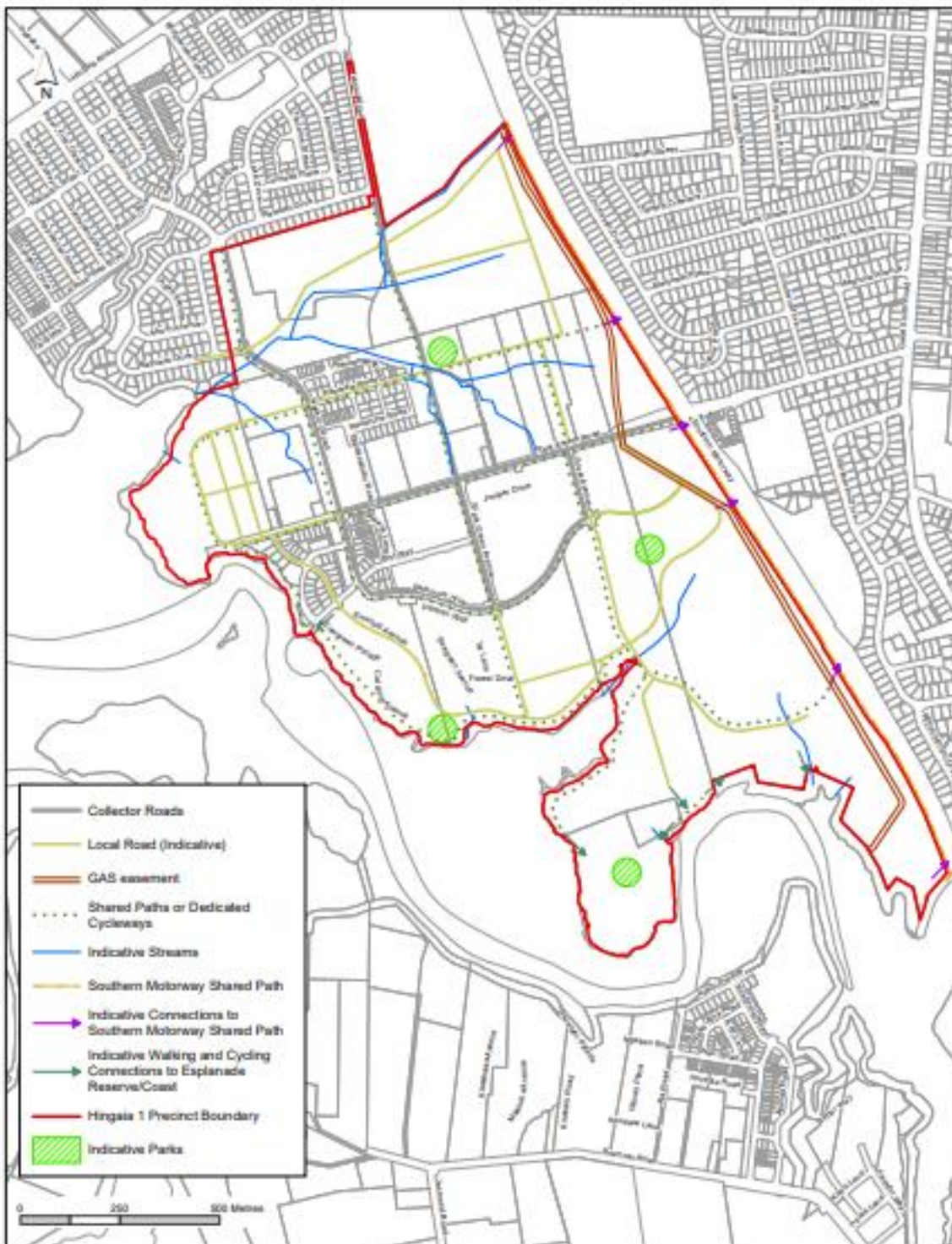
- (ii) If Hinaiu Road or Ngakoro Road is not yet constructed to collector road standard between Wawatai Drive and Park Estate Road, any upgrades to the intersection of Park Estate Road and Goodwin Drive;
  - (iii) The installation of a roundabout at the intersection of Park Estate Road and Clover Road when the northern fourth leg is constructed; or
  - (iv) If the development will provide for an average density of 40 dwellings per net ha (excluding roads and open space) across all of the Hingaia 1 Precinct south of Park Estate Road, any other transport upgrades to the road network resulting from this density.
- (d) whether the subdivision is consistent with the Hingaia 1 precinct objectives and policies.
- (e) whether lots adjoining an existing or proposed shared path or dedicated cycle way, including where shown on Figure I449.10.1. Hingaia 1 - Precinct Plan, are provided with access from an alternative road so that infringement of Standard I449.6.1.7 Vehicle access restrictions – Cycle facilities (including future infringements by land use activities on the proposed allotments) can be avoided or minimised.
- (f) whether on-going compliance with the on-site stormwater management requirements contained in any relevant approved Stormwater Management Plan will be achieved.
- (g) whether the management of stormwater runoff from any proposed road is consistent with the requirements of any relevant Stormwater Management Plan.
- (h) the extent to which viewshafts from roads and open spaces out to the coast are provided for.

#### **I449.9. Special Information Requirements**

There are no special information requirements in this section.

## I449.10. Precinct Plan

Figure I449.10.1. Hingaia 1 - Precinct Plan



**I449.11. Hingaia 1 Precinct – Appendix 1**

This appendix sets out the guidelines for the construction of roads in the precinct but is not intended to represent the only design solution.

**Table I449.11.1 Hingaia 1 Precinct road construction guidelines**

| Road Type/Function                                       | Minimum* Road Reserve Width | Total Number of Lanes | Design Speed | Cycle Provisions                            | Pedestrian Provision                                             | Access Restrictions                                        | Bus Provision |
|----------------------------------------------------------|-----------------------------|-----------------------|--------------|---------------------------------------------|------------------------------------------------------------------|------------------------------------------------------------|---------------|
| Park Estate Road, Hinau Road or Ngakoro Road (Collector) | 21m                         | 2                     | 50 km/h      | Yes                                         | Both sides                                                       | Where cycle provision is made, in accordance with Standard | Yes           |
| Other Collector Road                                     | 21m                         | 2                     | 30 km/h      | Yes                                         | Both sides                                                       | I449.6.1.7.                                                | Yes           |
| Local Road                                               | 16m                         | 2                     | 30 km/h      | If shown on                                 | Both sides                                                       |                                                            | No            |
| Park Edge Local Road                                     | 12m                         | 2                     | 30 km/h      | Figure I449.10.1. Hingaia 1 - Precinct Plan | Both sides, but can be provided within park rather than the road |                                                            | No            |

\* Typical minimum cross section which may need to be varied in specific locations where required to accommodate batters, structures, intersection design, significant constraints or other localised design requirements.

## **I450. Drury Centre Precinct**

### **I450.1 Precinct Description**

The purpose of the Drury Centre Precinct is to provide for the development of a new, comprehensively planned, high density, transit-orientated centre at Drury that supports a quality compact urban form. The precinct achieves this by prioritising access to and within the centre by public and active modes and integrating rail, bus, pedestrian and cycle networks to connect key destinations. The precinct also provides for the highest employment-generating activities and retail and residential densities around the future Drury Central train station. At the same time, the precinct emphasises the need for development to create a unique sense of place for Drury by integrating existing natural and built site features with development and respecting the landform.

The precinct provides for a wide range of activities that will support the establishment of a new metropolitan centre in Drury. The precinct comprises: the core centre, anchored by a future train station in the north; a retail main street; and quality open spaces. The main street will provide a vibrant pedestrian experience, typically with fine grain retail frontages and a high amenity street environment. The precinct provides for safe and convenient active transport access to and from the Drury Central train station.

The core centre will be surrounded by supporting activities, including high density residential to the north and east, and large format retail and associated activities to the south. The streets through the high density residential areas to the north and south of the centre will offer a high quality pedestrian environment, while allowing some residential to locate at ground floor.

There is a network of streams throughout the Drury Centre Precinct, including the Hingaia stream and Fitzgerald stream. The precinct seeks to maintain and enhance these waterways and integrate them with the open space network as a key feature.

There are five Sub-precincts in the Drury Centre Precinct:

- Sub-precinct A is zoned Business - Metropolitan Centre Zone and contains the primary retail area, Key Retail Street and civic and green open spaces. The sub-precinct is the focal point for intensive retail, commercial and civic development and pedestrian activity;
- Sub-precinct B is zoned Business – Metropolitan Centre Zone and is intended to be the primary location for large format retail, while also providing for other commercial and residential activities allowed in the zone. Development in this sub-precinct should ensure that a quality street environment is achieved;
- Sub-precinct C is zoned Business - Mixed Use Zone and provides for high density residential and a range of commercial activities that will complement the core centre and maximise the efficient use of land close to the rapid transport network. Eight storey buildings are enabled in this sub-precinct to provide a transition to surrounding residential zones.
- Sub-Precinct D is zoned Business – Mixed Use Zone and applies to the south-eastern part of the Drury Centre Precinct. Additional assessment criteria apply to the staging of pedestrian and cycle connections to the Drury Central train station and additional residential standards apply.

- Sub-precinct E is zoned Business – Mixed Use Zone and provides for high density residential and a range of commercial activities that will complement the core centre and maximise the efficient use of land close to the rapid transport network. The Centre Fringe Office Control applies to the area within 200m of the Drury Central train station. Twelve storey buildings are enabled, and flexible ground floor designs are encouraged in the sub-precinct.

The transport network in the wider Drury East area as defined on Precinct Plan 4 will need to be progressively upgraded over time to support development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the construction of safe, efficient and effective access to the Drury Central train station and other upgrades necessary to manage adverse effects on the local and wider transport network. At the time of the Drury Centre Precinct provisions being made operative, there is insufficient council family or central government funding available for transport and other infrastructure to support the full build-out of Drury East, which may affect the speed at which land within Drury East can be developed.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the wider Drury East area (see I450.6.2), recognising that the area functions as an integrated transport network;
- (b) Requiring a comprehensive assessment and an Integrated Transport Assessment to be prepared for development and subdivision that does not comply with I450.6.2;
- (c) Requiring safe, legible and direct connection/s to the Drury Central train station to be in place as development and subdivision occurs;
- (d) Requiring Fitzgerald Road and Brookfield Road to be progressively upgraded in accordance with Appendix 1, as development and subdivision occurs, to connect with the Waihoehoe/Fitzgerald Road intersection and any new schools within the Precinct Plan 4 area. Those parts of Flanagan Road within the precinct which are not to be closed or relocated, will also require frontage upgrade as development progresses;
- (e) Requiring new collector roads within the precinct generally in the locations shown on Precinct Plan 2, and new local roads to form a high quality and integrated network;
- (f) Requiring all proposed roads to be designed in accordance with Appendix 1, consistent with the functions and elements outlined in the table.

Precinct provisions also require assessment of a range of matters relating to the existing road network, including for example whether a temporary active modes connection has been provided to the Drury South Precinct.

Open spaces in the Drury Centre precinct other than esplanade reserve may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council.

An area within the Precinct which may experience vibration levels higher than would normally be expected because of proximity to the rail corridor is identified on Precinct Plan 6.

The zoning of the land within the Drury Metropolitan Centre Precinct is Business – Metropolitan Centre, Business - Mixed Use, and Open Space – Informal Recreation.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

## **I450.2 Objectives**

- (1) Drury Centre is a vibrant and intensive transit-orientated development, that supports employment-generating and retail activities and high density residential within walking distance of rapid transit, and which prioritises public and active modes of transport to and within the centre.
- (2) Drury Centre provides for the social and economic needs of the wider Drury-Opaheke community, and is the primary location for retail, civic, recreation and intensive employment activities, creating a focal point for the area.
- (3) Development of the Drury Centre creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.
- (4) Drury Centre is a walkable centre, with a street-based environment that positively contributes to pedestrian amenity, safety and convenience, with a particular emphasis on the Key Retail Street and key collector roads.
- (5) Subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (6) Access to and from the precinct occurs in an effective, efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.
- (7) Drury Centre develops and functions in a way that:
  - (a) Results in a mode shift to public and active modes of transport; and
  - (b) Provides safe and effective movement between, retail areas, community facilities, housing, jobs, open spaces and the Drury Central train station by active modes.
- (8) Development is coordinated with the supply of sufficient water, energy and communications infrastructure.
- (9) Freshwater, sediment quality, and biodiversity are improved.
- (10) Activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor.

### **I450.3 Policies**

#### *Land Use*

- (1) Provide for the greatest density of retail and commercial activities with supporting community and residential activities within Sub-Precinct A and discourage activities which do not support an active and lively retail street frontage with a fine grained, pedestrian orientated outcome.
- (2) Recognise that Sub-Precinct B will be the primary location for large format retail activities.
- (3) Provide for high density residential and supporting intensive employment activities compatible with residential amenity values in Sub-Precinct C, D and E that supports the function, role and amenity of Sub-Precinct A as the core centre.
- (4) Provide for a greater range of intensive employment activities in Sub-Precinct E responding to its close proximity to rapid transport, while supporting the function, role and amenity of Sub-Precinct A as the core centre.

#### *Street Network and Built Form*

- (5) Require attractively designed, safe and direct access to the Drury Central train station, with a particular focus on pedestrians and cyclists.
- (6) Require collector roads to be provided generally in the locations shown in I450.10.2 Drury Centre: Precinct Plan 2, while allowing for variation, where it would achieve a better connected street layout that integrates with the surrounding and proposed transport network.
- (7) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (8) Require the transport network to be attractively designed to appropriately provide for all modes of transport in accordance with Appendix 1, including by:
  - (a) Providing a high standard of amenity for pedestrians in areas where high volumes of pedestrians are expected;
  - (b) Providing for safe separated access for cyclists on arterial and collector roads that link key destinations;
  - (c) Providing a level of landscaping that is appropriate for the function of the street; and
  - (d) Providing for the safe and efficient movement of vehicles.
- (9) Manage building height and form to:
  - (a) Maximise heights and densities close to the Drury Central train station and the

- frequent transport network;
- (b) Contribute positively to Drury's sense of place, including by:
  - (i) Reinforcing the function of Sub-precinct A as the core of Drury Centre;
  - (ii) Responding to landform; and
  - (iii) Transitioning the scale of built form to visually integrate with adjoining areas.
- (c) Minimise shading effects on large publicly accessible open spaces.
- (10) Ensure that Sub-Precinct A is designed to be the compact, pedestrian orientated retail core of the precinct with a fine-grained network of streets that are open to the sky.
- (11) Ensure that development positively addresses and engage with the street by:
  - (a) Maximising street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality on the Key Retail Street.
  - (b) Achieving a reasonable level of street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality on other local roads in Sub-Precinct A, and the General Commercial frontages shown on Precinct Plan 3.
- (12) Recognise that appropriately designed residential at ground floor may locate on some local roads in Sub-Precinct A away from the Key Retail Street, including where residential adjoins public open space.
- (13) Require large format retail activities in Sub-Precinct B to provide for the visual quality and interest of streets and other public places, having regard to the functional requirements of that activity.
- (14) Enable residential activities at high densities in Sub-Precinct C, D and E that provide quality on-site amenity for residents, including privacy and outlook, outdoor living space and access to daylight.
- (15) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contributes to a sense of place for the Drury Centre and a quality network of open spaces in Drury-Opāheke, including by:
  - (a) Incorporating distinctive site features, including the existing Homestead;
  - (b) Reinforcing legibility within the centre; and
  - (c) Integrating with the stream network to create a green corridor following the Hingaia and Fitzgerald streams.

*Transport, Infrastructure and Staging*

- (16) Promote a mode shift to public transport and active modes by:
  - (a) Requiring active mode connections to the Drury Central train station for all stages of development;



- (b) Requiring streets to be designed to provide safe separated access for cyclists on collector and arterial roads;
  - (c) Limiting the supply of on-site parking for office activities to minimise the growth of private vehicle trips by commuters travelling during peak periods;
  - (d) Requiring end-of-trip facilities for all commercial and community activities.
- (17) Encourage office and retail activities to implement additional travel demand management measures that would promote the use of public transport.
- (18) Ensure that the adverse effects of traffic generation on the surrounding transport network are mitigated, including by ensuring:
  - (a) Public transport can operate efficiently at all times;
  - (b) The surrounding road network can operate with reasonable efficiency during inter-peak periods;
  - (c) Safe and efficient movement of freight vehicles within and through the Drury South precinct;
  - (d) Any upgrades to the transport network are safe for pedestrians, cyclists and motorists; and
  - (e) The transport network operates safely at all times.
- (19) Provide for the progressive upgrade of existing roads and key intersections within and adjoining the Drury Centre precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all modes and connect with the existing transport network to the Drury Central train station.
- (20) Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (21) Ensure that development in Drury Centre Precinct is coordinated with sufficient stormwater, wastewater, water, energy, and communications infrastructure.
- (22) Require subdivision and development, as it proceeds, to provide access to safe, direct and legible pedestrian and cycling connections to the Drury Central train station and schools within the Precinct Plan 3 area.

#### *Ecology*

- (23) In addition to the matters in Policy E1.3(8), manage erosion and associated effects on stream health and values arising from development in the precinct, including parts of the Fitzgerald and Hingaia streams, and enable in-stream works to mitigate any effects.
- (24) In addition to the matters in Policy E.3.3(13), provide for stream works, including reclamation, where they are required to construct Drury Boulevard.

- (25) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.

*Stormwater Management*

- (26) Require subdivision and development to be consistent with the treatment train approach outlined in a supporting stormwater management plan, including:
- (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
  - (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
  - (c) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01;
  - (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces;
  - (e) Providing planting on the riparian margins of permanent or intermittent streams;
  - (f) Ensuring development is coordinated with sufficient stormwater infrastructure.

*Natural Hazards*

- (27) Ensure development manages flooding effects upstream and downstream of the site and in the Drury Centre precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event. This may include appropriately designed and sited interim storage/attenuation areas prior to culvert upgrades.

*Activities sensitive to noise adjacent to the rail corridor*

- (28) Ensure that “Activities sensitive to noise” adjacent to the railway corridor are designed with acoustic attenuation measures to protect people’s health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

*Mana Whenua values*

- (29) Development responds to Mana Whenua values by:
- (a) Delivering a green corridor following the Hingaia and Fitzgerald streams;
  - (b) Taking an integrated approach to stormwater management;
  - (c) Ensuring the design of streets and publicly accessible open spaces incorporate Te Aranga design principles;
  - (d) Encouraging engagement with Mana Whenua to inform the design of development in Drury Centre.

All relevant overlay, Auckland-wide and zone objectives and policies apply in this precinct in addition to those specified above.

#### I450.4 Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I450.4.1 below.

Activity Table I450.4.1 specifies the activity status for land use and development activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

**Table I450.4.1 Activity table**

##### All Sub-Precincts

| Activity                           |                                                                                                                                                                                                                                                                                                                                                                                                       | Activity Status |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Use</b>                         |                                                                                                                                                                                                                                                                                                                                                                                                       |                 |
| <b>Subdivision and Development</b> |                                                                                                                                                                                                                                                                                                                                                                                                       |                 |
| (A1)                               | Subdivision, or new buildings prior to subdivision, including private roads                                                                                                                                                                                                                                                                                                                           | RD              |
| (A2)                               | Development of publicly accessible open spaces greater than 1000m <sup>2</sup>                                                                                                                                                                                                                                                                                                                        | RD              |
| (A3)                               | New buildings                                                                                                                                                                                                                                                                                                                                                                                         | RD              |
| (A4)                               | Additions and alterations to buildings not otherwise provided for                                                                                                                                                                                                                                                                                                                                     | RD              |
| (A5)                               | Subdivision and/or development that does not comply with Standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I450.6.2.1: <ul style="list-style-type: none"> <li>i. Upgrades in rows (a) and (b)</li> <li>ii. The upgrade in row (c) relating to Drury Central train station</li> </ul>                                   | NC              |
| (A6)                               | Subdivision and/or development that does not comply with Standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I450.6.2.1: <ul style="list-style-type: none"> <li>i. The upgrade in row (c) relating to the Direct connection from State Highway 1 to the Drury Centre</li> <li>ii. Upgrades in rows (d) to (f)</li> </ul> | D               |

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

|                |                                                                                                                                                                                                    |                                                                                                                                                           |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| (A7)           | Subdivision and/or development that does not comply with Standard I4506.6(1) Road Design and Upgrade of Existing Rural Roads                                                                       | RD                                                                                                                                                        |
| (A8)           | Subdivision and/or development that does not comply with Standard I4506.6(2) Road Design and Upgrade of Existing Rural Roads                                                                       | D                                                                                                                                                         |
| (A9)           | Any application to amend an existing resource consent that gives rise to non-compliance with Standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades and Table I450.6.2.1 | NC in relation to transport infrastructure upgrades subject to (A5) above<br><br>D in relation to transport infrastructure upgrades subject to (A6) above |
| <b>Streams</b> |                                                                                                                                                                                                    |                                                                                                                                                           |
| (A10)          | New reclamation or drainage within Stream A shown on I450.10.2 Precinct Plan 2 required to construct the Drury Boulevard                                                                           | D                                                                                                                                                         |

### Sub-Precinct C and E – Mixed Use

| Activity        |                                                       | Activity Status |
|-----------------|-------------------------------------------------------|-----------------|
| <b>Use</b>      |                                                       |                 |
| <b>Commerce</b> |                                                       |                 |
| (A11)           | Department stores                                     | NC              |
| (A12)           | Drive through restaurants                             | NC              |
| (A13)           | Motor vehicle sales                                   | NC              |
| (A14)           | Service stations with frontage to an arterial road    | RD              |
| (A15)           | Service stations with no frontage to an arterial road | NC              |
| (A16)           | Trade suppliers                                       | NC              |
| <b>Industry</b> |                                                       |                 |
| (A17)           | Industrial laboratories                               | D               |
| (A18)           | Light manufacturing and servicing                     | D               |
| (A19)           | Repair and maintenance services                       | NC              |
| (A20)           | Storage and lockup                                    | NC              |
| (A21)           | Warehousing and storage                               | NC              |

**Sub-Precinct A – Metropolitan Centre**

| Activity        |                           | Activity Status |
|-----------------|---------------------------|-----------------|
| <b>Use</b>      |                           |                 |
| <b>Commerce</b> |                           |                 |
| (A22)           | Drive through restaurants | NC              |
| (A23)           | Motor vehicle sales       | NC              |
| (A24)           | Trade suppliers           | NC              |
| (A25)           | Garden centres            | NC              |
| (A26)           | Warehousing and storage   | NC              |

**I450.5 Notification**

- (1) Any application for resource consent for an activity listed in Table I450.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

**I450.6 Standards**

- (1) Unless specified in Standard I450.6(2), I450.6(3) and I450.6(4) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I450.4.1 above.
- (2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table I450.4.1 above within all sub-precincts:
  - (a) H9.6.1 Building Height
  - (b) E27.6.1 Trip Generation.
- (3) In addition to I450.6 (1) activities listed in Activity Table I450.4.1 must comply with the following standards I450.6.1 to I450.6.10 and I450.6.15.

***Sub-Precinct C, D and E***

- (4) In addition to I450.6(1) and I450.6(3), activities in Sub -Precincts C, D and E listed in Activity Table I450.4.1 must also comply with the following standards:
  - (a) I450.6.11 Daylight
  - (b) I450.6.12 Outdoor Living Space

(c) For that part of Sub-Precinct E subject to the Centre Fringe Office Control, I450.6.13 Residential at Ground Floor

(d) I450.6.14 Outlook Space.

### **All Sub-Precincts**

#### **I450.6.1 Building Height**

Purpose:

- Enable building height to be maximised close to the Drury Central train station and the frequent transport network;
  - Contribute positively to Drury's sense of place;
  - Manage the effects of building height, including visual dominance.
- (1) Buildings must not exceed the height shown in metres on I450.10.1 Drury Centre: Precinct Plan 1.

#### **I450.6.2 Staging of Subdivision and Development with Transport Upgrades**

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy I450.3(18).
  - Achieve the integration of land use and transport consistent with Policies I450.3(16), (19), (20) and (22).
- (1) Development and subdivision within the area shown on I450.10.4 Precinct Plan 4 must not exceed the thresholds in Table I450.6.2.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of the Table will be deemed to comply with this standard I450.6.2(1) if the corresponding infrastructure identified in Column 2 of the Table is:
- (a) Constructed and operational prior to lodgement of the resource consent application; or
  - (b) Under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:
    - (i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
    - (ii) the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or
  - (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:

- (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
  - (ii) Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application.
- (2) Any application lodged in terms of I450.6.2(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an *Augier* basis to the imposition of consent conditions requiring (as relevant) that:
  - (a) no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
  - (b) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in I450.6.2 (2)(a) and/or I450.6.2 (2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant infrastructure upgrades are operational.
- (3) For the purpose of this standard:
  - (a) 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a land use consent, or subdivision that has a section 224(c) certificate that creates additional vacant lots;
  - (b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
  - (c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).
- (4) Any proposal for land use or subdivision for dwellings, retail, commercial and/or community activities must demonstrate compliance with this rule in accordance with the Special Information Requirements in I450.9(5).

**Table I450.6.2.1 Threshold for Subdivision and Development as shown on I450.10.4 Drury Centre: Precinct Plan 4**

| <b>Column 1</b>                                                                                |                                                                                                                                                                                                          | <b>Column 2</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Activities, development or subdivision, enabled by Transport Infrastructure in column 2</b> |                                                                                                                                                                                                          | <b>Transport infrastructure required to enable activities, development or subdivision in column 1</b>                                                                                                                                                                                                                                                                                                                                                                                                               |
| (a)                                                                                            | Up to a maximum of 710 dwellings                                                                                                                                                                         | Interim upgrade to Great South Road/Waihoehoe Road roundabout to signals in accordance with Appendix 1 and 1a, including pedestrian connections to adjacent existing footpaths; and<br><br>Interim upgrade of Waihoehoe Road in accordance with Appendix 1 and 1a, including walking and cycling provisions on the Waihoehoe Road bridge.                                                                                                                                                                           |
| (b)                                                                                            | Up to a maximum of:<br>(i) 1,300 dwellings; and/or<br>(ii) 24,000m <sup>2</sup> retail GFA; and/or<br>(iii) 6,000m <sup>2</sup> other commercial GFA; and/or<br>(iv) 800m <sup>2</sup> community GFA.    | Upgrades in (a) above and State Highway 1 widening – Stage 1, being six lanes between the Papakura interchange and Drury interchange.                                                                                                                                                                                                                                                                                                                                                                               |
| (c)                                                                                            | Up to a maximum of:<br>(i) 1,800 dwellings; and/or<br>(ii) 32,000m <sup>2</sup> retail GFA; and/or<br>(iii) 8,700m <sup>2</sup> other commercial GFA; and/or<br>(iv) 1,000m <sup>2</sup> community GFA.  | Upgrades in (a) and (b) above and:<br><br>Drury Central train station, including a pedestrian connection to Waihoehoe Road*; and Direct connection from State Highway 1 to the Drury Centre via a single lane slip lane from SH1 interchange to Creek Road. Creek Road is within the Drury Centre Precinct and is shown on Precinct Plan 2**.<br><br>Notes:<br>* Refer to I450.4.1(A5) – non-compliance is a non-complying activity<br>** Refer to I450.4.1(A6) – non-compliance is a discretionary activity        |
| (d)                                                                                            | Up to a maximum of:<br>(i) 3,300 dwellings; and/or<br>(ii) 56,000m <sup>2</sup> retail GFA; and/or<br>(iii) 17,900m <sup>2</sup> other commercial GFA; and/or<br>(iv) 2,000m <sup>2</sup> community GFA. | Upgrades in (a)-(c) above and:<br><br>Ultimate Waihoehoe Road upgrade between Fitzgerald Road and Great South Road in accordance with Appendix 1, including:<br><br>i. Two general traffic lanes and two bus lanes, footpaths and cycleways on both sides, and a new six-lane bridge over the railway corridor; and<br><br>ii. Signalisation and increased capacity at the Great South Road/Waihoehoe Road intersection, including fully separated active mode facilities and 3-4 approach lanes in each direction. |



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|     |                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (e) | Up to a maximum of:<br>(i) 3,800 dwellings; and/or<br>(ii) 64,000m <sup>2</sup> retail GFA; and/or<br>(iii) 21,000m <sup>2</sup> other commercial GFA; and/or<br>(iv) 2,400m <sup>2</sup> community GFA.  | Upgrades in (a)-(d) above and:<br>Mill Road southern connection between Fitzgerald Road and State Highway 1, providing four traffic lanes and separated active mode facilities, including a new SH1 Interchange at Drury South - the "Drury South interchange"                                                                                                                                                       |
| (f) | Up to a maximum of:<br>(i) 5,800 dwellings; and/or<br>(ii) 97,000m <sup>2</sup> retail GFA; and/or<br>(iii) 47,000m <sup>2</sup> other commercial GFA; and/or<br>(iv) 10,000m <sup>2</sup> community GFA. | Upgrades in (a)-(e) above and:<br>Mill Road northern connection between Fitzgerald Road and Papakura, providing four traffic lanes and separated active modes, including ultimate upgrade of Waihoehoe Road East from Fitzgerald Road to Mill Road and Ultimate Opāheke Northern connection, providing four lanes including bus lanes and active mode facilities between Waihoehoe Road and Opāheke Road in Papakura |

### I450.6.3 Maximum parking rate

Purpose:

- Promote a mode shift to public transport and active modes by limiting the supply of commuter parking progressively over time.
- Any proposal for office activities must provide information in accordance with the Special Information Requirements in I450.9(5).
  - The maximum number of parking spaces for office activity are as follows:
    - Up to 19,000m<sup>2</sup> – 1 space per 35m<sup>2</sup> GFA;
    - Between 19,001 – 47,000m<sup>2</sup> – 1 space per 50m<sup>2</sup> GFA;
    - Greater than 47,000m<sup>2</sup> – 1 space per 60m<sup>2</sup> GFA.

### I450.6.4 Minimum Bicycle Parking

- In addition to the bicycle parking requirements in standard E27.6.2(6), at least one secure (long stay) bicycle park must be provided for every dwelling.
- For multi-unit development, at least one visitor (short stay) bicycle space must be provided for every 20 dwellings.

### I450.6.5 End-of-Trip Facilities

Purpose:

- Promote a mode shift to public transport and active modes by requiring end-of-trip facilities for all commercial and community activities.
- End-of-trip facilities:
    - the activities specified in Table I450.6.5.1 must provide end-of-trip facilities as listed below; and

- (b) the following end-of-trip facilities requirements apply to new buildings and developments.

**Table I450.6.5.1 Required end-of-trip facilities (intended for staff use)**

| Land Use                            | GFA                                                        | No. of showers and changing facilities required                             |
|-------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------------|
| Commercial and community activities | Up to 500m <sup>2</sup>                                    | No requirement                                                              |
|                                     | Greater than 500m <sup>2</sup> up to 2,500m <sup>2</sup>   | One shower and changing area with space for storage of clothing             |
|                                     | Greater than 2,500m <sup>2</sup> up to 7,500m <sup>2</sup> | Two showers and changing area with space for storage of clothing            |
|                                     | Every additional 7,500m <sup>2</sup>                       | Two additional showers and changing area with space for storage of clothing |

#### **I450.6.6 Road Design and Upgrade of Existing Rural Roads**

Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Road Function and Design Elements Table, and that existing rural roads are progressively upgraded to an urban standard.
- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Road Function and Design Elements Table.
  - (2) Fitzgerald Road and/or Brookfield Road must be upgraded to an urban standard where vehicle access is proposed for any new activity, development and/or subdivision to or from either of these roads, and where the upgrade has not already occurred. The portion of road to be upgraded must extend from the proposed vehicle access to the intersection of Waihoehoe / Fitzgerald Roads.

#### **I450.6.7 Riparian Margins**

Purpose: Contribute to improvements to water quality, habitat and biodiversity.

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:
  - (a) This rule shall not apply to road crossings over streams;
  - (b) Walkways and cycleways must not locate within the riparian planting area;
  - (c) Any archaeological site identified in a site specific archaeological survey must not be planted;

- (d) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.
- (2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

#### **I450.6.8 Stormwater Quality**

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from new, or redevelopment of existing, high contaminant generating carparks, all publicly accessible carparks exposed to rainfall, and all roads must be treated with a stormwater management device(s) meeting the following standards:
  - (a) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
  - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)';
  - (c) For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.
- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials, that avoid the use of high contaminant yielding building products which have:
  - (a) exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
  - (b) exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
  - (c) exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide.

#### **I450.6.9 Activities sensitive to noise within 60m of the rail corridor**

Purpose: Ensure Activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

- (1) Any new building or alteration to an existing building that contains an activity sensitive to noise within 60 metres of the rail corridor must be designed, constructed and maintained to not exceed 35 dB LAeq (1 hour) for sleeping areas and 40 dB LAeq (1 hour) for all other habitable spaces.

**Note** - Railway noise is assumed to be 70 dB LAeq(1 hour) at a distance of 12 metres

from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.

- (2) If windows must be closed to achieve the design noise levels in Standard I450.6.9(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule I450.6.9 (1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in I450.6.9 (1).

#### **I450.6.10 Fences adjoining publicly accessible open space**

Purpose: Ensure development positively contributes to the visual quality and interest of open spaces.

- (1) Fences, or walls, or a combination of these structures, within a side or rear yard adjoining a publicly accessible open space (excluding roads) must not exceed the heights specified below, measured from the ground level at the boundary:
  - (a) 1.2m in height; or
  - (b) 1.8m in height if the fence is at least 50 per cent visually open.

#### **I450.6.11 Daylight**

Purpose:

- Ensure adequate daylight for living areas and bedrooms in dwellings, supported residential care and boarding houses; and
  - In combination with the outlook control, manage visual dominance effects within a site by ensuring that habitable rooms have an outlook and sense of space, particularly at upper building levels.
- (1) Buildings which include dwellings, units in an integrated residential development, visitor accommodation and boarding houses within Sub-Precincts C, D and E must comply with H6.6.14 Daylight.

#### **I450.6.12 Outdoor Living Space**

Purpose: to provide dwellings, supported residential care and boarding houses with outdoor living space that is of a functional size and dimension, has access to sunlight, and is directly accessible from the principal living room, dining room or kitchen and is separated from vehicle access and manoeuvring areas.

- (1) Buildings which include dwellings, supported residential care and boarding houses within Sub-Precincts C, D and E must have an outdoor living space in the form of a balcony, patio or roof terrace that:
  - (a) is at least 5m<sup>2</sup> for studio and one-bedroom dwellings and has a minimum dimension of 1.8m; or
  - (b) is at least 8m<sup>2</sup> for two or more bedroom dwellings and has a minimum dimension

of 1.8m; and

- (c) is directly accessible from the dwelling, supported residential care unit or boarding house; and
- (d) except that, a balcony or roof terrace is not required where the net internal floor area of a dwelling is at least 35m<sup>2</sup> for a studio and 50m<sup>2</sup> for a dwelling with one or more bedrooms.

#### **I450.6.13 Residential at ground floor**

Purpose:

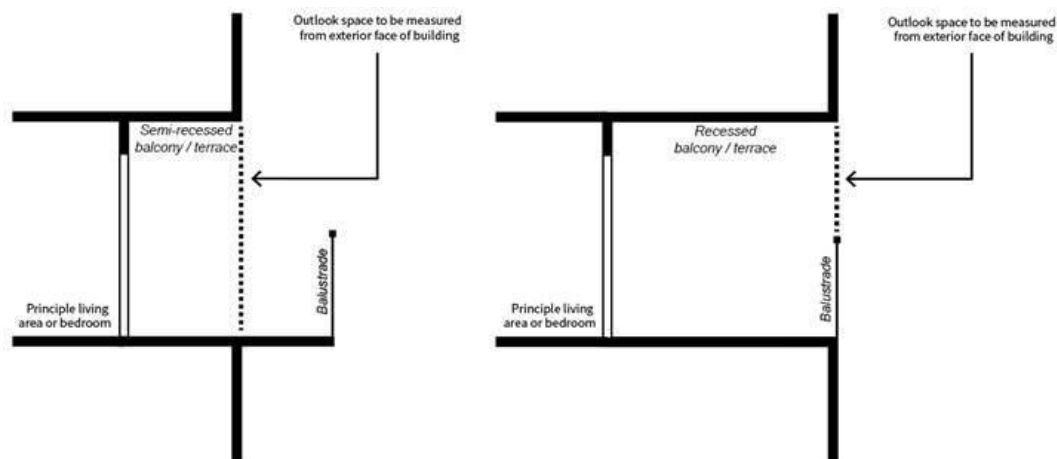
- Protect the ground floor of buildings within the Centre Fringe Office Control for commercial use;
  - Preclude activities that require privacy from locating on the ground floor of buildings fronting streets or public open spaces.
- (1) Within that part of Sub-Precinct E subject to the Centre Fringe Office Control (refer to I450.10.5 Precinct Plan 5), dwellings including units within an integrated residential development must not locate on the ground floor of a building where the dwelling or unit has frontage to public open spaces including streets.

#### **I450.6.14 Outlook space**

Purpose:

- To ensure a reasonable standard of visual privacy between habitable rooms of different buildings, on the same or adjacent sites; and
  - manage visual dominance effects within a site by ensuring that habitable rooms have an outlook and sense of space.
- (1) Buildings which include dwellings, units in an integrated residential development, visitor accommodation and boarding houses within Sub-Precincts C, D and E must comply with H13.6.9 Outlook. In addition to matters H13.6.9 (1) – (10), where the unit contains a recessed balcony or terrace, the outlook space must extend from the exterior face of the building as illustrated in Figure 1 below.

**Figure 1: Measurement of outlook space for recessed balconies or terraces**



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RMA

#### **I450.6.15 Safe operation of the NIMT**

Purpose: To ensure the safe operation of the North Island Main Trunk Line by providing for buildings on adjoining sites to be maintained within their site boundaries.

- (1) Buildings must be setback at least 5 metres from any boundary which adjoins the North Island Main Trunk Line.

#### **I450.7 Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I450.8 Assessment – restricted discretionary activities**

##### **I450.8.1 Matters of discretion**

The Council will reserve its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Subdivision, or new buildings prior to subdivision, including private roads:
  - (a) Location and design of the collector streets, local streets and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;
  - (b) Provision of cycling and pedestrian networks;
  - (c) Location, design and sequencing of connections to the Drury Central train station;
  - (d) Design and sequencing of upgrades to the existing road network;
  - (e) Stormwater & flooding;
  - (f) Servicing;
  - (g) In Sub-precinct A, discourage activities which do not support an active and lively retail street frontage with fine grained, pedestrian orientated outcomes;

- (h) Matters of discretion I450.8.1 (1)(a) – (e) apply in addition to the matters of discretion in H9.8.1(2), (3) and (4) and E38.12.1; and
  - (i) The imposition of consent conditions of the kind referred to in rule I450.6.2(1) and (2).
- (2) Development of publicly accessible open space greater than 1000m<sup>2</sup>
  - (a) Location and design of the indicative publicly accessible open spaces shown in I450.10.2 (1) Precinct Plan 2;
  - (b) Location and design of any other publicly accessible open spaces greater than 1000m<sup>2</sup>;
  - (c) Matters of discretion I450.8.1 (2) (a) - (b) apply in addition to the matters of discretion in E38.12.1; and
  - (d) Ownership and maintenance arrangements.
- (3) New buildings, and alterations and additions to buildings not otherwise provided for Sub-Precincts A and B:
  - (a) The design and appearance of buildings and development as it relates to all the matters set out in H9.8.1(2)(a)-(i), (3) and (4) and the future amenity values of Drury.
  - (b) Servicing;
  - (c) Travel demand management measures;
  - (d) Matters of discretion I450.8.1 (3)(a)-(c) apply in addition to the matters of discretion in H9.8.1 (2),(3) and (4); and
  - (e) For Sub-precinct A, discourage activities which do not support an active and lively retail street frontage with fine grained, pedestrian orientated outcomes.
- (4) New buildings, alterations and additions to buildings not otherwise provided for in the underlying zone within Sub-Precincts C, D and E:
  - (a) The design and layout of buildings and development insofar as it affects the existing and future residential amenity values and the amenity values of public streets and open spaces;
  - (b) Servicing;
  - (c) Matters of discretion I450.8.1 (4) (a) - (b) apply in addition to the matters of discretion in H13.8.1 (3).
- (5) Infringement to standard I450.6.1 Building height:
  - (a) Matters of discretion H13.8.1(7) apply.
- (6) Infringement of standard I450.6.3 Maximum parking rate
  - (a) Matters of discretion E27.8.1(5) apply.
- (7) Infringement of standard I450.6.4 Minimum cycle parking, I450.6.5 End of Trip Facilities
  - (a) Matters of discretion E27.8.1(7) apply.
- (8) Infringement to standard I450.6.7 Riparian Margins:
  - (a) Effects on water quality, biodiversity and stream erosion.
- (9) Infringements to standard I450.6.8 Stormwater Quality

- (a) Matters of discretion E9.8.1(1) apply.
- (10) Infringement of standard I450.6.9 – Development within 60m of the rail corridor
  - (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.
- (11) Infringement of standard I450.6.10 Fences adjoining publicly accessible open space
  - (a) Effects on the amenity and safety of the open space.
- (12) Infringement to standard I450.6.11 Daylight:
  - (a) Matters of discretion H13.8.1(7) apply.
- (13) Infringement to standard I450.6.12 Outdoor Living Space:
  - (a) Matters of discretion H13.8.1(7) apply.
- (14) Infringement of Standard I450.6.13. Residential at ground floor in Sub-Precinct E
  - (a) Matters of discretion in H13.8.1(7) apply.
- (15) Infringement of standard I450.6.14 – Outlook Space
  - (a) Matters of discretion H13.8.1(7) apply.
- (16) Infringement of standard I450.6.15 Safe operation of the NIMT
  - (a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Island Main Trunk Line.
- (17) Infringement to standard I450.6.6(1) Road Design and Upgrade of Existing Rural Roads
  - (a) The design of the road, and associated road reserve and whether it achieves policies I450.3(8), (16), (18) and (19).
  - (b) Design constraints.
  - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

#### **I450.8.2 Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

##### **(1) Subdivision, or new buildings prior to subdivision, including development of private roads:**

###### *Location of roads*

- (a) The extent to which the collector road network, the Key Retail Street and the potential



connection to Drury Centre are provided generally in the locations shown on I450.10.2 Drury Centre: Precinct Plan 2 to achieve a highly connected street layout that integrates with the surrounding transport network and responds to landform.

- (b) Whether an alternative alignment provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
  - (i) Landowner patterns and the presence of natural features, natural hazards, contours or other constraints and how these impact on the placement of roads;
  - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
  - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary.
- (c) Within Sub-precinct D, whether development precludes the construction of any connection between Brookfield Road and Quarry Road over Hingaia Stream.
- (d) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable street network. Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.
- (e) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

#### *Design of roads*

- (f) Whether the design of new collector and local roads accords with the road design details provided in I450.11 Drury Centre: Appendix 1;
- (g) Whether the layout of the street network provides a good degree of accessibility and supports a walkable street network. As a general principle, the length of a block should be no greater than 180m, and the perimeter of the block should be no greater than 500m;
- (h) Whether Station Road is designed as a low-speed environment that provides pedestrian accessibility between the Drury Central train station and the Key Retail Street.

#### *Connections to the Drury Central train station*

- (i) Whether the street network provides direct, safe and legible pedestrian and cycle connections to the operational Drury Central train station as development occurs over time. In particular, whether the following is provided, or an alternative is provided that achieves an equal or better degree of connectivity:
  - (i) Development in Sub-Precinct B and D has a connection to the Drury Central

train station via Drury Boulevard or the Key Retail Street shown on Precinct Plan 2;

- (ii) Development in Sub-Precinct A has a connection to the Drury Central train station via the Key Retail Street and/or any connecting local or collector roads and/or open spaces;
- (iii) Development in Sub-Precincts C and E has a connection to the Drury Central train station via Drury Boulevard and any connecting local or collector roads and/or open spaces.

*Sequencing of upgrades to the existing road network*

- (j) Whether a further upgrade to the intersection of State Highway 22 / Great South intersection beyond what is required by the Drury South Precinct (I410.8.2(1)(f)) is necessary, to ensure it can operate safely and efficiently. This will be assessed for development exceeding the level set out in I450.6.2.1(a), but prior to the full upgrade of Waihoehoe Road required by I450.6.2.1(d). If required, the further upgrade will provide an additional right turn lane from Great South Road.
- (k) Whether a temporary unsealed active modes connection, within the existing road reserve, has been provided to Drury South Precinct along Fitzgerald Road to Quarry Road (except for sections where impracticable due to constraints).
- (l) Prior to the upgrade of Fitzgerald Road, south of Brookfield Road, to an urban standard, whether any works are required within the existing road reserve, to ensure Fitzgerald Road is of a suitable condition to maintain safe traffic movement including any shoulder widening, localised widening, safety works and/or interim intersection upgrades, having regard to the additional traffic on that road generated by the Drury Centre Precinct.

*Stormwater and flooding*

- (m) Whether development is in accordance with an approved Stormwater Management Plan and policies E1.3(1) – (14);
- (n) Whether the design and efficacy of infrastructure and devices is appropriate with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment.
- (o) Whether the proposal ensures that development manages flooding effects upstream or and downstream of the site and in the Drury Centre precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event.
- (p) Whether the location, size, design and management of any interim flood attenuation areas that may be necessary is appropriate to ensure that development does not increase flooding risks prior to upgrades of culverts.

*Servicing*

- (q) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network, to service the proposed development, having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road;
- (r) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed.

**(2) Development of publicly accessible open space greater than 1000m<sup>2</sup>:**

*Location and design of publicly accessible open spaces greater than 1000m<sup>2</sup> in Sub-Precinct A*

- (a) Whether open spaces are provided in locations generally consistent with their indicative locations shown on I450.10.2 Drury Centre Precinct Plan 2 and have adequate street frontage to ensure the open spaces are visually prominent and safe;
- (b) Whether the existing Homestead building is to be retained, repurposed and incorporated into a high amenity urban park for informal recreation, which forms a focal point of the Drury Centre; and if not the reasons why not;
- (c) Whether existing mature trees are retained within Homestead Park where possible;
- (d) Whether a civic open space is integrated with the Key Retail Street that functions as an urban plaza and is a focus of civic and public activity.

*Location and design of any other open spaces greater than 1000m<sup>2</sup> including any riparian planting*

- (e) Whether the subdivision or development provides for the recreation and amenity needs of residents by providing suitably sized open spaces that are prominent and accessible to pedestrians within a neighbourhood;
- (f) Whether the location and design of open spaces ~~to~~ integrates with surrounding natural features including the network of permanent and intermittent streams;
- (g) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for on-going private maintenance.

**(3) New buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precincts A and B:**

- (a) The design and appearance of buildings and development as it relates to all the matters set out in H9.8.1(2)(a)-(i) and the future amenity values of Drury;
- (b) The relevant assessment criteria in H9.8.2(2) of the Business – Metropolitan Centre Zone for buildings or alterations and additions to buildings apply in addition to the criteria below;

- (c) Whether the height and form of buildings provides for four hours of sunlight access to over 75% of the net site area of publicly accessible open spaces greater than 3,000m<sup>2</sup>, between the hours of 10am-4pm during the Equinox (22 September. Demonstrating this may require the height of buildings to be reduced below that allowed by Rule I450.6.1 Building Height;
- (d) Whether buildings along the Key Retail Street shown on I450.10.2 Drury Centre: Precinct Plan 2 maximise pedestrian amenity, safety and visual quality through:
  - (i) achieving an appropriate level of definition and sense of enclosure to the street by providing a frontage height of at least 8m;
  - (ii) providing activities that engage and activate the street and open space at ground and first floor levels;
  - (iii) ensuring buildings are generally aligned with the street and have continuous verandah cover except where open space is provided;
  - (iv) locating clearly identifiable and accessible pedestrian entrances to the street;
  - (v) requiring internal space at all levels within buildings to maximise outlook onto the street and open space; and
  - (vi) minimising or integrating servicing elements on building facades;
- (e) Whether other local streets in Sub-Precinct A achieve a reasonable level of street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality;
- (f) Whether buildings fronting Homestead Park, the Town Square and Station Plaza provide activities that engage and activate the open space at ground floor level;
- (g) Whether activities within Sub-precinct B provide for the visual quality and interest of streets and other public places, having regard to the functional requirements of these activities, including typically larger building footprints, and areas of carparking;
- (h) Whether development incorporates Te Aranga Māori Design Principles;
- (i) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped;
- (j) Whether, in Sub-precinct A, activities support an active and lively retail street frontage with fine grained, pedestrian orientated outcomes.

*Servicing:*

- (k) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network, to service the proposed development, having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road;
- (l) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed;

- (m) Whether development has considered the presence of the 110kv Counties Power electricity lines and the need to achieve safe distances under existing Codes of Practice, or whether the existing lines can be relocated.

*Travel demand management measures:*

- (n) For commercial activities greater than 500m<sup>2</sup> or integrated retail development, whether it can be demonstrated by the measures outlined in a travel plan that the activities will be managed on an on-going basis, to minimise private vehicle travel to and from precinct and promote the use of public transport.

**(4) New buildings, and alterations and additions to buildings not otherwise provided for, within Sub-Precincts C, D and E:**

- (a) The relevant assessment criteria in H13.8.2(3) of the Business – Mixed Use Zone for buildings or alterations and additions to buildings apply in addition to the criteria below.
- (b) Whether residential development contributes to achieving attractive and safe streets and open spaces. Methods to achieve this include:
  - (i) Providing windows and entrances to the street to encourage passive surveillance;
  - (ii) Use of soft landscaping and planted elements to the street;
  - (iii) Minimising the visual dominance of garage doors and car parking areas to the street;
  - (iv) Minimising the frequency of vehicle crossings to the street and encouraging rear access, taking into account the context of the site, including orientation and topography.
- (c) Whether residential development:
  - (i) orientates and locates windows to optimise privacy and encourage natural cross ventilation within the dwelling;
  - (ii) optimises sunlight access based on orientation, function, window design and location, and depth of the dwelling floor space;
  - (iii) provides secure and conveniently accessible storage for the number and type of occupants the dwelling is designed to accommodate;
  - (iv) provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces.
- (d) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped.
- (e) Whether the height and form of buildings provides for four hours of sunlight access to over 75% of the net site area of publicly accessible open spaces greater than 3,000m<sup>2</sup>, between the hours of 10am-4pm during the Equinox (22 September. Demonstrating

this may require the height of buildings to be reduced below that allowed by Rule I450.6.1 Building Height.

*Servicing:*

- (f) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network to service the proposed development having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road;
  - (g) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed;
  - (h) Whether development has considered the presence of the 110kv Counties Power electricity lines and the need to achieve safe distances under existing Codes of Practice, or whether the existing lines can be relocated.
- (5) Infringement of standard I450.6.3 - Maximum parking rate**
- (a) Assessment criteria in E27.8.2(4) apply.
- (6) Infringement of standard I450.6.4 - Minimum cycle parking and I450.6.5 - End of Trip Facilities**
- (a) Assessment criteria in E27.8.2(6) apply.
- (7) Infringement to standard I450.6.7 - Riparian Planting**
- (a) Whether the infringement is consistent with Policy I450.3(20).
- (8) Infringement to I450.6.8 - Stormwater Quality**
- (a) Assessment criteria E9.8.2(1) apply;
  - (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (10) and (12) – (14);
  - (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.
- (9) Infringement of standard I450.6.9 - Activities sensitive to noise within 60m of the rail corridor**
- (a) Whether Activities sensitive to noise adjacent to the railway corridor are designed to protect people from adverse health and residential amenity effects while they are indoors, and whether such activities unduly constrain the operation of the railway corridor. This includes:
    - (i) the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor;
    - (ii) the extent of non-compliance with the noise standard and the effects of any non-compliance;

- (iii) the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and
- (iv) Any noise management implications arising from technical advice from an acoustic rail noise expert and KiwiRail.

**(10) Infringement of standard I450.6.10 - Fences adjoining publicly accessible open space**

- (a) Whether the proposal positively contributes to the visual quality and interest of the adjoining open space, while providing an adequate degree of privacy and security for the development.

**(11) Infringement to standard I450.6.11 - Daylight:**

- (a) Whether the proposal is designed to meet the day to day needs of residents by providing adequate access to daylight to principal living rooms and bedrooms and providing a sense of space between buildings on the same site.

**(12) Infringement to standard I450.6.12 - Outdoor Living Space:**

- (a) Whether the proposal provides outdoor living space that is useable and accessible having regard to the functional requirements of the type of residential activity proposed.

**(13) Infringements to standard I450.6.13 and H9.6.5 - Residential at Ground Floor**

- (a) Whether the ground floor is designed with flexibility to accommodate commercial uses in the future;
- (b) Whether there are particular site characteristics that would make residential at ground floor suitable, for example where the site has frontage to a local road or minor public open space. In those instances, whether the dwellings are designed to enable passive surveillance of the street/public open space and provide privacy for residents.

**(14) Infringement of standard I450.6.14 - Outlook Space**

- (a) Assessment criteria in H13.8.2(7) apply.

**(15) Infringement of standard I450.6.15 - Safe operation of the NIMT**

- (a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Island Main Trunk Line, including:
  - (i) the size, nature and location of the buildings on the site;
  - (ii) the extent to which the safety and efficiency of railway operations will be adversely affected;
  - (iii) any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Island Main Trunk Line; and

- (iv) Any implications arising from advice from KiwiRail.

**(16) Infringement to standard I450.6.6(1) Road Design and Upgrade of Existing Rural Roads**

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies I450.3(8), (16), (18) and (19).
- (c) Whether the proposed design and road reserve:
  - (i) incorporates measures to achieve the required design speeds;
  - (ii) can safely accommodate required vehicle movements;
  - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
  - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

**I450.9 Special information requirements**

**(1) Riparian planting plan**

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native. The riparian planting plan must be prepared in accordance with Appendix 16 - Guideline for native revegetation plantings.

**(2) Archaeological assessment**

An application for land modification must be accompanied by an archaeological assessment, including a survey. The purpose of this assessment is to evaluate the effects on archaeological values prior to any land disturbance, planting or demolition of a pre-1900 building, and to confirm whether the development will require an Authority to Modify under the Heritage New Zealand Pouhere Taonga Act 2014.

**(3) Travel Plan**

A travel plan is required for offices greater than 500m<sup>2</sup> and integrated retail development, or where development infringes standard I450.6.2. A travel plan must be prepared by suitably qualified and experienced person and include:

- (a) operational measures to be established on-site to encourage reduced vehicle trips, including car sharing schemes, public transport use incentives, flexitime, staggered working hours;
- (b) operational measures to be established to restrict the use of any employee



parking area(s) during peak periods, including the allocation of on-site parking between staff, company cars and visitors;

- (c) details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures;
- (d) the methods by which the effectiveness of the proposed measures outlined in the travel plan can be independently measured/monitored and reviewed by a suitably qualified and experienced traffic engineer, including a commitment to undertake travel surveys at the time of building occupation or as otherwise required to provide on-going information regarding travel behaviour;
- (e) the design of transport infrastructure proposed as part of the development that encourages a mode shift;
- (f) an objective or target for mode share or travel associated with offices, retail or commercial activities.

#### (4) Integrated transport assessment

An application to infringe standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades must be accompanied by an integrated transport assessment prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under standard I450.6.2 Staging of Subdivision and Development with Transport Upgrades.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal is in accordance with Policies I450.3(7), I450.3(8), I450.3(16), (17), (18), (19) and I450.3(21) in addition to any other relevant AUP policy;
- (b) Whether public transport routes that connect to the Drury Central train station and the Drury Centre can operate effectively and efficiently at all times;
- (c) Whether the Waihoehoe/Great South Road intersection can operate safely and with reasonable efficiency during the inter-peak period, being generally no worse than a Level of Service D for the overall intersection;
- (d) Whether increased use of public transport within the Drury Centre precinct or the wider area, has provided additional capacity within the transport network including by implementing travel demand management measures set out in a travel plan, which has been prepared in accordance with I450.9(4);
- (e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table I450.6.2.1 Threshold for Subdivision and Development;

- (f) Whether residential development is coordinated with retail and commercial development within the wider Drury East area identified on Precinct Plan 4 to minimise trips outside of the precinct providing additional capacity within the transport network;
  - (g) Whether the actual rate of development in the wider area is slower than anticipated and provides additional capacity in the transport network;
  - (h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the Drury Centre precinct;
  - (i) Whether the integrated transport assessment supporting the application documents the outcome of engagement with the road controlling authority;
  - (j) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;
  - (k) Whether the intersection of Great South Road/Quarry Road and the Drury South Precinct roads can operate safely and efficiently prior to the full upgrade of Waihoehoe Road between Fitzgerald Road and Great South Road;
  - (l) Whether the surrounding transport network can operate safely and efficiently when considering traffic generated by construction activities within the Precinct Plan 4 area.
- (5) Monitoring of Rule I450.6.2 Staging of Subdivision and Development with Transport Upgrades and Rule I450.6.3 Maximum Parking Rate
- (a) Any proposal for land use or subdivision for dwellings, retail, commercial and/or community activities must demonstrate compliance with rule I450.6.2 Staging of Subdivision and Development with Transport Upgrades. Any application must contain details of the maximum number of dwellings or amount of retail, commercial or community GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots).
  - (b) Any proposal for office activities must demonstrate compliance with rule I450.6.3 Maximum Parking Rate. Any application must contain details of the amount of office GFA proposed to be enabled where relevant.

(6) Transport Design Report

Any proposed new road intersection or upgrading of existing road intersections must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use consent.

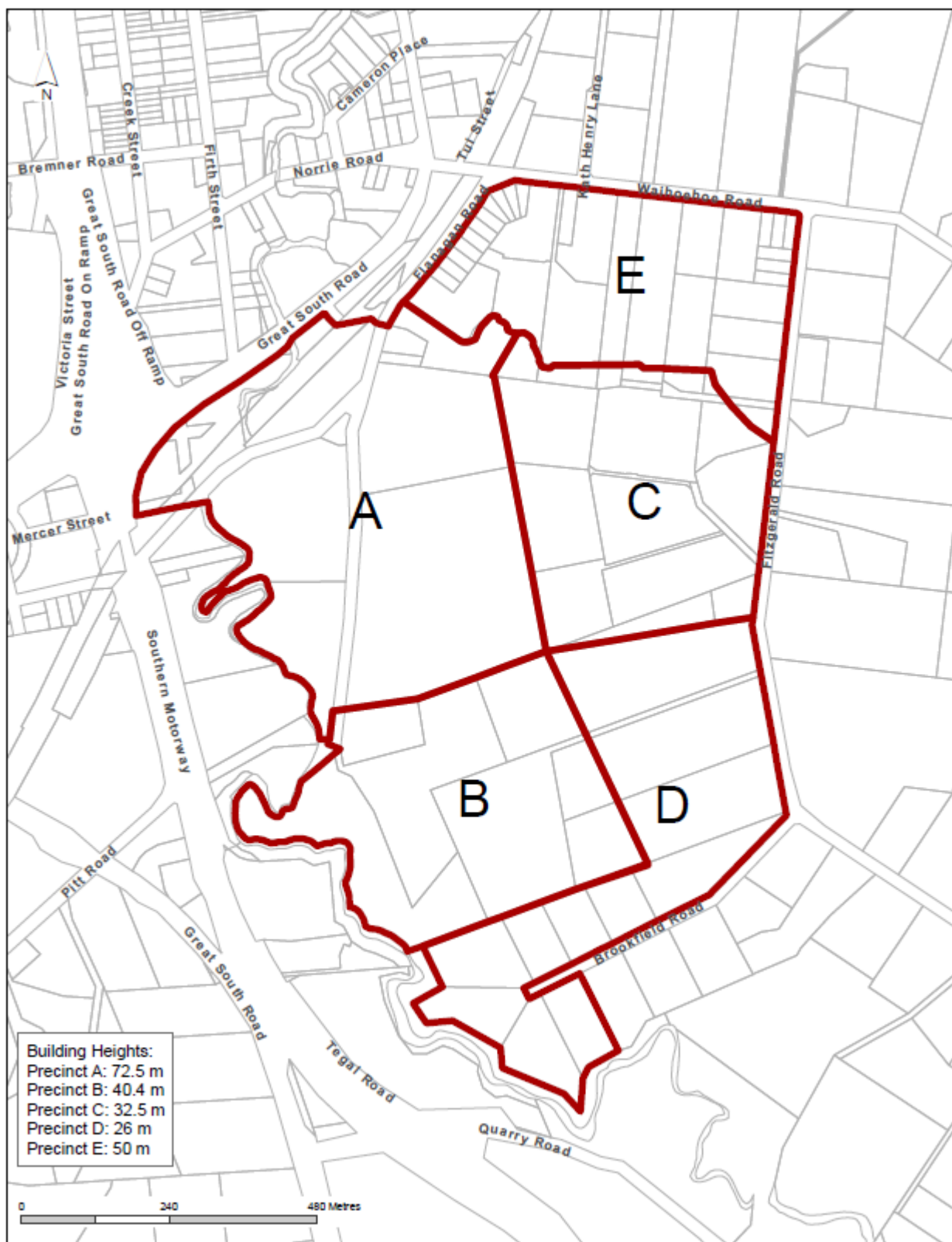
In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

- (7) Activities sensitive to noise proposed within 60m of the rail corridor which infringe Standard I450.6.9 and/or buildings proposed within 5 metres from any boundary which adjoins the North Island Main Trunk Line which infringe Standard I450.6.15:
  - (a) Evidence of consultation with KiwiRail and its responses to that consultation.

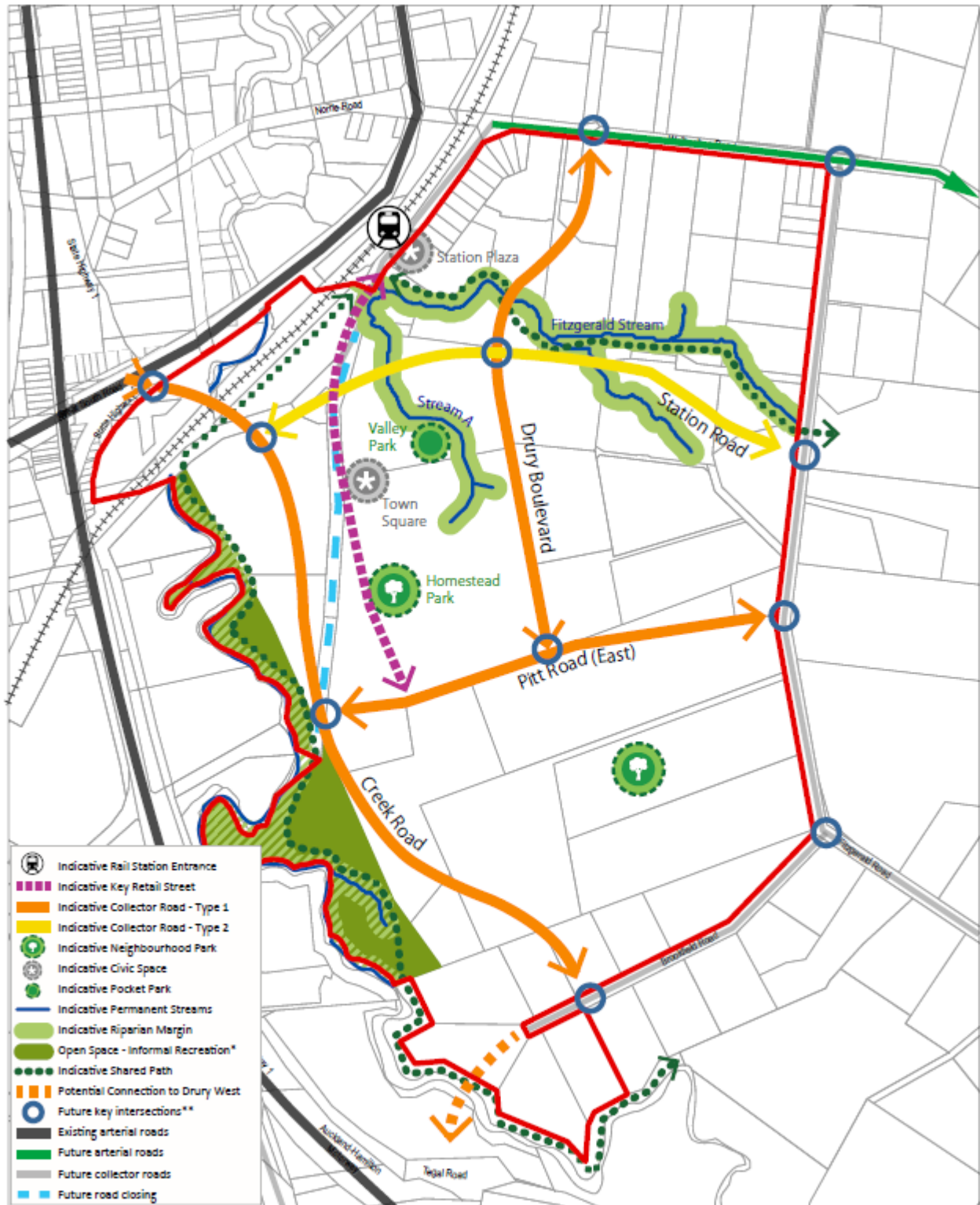
## I450.10 Precinct plans

### I450.10.1 Drury Centre: Precinct plan 1 – Building Height

Qualifying  
matter as per  
Sch 3C, cls  
8(1)(b) of the  
RMA



## I450.10.2 Drury Centre: Precinct plan 2 – Structuring Elements



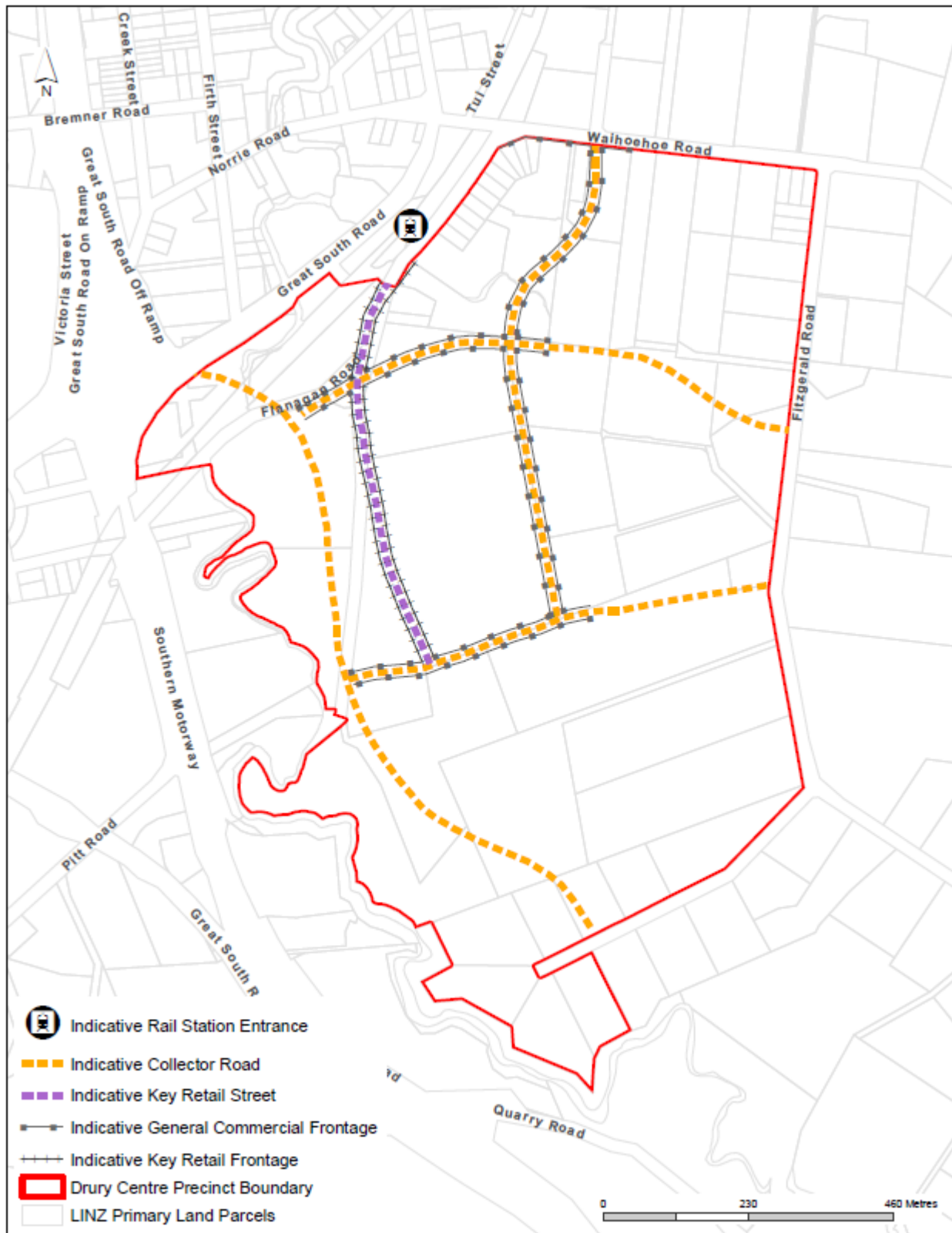
Note: All elements shown are indicative only and subject to detailed design and investigation as part of the resource consent process.

\* Areas zoned Open Space outside of the Esplanade Reserve to be retained in private ownership.

\*\*All future key intersections subject to detailed design and special information requirements.

Precinct Plan 2 - Structuring Elements

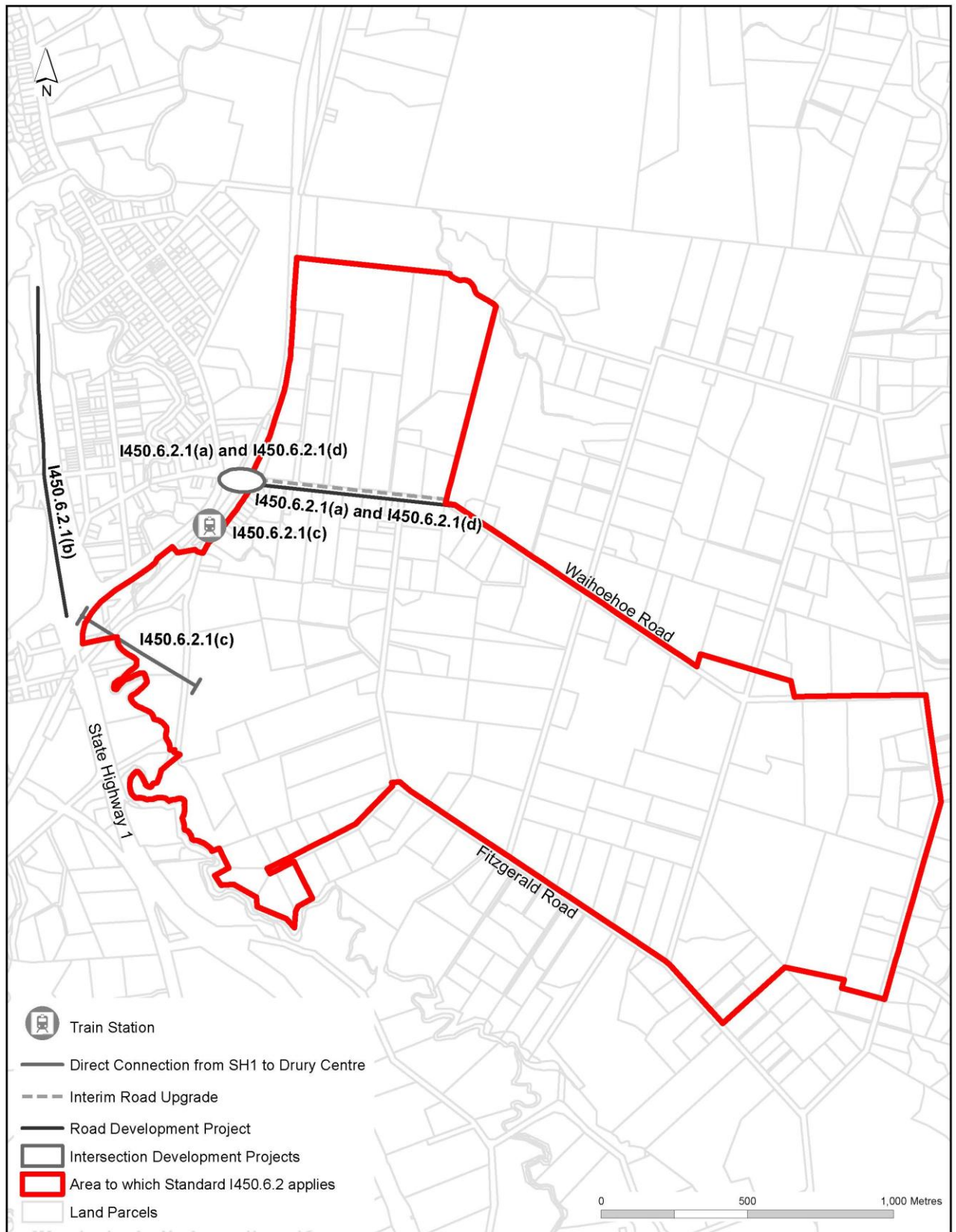
### I450.10.3 Drury Centre: Precinct plan 3 – Road Network and Key Retail and General Commercial Frontage controls



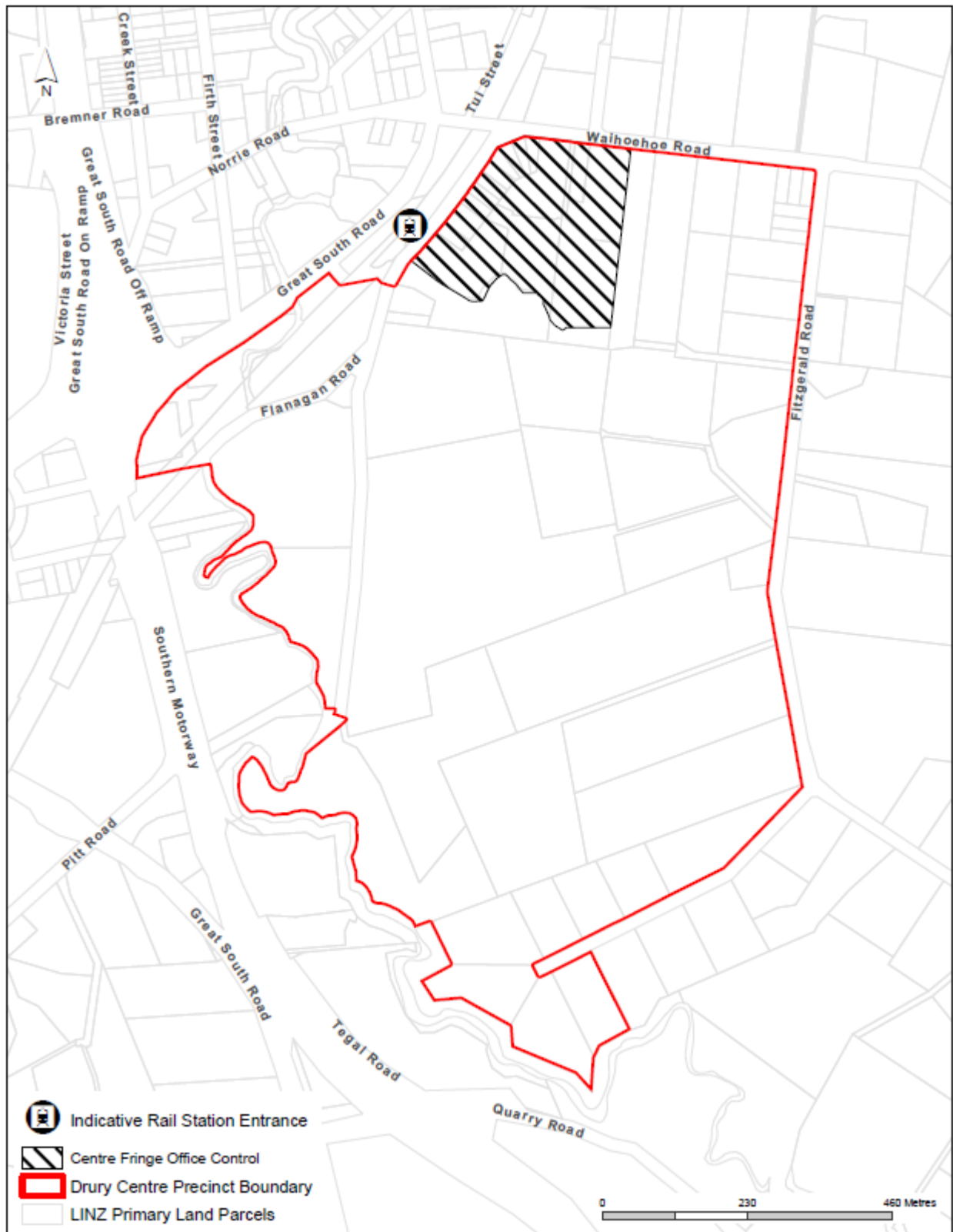


Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

#### I450.10.4 Drury Centre: Precinct plan 4– Transport Staging Boundary

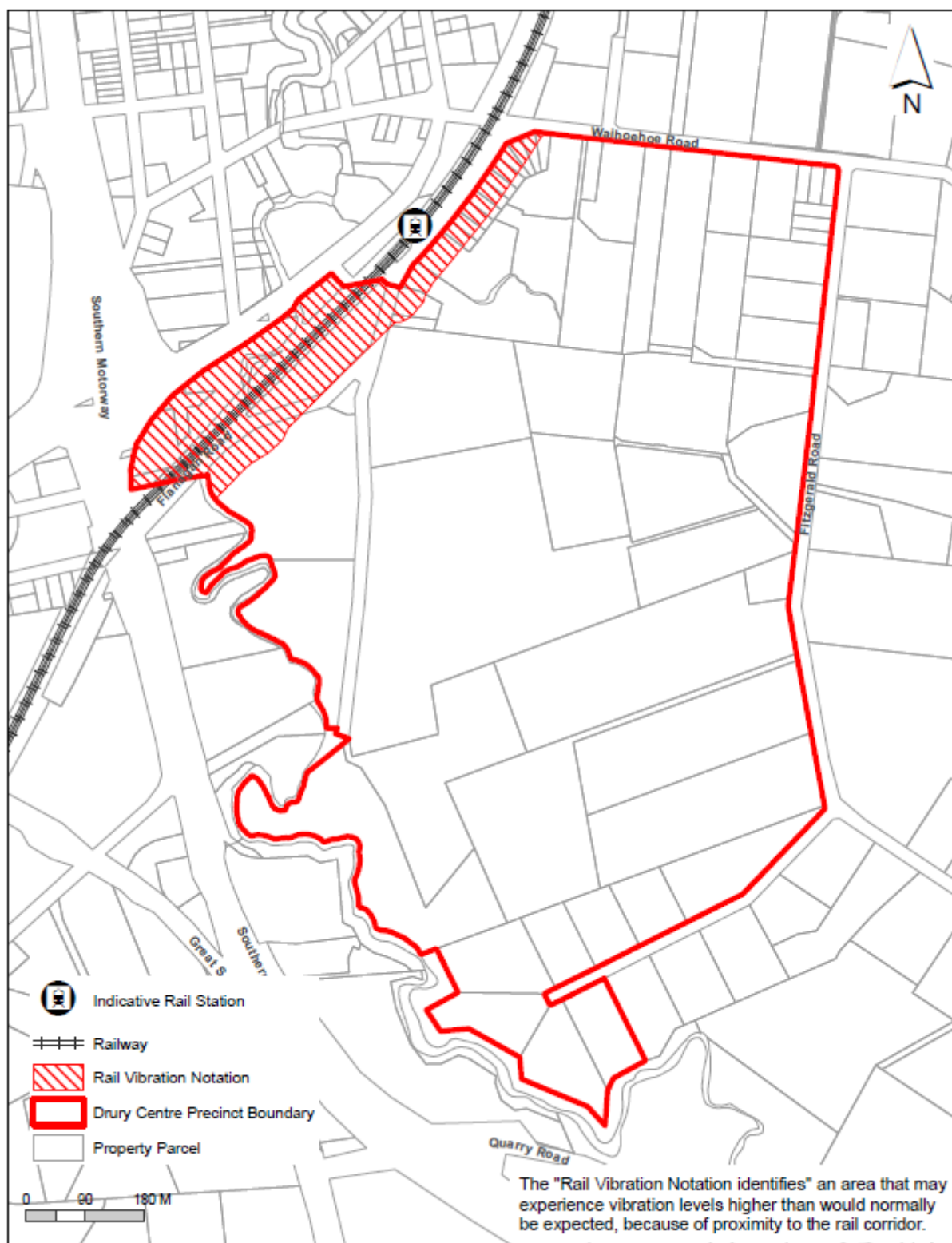


I450.10.5 Drury Centre: Precinct plan 5 – Centre Fringe Office Control





I450.10.6 Drury Centre: Precinct plan 6 – Rail Vibration



**I450.11 Appendices**  
Appendix 1: Design Details

| Road Function and Required Design Elements Table                                                                      |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                                                           |                                                           |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------------------------------------------------|-----------------------------------------------------------|
| Road Function and Required Design Elements<br>Road Name (refer to Precinct Plan 2)                                    | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision                                           | Pedestrian Provision                                      |
| Waihoehoe Road West Ultimate Upgrade (Great South Road to Fitzgerald Road) with separated active transport provisions | Arterial                                            | 30m                                   | 4                                         | 50                   | Yes                 | Yes    | Yes                               | No                | Yes<br>separated on both sides                            | Yes<br>both sides                                         |
| Waihoehoe Road West Interim Upgrade (Great South Road to Fitzgerald Road)                                             | Arterial                                            | 20m                                   | 2 <sup>1</sup>                            | 50                   | Yes                 | No     | Yes                               | No                | Yes<br>Shared path on one side with safe crossing points. | Yes<br>Shared path on one side with safe crossing points. |

<sup>1</sup> \*Note: an additional bus lane will be provided between the Waihoehoe bridge and the turning lanes at Fitzgerald Road intersection, as shown at Appendix 1a.

| Road Function and Required Design Elements Table                                                                      |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                             |                                                       |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------------------|-------------------------------------------------------|
| Road Function and Required Design Elements<br>Road Name (refer to Precinct Plan 2)                                    | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision             | Pedestrian Provision                                  |
| Ultimate Waihoehoe Road (Fitzgerald Road to Mill Road northern connection) with separated active transport provisions | Arterial                                            | 24m                                   | 2                                         | 50                   | yes                 | Yes    | yes                               | No                | Yes separated on both sides | Yes both sides                                        |
| Waihoehoe Road East Interim Constrained Upgrade (future width 24m) (subject to note 4)                                | Arterial                                            | 20m                                   | 2                                         | 50                   | Yes                 | No     | Yes                               | No                | Yes separated on both sides | Yes - Pedestrian provision only required on one side. |
| North-South Opaheke Road (Ultimate)                                                                                   | Arterial                                            | 27m                                   | 4                                         | 40                   | Yes                 | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides                                        |
| North-South Opahake Road (Interim)                                                                                    | Collector                                           | 27m                                   | 2                                         | 40                   | Yes                 | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides                                        |

| Road Function and Required Design Elements Table                                                                                                         |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                             |                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------------------|-----------------------------|
| Road Function and Required Design Elements<br>Road Name (refer to Precinct Plan 2)                                                                       | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision             | Pedestrian Provision        |
| Collector Roads with separated active transport provisions including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road                     | Collector                                           | 23m                                   | 2                                         | 40                   | No                  | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides              |
| Collector Roads Interim Hybrid Upgrade (future width 23 m) including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road (subject to note 4) | Collector                                           | 21.5m                                 | 2                                         | 40                   | No                  | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides <sup>2</sup> |

<sup>2</sup> \* Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

| Road Function and Required Design Elements Table                                                                                                             |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                          |                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|--------------------------|----------------------------------------------------------------------------------------------|
| Road Function and Required Design Elements<br>Road Name (refer to Precinct Plan 2)                                                                           | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision          | Pedestrian Provision                                                                         |
| Collector Road Interim Constrained Upgrade (future width 23 m) including Fielding Road, Cossey Road, Fitzgerald Road and Brookfield Road (subject to note 4) | Collector                                           | 20m                                   | 2                                         | 40                   | No                  | No     | Yes                               | Optional          | Yes separated both sides | Yes both sides <sup>3</sup>                                                                  |
| Local Roads (Residential)                                                                                                                                    | Local                                               | 16m                                   | 2                                         | 30                   | No                  | No     | No                                | Optional          | No                       | Yes both sides                                                                               |
| Local Roads (Residential Park Edge)                                                                                                                          | Local                                               | 13.5m                                 | 2                                         | 30                   | No                  | No     | No                                | Optional          | No                       | One side<br>NB: provided that a shared path is provided within park outside the road reserve |

<sup>3</sup> \* Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

| Road Function and Required Design Elements Table                                   |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                 |                      |
|------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------|----------------------|
| Road Function and Required Design Elements<br>Road Name (refer to Precinct Plan 2) | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision | Pedestrian Provision |
| Key Retail Street                                                                  | Local                                               | 20m                                   | 2                                         | 30                   | Yes                 | No     | No                                | Optional          | No              | Yes<br>both sides    |

*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.*

*Note 2: Carriageway and intersection geometry capable of accommodating buses.*

*Note 3: Any interim, hybrid, constrained or ultimate upgrades must be designed and constructed to include a new road pavement and be sealed to their appropriate standard in accordance with the Proposed Role and Function of the Road.*

*Note 4: Any interim hybrid or constrained upgrades shall only apply where the applicant does not have access to the land on one or both sides of the existing road reserve. Where an application is only undertaken on one side of the road, a wider footpath and back berm shall be provided on that side, to integrate with the final design width of the road once fully upgraded.*

Appendix 1a: Interim Design Details for Existing Roads

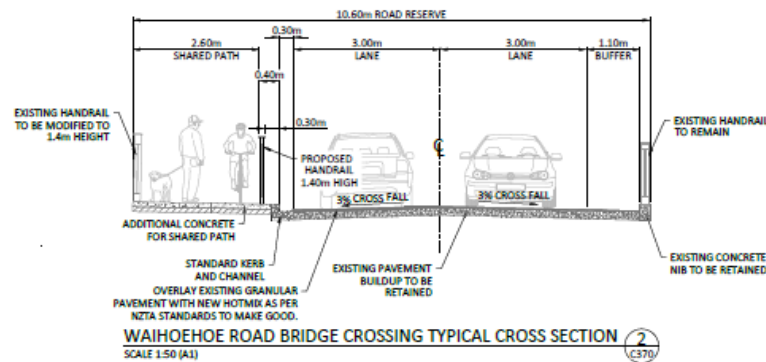
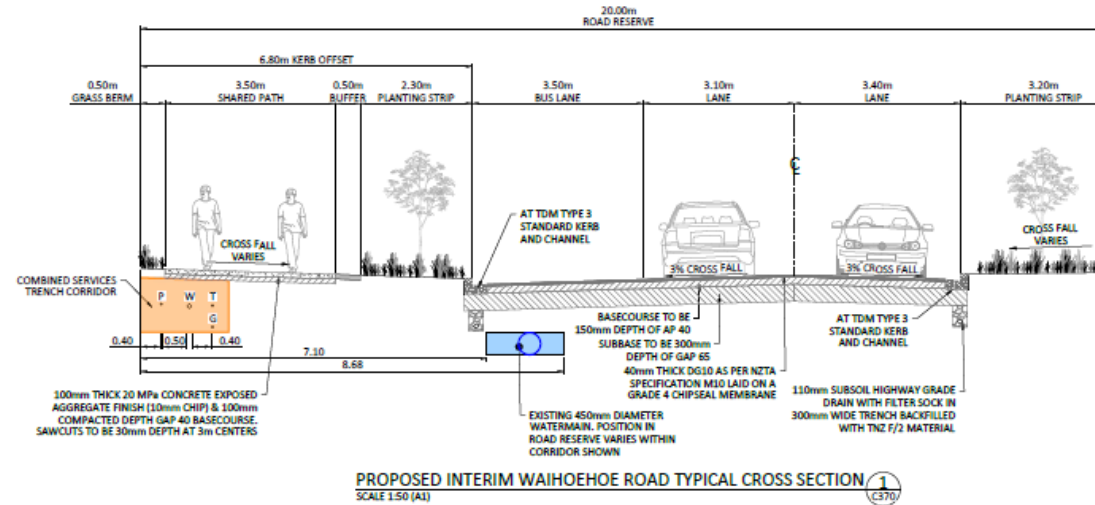
Note: all drawings in this appendix are indicative designs to be refined through the EPA process.

(1) Waihoehoe Road (west of Fitzgerald Road)



\*any upgrade works will need to be integrated with the design of the Ultimate Waihoehoe bridge and station access works.





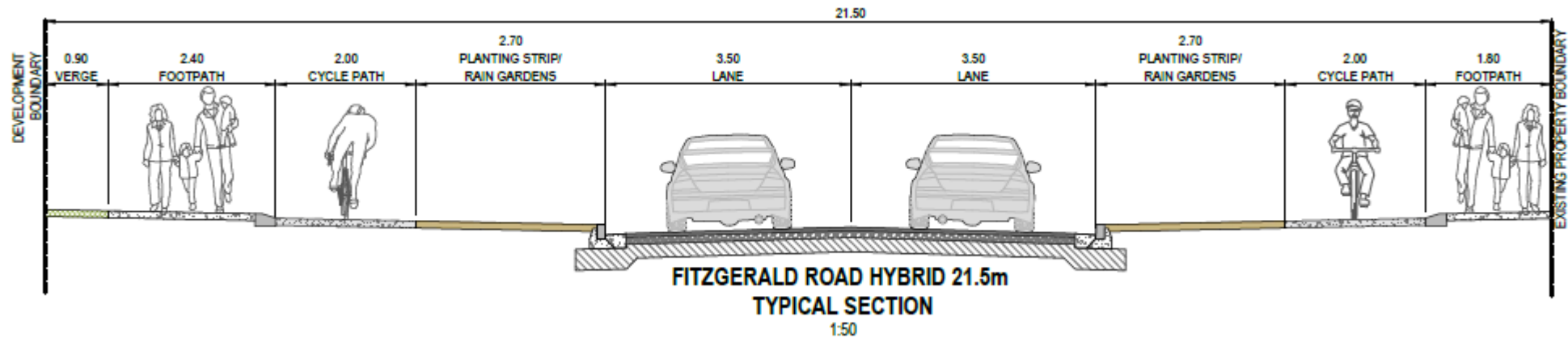
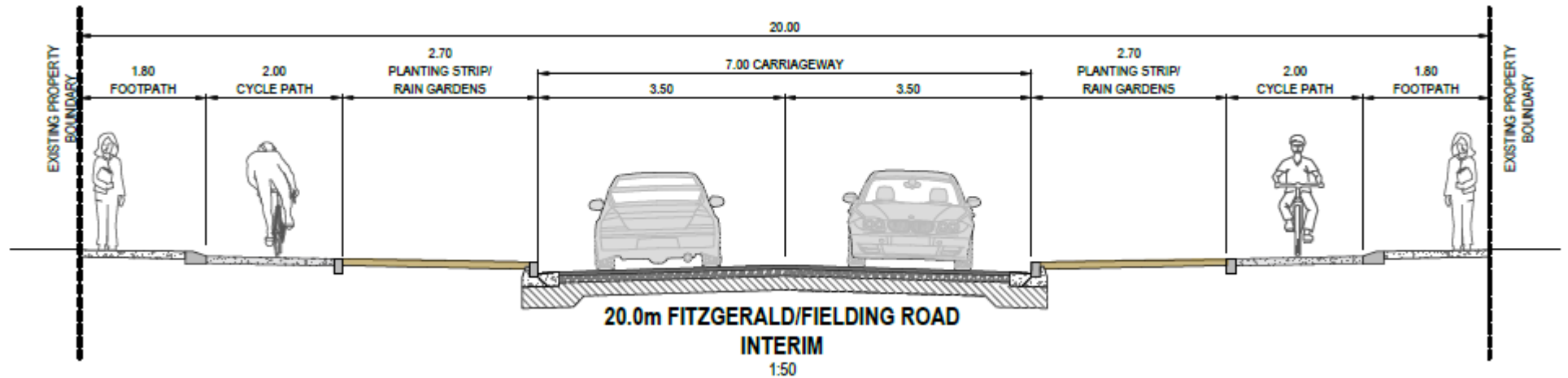
\*any upgrade works will need to be integrated with the final design of the Ultimate Waihoehoe bridge and station access works



\*\*The Waihoehoe Road (West) Bridge Crossing design is indicative and will be refined through EPA process

## (2) Fitzgerald Road

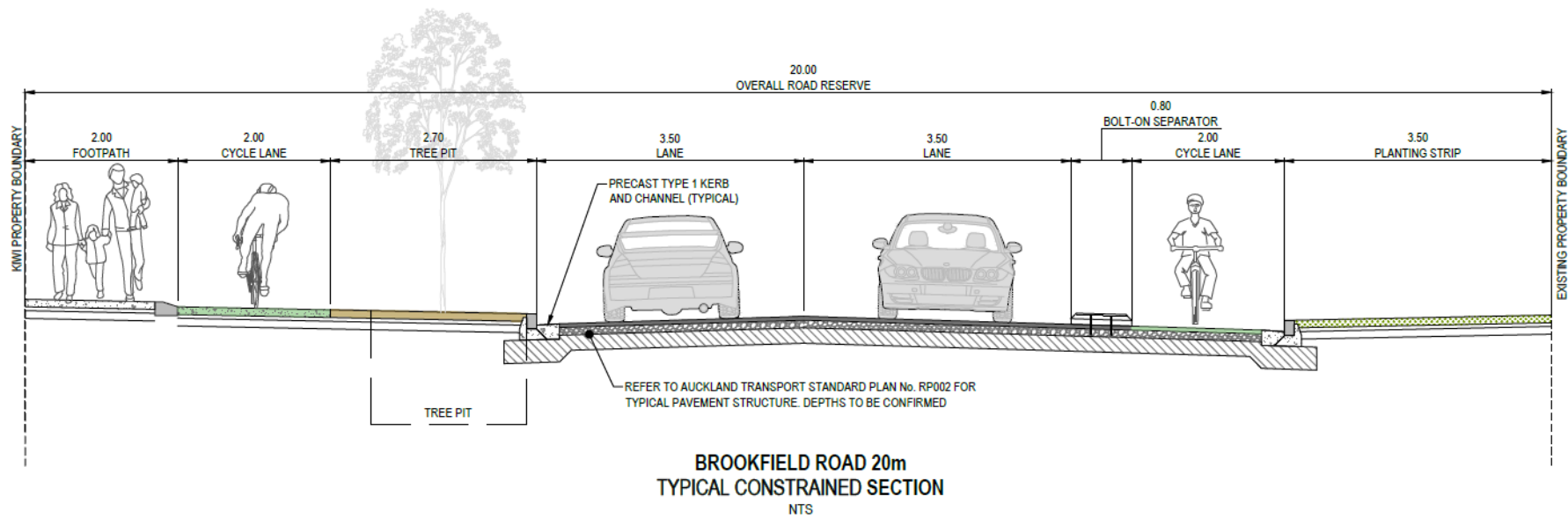
Indicative design to be refined through EPA process



## I450 Drury Centre Precinct

### (3) Brookfield Road

Indicative design to be refined through EPA process



## I451. Drury East Precinct

### I451.1. Precinct Description

The Drury East Precinct applies to approximately 184 hectares of land generally bounded by Waihoehoe Road to the north, Drury Hills Road to the east and Fitzgerald Road to the south and west.

The purpose of the Drury East Precinct is to provide for the development of a new, comprehensively planned residential community in Drury East that supports a quality compact urban form. The precinct provides for a range of residential densities, including higher residential densities close to the Drury Centre and the future rapid and frequent public transport. Moderate residential densities are enabled in the eastern part of the precinct to provide a transition between the higher density housing in the west, and the Rural Countryside Living land to the east in the Drury foothills.

A small neighbourhood centre is provided for at the junction of Cossey Road and the proposed east-west Collector Road to provide for the local day-to-day needs of residents in a central location. The neighbourhood centre has been located to be visually prominent and accessible in Drury east, integrate with the stream and open space network, and have a northerly and westerly orientation.

The precinct emphasises the need for development to create a unique sense of place for Drury, by integrating existing natural features, responding the landform and respecting Mana Whenua values. In particular there is a network of streams throughout Drury East precinct, including the Fitzgerald stream. The precinct seeks to maintain and enhance these waterways and integrate them where possible within the open space network.

The transport network in the wider Drury East area as defined on Precinct Plan 2 will need to be progressively upgraded over time to support development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for housing and related activities is coordinated with the construction of safe, efficient and effective access to the Drury Central train station and other upgrades necessary to manage adverse effects on the local and wider transport network. At the time of the Drury East Precinct provisions being made operative, there is insufficient council family or central government funding available for transport and other infrastructure to support the full build-out of Drury East, which may affect the speed at which land within Drury East can be developed.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the wider Drury East area (see I451.6.2), recognising that the area functions as an integrated transport network;
- (b) Requiring a comprehensive assessment and an Integrated Transport Assessment to be prepared for development and subdivision that does not comply with I451.6.2;
- (c) Requiring safe, legible and direct connection/s to the Drury Central train station to be in place as development and subdivision occurs;

- (d) Requiring existing rural roads to be progressively upgraded in accordance with I451.11: Appendix 1, as development and subdivision occurs, to connect with the Waihoehoe/Fitzgerald Road intersection and any new schools within the Precinct Plan 2 area;
- (e) Requiring new collector roads within the precinct to be located generally in accordance with Precinct Plan 2, and new local roads to form a high quality and integrated network;
- (f) Requiring all proposed roads to be designed in accordance with I451.11: Appendix 1, consistent with the functions outlined in the table.

Precinct provisions also require assessment of a range of matters relating to the existing road network, including for example whether a temporary active modes connection has been provided to the Drury South Precinct.

Open spaces in the Drury East precinct other than esplanade reserve may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council.

Acoustic attenuation provisions are proposed within the Precinct to protect activities sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of Waihoehoe Road (shown as a future arterial road on Precinct Plan 1).

The zoning of the land within the Drury East Precinct is Residential – Terrace Housing and Apartment Buildings, Residential - Mixed Housing Urban, Residential – Mixed Housing Suburban and Business – Neighbourhood Centre.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

#### **I451.2. Objective(s) [rcp/rp/dp]**

- (1) Drury East is a comprehensively developed residential environment that integrates with the Drury Centre Precinct and the natural environment, supports public and active transport use, and respects Mana Whenua values.
- (2) Subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (3) Access to and from the precinct occurs in an effective, efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.
- (4) The Drury East precinct develops and functions in a way that:
  - (a) Results in a mode shift to public and active modes of transport; and
  - (b) Provides safe and effective movement between housing, open spaces and the neighbourhood centre within the precinct, and to the Drury Central train station, by active modes of transport.
- (5) Development is coordinated with the supply of sufficient water, energy and communications infrastructure.

- (6) Freshwater, sediment quality, and biodiversity is improved.
- (7) Development is supported by social facilities, including schools.
- (8) Activities sensitive to noise adjacent to arterial roads are designed to protect people's health and residential amenity while they are indoors.

### **I451.3. Policies [rcp/rp/dp]**

- (1) Policy Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (2) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (3) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with I451.11: Appendix 1.
- (4) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place and a quality network of open spaces for Drury East and Drury-Opāheke, including by:
  - (a) incorporating distinctive site features;
  - (b) integrating with the stream network to create a green corridor following the Fitzgerald stream and tributaries of the Hingaia stream.
- (5) Promote a mode shift to public and active modes of transport by:
  - (a) Requiring active mode connections to the Drury Central train station and Drury Centre for all stages of development;
  - (b) Requiring streets to be designed to provide safe separated access for cyclists on collector roads and arterial roads;
  - (c) Requiring safe and secure cycle parking for all residential activities.
- (6) Ensure that the adverse effects of traffic generation on the surrounding transport network are mitigated, including by ensuring:
  - (a) Public transport can operate efficiently at all times;
  - (b) The surrounding road network can operate with reasonable efficiency during inter-peak periods;
  - (c) Safe and efficient movement of freight vehicles within and through the Drury South precinct;
  - (d) Any upgrades to the transport network are safe for pedestrians, cyclists and motorists; and

- (e) The transport network operates safely at all times.
- (7) Provide for the progressive upgrade of existing roads and key intersections, within and adjoining the Drury East precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all modes and connect with the existing transport network to the Drury Central train station.
- (8) Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (9) Ensure that development in Drury East Precinct is coordinated with sufficient stormwater, wastewater, water, energy and communications infrastructure, having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road.
- (10) Require subdivision and development, as it proceeds, to provide access to safe, direct and legible pedestrian and cycling connections to the Drury Central train station and schools within the Precinct Plan 2 area.
- (11) In addition to the matters in Policy E1.3(8), manage erosion and associated effects on stream health and values arising from development in the precinct, including parts of the Fitzgerald stream, and enable in-stream works to mitigate any effects.
- (12) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.
- (13) Provide for new social facilities, including schools, that meet the needs of the community.

#### *Stormwater Management*

- (14) Require subdivision and development to be consistent with the treatment train approach outlined in the supporting stormwater management plan, including:
  - (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
  - (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
  - (c) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01;
  - (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces;
  - (e) Providing planting on the riparian margins of permanent or intermittent streams;
  - (f) Ensuring development is coordinated with sufficient stormwater infrastructure.

*Activities sensitive to noise adjacent to existing and future arterial road corridors*

(15) Ensure that activities sensitive to noise adjacent to existing and future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors.

*Natural Hazards*

(16) Ensure development manages flooding effects upstream and downstream of the site and in the Drury East precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event. This may include appropriately designed and sited interim storage/attenuation areas prior to culvert upgrades.

*Mana Whenua values*

(17) Development responds to Mana Whenua values by:

- (a) Delivering a green corridor following the Fitzgerald stream and tributaries of the Hingaia stream;
- (b) Taking an integrated approach to stormwater management;
- (c) Ensuring the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above. -

**I451.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I451.4.1 below.

Activity Table I451.4.1 specifies the activity status of district land use activities and development in the Drury East Precinct pursuant to section(s) 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

**Table I451.4.1 Activity table**

| Activity                           |                                                                                                                                                                                                                                                                                                                                                        | Activity status |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Subdivision and Development</b> |                                                                                                                                                                                                                                                                                                                                                        |                 |
| (A1)                               | Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone)                                                                                                                                                                                 | RD              |
| (A2)                               | Subdivision and/or development that does not comply with Standard I451.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I451.6.2.1: <ul style="list-style-type: none"> <li>i. Upgrades in rows (a) and (b)</li> </ul> The upgrade in row (c) relating to Drury Central train station | NC              |

Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the RMA

|      |                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                            |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (A3) | Subdivision and/or development that does not comply with Standard I451.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I451.6.2.1:<br><br>i. The upgrade in row (c) relating to the Direct connection from State Highway 1 to the Drury Centre<br><br>ii. Upgrades in rows (d) to (f) | D                                                                                                                                                          |
| (A4) | Subdivision and/or development that does not comply with Standard I451.6.4(1) Road Design and Upgrade of Existing Rural Roads                                                                                                                                                                                                                            | RD                                                                                                                                                         |
| (A5) | Subdivision and/or development that does not comply with Standard I451.6.4(2) Road Design and Upgrade of Existing Rural Roads                                                                                                                                                                                                                            | D                                                                                                                                                          |
| (A6) | Any application to amend an existing resource consent that gives rise to non-compliance with Standard I451.6.2 Staging of Subdivision and Development with Transport Upgrades and Table I451.6.2.1                                                                                                                                                       | NC in relation to transport infrastructure upgrades subject to (A2) above.<br><br>D in relation to transport infrastructure upgrades subject to (A3) above |

### **I451.5. Notification**

- (1) Any application for resource consent for an activity listed in Table I451.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

### **I451.6. Standards**

- (1) Unless specified in Standard I451.6(2), I451.6(3) or I451.6(4) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I451.4.1 above.
- (2) The following Auckland-wide standards do not apply to activities listed in Activity Table I451.4.1 above:
  - (a) E27.6.1 Trip generation
- (3) The following zone standard does not apply within Area A:



## (a) H6.6.10 Maximum impervious area

(4) In addition to I451.6(1) activities listed in Activity Table I451.4.1 must comply with the following

Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the RMA

### **I451.6.1. Building Height**

Purpose:

- Enable building height to be maximised close to the Drury Central train station and the frequent transport network;
- Contribute positively to Drury's sense of place;
- Manage the effects of building height, including visual dominance.

(1) Buildings in the Residential - Terrace Housing and Apartment Buildings zone and the Business – Neighbourhood Centre zone must not exceed the height in metres shown in the Height Variation Control on the planning maps.

(2) Within the Business Neighbourhood Centre zone the maximum height is 18m, but with a maximum occupiable building height of 16m (with the additional 2m in height allowed but can only be used for roof form, roof terraces, plant and other mechanical and electrical equipment).

### **I451.6.2. Staging of Subdivision and Development with Transport Upgrades**

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding regional and local road network, consistent with Policy I451.3(6).
- Achieve the integration of land use and transport consistent with Policies I451.3(5), (7), (8) and (10).

(1) Development and subdivision within the area shown on I451.10.2 Drury East: Precinct Plan 2 must not exceed the thresholds in Table I451.6.2.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of the Table will be deemed to comply with this standard I451.6.2(1) if the corresponding infrastructure identified in Column 2 of the Table is:

(a) Constructed and operational prior to lodgement of the resource consent application;  
or

(b) Under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:

- (i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
- (ii) the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or

- (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:
- (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
- (ii) Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application.
- (2) Any application lodged in terms of I451.6.2(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:
  - (a) no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
  - (b) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in I451.6.2(2)(a) and/or I451.6.2(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

- (3) For the purpose of this standard:
  - (a) 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a section 224(c) certificate that creates additional vacant lots.
  - (b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
  - (c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).
- (4) Any proposal for land use or subdivision for dwellings, retail, commercial and/or community activities must demonstrate compliance with this rule in accordance with the Special Information Requirements in I451.9(5).

Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the RMA

**Table I451.6.2.1 Threshold for Subdivision and Development as shown on I451.10.2  
Drury East: Precinct Plan 2**

| Activities, development or subdivision, enabled by Transport Infrastructure in column 2 |                                                                                                                                                                                                          | Transport infrastructure required to enable activities, development or subdivision in column 1                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a)                                                                                     | Up to a maximum of 710 dwellings                                                                                                                                                                         | Interim upgrade to Great South Road/Waihoehoe Road roundabout to signals in accordance with I451.11: Appendix 1 and 1a, including pedestrian connections to existing footpaths; and<br><br>Interim upgrade of Waihoehoe Road in accordance with I451.11: Appendix 1 and 1a, including walking and cycling provisions on the Waihoehoe Road bridge.                                                                                                                                                      |
| (b)                                                                                     | Up to a maximum of:<br>(i) 1,300 dwellings; and/or<br>(ii) 24,000m <sup>2</sup> retail GFA; and/or<br>(iii) 6,000m <sup>2</sup> other commercial GFA; and/or<br>(iv) 800m <sup>2</sup> community GFA.    | Upgrades in (a) above and State Highway 1 widening – Stage 1, being six lanes between the Papakura interchange and Drury interchange.                                                                                                                                                                                                                                                                                                                                                                   |
| (c)                                                                                     | Up to a maximum of:<br>(i) 1,800 dwellings; and/or<br>(ii) 32,000m <sup>2</sup> retail GFA; and/or<br>(iii) 8,700m <sup>2</sup> other commercial GFA; and/or<br>(iv) 1,000m <sup>2</sup> community GFA.  | Upgrades in (a) and (b) above and:<br>Drury Central train station, including a pedestrian connection to Waihoehoe Road*; and<br>Direct connection from State Highway 1 to the Drury Centre via a single lane slip lane from SH1 interchange to Creek Road. Creek Road is within the Drury Centre Precinct and is shown on Precinct Plan 2**.<br>Notes:<br>* Refer to I451.4.1(A2) – non-compliance is a non-complying activity<br>** Refer to I451.4.1(A3) – non-compliance is a discretionary activity |
| (d)                                                                                     | Up to a maximum of:<br>(i) 3,300 dwellings; and/or<br>(ii) 56,000m <sup>2</sup> retail GFA; and/or<br>(iii) 17,900m <sup>2</sup> other commercial GFA; and/or<br>(iv) 2,000m <sup>2</sup> community GFA. | Upgrades in (a)-(c) above and:<br>Ultimate Waihoehoe Road upgrade between Fitzgerald Road and Great South Road in accordance with I451.11: Appendix 1, including:<br>i. Two general traffic lanes and two bus lanes, footpaths and cycleways on both sides, and a new six-lane bridge over the railway corridor; and                                                                                                                                                                                    |

Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the RMA

|     |                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                                                                                                                                                                                                           | ii. Signalisation and increased capacity at the Great South Road/Waihoehoe Road intersection, including fully separated active mode facilities and 3-4 approach lanes in each direction.                                                                                                                                                                                                                                        |
| (e) | Up to a maximum of:<br>(i) 3,800 dwellings; and/or<br>(ii) 64,000m <sup>2</sup> retail GFA; and/or<br>(iii) 21,000m <sup>2</sup> other commercial GFA; and/or<br>(iv) 2,400m <sup>2</sup> community GFA.  | Upgrades in (a)-(d) above and:<br><br>Mill Road southern connection between Fitzgerald Road and State Highway 1, providing four traffic lanes and separated active mode facilities, including a new SH1 Interchange at Drury South - the "Drury South interchange"                                                                                                                                                              |
| (f) | Up to a maximum of:<br>(i) 5,800 dwellings; and/or<br>(ii) 97,000m <sup>2</sup> retail GFA; and/or<br>(iii) 47,000m <sup>2</sup> other commercial GFA; and/or<br>(iv) 10,000m <sup>2</sup> community GFA. | Upgrades in (a)-(e) above and:<br><br>Mill Road northern connection between Fitzgerald Road and Papakura, providing four traffic lanes and separated active modes including ultimate upgrade of Waihoehoe Road East from Fitzgerald Road to Mill Road; and<br><br>Ultimate Opāheke Northern connection, providing four lanes including bus lanes and active mode facilities between Waihoehoe Road and Opāheke Road in Papakura |

### I451.6.3. Minimum Bicycle Parking

- (1) In addition to the bicycle parking requirements in standard E27.6.2(6), at least one secure (long stay) bicycle park must be provided for every dwelling.
- (2) For multi-unit development, at least one visitor (short stay) bicycle space must be provided for every 20 dwellings.

### I451.6.4. Road Design and Upgrade of Existing Rural Roads

Purpose: To ensure that any activity, development and/or subdivision complies with I451.11: Appendix 1: Road Function and Design Elements Table, and that existing rural roads are progressively upgraded to an urban standard.

- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with I451.11 Appendix 1: Road Function and Design Elements Table.
- (2) Existing rural roads within and adjoining the Drury East precinct must be upgraded to an urban standard where vehicle access is proposed for any new activity, development and/or subdivision to or from these roads, and where the upgrade has not already occurred. The portion of the existing rural roads to be upgraded must extend from the proposed vehicle access to the intersection of Waihoehoe / Fitzgerald Roads.

**I451.6.5. Riparian Margin**

Purpose: Contribute to improvements to water quality, habitat and biodiversity.

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:
  - (i) This rule shall not apply to road crossings over streams;
  - (ii) Walkways and cycleways must not locate within the riparian planting area;
  - (iii) Any archaeological site identified in a site specific archaeological survey must not be planted;
  - (iv) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.
- (2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

Qualifying matter as  
per Sch 3C, cls 8(1)(a)  
of the RMA

**I451.6.6. Stormwater Quality**

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from new, or redevelopment of existing, high contaminant generating carparks, all publicly accessible carparks exposed to rainfall, and all roads must be treated with a stormwater management device(s) meeting the following standards:
  - (a) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
  - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
  - (c) For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.
- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that avoid the use of high contaminant yielding building products which have:
  - (a) exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
  - (b) exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
  - (c) exposed treated timber surface(s) or any roof material with a copper- containing or zinc-containing algaecide.

#### **I451.6.7. Fences adjoining publicly accessible open space**

Purpose: Ensure development positively contributes to the visual quality and interest of open spaces.

- (1) Fences, or walls, or a combination of these structures, within a side or rear yard adjoining a publicly accessible open space (excluding roads) must not exceed the heights specified below, measured from the ground level at the boundary:
  - (i) 1.2m in height, or;
  - (ii) 1.8m in height if the fence is at least 50 per cent visually open.

#### **I451.6.8. Maximum Impervious Area in Area A – in I451.10.4 - Precinct Plan 4**

Purpose: To appropriately manage stormwater effects generated within Area A.

- (1) The maximum impervious area within Area A shown on Precinct Plan 4 must not exceed 60 per cent of site area.

#### **I451.6.9. Activities sensitive to noise within 40m of an existing or future arterial shown on Precinct Plan 1**

Purpose: Ensure Activities sensitive to noise adjacent to an arterial road are designed to protect people's health and residential amenity while they are indoors.

- (1) Any new buildings or alterations to existing buildings containing an activity sensitive to noise within 40m to the boundary of Waihoehoe Road (shown as a future arterial road on Precinct Plan 1) must be designed, constructed and maintained so that road traffic noise does not exceed 40 dB LAeq (24 hour) in all noise sensitive spaces.
- (2) If windows must be closed to achieve the design noise levels in Standard
- (3) I451.6.9(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).
- (4) A design report must be submitted by a suitably qualified and experienced person to the council demonstrating that compliance with Standard I451.6.9(1) and (2) can be achieved prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in I451.6.9(1). In the design, road noise is based on:
  - (a) current measured noise levels plus 3 dB, or
  - (b) current modelled noise levels plus 3 dB, or
  - (c) future predicted noise levels.

For the purposes of this standard, future predicted noise levels shall be either based on computer noise modelling undertaken by a suitably qualified and experienced person on behalf of the applicant or those levels modelled as part of the Auckland Transport designations D2 and D3 (Jesmond to Waihoehoe West Frequent Transit Network Upgrade and Waihoehoe Road East upgrade).

Should noise modelling undertaken on behalf of the applicant be used for the purposes of the future predicted noise levels under this standard, modelling shall be based on the following inputs:

- (i) An asphaltic concrete surfacing (or equivalent low-noise road surface)
- (ii) 50km/hr speed environment
- (iii) The concept alignment authorised by Auckland Transport designations D2 and D3 (Jesmond to Waihoehoe West Frequent Transit Network Upgrade and Waihoehoe Road East upgrade) or, if the arterial road upgrade works have been completed in full, as built plans available from Auckland Transport on request
- (iv) The following Waihoehoe Road Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles % for 2048:

| Section                          | 2048 |     |
|----------------------------------|------|-----|
|                                  | AADT | HV% |
| Fitzgerald Road to Fielding Road | 6700 | 7%  |
| Fielding Road to Cossey Road     | 2700 | 8%  |
| East of Cossey Road              | 7000 | 10% |

- (v) Screening from any buildings that exist or buildings for which building consent has been granted and issued.

Should Auckland Transport's noise modelling be used for the purposes of this standard:

- (i) The future predicted noise levels are those modelled as part of Auckland Transport designations D2 and D3, which are based on an assumed posted speed limit of 50km/h, the use of an asphaltic concrete surfacing (or equivalent low-noise road surfacing) and a traffic design year of 2048.
- (ii) The information and the associated assumptions and parameters in (i) above are available on request from Auckland Transport and on the project website for the Jesmond to Waihoehoe West Frequent Transit Network Upgrade and Waihoehoe Road East Upgrade.

## **I451.7. Assessment – controlled activities**

### **I451.7.1. Matters of control**

There are no controlled activities in this precinct.

## **I451.8. Assessment – restricted discretionary activities**

### **I451.8.1. Matters of discretion**

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Subdivision, or new buildings prior to subdivision, including private roads:
  - (a) Location and design of the collector street, local streets and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;
  - (b) Provision of cycling and pedestrian networks;
  - (c) Location, design and sequencing of connections to the Drury Central train station;
  - (d) Design and sequencing of upgrades to the existing road network;
  - (e) Open space network;
  - (f) Servicing;
  - (g) Stormwater and flooding effects;
  - (h) Matters of discretion I451.8.1(1) (a)-(g) apply in addition to the matters of discretion in E38.12.1; and
  - (i) The imposition of consent conditions of the kind referred to in rule I451.6.1(1) and (2).
- (2) Infringement of standard I451.6.3 Minimum cycle parking:
  - (a) Matters of discretion E27.8.2(7) apply.
- (3) Infringement to standard I451.6.5 Riparian Margins:
  - (a) Effects on water quality, biodiversity and stream erosion.
- (4) Infringements to standard I451.6.6 Stormwater Quality
  - (a) Matters of discretion E9.8.1(1) apply.
- (5) Infringement of standard I451.6.7 Fences adjoining publicly accessible open space
  - (a) Effects on the amenity and safety of the open space.
- (6) Development that does not comply with Standard I451.6.8 Maximum Impervious Area in Area A – in I451.10.4 -Precinct Plan 4:
  - (a) Matters of discretion in H6.8.1(4) apply.
- (7) Infringement of standard I451.6.9 – Development within 40m of an existing or future arterial road.



- (a) Effects on human health and residential amenity while indoors.
  - (b) The location of buildings.
  - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise.
- (8) Infringement to standard I451.6.4(1) Road Design and Upgrade of Existing Rural Roads
- (a) The design of the road and associated road reserve and whether it achieves policies I451.3(3), (5), (6) and (7).
  - (b) Design constraints.
  - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

#### **I451.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Subdivision, and new building prior to subdivision, including:

##### *Location of roads*

- (a) Whether the east to west collector road is provided generally in the location shown on I451.10.1 Drury East: Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
  - (i) Landowner patterns and the presence of natural features, natural hazards, contours or other constraints and how these impact on the placement of roads;
  - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities;
  - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary; and
  - (iv) The need for the east to west collector road to provide frontage to the planned neighbourhood centre to the east of Cossey Road.
- (b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network. Whether roads are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

- (c) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

*Design of Roads*

- (d) Whether the design of new collector and local roads accords with the road design details provided in I451.11: Appendix 1.
- (e) Whether the layout of the street network provides a good degree of accessibility and supports a walkable street network. As a general principle, the length of a block should be no greater than 280m, and the perimeter of the block should be no greater than 600m;
- (f) Whether, within the walkable catchment of the Drury Central train station in the Terrace Housing and Apartment Buildings zone, development provides for a direct, legible and safe pedestrian and cycle connection to the Drury Central train station via connections through the Drury Centre precinct, or via Fitzgerald Road, Waihoehoe Road and Flanagan Road/Drury Boulevard.

*Sequencing of upgrades to the existing road network*

- (g) Whether a further upgrade to the intersection of State Highway 22 / Great South intersection beyond what is required by the Drury South Precinct (I410.8.2(1)(f)) is necessary, to ensure it can operate safely and efficiently. This will be assessed for development exceeding the level set out in I451.6.2.1(a), but prior to the full upgrade of Waihoehoe Road required by I451.6.2.1(d). If required, the further upgrade will provide an additional right turn lane from Great South Road.
- (h) Whether a temporary unsealed active modes connection, within the existing road reserve, has been provided to Drury South Precinct along Fitzgerald Road to Quarry Road (except for sections where impracticable due to constraints).
- (i) Prior to the upgrade of Fielding Road, Cossey Road, Fitzgerald Road, Waihoehoe Road (East) and Drury Hills Road to an urban standard, whether;
- (v) any works are required within the existing road reserve to ensure the roads are of a suitable condition to maintain safe traffic movement including any shoulder widening, localised widening or safety works and/or interim intersection upgrades having regard to any additional traffic on those roads generated by the Drury East Precinct.
- (vi) temporary unsealed active mode connections are provided, within the land in the Drury East Precinct, to connect to Waihoehoe Road and/or Fitzgerald Road where there is no alternative safe and convenient connection.

*Open space network*

- (j) Whether open spaces are provided in the locations generally consistent with the indicative locations shown on I451.10.1 Drury East Precinct Plan 1. This includes

providing for a shared path along the Fitzgerald stream shown on Precinct Plan 1, which delivers a connection from the Drury East precinct to the Drury Central train station.

- (k) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.

*Servicing*

- (l) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network to service the proposed development having particular regard to the capacity of the Fitzgerald culvert and culverts under Great South Road; and
- (m) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed.
- (n) Whether development has considered the presence of the 110kv Counties Power electricity lines and the need to achieve safe distances under existing Codes of Practice, or whether the existing lines can be relocated.

*Stormwater and flooding*

- (o) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14);
- (p) Whether the design and efficacy of infrastructure and devices is appropriate with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment;
- (q) Whether the proposal ensures that development manages flooding effects upstream and downstream of the site and in the Drury East precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event; and
- (r) Whether the location, size, design and management of any interim flood attenuation areas that may be necessary is appropriate to ensure that development does not increase flooding risks prior to upgrades of culverts.

*Te Aranga Design Principles*

- (s) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.
- (2) Infringement of standard I451.6.3 Minimum cycle parking
    - (a) Assessment criteria in E27.8.2(6) apply.
  - (3) Infringement to standard I451.6.5 Riparian Planting
    - (a) Whether the infringement is consistent with Policy I451.3(9).

- (4) Infringement to standard I451.6.6 Stormwater Quality
  - (a) Assessment criteria E9.8.2(1) apply.
  - (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (10) and (12) – (14).
  - (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.
- (5) Infringement of standard I451.6.7 Fences adjoining publicly accessible open space
  - (a) Whether the proposal positively contributes to the visual quality and interest of the adjoining open space, while providing an adequate degree of privacy and security for the development.
- (6) Development that does not comply with Standard I451.6.8 Maximum Impervious Area within Area A – in I451.10.4 -Precinct Plan 4:
  - (a) The assessment criteria within H6.8.2(10) apply.
- (7) Infringement of standard I451.6.9 – Development within 40m of Waihoehoe Road arterial road
  - (a) Whether activities sensitive to noise adjacent to Waihoehoe Road arterial road are designed to protect people from adverse health and amenity effects while they are indoors.
  - (b) Whether any identified topographical or building design features, or the location of the building or any other existing buildings, will mitigate any potential health and amenity effects.
  - (c) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
- (8) Infringement to standard I451.6.4(1) Road Design and Upgrade of Existing Rural Roads
  - (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
  - (b) Whether the design of the road, and associated road reserve achieves policies I451.3(3), (5), (6) and (7).
  - (c) Whether the proposed design and road reserve:
    - (i) incorporates measures to achieve the required design speeds;
    - (ii) can safely accommodate required vehicle movements;

- (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
- (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

#### **I451.9. Special information requirements**

##### **(1) Riparian planting plan**

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native. The riparian planting plan must be prepared in accordance with Appendix 16 - Guideline for native revegetation plantings.

##### **(2) Permanent and intermittent streams and wetlands**

All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

##### **(3) Archaeological assessment**

An application for land modification within the area shown on I451.10.3 Precinct Plan 3, must be accompanied by an archaeological assessment, including a survey. This also applies to any development providing riparian planning in accordance with I451.6.3. The purpose of this assessment is to evaluate the effects on archaeological values prior to any land disturbance, planting or demolition of a pre-1900 building, and to confirm whether the development will require an Authority to Modify under the Heritage New Zealand Pouhere Taonga Act 2014.

##### **(4) Integrated transport assessment**

An application to infringe standard I451.6.2 Staging of Subdivision and Development with Transport Upgrades, must be accompanied by an integrated transport assessment prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under standard I451.6.2 Staging of Subdivision and Development with Transport Upgrades.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal is in accordance with Policies I451.3 (2), I451.3 (3), I451.3 (5), I451.3 (6), I451.3 (7), I451.3 (8) and I451.3 (10) in addition to any other relevant AUP policy;

- (b) Whether public transport routes that connect to the Drury Central train station and the Drury Centre can operate effectively and efficiently at all times;
- (c) Whether the Waihoehoe/Great South Road intersection can operate safely and with reasonable efficiency during the inter-peak period, being generally no worse than a Level of Service D for the overall intersection;
- (d) Whether increased use of public transport within the Drury East precinct or the wider area, has provided additional capacity within the transport network including by implementing travel demand management measures;
- (e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table I451.6.2.1 Threshold for Subdivision and Development;
- (f) Whether residential development is coordinated with retail and commercial development within the wider Drury East area shown on Precinct Plan 2 to minimise trips outside of the precinct providing additional capacity within the transport network;
- (g) Whether the actual rate of development in the wider area is slower than anticipated and provides additional capacity in the transport network;
- (h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the Drury East precinct;
- (i) Whether the integrated transport assessment supporting the application documents the outcome of engagement with the road controlling authority;
- (j) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;
- (k) Whether the intersection of Great South Road/Quarry Road and the Drury South Precinct roads can operate safely and efficiently prior to the full upgrade of Waihoehoe Road between Fitzgerald Road and Great South Road;
- (l) Whether the surrounding transport network can operate safely and efficiently when considering traffic generated by construction activities within the Precinct Plan 2 area.

(5) Monitoring of Rule I451.6.2 Staging of Subdivision and Development with Transport Upgrades

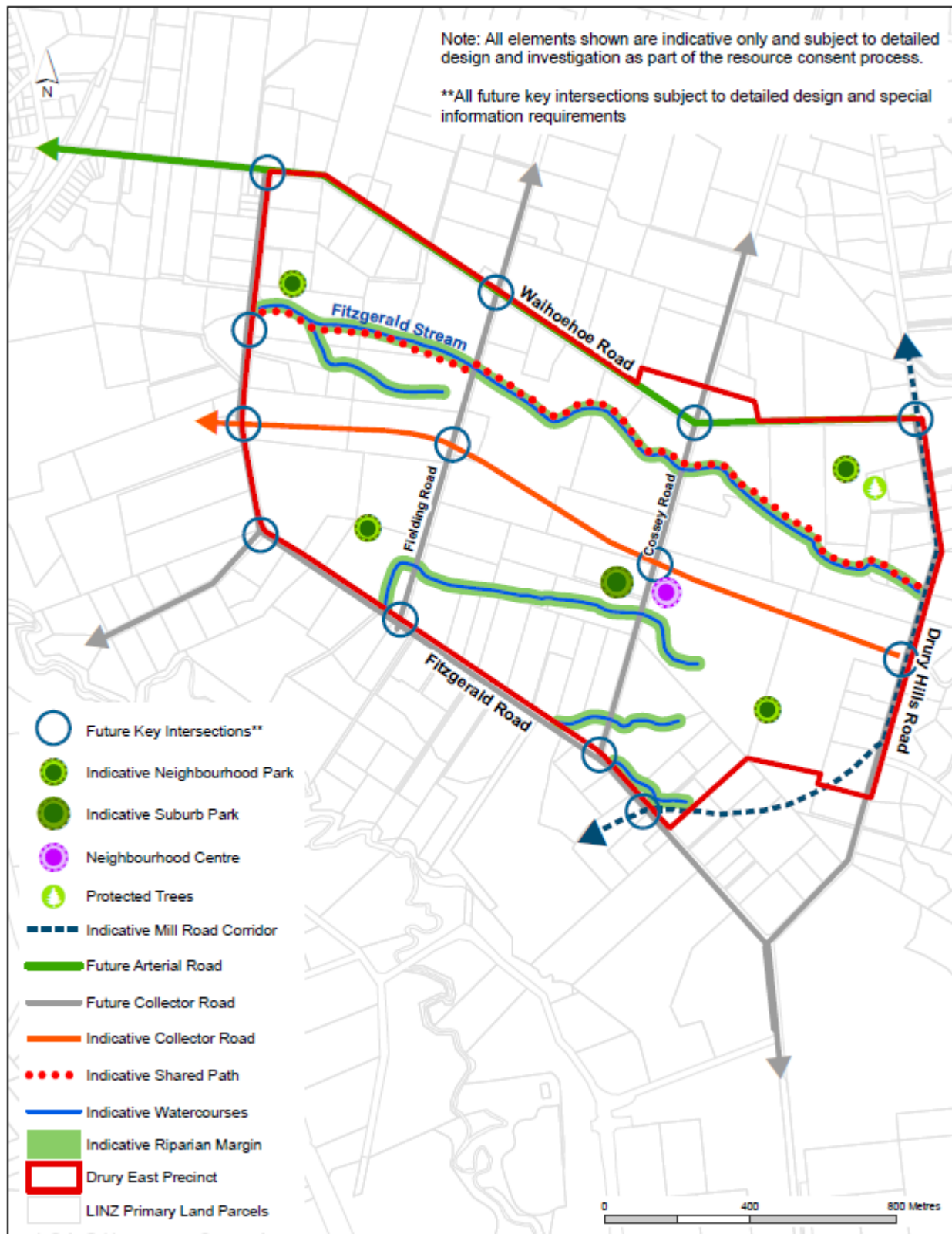
Any proposal for dwellings, retail, commercial and/or community activities must demonstrate compliance with rule I451.6.2 Staging of Subdivision and Development with Transport Upgrades. Any application must contain details of the maximum number of dwellings or amount of retail, commercial or community GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots).

## (6) Transport Design Report

Any proposed new road intersection or upgrading of existing road intersections must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use consent. In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

## I451.10. Precinct plans

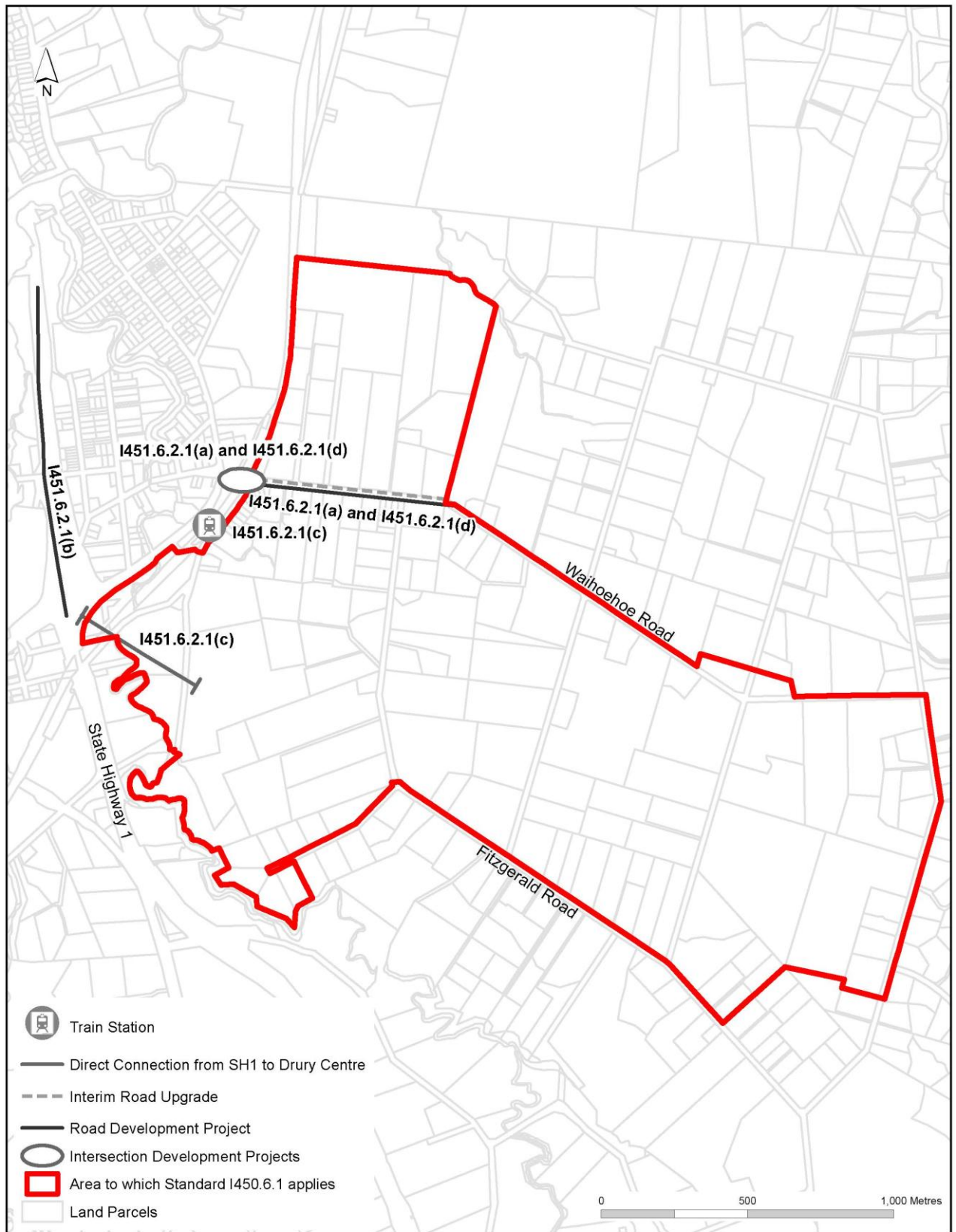
## I451.10.1 Drury East: Precinct Plan 1 – Indicative Road and Open Space Network



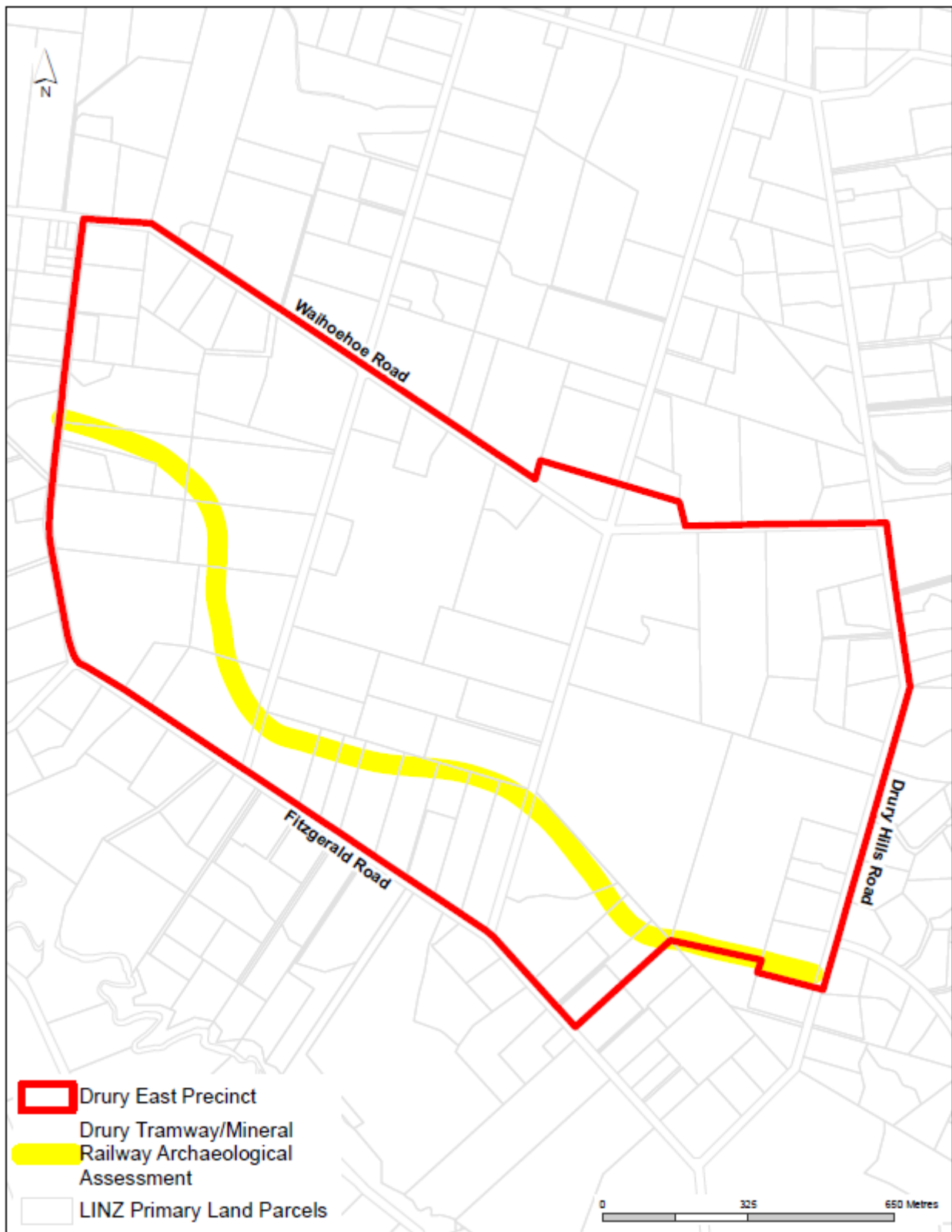


## I451.10.2 Drury East: Precinct Plan 2 – Transport Staging Boundary

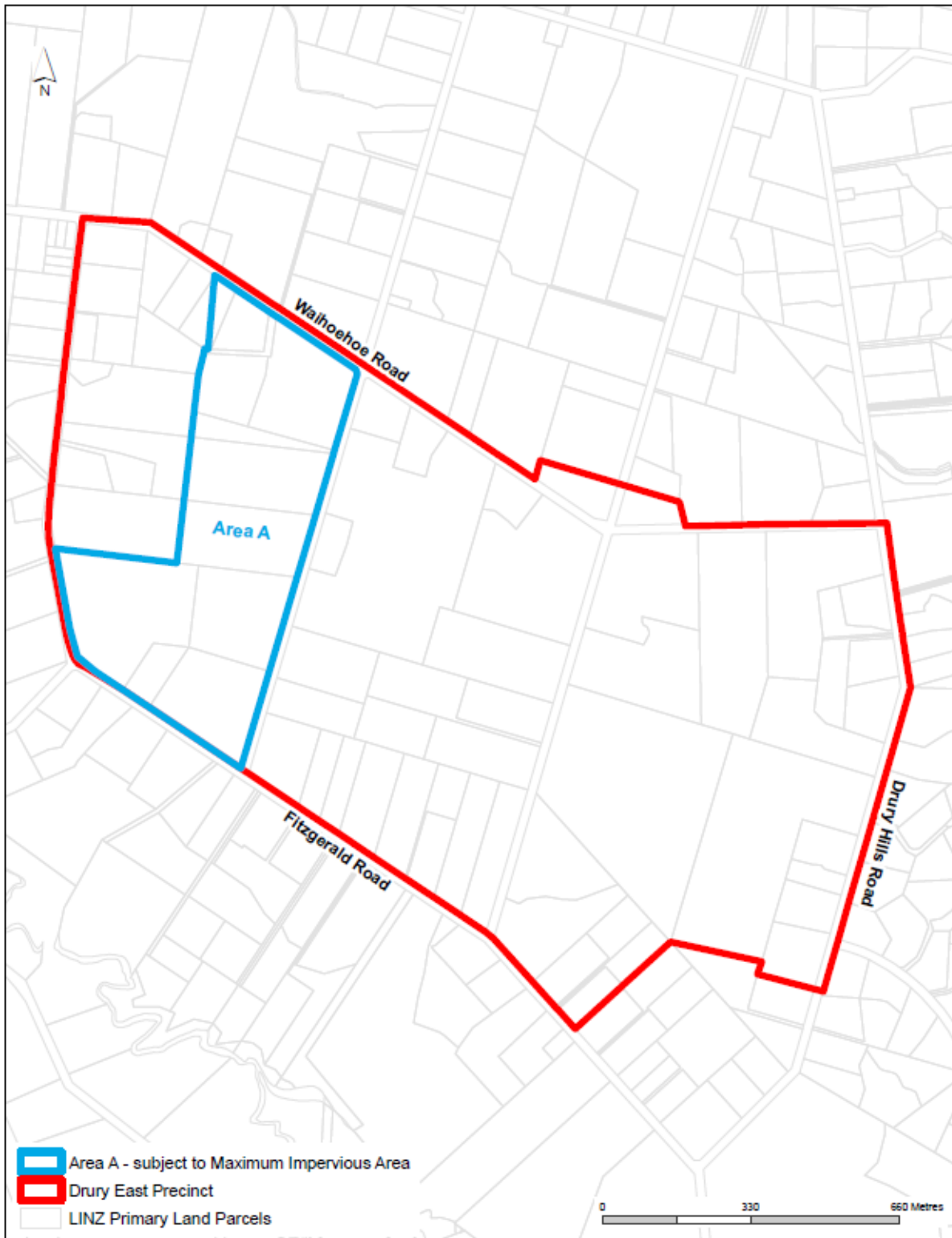
Qualifying  
matter as  
per Sch 3C,  
cls 8(1)(b)  
of the RMA



**I451.10.3 Drury East: Precinct Plan 3 – Drury Tramway/Mineral Railway Archaeological Assessment**



**I450.10.4 Drury East: Precinct Plan 4 – Maximum Impervious Area in Area A**



**I450.11 Appendices:****Appendix 1: Design**

| <b>Road Function and Required Design Elements Table</b>                                                               |                                                            |                                              |                                                  |                             |                            |               |                                          |                          |                                                        |                                                        |
|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------|--------------------------------------------------|-----------------------------|----------------------------|---------------|------------------------------------------|--------------------------|--------------------------------------------------------|--------------------------------------------------------|
| <b>Road Function and Required Design Elements Road Name (refer to Precinct Plan 1)</b>                                | <b>Proposed Role and Function of Road in Precinct Area</b> | <b>Min. Road Reserve (subject to note 1)</b> | <b>Total number of lanes (subject to note 3)</b> | <b>Speed Limit (Design)</b> | <b>Access Restrictions</b> | <b>Median</b> | <b>Bus Provision (subject to note 2)</b> | <b>On Street Parking</b> | <b>Cycle Provision</b>                                 | <b>Pedestrian Provision</b>                            |
| Waihoehoe Road West Ultimate Upgrade (Great South Road to Fitzgerald Road) with separated active transport provisions | Arterial                                                   | 30m                                          | 4                                                | 50                          | Yes                        | Yes           | Yes                                      | No                       | Yes separated on both sides                            | Yes both sides                                         |
| Waihoehoe Road West Interim Upgrade (Great South Road to Fitzgerald Road)                                             | Arterial                                                   | 20m                                          | 2 <sup>1</sup>                                   | 50                          | Yes                        | No            | Yes                                      | No                       | Yes Shared path on one side with safe crossing points. | Yes Shared path on one side with safe crossing points. |
| Ultimate Waihoehoe Road (Fitzgerald Road to Mill Road northern connection) with separated active                      | Arterial                                                   | 24m                                          | 2                                                | 50                          | yes                        | Yes           | yes                                      | No                       | Yes separated on both sides                            | Yes both sides                                         |

<sup>1</sup> \*Note: an additional bus lane will be provided between the Waihoehoe bridge and the turning lanes at Fitzgerald Road intersection, as shown at Appendix 1a.

| Road Function and Required Design Elements Table                                                                                        |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                             |                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------------------|-------------------------------------------------------|
| Road Function and Required Design Elements Road Name (refer to Precinct Plan 1)                                                         | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision             | Pedestrian Provision                                  |
| transport provisions                                                                                                                    |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                             |                                                       |
| Waihoehoe Road East Interim Constrained Upgrade (future width 24m) (subject to note 4)                                                  | Arterial                                            | 20m                                   | 2                                         | 50                   | Yes                 | No     | Yes                               | No                | Yes separated on both sides | Yes - Pedestrian provision only required on one side. |
| Collector Roads with separated active transport provisions including Fielding Road, Cossey Road and Fitzgerald Road                     | Collector                                           | 23m                                   | 2                                         | 40                   | No                  | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides                                        |
| Collector Roads Interim Hybrid Upgrade (future width 23 m) including Fielding Road, Cossey Road and Fitzgerald Road (subject to note 4) | Collector                                           | 21.5m                                 | 2                                         | 40                   | No                  | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides <sup>2</sup>                           |
| Collector Road Interim                                                                                                                  | Collector                                           | 20m                                   | 2                                         | 40                   | No                  | No     | Yes                               | Optional          | Yes separated               | Yes                                                   |

<sup>2</sup> \* Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

| Road Function and Required Design Elements Table                                                                      |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                 |                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------|-------------------------------------------------------------------------------------------------|
| Road Function and Required Design Elements Road Name (refer to Precinct Plan 1)                                       | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision | Pedestrian Provision                                                                            |
| Constrained Upgrade (future width 23 m) including Fielding Road, Cossey Road, and Fitzgerald Road (subject to note 4) |                                                     |                                       |                                           |                      |                     |        |                                   |                   | both sides      | both sides <sup>3</sup>                                                                         |
| Local Roads (Residential)                                                                                             | Local                                               | 16m                                   | 2                                         | 30                   | No                  | No     | No                                | Optional          | No              | Yes both sides                                                                                  |
| Local Roads (Residential Park Edge)                                                                                   | Local                                               | 13.5m                                 | 2                                         | 30                   | No                  | No     | No                                | Optional          | No              | One side<br>NB:<br>provided that a shared path is provided within park outside the road reserve |

*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.*

*Note 2: Carriageway and intersection geometry capable of accommodating buses.*

*Note 3: Any interim, hybrid, constrained or ultimate upgrades must be designed and constructed to include a new road pavement and be sealed to their appropriate*

<sup>3</sup> \* Note: Pedestrian provision is not required along the frontage of any Future Urban zoned site

*standard in accordance with the Proposed Role and Function of the Road.*

*Note 4: Any interim hybrid or constrained upgrades shall only apply where the applicant does not have access to the land on one or both sides of the existing road reserve. Where an application is only undertaken on one side of the road, a wider footpath and back berm shall be provided on that side, to integrate with the final design width of the road once fully upgraded.*



## Appendix 1a: Interim Design Details for Existing Roads

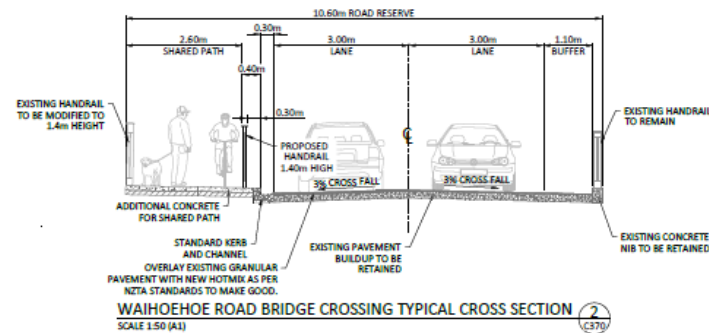
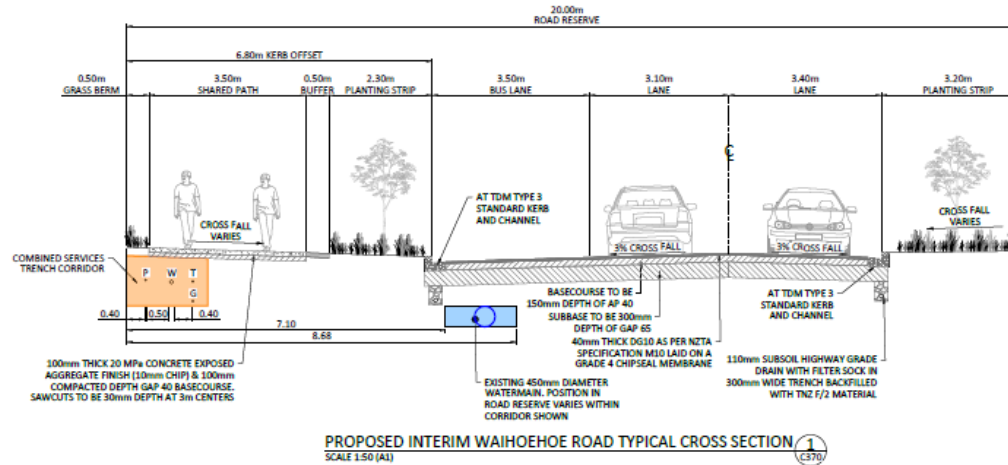
Note: all drawings in this appendix are indicative designs to be refined through the EPA process.

**(1) Waihoehoe Road (west of Fitzgerald Road)**

\*any upgrade works will need to be integrated with the design of the Ultimate Waihoehoe bridge and station access works.





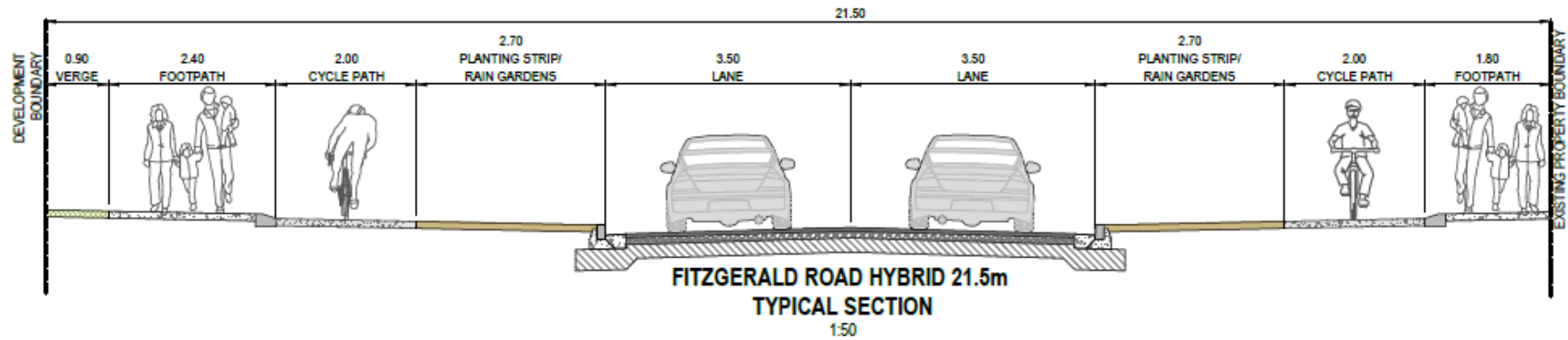


\*any upgrade works will need to be integrated with the design of the Ultimate Waihoehoe bridge and station access works

\*\*The Waihoehoe Road (West) Bridge Crossing design is indicative and will be refined through EPA process

## (2) Fitzgerald Road/Fielding Road

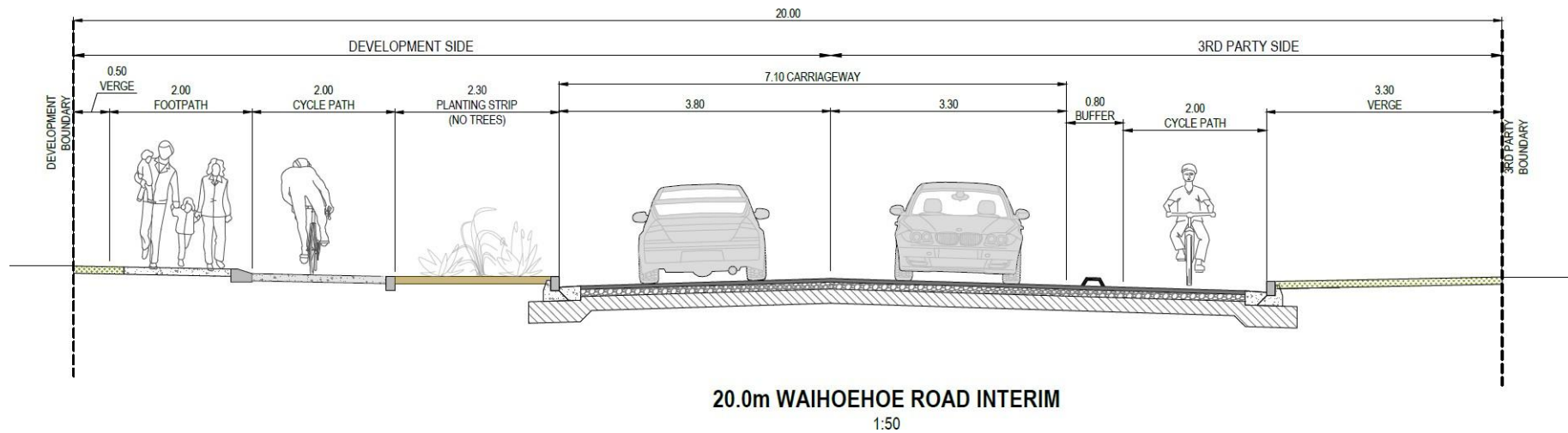
Indicative design to be refined through EPA process



## I451 Drury East Precinct

### (3) Waihoehoe Road (east of Fitzgerald Road)

Indicative design to be refined through EPA process



## I452. Waihoehoe Precinct

### I452.1. Precinct Description

The Waihoehoe Precinct applies to approximately 49 hectares of land in Drury East generally bounded by Waihoehoe Road to the south and North Island Main Trunk Line to the west.

The purpose of the Waihoehoe Precinct is to provide for the development of a new, comprehensively planned residential community in Drury East that supports a quality compact urban form. There are two Sub-precincts in the Waihoehoe Precinct, both relating to impervious coverage. Sub-precinct B provides for a lower impervious area to manage the volume of stormwater runoff.

The precinct emphasises the need for development to create a unique sense of place for Drury, by integrating existing natural features, responding to landform, and respecting Mana Whenua values. In particular there is a network of streams throughout Waihoehoe precinct, including the Waihoihoi stream. The precinct seeks to maintain and enhance these waterways and integrate them with the open space network as a key feature.

The transport network in the wider Drury East area as defined on Precinct Plan 2 will need to be progressively upgraded over time to support development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for housing and related activities is coordinated with the construction of safe, efficient and effective access to the Drury Central train station and other upgrades necessary to manage adverse effects on the local and wider transport network. The precinct provides for safe and convenient active transport access to and from the Drury Central train station. At the time of the Waihoehoe Precinct provisions being made operative, there is insufficient council family or central government funding available for transport and other infrastructure to support the full build-out of Drury East, which may affect the speed at which land within Drury East can be developed.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the wider Drury East area (see I452.6.2), recognising that the area functions as an integrated transport network;
- (b) Requiring a comprehensive assessment and an Integrated Transport Assessment to be prepared for subdivision and development that does not comply with I452.6.2;
- (c) Requiring safe, legible and direct connection/s to the Drury Central train station to be in place as subdivision and development occurs;
- (d) Requiring new collector and arterial roads within the precinct generally in the locations shown on Precinct Plan 1, and new local roads to be located to form a high quality and integrated network including to any new schools within the Precinct Plan 2 area;

- (e) Requiring all proposed roads to be designed in accordance with I452.11 Appendix 1, consistent with the functions and elements outlined in the table.

Open spaces in the Waihoehoe precinct other than esplanade reserve may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council.

Acoustic attenuation provisions are proposed within the Precinct to protect activities sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of Waihoehoe Road and the Opaheke North-South FTN Arterial (shown as future arterial roads on Precinct Plan 1).

An area within the Precinct which may experience vibration levels higher than would normally be expected because of proximity to the rail corridor is identified on Precinct Plan 4.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

### **I452.2. Objectives**

- (1) Waihoehoe Precinct is a comprehensively developed residential environment that integrates with the Drury Centre and the natural environment, supports public and active transport use, and respects Mana Whenua values.
- (2) Subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.
- (3) Access to and from the precinct occurs in an effective, efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.
- (4) The Waihoehoe precinct develops and functions in a way that:
  - (a) Results in a mode shift to public and active modes of transport; and
  - (b) Provides safe and effective movement between, housing and open spaces, and the Drury Central train station, by active modes.
- (5) Development is coordinated with the supply of sufficient three waters, energy and communications infrastructure.
- (6) Freshwater, sediment quality, and biodiversity is improved.
- (7) Activities sensitive to noise adjacent to the rail corridor and/or arterial roads are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor.

### **I452.3. Policies**

- (1) Require collector and arterial roads to be provided generally in the locations shown in I452.10.1 Waihoehoe: Precinct Plan 1 while allowing for variation, where it would achieve a highly connected street layout that integrates with the surrounding and proposed transport network.

- (2) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector and arterial road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (3) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with I452.11 Appendix 1.
- (4) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contributes to a sense of place and a quality network of open spaces for the Waihoehoe Precinct and Drury-Opāheke, including by:
  - (a) incorporating any distinctive site features; and
  - (b) integrating with the stream network to create a green corridor.
- (5) Promote a mode shift to public and active modes of transport by:
  - (a) Requiring active mode connections to the Drury Central train station and Drury Centre for all stages of development;
  - (b) Requiring streets to be designed to provide safe separated access for cyclists on collector roads and arterial roads; and
  - (c) Requiring safe and secure cycle parking for all residential activities.
- (6) Ensure that the adverse effects of traffic generation on the surrounding transport network are mitigated, including by ensuring:
  - (a) Public transport can operate efficiently at all times;
  - (b) The surrounding road network can operate with reasonable efficiency during inter-peak periods;
  - (c) Safe and efficient movement of freight vehicles within and through the Drury South Industrial precinct;
  - (d) Any upgrades to the transport network are safe for pedestrians, cyclists and motorists; and
  - (e) The transport network operates safely at all times.
- (7) Provide for the progressive upgrade of existing roads and key intersections adjoining the Waihoehoe precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all modes and connect with the existing transport network to the Drury Central train station.
- (8) Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure, including regional and local transport infrastructure.

- (9) Ensure that development in the Waihoehoe Precinct is coordinated with sufficient stormwater, wastewater, water, energy and communications infrastructure.
- (10) Require subdivision and development, as it proceeds, to provide access to safe, direct and legible pedestrian and cycling connections to the Drury Central train station and schools within the Precinct Plan 2 area.
- (11) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.
- (12) Limit the maximum impervious area within Sub-precinct B to manage the stormwater runoff generated by a development to ensure that adverse flooding effects are avoided or mitigated.
- (13) Provide opportunities to deliver a range of site sizes and densities in the Residential - Terrace Housing and Apartment Buildings zone.
- (14) In addition to the matters in Policy E1.3(8) and E1.3(11)a, manage erosion and associated effects on stream health and values arising from development in the precinct, and enable in- stream works to mitigate any effects.

#### *Stormwater Management*

- (15) Require subdivision and development to be consistent with the treatment train approach outlined in the supporting stormwater management plan including:
  - (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
  - (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
  - (c) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01;
  - (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces;
  - (e) Providing planting on the riparian margins of permanent or intermittent streams;
  - (f) Ensuring development is coordinated with sufficient stormwater infrastructure.

#### *Natural Hazards*

- (16) Ensure development manages flooding effects upstream and downstream of the site and in the Waihoehoe precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event. This includes appropriately designed and sited flood attenuation devices and providing sufficient floodplain storage within the precinct.

*Mana Whenua values*

(17) Development responds to Mana Whenua values by:

- (a) Delivering a green corridor following the stream network;
- (b) Taking an integrated approach to stormwater management;
- (c) Ensuring the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

*Activities sensitive to noise adjacent to rail and existing and future arterial road corridors*

(18) Ensure that activities sensitive to noise adjacent to the railway corridor and/or existing and future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

All relevant overlay, Auckland-wide and zone objectives and policies apply in this precinct in addition to those specified above.

**I452.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I452.4.1 below.

Activity Table I452.4.1 specifies the activity status of district land use activities and development in the Waihoehoe Precinct pursuant to section(s) 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

**Table I452.4.1 Activity table**

| Activity                           |                                                                                                                                                                                                                                                                                                               | Activity status |
|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Subdivision and Development</b> |                                                                                                                                                                                                                                                                                                               |                 |
| (A1)                               | Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone)                                                                                                                                        | RD              |
| (A2)                               | Subdivision and/or development that does not comply with Standard I452.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I452.6.2.1:<br>i. Upgrades in rows (a) and (b)<br>The upgrade in row (c) relating to Drury Central train station    | NC              |
| (A3)                               | Subdivision and/or development that does not comply with Standard I452.6.2 Staging of Subdivision and Development with Transport Upgrades with respect to the following elements of Table I452.6.2.1:<br>i. The upgrade in row (c) relating to the Direct connection from State Highway 1 to the Drury Centre | D               |

Qualifying  
matter as per  
Sch 3C, cls  
8(1)(b) of the  
RMA



Qualifying matter as per Sch 3C, cls 8(1)(b) of the RMA

|      |                                                                                                                                                                                                    |                                                                                                                                                           |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
|      | Upgrades in rows (d) to (f)                                                                                                                                                                        |                                                                                                                                                           |
| (A4) | Subdivision and/or development that does not comply with Standard I452.6.4(1) Road Design                                                                                                          | RD                                                                                                                                                        |
| (A5) | Any application to amend an existing resource consent that gives rise to non-compliance with Standard I452.6.2 Staging of Subdivision and Development with Transport Upgrades and Table I452.6.2.1 | NC in relation to transport infrastructure upgrades subject to (A2) above<br><br>D in relation to transport infrastructure upgrades subject to (A3) above |

### I452.5. Notification

Any application for resource consent for an activity listed in Table I452.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

### I452.6. Standards

- (1) Unless specified in Standard I452.6(2), I452.6(3) or I452.6(4) below, all relevant overlay, Auckland- wide and zone standards apply to the activities listed in Activity Table I452.4.1 above.
- (2) The following Auckland-wide standards do not apply to activities listed in Activity Table I452.4.1 above:
  - (a) E27.6.1 Trip generation
- (3) The following zone standards do not apply within Sub-precinct B:
  - (a) H6.6.10 Maximum impervious area
- (4) In addition to I452.6(1) activities listed in Activity Table I452.4.1 must comply with the following standards I452.6.1 to I452.6.11.

#### I452.6.1. Building Height

Purpose:

- Enable building height to be maximised close to the Drury Central train station and the frequent transport network;

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Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the RMA

- Contribute positively to Drury's sense of place;
  - Manage the effects of building height, including visual dominance.
- (1) Buildings in the Residential - Terrace Housing and Apartment Buildings zone must not exceed the height in metres shown in the Height Variation Control on the planning maps.

#### **I452.6.2. Staging of Subdivision and Development with Transport Upgrades**

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy 6.
  - Achieve the integration of land use and transport consistent with Policies I452.3(5), (7), (8) and (10).
- (1) Development and subdivision within the area shown on I452.10.2 Precinct Plan 2 must not exceed the thresholds in Table I452.6.2.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of the Table will be deemed to comply with this standard I452.6.2(1) if the corresponding infrastructure identified in Column 2 of the Table is:
- (a) Constructed and operational prior to lodgement of the resource consent application; or
  - (b) Under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:
    - (i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
    - (ii) the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application; or
  - (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:
    - (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
    - (ii) Prior to the occupation of any dwellings, commercial, and/or community activities in the case of a land use consent application.
- (2) Any application lodged in terms of I452.6.2(1) b) or c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an *Augier* basis to the imposition of consent conditions requiring (as relevant) that:

- (i) no dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
- (ii) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in I452.6.2(2)i and/or I452.6.2(2)ii above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

(3) For the purpose of this standard:

- (a) 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a land use consent, or subdivision that has a section 224(c) certificate that creates additional vacant lots;
- (b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
- (c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or rail traffic in the case of the Drury Central train station).

(4) Any proposal for dwellings, retail, commercial or community activities must demonstrate compliance with this rule in accordance with the Special Information Requirements in I452.9(5).

Qualifying  
matter as per  
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8(1)(b) of the  
RMA

**I452.6.2.1. Table I452.6.2.1 Threshold for Subdivision and Development as shown on I452.10.2 Waihoehoe: Precinct Plan 2**

| <b>Column 1</b>                                                                                |                                  | <b>Column 2</b>                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Activities, development or subdivision, enabled by Transport Infrastructure in column 2</b> |                                  | <b>Transport infrastructure required to enable activities, development or subdivision in column 1</b>                                                                                                                                                 |
| (a)                                                                                            | Up to a maximum of 710 dwellings | Interim upgrade to Great South Road/Waihoehoe Road roundabout to signals in accordance with Appendix 2, including pedestrian connections to existing footpaths; and<br><br>Interim upgrade of Waihoehoe Road in accordance with Appendix 2, including |

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matter as per  
Sch 3C, cls  
8(1)(b) of the  
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|     |                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |                                                                                                                                                                                                                                                                              | walking and cycling provisions on the Waihoehoe Road bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| (b) | <p>Up to a maximum of:</p> <ul style="list-style-type: none"> <li>(i) 1,300 dwellings; and/or</li> <li>(ii) 24,000m<sup>2</sup> retail GFA; and/or</li> <li>(iii) 6,000m<sup>2</sup> other commercial GFA; and/or</li> <li>(iv) 800m<sup>2</sup> community GFA.</li> </ul>   | Upgrades in (a) above and State Highway 1 widening – Stage 1, being six lanes between the Papakura interchange and Drury interchange.                                                                                                                                                                                                                                                                                                                                                                                       |
| (c) | <p>Up to a maximum of:</p> <ul style="list-style-type: none"> <li>(i) 1,800 dwellings; and/or</li> <li>(ii) 32,000m<sup>2</sup> retail GFA; and/or</li> <li>(iii) 8,700m<sup>2</sup> other commercial GFA; and/or</li> <li>(iv) 1,000m<sup>2</sup> community GFA.</li> </ul> | <p>Upgrades in (a) and (b) above and: Drury Central train station, including a pedestrian connection to Waihoehoe Road*; and</p> <p>Direct connection from State Highway 1 to the Drury Centre via a single lane slip lane from SH1 interchange to Creek Road. Creek Road is within the Drury Centre Precinct and is shown on Precinct Plan 2**.</p> <p>Notes:</p> <p>* Refer to I452.4.1(A2) – non-compliance is a non-complying activity</p> <p>** Refer to I452.4.1(A3) – non-compliance is a discretionary activity</p> |
| (d) | <p>Up to a maximum of:</p> <ul style="list-style-type: none"> <li>(i) 3,300 dwellings; and/or</li> <li>(ii) 56,000m<sup>2</sup> retail GFA; and/or</li> </ul>                                                                                                                | <p>Upgrades in (a)-(c) above and:</p> <p>Ultimate Waihoehoe Road upgrade between Fitzgerald Road and Great South Road in accordance with Appendix 2, including:</p>                                                                                                                                                                                                                                                                                                                                                         |

Qualifying  
matter as per  
Sch 3C, cls  
8(1)(b) of the  
RMA

|     |                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | <p>(iii) 17,900m<sup>2</sup> other commercial GFA; and/or</p> <p>(iv) 2,000m<sup>2</sup> community GFA.</p>                                                                                                                   | <p>i. Two general traffic lanes and two bus lanes, footpaths and cycleways on both sides, and a new six-lane bridge over the railway corridor; and</p> <p>ii. Signalisation and increased capacity at the Great South Road/Waihoehoe Road intersection, including fully separated active mode facilities and 3-4 approach lanes in each direction.</p>                                                                                 |
| (e) | <p>Up to a maximum of:</p> <p>(i) 3,800 dwellings; and/or</p> <p>(ii) 64,000m<sup>2</sup> retail GFA; and/or</p> <p>(iii) 21,000m<sup>2</sup> other commercial GFA; and/or</p> <p>(iv) 2,400m<sup>2</sup> community GFA.</p>  | <p>Upgrades in (a)-(d) above and:</p> <p>Mill Road southern connection between Fitzgerald Road and State Highway 1, providing four traffic lanes and separated active mode facilities, including a new SH1 Interchange at Drury South - the "Drury South interchange"</p>                                                                                                                                                              |
| (f) | <p>Up to a maximum of:</p> <p>(i) 5,800 dwellings; and/or</p> <p>(ii) 97,000m<sup>2</sup> retail GFA; and/or</p> <p>(iii) 47,000m<sup>2</sup> other commercial GFA; and/or</p> <p>(iv) 10,000m<sup>2</sup> community GFA.</p> | <p>Upgrades in (a)-(e) above and:</p> <p>Mill Road northern connection between Fitzgerald Road and Papakura, providing four traffic lanes and separated active modes, including ultimate upgrade of Waihoehoe Road East from Fitzgerald Road to Mill Road and</p> <p>Ultimate Opāheke Northern connection, providing four lanes including bus lanes and active mode facilities between Waihoehoe Road and Opāheke Road in Papakura</p> |

### **I452.6.3. Minimum Bicycle Parking**

- (1) In addition to the bicycle parking requirements in standard E27.6.2(6), at least one secure (long stay) bicycle park must be provided for every dwelling.
- (2) For multi-unit development, at least one visitor (short stay) bicycle space must be provided for every 20 dwellings.

### **I452.6.4. Road Design**

Purpose: To ensure that any activity, development and/or subdivision complies with I452.11 Appendix 1: Road Function and Design Elements Table.

- (1) Any activity, development and/or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with I452.11 Appendix 1: Road Function and Design Elements Table.

### **I452.6.5. Riparian Margin**

Purpose: Contribute to improvements to water quality, habitat and biodiversity.

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:
  - (i) This rule shall not apply to road crossings over streams;
  - (ii) Walkways and cycleways must not locate within the riparian planting area;
  - (iii) Any archaeological site identified in a site specific archaeological survey must not be planted;
  - (iv) The riparian planting area is vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.

- (2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

### **I452.6.6. Maximum Impervious Area within Sub-Precinct B**

Purpose: To appropriately manage stormwater effects generated within Sub-Precinct B.

- (1) Within Sub-Precinct B the maximum impervious area must not exceed 60 per cent of the site area.
- (2) Within Sub-Precinct B the maximum impervious area within a riparian yard must not exceed 10 per cent of the riparian yard area.

### **I452.6.7. Stormwater Quality**

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from new, or redevelopment of existing, high contaminant generating carparks, all publicly accessible carparks exposed to rainfall, and all roads must be treated with a stormwater management device(s) meeting the following standards:

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- (a) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
  - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.
  - (c) For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.
- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that avoid the use of high contaminant yielding building products which have:
- (a) exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
  - (b) exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
  - (c) exposed treated timber surface(s) or any roof material with a copper- containing or zinc-containing algaecide.

#### **I452.6.8. Fences adjoining publicly accessible open space**

Purpose: Ensure development positively contributes to the visual quality and interest of open spaces.

- (1) Fences, or walls, or a combination of these structures, within a side or rear yard adjoining a publicly accessible open space (excluding roads) must not exceed the heights specified below, measured from the ground level at the boundary:
  - (i) 1.2m in height, or;
  - (ii) 1.8m in height if the fence is at least 50 per cent visually open.

#### **I452.6.9. Activities sensitive to noise within 60m of the rail corridor**

Purpose: Ensure Activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

- (1) Any new building or alteration to an existing building that contains an activity sensitive to noise, within 60 metres of the rail corridor, must be designed, constructed and maintained to not exceed 35 dB LAeq (1 hour) for sleeping areas and 40 dB LAeq (1 hour) for all other habitable spaces.

**Note** Railway noise is assumed to be 70 dB LAeq(1 hour) at a distance of 12 metres from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.

- (2) If windows must be closed to achieve the design noise levels in Standard I452.6.9(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Standard I452.6.9(1) and I452.6.9(2) prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in I452.6.9(1).

**I452.6.10. Activities sensitive to noise within 75m of an existing or future Arterial Road shown on Precinct Plan 1**

Purpose: Ensure Activities sensitive to noise adjacent to the arterial road are designed to protect people's health and residential amenity while they are indoors.

- (1) Any new buildings or alterations to existing buildings containing an activity sensitive to noise within 75m to the boundary of Waihoehoe Road and/or the Opaheke North-South FTN Arterial (shown as future arterial roads on Precinct Plan 1) must be designed, constructed and maintained so that road traffic noise does not exceed 40 dB LAeq (24 hour) in all noise sensitive spaces.
- (2) If windows must be closed to achieve the design noise levels in Standard I452.6.10(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).
- (3) A design report must be submitted by a suitably qualified and experienced person to the council demonstrating that compliance with Standard I452.6.10(1) and I452.6.10(2) can be achieved prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in I452.6.10(1). In the design, road noise for the Auckland Transport designations D2 and D3 (Jesmond to Waihoehoe West Frequent Transit Network Upgrade and Waihoehoe Road East upgrade) and for designation D4 (Opaheke North-South FTN Arterial) is based on:
  - (a) current measured noise levels plus 3 dB, or
  - (b) current modelled noise levels plus 3 dB, or
  - (c) future predicted noise levels,

save that road noise for Opaheke North-South FTN Arterial shall only be based on future predicted noise levels, until that arterial road is completed and operational.

For the purposes of this Standard, future predicted noise levels shall be either based on computer noise modelling undertaken by a suitably qualified and experienced person on behalf of the applicant or those levels modelled as part of the Auckland Transport designations D2, D3 and D4 (Jesmond to Waihoehoe West Frequent Transit Network Upgrade, Waihoehoe Road East upgrade and Opaheke North-South FTN Arterial).

Should noise modelling undertaken on behalf of the applicant be used for the purposes of the future predicted noise levels under this standard, modelling shall be based on the following inputs:



- (i) An asphaltic concrete surfacing (or equivalent low-noise road surface)
- (ii) 50km/hr speed environment
- (iii) The concept alignment authorised by Auckland Transport designations D2, D3 and D4 (Jesmond to Waihoehoe West Frequent Transit Network Upgrade, Waihoehoe Road East upgrade and Opaheke North-South FTN Arterial) or, if the arterial road upgrade works have been completed in full, as built plans available from Auckland Transport on request
- (iv) The following Waihoehoe Road and Opaheke North-South FTN Arterial Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles % for 2048:

| Section                                                 | 2048  |     |
|---------------------------------------------------------|-------|-----|
|                                                         | AADT  | HV% |
| Waihoehoe Road<br>(Great South Road to Fitzgerald Road) | 18200 | 7%  |
| Waihoehoe Road<br>(Fitzgerald Road to Fielding Road)    | 6700  | 7%  |
| NS Arterial                                             | 10500 | 9%  |

- (v) Screening from any buildings that exist or buildings for which building consent has been granted and issued.

Should Auckland Transport's noise modelling be used for the purposes of this standard:

- (i) The future predicted noise levels are those modelled as part of Auckland Transport designations D2, D3 and D4, which are based on an assumed posted speed limit of 50km/h, the use of an asphaltic concrete surfacing (or equivalent low-noise road surfacing) and a traffic design year of 2048.
- (ii) The information and the associated assumptions and parameters in (i) above are available on request from Auckland Transport and on the project website for the Jesmond to Waihoehoe West Frequent Transit Network Upgrade, Waihoehoe Road East Upgrade and Opaheke North-South FTN Arterial.

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as per Sch 3C,  
cls 8(1)(b) of the  
RMA

#### **I452.6.11. Safe operation of the NIMT**

Purpose: To ensure the safe operation of the North Island Main Trunk Line by providing for buildings on adjoining sites to be maintained within their site boundaries.

- (1) Buildings must be setback at least 5 metres from any boundary which adjoins the North Island Main Trunk Line.

### **I452.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

### **I452.8. Assessment – restricted discretionary activities**

#### **I452.8.1. Matters of discretion**

The Council will reserve its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Subdivision, or new buildings prior to subdivision, including private roads:
  - (a) Location and design of the arterial roads, collector roads, local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;
  - (b) Provision of cycling and pedestrian networks;
  - (c) Location, design and sequencing of connections to the Drury Central train station;
  - (d) Open space and floodplain / drainage network;
  - (e) Design and sequencing of upgrades to the existing road network;
  - (f) Servicing;
  - (g) Stormwater and flooding effects;
  - (h) Matters of discretion I452.8.1(1) (a)- (g) apply in addition to the matters of discretion in E38.12.1; and
  - (i) The imposition of consent conditions of the kind referred to in rule I452.6.1(1) and (2).
- (2) Infringement of standard I452.6.3 Minimum cycle parking:
  - (a) Matters of discretion E27.8.2(7) apply.
- (3) Infringement to standard I452.6.5 Riparian Margins:
  - (a) Effects on water quality, biodiversity and stream erosion.
- (4) Development that does not comply with Standard I452.6.6 Maximum Impervious Area within Sub-precinct B:
  - (a) Matters of discretion in H6.8.1(4) apply.
- (5) Infringements to standard I452.6.7 Stormwater Quality
  - (a) Matters of discretion E9.8.1(1) apply.
- (6) Infringement of standard I452.6.8 Fences adjoining publicly accessible open space

- (a) Effects on the amenity and safety of the open space.
- (7) Infringement of standard I452.6.9 – Development within 60m of the rail corridor
  - (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.
- (8) Infringement of standard I452.6.10 – Development within 75m of an existing or future arterial road
  - (a) Effects on human health and residential amenity while people are indoors.
  - (b) The location of buildings.
  - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise.
- (9) Infringement of standard I452.6.11 Safe operation of the NIMT
  - (a) Effects on the safe operation of the North Island Main Trunk Line, by providing for buildings on adjoining sites to be maintained within their site boundaries.
- (10) Infringement to standard I452.6.4 Road Design
  - (a) The design of the road, and associated road reserve and whether it achieves policies I452.3(3), (5), (6) and (7).
  - (b) Design constraints.
  - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

#### **I452.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Subdivision, and new building prior to subdivision, including private roads:

##### *Location of roads*

- (a) Whether the arterial and collector roads are provided generally in the locations shown on I452.10.1 Waihoehoe: Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
  - (i) Landowner patterns and the presence of natural features, natural hazards or contours or other constraints and how these impact on the placement of roads;
  - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and

- (iii) The constructability of roads and the ability for them to be connected beyond any property boundary.
- (b) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable street network.
- (c) Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.
- (d) Whether subdivision and development provide for arterial roads, collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

*Design of Roads*

- (e) Whether the design of new arterial, collector and local roads accords with the road design details in I452.11 Appendix 1.
- (f) Whether the layout of the street network provides a good degree of accessibility and supports a walkable street network. As a general principle, the length of a block should be no greater than 280m, and the perimeter of the block should be no greater than 600m;
- (g) Whether safe and legible pedestrian and cycle connections to the Drury Central train station are provided, via facilities on Waihoehoe Road and Flanagan Road/Drury Boulevard, from the Fitzgerald Rd extension to the Drury Rail Station. Or an alternative is provided that achieves an equal or better degree of connectivity. Where development precedes the upgrade of Waihoehoe Road and connecting roads, interim pedestrian and cycle facilities may be provided.
- (h) Whether a further upgrade to the intersection of State Highway 22 / Great South intersection beyond what is required by the Drury South Precinct (I410.8.2(1)(f)) is necessary, to ensure it can operate safely and efficiently. This will be assessed for development exceeding the level set out in I452.6.2.1(a), but prior to the full upgrade of Waihoehoe Road required by I452.6.2.1(d). If required, the further upgrade will provide an additional right turn lane from Great South Road.
- (i) Whether Waihoehoe Road (East) to the Waihoehoe Precinct boundary and Kath Henry Lane is of a suitable condition to maintain safe traffic movement prior to its upgrade to the required urban standard or whether any shoulder widening, localised widening or safety works and/or interim intersection upgrades or interim active mode connections within the existing road reserve are required having regard to the additional traffic on that road generated by the Waihoehoe Precinct.

*Open space and floodplain / drainage reserve network*

- (j) Whether open spaces and floodplain / drainage reserves are provided in the locations generally consistent with the indicative locations shown on I452.10.1 Waihoehoe Precinct Plan 1.
- (k) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.

*Servicing*

- (l) Whether there is sufficient capacity in the existing or proposed utilities network, and public reticulated water supply, wastewater and stormwater network to service the proposed development.
- (m) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed.
- (n) Whether development has considered the presence of the 110kv Counties Power electricity lines and the need to achieve safe distances under existing Codes of Practice, or whether the existing lines can be relocated.

*Stormwater and flooding*

- (o) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14);
- (p) Whether the design and efficacy of infrastructure and devices is appropriate with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment.
- (q) Whether the proposal ensures that development manages flooding effects upstream and downstream of the site and the Waihoehoe precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event.
- (r) Whether the location, size, design and management of any flood attenuation devices is appropriate to ensure that development does not increase flooding risks.

*Te Aranga Design Principles*

- (s) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.
- (2) Infringement of standard I452.6.3 Minimum cycle parking
    - (a) Assessment criteria in E27.8.2(6) apply.
  - (3) Infringement to standard I452.6.5 Riparian Planting
    - (a) Whether the infringement is consistent with Policy I452.3(8).
  - (4) Development that does not comply with Standard I452.6.6 Maximum Impervious Area within Sub-precinct B:

- (a) The assessment criteria within H6.8.2(10) apply.
- (5) Infringement to standard I452.6.7 Stormwater Quality
  - (a) Assessment criteria E9.8.2(1) apply.
  - (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (14).
  - (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.
- (6) Infringement of standard I452.6.8 Fences adjoining publicly accessible open space
  - (a) Whether the proposal positively contributes to the visual quality and interest of the adjoining open space, while providing an adequate degree of privacy and security for the development.
- (7) Infringement of standard I452.6.9 –Activities sensitive to noise within 60m of the rail corridor
  - (a) Whether activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and amenity while they are indoors, and whether such activities unduly constrain the operation of the railway corridor. This includes:
    - (i) the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor;
    - (ii) the extent of non-compliance with the noise standard and the effects of any non-compliance;
    - (iii) the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and
    - (iv) any noise management implications arising from technical advice from an acoustic rail noise expert and KiwiRail.
- (8) Infringement of standard I452.6.10 – Development within 75m of Waihoehoe Road and/or Opaheke North-South FTN arterial roads
  - (a) Whether activities sensitive to noise adjacent to Waihoehoe Road and/or Opaheke North-South FTN arterial roads are designed to protect people from adverse health and amenity effects while they are indoors.
  - (b) Whether any identified topographical or building design features, or the location of the building or any other existing buildings, will mitigate any potential health and amenity effects.
  - (c) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.

(9) Infringement of standard I452.6.11 Safe operation of the NIMT

- (a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Island Main Trunk Line, including:
  - (i) the size, nature and location of the buildings on the site;
  - (ii) the extent to which the safety and efficiency of railway operations will be adversely affected;
  - (iii) any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Island Main Trunk Line; and
  - (iv) any implications arising from advice from KiwiRail.

(10) Infringement to standard I452.6.4 Road Design

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies I452.3(3), (5), (6) and (7).
- (c) Whether the proposed design and road reserve:
  - (i) incorporates measures to achieve the required design speeds;
  - (ii) can safely accommodate required vehicle movements;
  - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
  - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

**I452.9. Special information requirements**

(1) Riparian Planting

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native. The riparian planting plan must be prepared in accordance with Appendix 16 - Guideline for native revegetation plantings.

(2) Permanent and intermittent streams and wetlands

All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

(3) Archaeological assessment

An application for land modification within the area shown on I452.10.3 Precinct Plan 3, must be accompanied by an archaeological assessment, including a survey. This also applies to any development providing riparian planting in accordance with I452.6.5. The purpose of this assessment is to evaluate the effects on archaeological values prior to any land disturbance, planting or demolition of a pre-1900 building, and to confirm whether the development will require an Authority to Modify under the Heritage New Zealand Pouhere Taonga Act 2014.

#### (4) Integrated transport assessment

An application to infringe standard I452.6.2 Staging of Subdivision and Development with Transport Upgrades must be accompanied by an integrated transport assessment prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under standard I452.6.2 Staging of Subdivision and Development with Transport Upgrades.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal is in accordance with Policies I452.3 (2), I452.3 (3), I452.3 (5), I452.3 (6), I452.3 (7), I452.3 (8) and I452.3 (10) in addition to any other relevant AUP policy;
- (b) Whether public transport routes that connect to the Drury Central train station and the Drury Centre can operate effectively and efficiently at all times;
- (c) Whether the Waihoehoe/Great South Road intersection can operate safely and with reasonable efficiency during the inter-peak period, being generally no worse than a Level of Service D for the overall intersection;
- (d) Whether increased use of public transport within the Waihoehoe precinct or the wider area, has provided additional capacity within the transport network including by implementing travel demand management measures;
- (e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the Subdivision and development mix provided for in the Table I452.6.2.1 Threshold for Development;
- (f) Whether residential development is coordinated with retail and commercial development within the wider Drury East area identified on Precinct Plan 2 to minimise trips outside of the precinct providing additional capacity within the transport network;
- (g) Whether the actual rate of development in the wider area is slower than anticipated and provides additional capacity in the transport network;



- (h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the Waihoehoe precinct;
- (i) Whether the integrated transport assessment supporting the application documents the outcome of engagement with the road controlling authority;
- (j) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;
- (k) Whether the intersection of Great South Road / Quarry Road and the Drury South Precinct roads can operate safely and efficiently prior to the full upgrade of Waihoehoe Road between Fitzgerald Road and Great South Road;
- (l) Whether the surrounding transport network can operate safely and efficiently when considering traffic generated by construction activities within the Precinct Plan 2 area.

(5) Monitoring of Rule I452.6.2 Staging of Subdivision and Development with Transport Upgrades

Any proposal for dwellings, retail, commercial or community activities must demonstrate compliance with rule I452.6.2 Staging of Subdivision and Development with Transport Upgrades. Any application must contain details of the maximum number of dwellings or amount of retail, commercial or community GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots).

(6) Transport Design Report

Any proposed new road intersection or upgrading of existing road intersections shall be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use consent.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

(7) Flood and Stormwater Assessment Report

A flood and stormwater assessment report must accompany a resource consent application for any subdivision or development proposal in the Waihoehoe precinct. The purpose of the assessment is to determine if the development proposal creates or worsens flood extent, frequency or hazard on land or generate adverse effects on infrastructure and land outside the development proposal area.

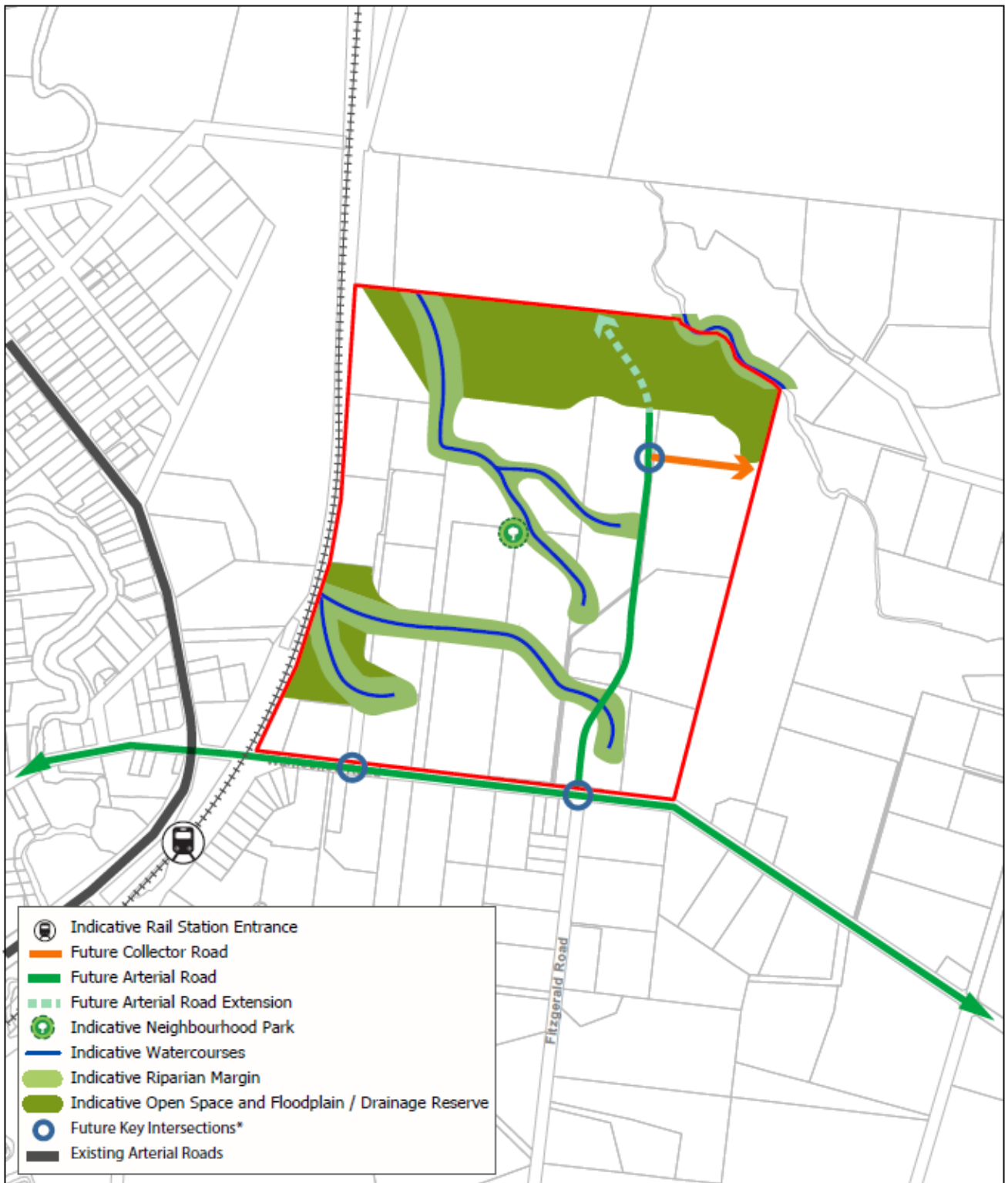
The assessment must:

- (a) Include a detailed hydraulic model to assess:

- (i) Frequency of flood event using the 5, 10, 50 and 100 ARI Events
  - (ii) Duration of flood event
  - (iii) Extent of flooding and any inundation
  - (iv) Whether any flooding effects will be temporary or permanent
  - (v) If there is any exacerbation of existing natural hazard risks or creation of new hazards, including the impact on floodplain storage in the Slippery Creek catchment
  - (vi) The interaction of the proposed development with nearby infrastructure.
- (b) Specify mitigation of any flood effects that the development proposal creates including:
- (i) Hydraulic sizing of any mitigation devices (including attenuation)
  - (ii) Indicative location of any mitigation devices (including attenuation)
  - (iii) The design of any structure or devices or floodplain storage areas
  - (iv) the nature and extent of any off-site stormwater management devices and how these devices are to be delivered if they are on land outside the development site
  - (v) if stormwater management devices are to be located within the modified 1% AEP floodplain, describe how these devices are to be designed to be resilient to flood-related damage while not exacerbating flood risks for upstream or downstream activities.
- (8) Activities sensitive to noise proposed within 60m of the rail corridor which infringe Standard I452.6.9 and/or buildings proposed within 5m from any boundary which adjoins the North Island Main Trunk Line which infringe Standard I452.6.11:
- (a) Evidence of consultation with KiwiRail and its responses to that consultation.

## I452.10. Precinct plans

### I452.10.1 Waihoehoe: Precinct plan 1 – Indicative Road and Open Space Network



Note: All elements shown are indicative only and subject to detailed design and investigation as part of the resource consent process.

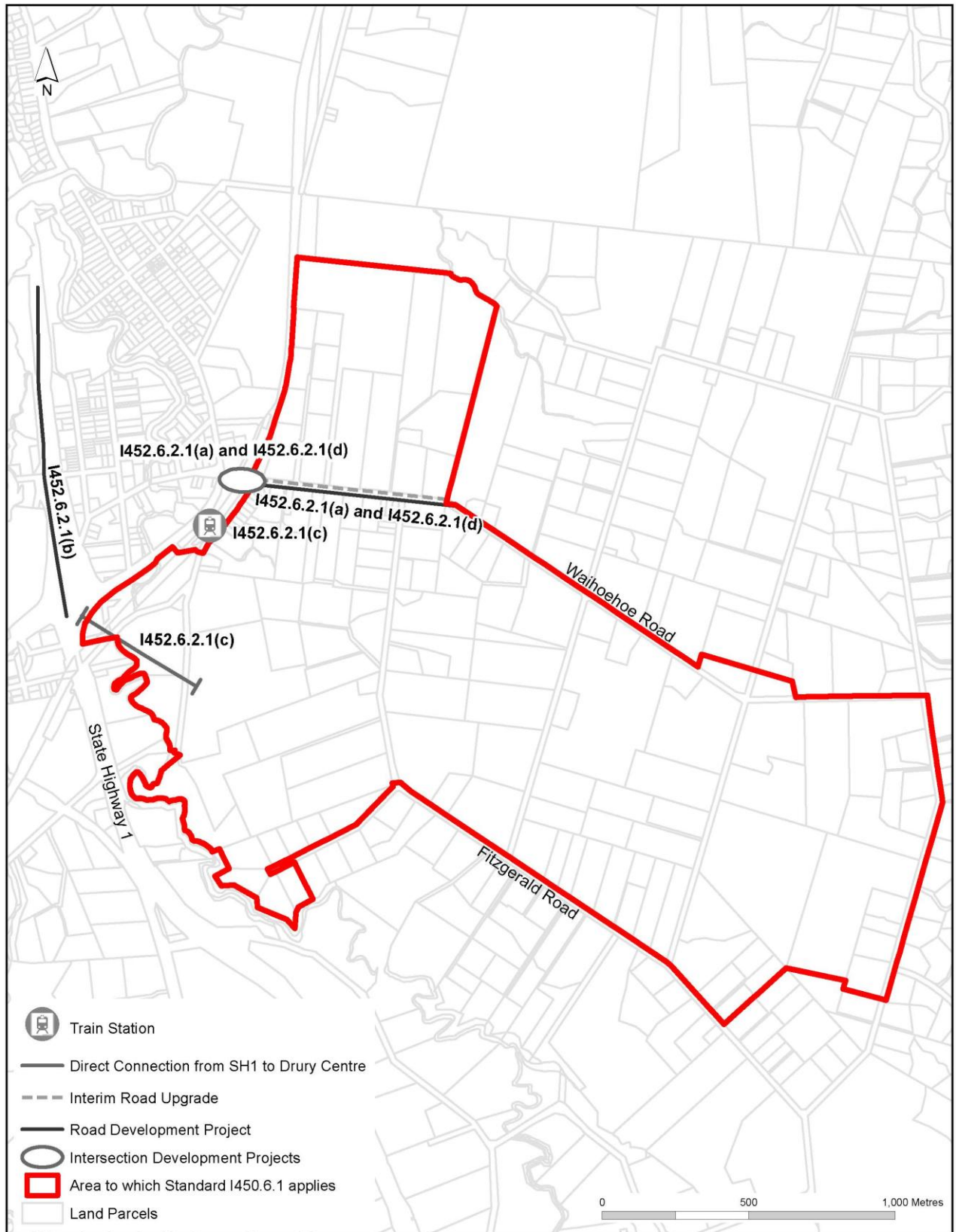
Note: Opaheke North-South Arterial Road designed as interim collector, future arterial road in long-term.

\*All future key intersections subject to detailed design and special information requirements.

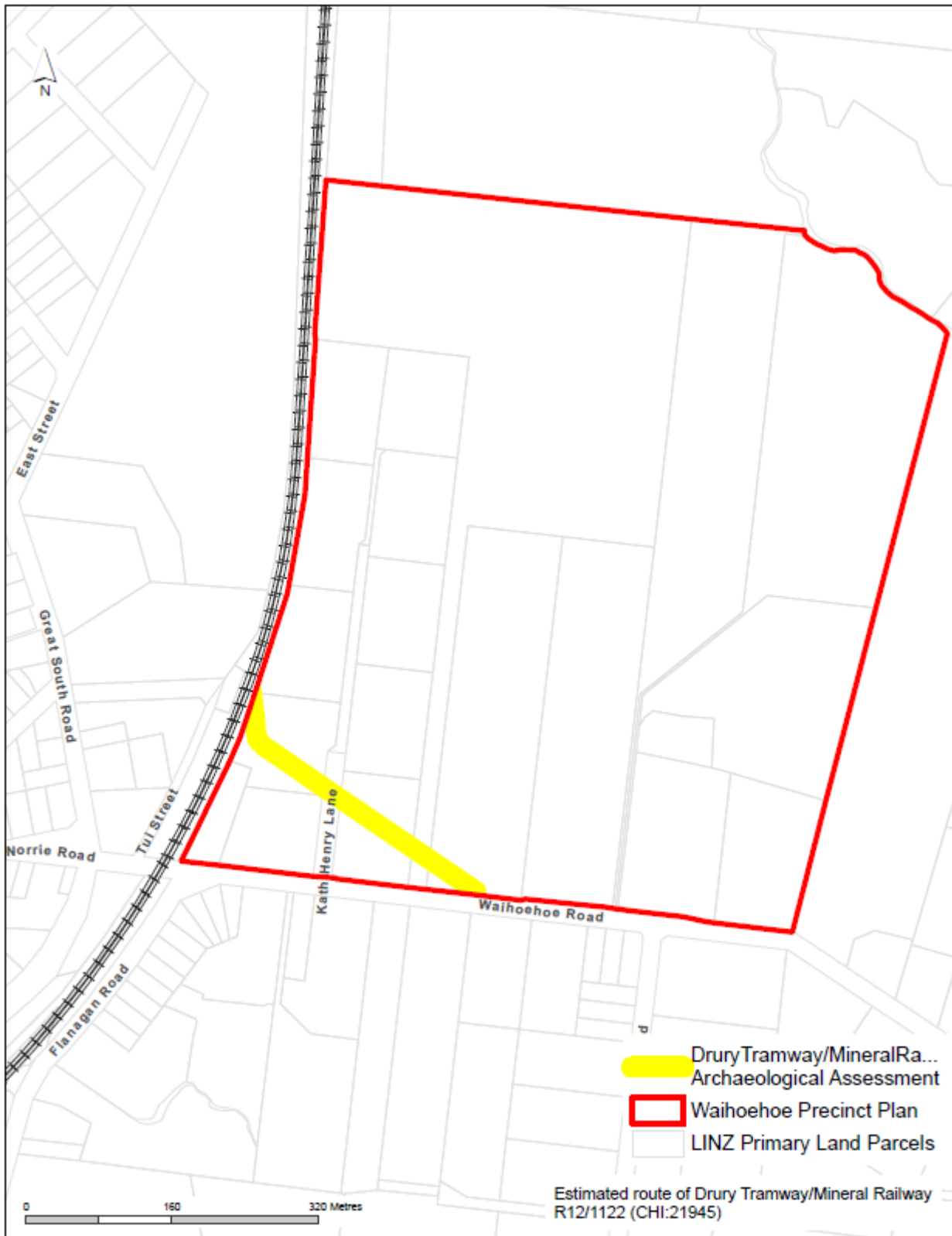
Precinct Plan 1 - Structuring Elements

Qualifying  
matter as  
per Sch 3C,  
cls 8(1)(b) of  
the RMA

## I452.10.2 Waihoehoe: Precinct plan 2 – Transport Staging Boundary



**I452.10.3 Waihoehoe: Precinct plan 3 – Drury Tramway/Mineral Railway  
Archaeological Assessment**



I452.10.4 Waihoehoe: Precinct Plan 4 - Rail Vibration Plan



## Appendices

### I452.11 Appendix 1: Design Details

| Road Function and Required Design Elements Table                                                                      |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                                |                                |
|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|--------------------------------|--------------------------------|
| Road Function and Required Design Elements Road Name (refer to Precinct Plan 1)                                       | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision                | Pedestrian Provision           |
| Waihoehoe Road West Ultimate Upgrade (Great South Road to Fitzgerald Road) with separated active transport provisions | Arterial                                            | 30m                                   | 4                                         | 50                   | Yes                 | Yes    | Yes                               | No                | Yes<br>separated on both sides | Yes<br>both sides              |
| Waihoehoe Road West Interim Upgrade                                                                                   | Arterial                                            | 20m                                   | 2 <sup>1</sup>                            | 50                   | Yes                 | No     | Yes                               | No                | Yes<br>Shared path on one side | Yes<br>Shared path on one side |

<sup>1</sup> \*Note: an additional bus lane will be provided between the Waihoehoe bridge and the turning lanes at Fitzgerald Road intersection, as shown at Appendix 2.

| Road Function and Required Design Elements Table                                |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                             |                            |
|---------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------------------|----------------------------|
| Road Function and Required Design Elements Road Name (refer to Precinct Plan 1) | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision             | Pedestrian Provision       |
| (Great South Road to Fitzgerald Road)                                           |                                                     |                                       |                                           |                      |                     |        |                                   |                   | with safe crossing points.  | with safe crossing points. |
| North-South Opaheke Road (Ultimate)                                             | Arterial                                            | 27m                                   | 4                                         | 40                   | Yes                 | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides             |
| North-South Opahake Road (Interim)                                              | Collector                                           | 27m                                   | 2                                         | 40                   | Yes                 | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides             |
| Collector Roads with separated active transport provisions                      | Collector                                           | 23m                                   | 2                                         | 40                   | No                  | No     | Yes                               | Optional          | Yes separated on both sides | Yes both sides             |



| Road Function and Required Design Elements Table                                |                                                     |                                       |                                           |                      |                     |        |                                   |                   |                 |                                                                                              |
|---------------------------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|-------------------------------------------|----------------------|---------------------|--------|-----------------------------------|-------------------|-----------------|----------------------------------------------------------------------------------------------|
| Road Function and Required Design Elements Road Name (refer to Precinct Plan 1) | Proposed Role and Function of Road in Precinct Area | Min. Road Reserve (subject to note 1) | Total number of lanes (subject to note 3) | Speed Limit (Design) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision | Pedestrian Provision                                                                         |
| Local Roads (Residential)                                                       | Local                                               | 16m                                   | 2                                         | 30                   | No                  | No     | No                                | Optional          | No              | Yes both sides                                                                               |
| Local Roads (Residential Park Edge)                                             | Local                                               | 13.5m                                 | 2                                         | 30                   | No                  | No     | No                                | Optional          | No              | One side<br>NB: provided that a shared path is provided within park outside the road reserve |

*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.*

*Note 2: Carriageway and intersection geometry capable of accommodating buses.*

*Note 3: Any interim, hybrid, constrained or ultimate upgrades must be designed and constructed to include a new road pavement and be sealed to the appropriate standard in accordance with the Proposed Role and Function of the Road.*

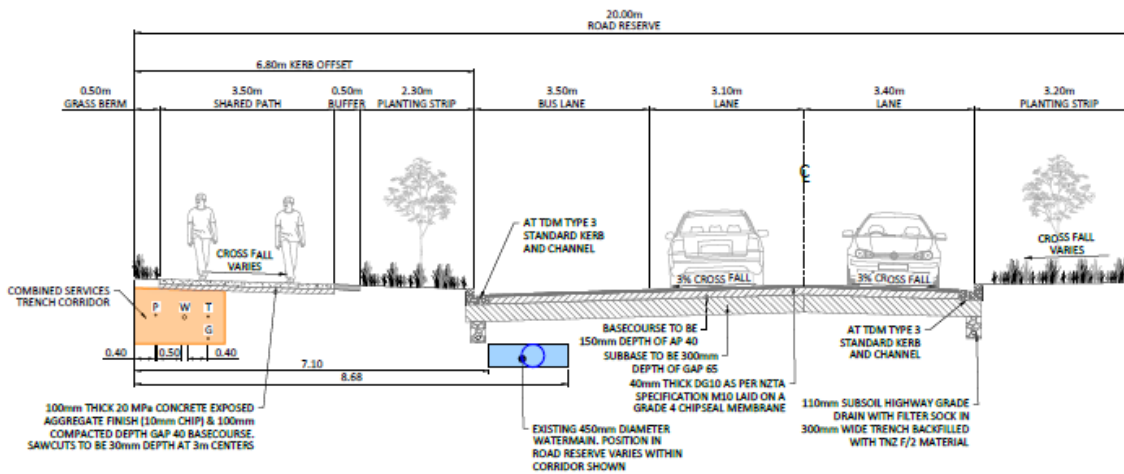
## I452 Waihoehoe Precinct



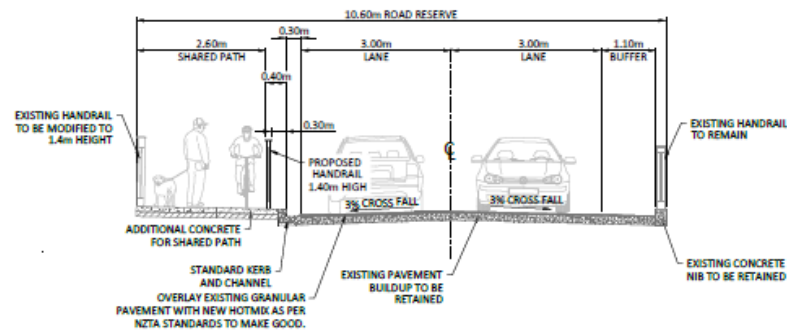
### I452.11 Appendix 2: Interim upgrade to Waihoehoe Road

Note: all drawings in this appendix are indicative designs to be refined through the EPA process.

\*any upgrade works will need to be integrated with the design of the Ultimate Waihoehoe bridge and station access work.



PROPOSED INTERIM WAIHOEHOE ROAD TYPICAL CROSS SECTION 1  
SCALE 1:50 (A1) (C370)



WAIHOEHOE ROAD BRIDGE CROSSING TYPICAL CROSS SECTION 2  
SCALE 1:50 (A1) (C370)

\*any upgrade works will need to be integrated with the design of the Ultimate Waihoehoe bridge and station access works

\*\*The Waihoehoe Road (West) Bridge Crossing design is indicative and will be refined through EPA process

## **I457. Highbrook Precinct**

### **I457.1. Precinct Description**

Highbrook Precinct is located beside the Highbrook industrial area. The Precinct is bounded by Tāmaki River, Ōtara Creek, Highbrook Drive and State Highway 1.

Highbrook Precinct has frontage to Tāmaki River, an important awa that leads out to the Hauraki Gulf (Tikapa Moana) and Waitemata Harbour. These waterways were crucial for iwi and hapū both as a traditional food source, and a historical means of transport with coastal and island settlements, boundary markers, navigation points and waka portage routes. Mana Whenua have a spiritual connection with Tāmaki River, and have on-going guardianship (kaitiakitanga) responsibilities. The remnants of the Pukewairiki Tuff Ring, a regionally important and one of the oldest volcanoes in the Auckland volcanic field, is located to the north-east of the Highbrook Precinct.

The Highbrook Precinct is part of the site which contained the former Ōtāhuhu Power Station. The Tāmaki River and Ōtara Creek environments adjoining the Precinct, contain remnant infrastructure which previously supported the operation of the Ōtāhuhu Power Station.

The Highbrook Precinct is zoned Residential - Terrace Housing and Apartment Buildings Zone. It adjoins the Business – Light Industry Zone located east of Highbrook Drive and applied to the wider Highbrook industrial area.

The purpose of the Precinct is to enable the establishment of high-density residential development in proximity to an important employment hub in Highbrook. The Precinct benefits from visual amenity, landscape and unique urban setting provided by the Tāmaki River environments. Development within the Precinct will integrate with the existing urban environment.

The Precinct seeks to manage adverse effects on the efficient operation of the surrounding road network, in particular on Highbrook Drive and the Highbrook Drive / State Highway 1 roundabout. An Integrated Transport Assessment has confirmed that the total traffic movements of 130 vehicles per hour, generated by any land use within the Highbrook Precinct, is acceptable.

A revised Integrated Transport Assessment (including appropriate forecast transport modelling, and latest Precinct land use assumptions with sensitivity tests of these) is to be prepared to support any resource consent application for development exceeding total traffic movements of 130 vehicles per hour.

The Highbrook Precinct incorporates the Medium Density Residential Standards (MDRS) set out in Schedule 3A of the Resource Management Act 1991. The MDRS provide for the use or construction of up to 3 dwellings as a permitted activity, complying with identified Standards.

### **I457.2. Objectives**

- (1) Land within the Highbrook Precinct is used efficiently to provide high-density urban living adjacent to the Highbrook industrial area and the Tāmaki River environments.
- (2) Activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of State Highway 1 and Highbrook Drive.

- (3) Subdivision, use and development within the Highbrook Precinct ensures that adverse effects on the safety, capacity and efficiency of the operation of the surrounding transport network is avoided, remedied or mitigated.
- (4) Pedestrians and cyclists moving to and from the Highbrook Precinct are provided with safe and convenient pedestrian and cycling connections along Highbrook Drive and the surrounding pedestrian and cycling network.
- (5) A well-functioning urban environment that enables all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and into the future.
- (6) A relevant residential zone provides for a variety of housing types and sizes that respond to –
  - (a) housing needs and demands; and
  - (b) the neighbourhood's planned urban built character, including 3–storey buildings.

All relevant overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

### **I457.3. Policies**

- (1) Require buildings that contain activities sensitive to noise to be designed and constructed with acoustic attenuation measures to provide for people's health and residential amenity to achieve specified minimum indoor design noise levels.
- (2) Limit the total traffic movements from the Highbrook Precinct to 130 vehicles per hour to ensure that vehicle trip generation from development within the precinct remains within anticipated levels.
- (3) Require an Integrated Transport Assessment to support a resource consent application for development exceeding total traffic movements of 130 vehicles per hour from the Highbrook Precinct to ensure that the quantum of development generates appropriate travel demand, and implements the required infrastructure upgrading to ensure that any adverse effects on the safety, capacity and efficiency of the operation of the local transport network is avoided, remedied or mitigated.
- (4) Require subdivision and development within the Highbrook Precinct to facilitate a transport network that supports safe pedestrian and cycle facilities, public transport use and promotes alternative transport choice by requiring:
  - (a) the preparation of a Transport Assessment which must be updated as development proceeds.
  - (b) the upgrading of the shared pedestrian / cycle facilities along the areas shown in Precinct Plan 1.

- (c) the construction of a shared pedestrian / cycle facility providing a connection between the Access shown in Precinct Plan 1 and the intersection of Gridco Road and Hellabys Road.
  - (d) construction of a bus stops either side of Highbrook Drive outside the Precinct frontage.
  - (e) installation of a pedestrian barrier along the area shown in Precinct Plan 1 to improve pedestrian safety.
  - (f) The implementation of a shuttle bus service within the Precinct to provide connections to nearby public transport hubs and town centres and other identified key destinations.
- (5) Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.
  - (6) Apply the Medium Density Residential Standards (MDRS) across all relevant residential zones in the District Plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wahi tapu, and other taonga).
  - (7) Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.
  - (8) Enable housing to be designed to meet the day-to-day needs of residents.
  - (9) Provide for developments not meeting permitted activity status, while encouraging high-quality developments.

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

#### **I457.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply in this precinct unless otherwise specified below.

Activity Table I457.4.1 specifies the activity status of land use and development activities pursuant to section 9(3) and section 11 of the Resource Management Act 1991.

A blank table cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.

Note:

All applications for subdivision consent are subject to section 106 of the RMA.

**Table I457.4.1 Activity table**

| <b>Activity</b>    |                                                                                                                                                                                           | <b>Activity status</b> |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>Use</b>         |                                                                                                                                                                                           |                        |
| (A1)               | Up to three dwellings per site each of which complies with Standards I457.6.5 to I457.6.13 inclusive                                                                                      | P                      |
| (A2)               | Four or more dwellings per site                                                                                                                                                           |                        |
| (A3)               | The conversion of a principal dwelling into a maximum of three dwellings complying with Standards I457.6.5 to I457.6.13 inclusive                                                         | P                      |
| <b>Development</b> |                                                                                                                                                                                           |                        |
| (A4)               | Accessory buildings associated with a development of dwellings each of which complies with Standards I457.6.5 to I457.6.13 inclusive                                                      | P                      |
| (A5)               | Internal and external alterations to buildings for a development of dwellings all of which complies with Standards I457.6.5 to I457.6.13 inclusive                                        | P                      |
| (A6)               | Additions to an existing dwelling which complies with Standards I457.6.5 to I457.6.13 inclusive                                                                                           | P                      |
| (A7)               | Activities that do not comply with Standard I457.6.3 Road noise attenuation                                                                                                               | RD                     |
| (A8)               | Activities that do not comply with the following Standards:<br><br>(i) Standard I457.6.1 Total traffic generated<br>(ii) Standard I457.6.2 Transport infrastructure development standards | D                      |
| <b>Subdivision</b> |                                                                                                                                                                                           |                        |
| (A9)               | Subdivision of land for up to three dwellings complying with Standards I457.6.5 to I457.6.13 inclusive and I457.7                                                                         | C                      |
| (A10)              | Any subdivision listed above not meeting Standard I457.7 for controlled subdivision activities                                                                                            |                        |

**I457.5. Notification**

- (1) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public notification of an application for resource

consent is precluded if the application is for the construction and use of one, two or three dwellings that do not comply with Standards I457.6.5 to I457.6.13.

- (2) Unless the Council decides that special circumstances exist under section 95A(9), public and limited notification of an application for resource consent is precluded if the application is for the construction and use of 4 or more dwellings that comply with Standards I457.6.6 to I457.6.13.
- (3) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public and limited notification of an application for a controlled subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of:
  - (a) one, two or three dwellings that do not comply with one or more of the Standards listed in I457.6.6 to I457.6.13; or
  - (b) four or more dwellings that comply with all the Standards listed in I457.6.6 to I457.6.13.
- (4) Any application for a resource consent which is listed in I457.4.1(A1), I457.4.1(A2) or I457.4.1(A3) above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA.
- (5) Any application for resource consent for not meeting the Standard I457.6.1 Total traffic generated must be publicly notified.
- (6) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

#### **I457.6. Standards**

- (1) Unless specified in Standard I457.6(3) below, all relevant overlay, Auckland-wide and zone standards apply to all activities in the I457 Highbrook Precinct, except the following standard.
  - (a) H6.6.9(1) Coastal protection yard
- (2) The following zone standards do not apply to activities (A1) and (A3) to (A6) listed in Activity Table I457.4.1 above:
  - H6.6.5 Building height
  - H6.6.6 Height in relation to boundary
  - H6.6.7 Alternative Height in relation to boundary
  - H6.6.8 Height in relation to boundary adjoining lower intensity zone
  - H6.6.9 Yards
  - H6.6.10 Maximum impervious area



- H6.6.11 Building coverage
  - H6.6.12 Landscaped area
  - H6.6.13 Outlook space
  - H6.6.15 Outlook living space
- (3) The activities listed as a permitted activity in Activity Table I457.4.1 must comply with permitted activity Standards I457.6.5 to I457.6.13.
- (4) The activities listed as a controlled activity in Activity Table I457.4.1 must comply with I457.7 Standards for controlled subdivision activities and the General Standards E38.6.2 to E38.6.6 inclusive.

#### **I457.6.1. Total traffic generated**

- (1) Total traffic generated by any land use entering or exiting the Highbrook Precinct shall not cumulatively exceed 130 vehicles per hour (vph) (in any hour).

Note: each entry or exit movement is equivalent to 1 vph.

#### **I457.6.2. Transport infrastructure development upgrade standards**

- (1) Occupation of residential activity within the Precinct must not occur in advance of the following:
- (a) Provision of a Transport Assessment in accordance with Special Information Requirement I457.10.
  - (b) Provision of new bus stops along the Precinct frontage with Highbrook Drive, on either side of Highbrook Drive. The location and design of the bus stop is to be confirmed in consultation with Auckland Transport.
  - (c) Provision of a private shuttle bus to provide access between the Precinct and key transport nodes, town centres or key destinations as identified in the Transport Assessment.
  - (d) Upgrades to the area identified as shared pathway to be upgraded on Precinct Plan 1 to Auckland Transport Design Standards.
  - (e) Provision of a separated shared pathway between the Precinct and the intersection of Gridco Road and Hellabys Road to Auckland Transport Design Standards.
  - (f) Installation of a pedestrian barrier within the area shown on Precinct Plan 1

#### **I457.6.3. Road noise attenuation**

- (1) Any new building or alterations to existing buildings containing an activity sensitive to noise must be designed, constructed and maintained to not exceed 40 dB LAeq (24 hour) for all noise sensitive spaces.

(2) If windows must be closed to achieve the design noise levels in I457.6.3(1), the building must be designed, constructed and maintained with a mechanical ventilation system for noise sensitive spaces, to achieve the following requirements:

- (a) an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees Celsius; or

*Note:*

*Mechanical cooling must be provided for all habitable rooms (excluding bedrooms) provided that at least one mechanical cooling system must service every level of a dwelling that contains a habitable room (including bedrooms)*

- (b) a high volume of outdoor air supply to all habitable rooms with an indoor air supply rate of no less than:

- six air changes per hour (ACH) for rooms with less than 30 percent of the façade area glazed; or
- 15 air changes per hour (ACH) for rooms with greater than 30 percent of the façade area glazed; or
- three air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight.

- (c) For all other noise sensitive spaces provide mechanical cooling to achieve an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees celsius; and

- (d) provide relief for equivalent volumes of spill air; and

- (e) be individually controlled across the range of airflows and temperatures by the building occupants in the case of each system; and

- (f) Have a mechanical ventilation and/or cooling system that generates a noise level no greater than LAeq 35 dB when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in Standard 2(a) and (b) above.

(3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating that compliance with I457.6.3(1) and (2) can be achieved prior to the construction or alteration to any building containing an activity sensitive to noise.

#### **I457.6.4. Coastal Protection Yard**

Purpose:

- To ensure that buildings are adequately set back from the Tāmaki River.
- To provide protection from natural hazards.
- To provide space for public access to the Tāmaki River environments.

- (1) A building or parts of a building must be set back from the relevant boundary by a minimum depth listed in Table I457.6.4.1 Yards below:

**Table I457.6.4.1 Yards**

| Yard                     | Minimum depth |
|--------------------------|---------------|
| Coastal protection yard* | 20m           |

\* Qualifying Matter under Section 77I(a) of the RMA

Note: the following standards I457.6.5 – I457.6.13 apply only to activities (A1) and (A3) – (A6) in the I457.4.1 Activity table. For all other activities refer to the zone standards.

#### **I457.6.5. Number of dwellings per site**

- (1) There must be no more than three dwellings per site.

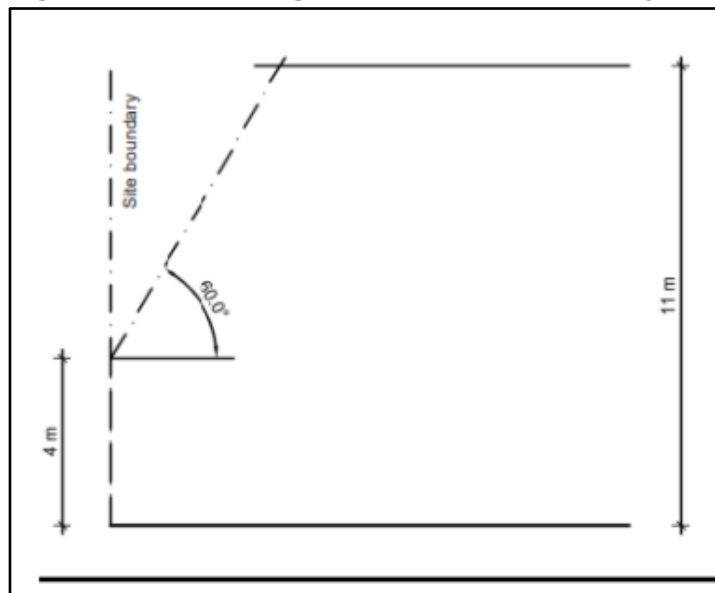
#### **I457.6.6. Building Height**

- (1) Buildings must not exceed ~~46m~~ 22m in height

#### **I457.6.7. Height in Relation to Boundary**

- (1) Buildings must not project beyond a 60-degree recession plane measured from a point 4m vertically above ground level along all boundaries, as shown in Figure I457.6.7.1. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.

**Figure I457.6.7.1 Height in relation to boundary**



- (2) Rule I457.6.7(1) does not apply to –
- (a) a boundary with a road:
  - (b) existing or proposed internal boundaries:

- (c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

#### **I457.6.8. Yards**

- (1) Buildings must be set back from the relevant boundary by the minimum depth listed below:
  - (a) Front yards: 1.5m.
  - (b) Side yard: 1m
  - (c) Rear yard: 1m (excluded on corner sites)
- (2) This standard does not apply to site boundaries where there is an existing common wall between two buildings on adjacent sites or where a common wall is proposed.

#### **I457.6.9. Building Coverage**

- (1) the maximum building coverage must not exceed 50% of the net site area.

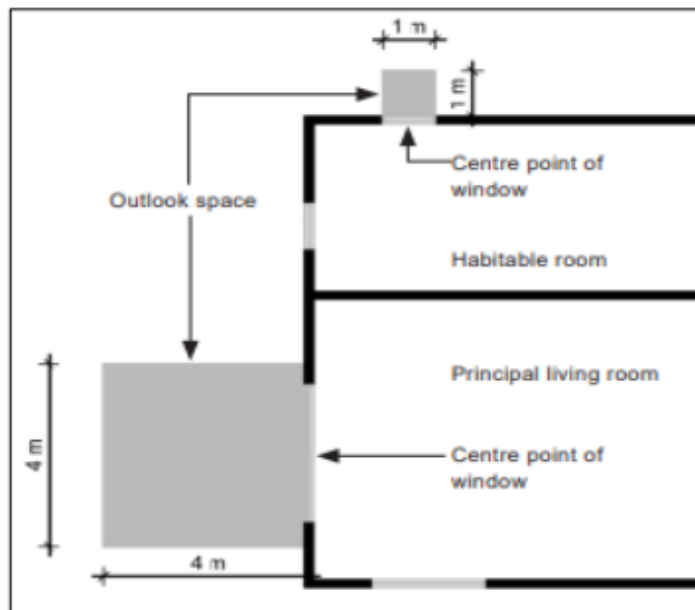
#### **I457.6.10. Outdoor Living Space**

- (1) a dwelling at ground floor level must have an outdoor living space that is at least 20m<sup>2</sup> and that comprises ground floor, balcony, patio, or roof terrace space that, -
  - (a) where located at ground level, has no dimension less than 3 metres; and
  - (b) where provided in the form of a balcony, patio, or roof terrace, is at least 8m<sup>2</sup> and has a minimum dimension of 1.8 metres; and
  - (c) is accessible from the dwelling; and
  - (d) may be –
    - (i) grouped cumulatively by area in 1 communally accessible location; or
    - (ii) located directly adjacent to the unit; and
  - (e) is free of buildings, parking spaces, and servicing and manoeuvring areas.
- (2) a dwelling located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that –
  - (a) is at least 8m<sup>2</sup> and has a minimum dimension of 1.8 metres; and
  - (b) is accessible from the dwelling; and
  - (c) may be -
    - (i) grouped cumulatively by area in 1 communally accessible location, in which case it may be located at ground level; or
    - (ii) located directly adjacent to the unit.

### I457.6.11. Outlook Space

- (1) An outlook space must be provided for each dwelling as specified in this standard.
- (2) An outlook space must be provided from habitable room windows as shown in Figure I457.6.11.1.

Figure I457.6.11.1 Outlook space



- (3) The minimum dimensions for a required outlook space are as follows:
  - (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
  - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (4) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (5) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (6) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (7) Outlook spaces may be under or over a balcony.
- (8) Outlook spaces required from different rooms within the same building may overlap.
- (9) Outlook spaces must –
  - (a) be clear and unobstructed by buildings; and

- (b) not extend over an outlook space or outdoor living space required by another dwelling.

#### **I457.6.12. Windows to Street**

- (1) Any dwelling facing the street must have a minimum of 20 per cent of the street-facing façade in glazing. This can be in the form of windows or doors.

#### **I457.6.13. Landscape Area**

- (1) A dwelling at ground floor level must have a landscaped area of a minimum of 20 per cent of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them.
- (2) The landscaped area may be located on any part of the development site, and does not need to be associated with each dwelling.

#### **I457.7. Standards for controlled subdivision activities**

- (1) Any allotment with no existing dwelling, where the subdivision application is accompanied by a land use application that will be determined concurrently if the applicant for the resource consent can demonstrate that –
  - (a) It is practicable to construct on every allotment within the proposed subdivision, as a permitted activity, a dwelling; and
  - (b) Each dwelling complies with the Standards listed in I457.6.5 – I457.6.13;
  - (c) No vacant allotments are created.
- (2) Any allotment with an existing dwelling must demonstrate that —
  - (a) The subdivision does not increase the degree of any non-compliance with Standards I457.6.5 – I457.6.13, or land use consent has been granted; and
  - (b) No vacant allotments are created.

#### **I457.8 Assessment – controlled activities**

##### **I457.8.1. Matters of control**

Subdivision under Rule I457.4.1(A9)

The Council will reserve control over all of the following matters when assessing a controlled activity resource consent application:

- (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance;
- (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
- (c) the effects of infrastructure provision.

##### **I457.8.2 Assessment criteria**

Subdivision under Rule I457.4.1(A9)

(1) The Council will consider the relevant assessment criteria for controlled subdivision from the list below:

(a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance:

(i) refer to Policy E38.3(6);

(b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;

(i) refer to Policy E38.3(1) and (6);

(c) whether there is appropriate provision made for infrastructure including:

(i) whether provision is made for infrastructure including creation of common areas over parts of the parent site that require access by more than one site within the subdivision; and

(ii) whether appropriate management of effects of stormwater has been provided;

(iii) refer to Policies E38.3(1), (6), (19) to (23).

## **I457.9 Assessment – restricted discretionary activities**

### **I457.9.1 Matters of discretion**

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

(1) Non-compliance with Standard I457.6.3 – Road noise attenuation

(a) the effects on people's health and residential amenity

(b) the location of the building

(c) topographical or building design features that will mitigate noise effects.

(2) New buildings and additions to buildings

(a) site layout and configuration

(b) landscaping

(c) outdoor living space

(d) pedestrian and dog access to Ōtara Weir

(3) Transport infrastructure requirements

(a) monitoring of trip generation

(b) the effects on the transport network.

(c) the provision of a Highbrook Precinct Transportation Plan

(d) provision of new bus stops

(e) provision of a private shuttle bus

- (f) upgrades to the area identified as shared pathway to be upgraded on Precinct Plan 1
- (g) provision of a separated shared pathway between the Precinct and the intersection of Gridco Road and Hellabys Road to Auckland Transport Design Standards
- (h) installation of a pedestrian barrier within the area shown on Precinct Plan 1

(4) Non-compliance with Standards I457.6.4 and I457.6.6 to I457.6.13

- (a) any policy which is relevant to the standard
- (b) the purpose of the standard
- (c) the effects of the infringement of the standard
- (d) the effects on the urban built character of the zone
- (e) the effects on the amenity of the neighbouring sites
- (f) the characteristics of the development
- (g) where more than one standard will be infringed, the effects of all infringements

**I457.9.2 Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

(1) Non-compliance with Standard I457.6.3 – Road noise attenuation:

- (a) Whether the building accommodating activities sensitive to noise is located or designed to achieve protection from adverse health and amenity effects.
- (b) The extent to which alternative mitigation measures to manage the effects of non-compliance on the health and amenity of the occupants.

(2) Transport infrastructure requirements

- (a) The extent to which the results of monitoring demonstrate compliance with Standard I457.6.1(1).
- (b) The extent to which new bus stops are provided each side of Highbrook Drive.
- (c) The extent to which the provision and operation of a private shuttle bus between the Highbrook Precinct and the nearby public transport hubs, town centres or key destinations is implemented, including consideration of the following matters:
  - Is privately funded, operated, managed and, where not provided directly by the developer, is secured through an appropriate legal mechanism such as (but not limited to) a Body Corporate or Residents' association to ensure an effective level of service.
  - Achieves the intended purpose of encouraging behaviour change from private vehicles and towards public transport.
  - Takes into consideration of other public transport options and alternative transport modes made available in the surrounding area.



- (d) The extent to which the shuttle bus service will provide adequately for;
    - (i) access to key destinations based on the needs of the residents of and visitors to the Highbrook Precinct.
    - (ii) an adequate frequency of service during morning and afternoon peaks, interpeak, weekdays and weekends.
  - (e) The extent to which a shared pedestrian / cycle facility is available between the Access shown in Precinct Plan 1 and the intersection of Gridco Road and Hellabys Road.
  - (f) The adequacy of upgrades undertaken to the area identified as shared pathway to be upgraded on Precinct Plan 1.
  - (g) The adequacy of a pedestrian barrier to be installed within the area shown on Precinct Plan 1.
- (3) New buildings and additions to buildings
- (a) Site layout and configuration
    - (i) The extent to which the site layout, configuration and design integrates the development within the context of the open space environment adjoining the Tāmaki River (shown as Indicative Open Space / Esplanade Reserve Area in Highbrook Precinct Plan 1).
    - (ii) The extent to which the site layout, configuration and design enables safe public access to and along the Indicative Open Space / Esplanade Reserve Area shown in Precinct Plan 1.
    - (iii) The extent to which a landmark building is designed to create an entry statement into the Highbrook business area, and sited near the Highbrook Drive and the Highbrook Drive / State Highway 1 roundabout.
  - (b) Landscaping
    - (i) The extent to which landscaping, including trees and shrubs, is optimised to create high quality soft landscape buffer interface between buildings and the boundaries with Highbrook Drive and State Highway 1.
  - (c) Outdoor living space
    - (i) The extent to which subdivision design and layout, building placement, and landscaping ensures quality on-site amenity, including outdoor living spaces.
  - (d) Ōtara Weir

The extent to which access to the Ōtara Weir (located at the mouth of the Ōtara Creek) is restricted to protect the bird roosting site from pedestrians and dogs,

while ensuring that continued access to the Weir is maintained for maintenance purposes (such as the use of a locked gate and signage).

(4) For buildings that do not comply with one or more of Standards I457.6.4 and I457.6.6 to I457.6.13

(a) for all infringements to standards:

(i) refer to Policy I457.3(9)

(b) for building height:

Visual dominance

(i) the extent to which buildings as viewed from the street or public places are designed to minimise visual dominance effects of any additional height, taking into account:

- the planned urban built character of the precinct; and
- the location, orientation and design of development,
- the effect of the proposed height on the surrounding and neighbouring development.

Character and Visual Amenity

(ii) the extent to which the form and design of the building and any additional height responds to the planned form and existing character of the surrounding area, including natural landforms and features, and the coast

(iii) how buildings as viewed from the street or public places are designed to appear against the skyline, taking into account:

- whether roof plan, services and equipment are hidden from views; and
- whether the expression of the top of the building provides visual interest and variation.

(c) for height in relation to boundary:

Sunlight access

(i) whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criteria:

- Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):
- over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Standard I457.6.10 or
- over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Standard I457.6.10.

- (ii) in circumstances where sunlight access to the outdoor living space of an existing dwelling on a neighbouring site is less than the outcome referenced in I457.9.2(4)(c)(i):
  - the extent to which there is any reduction in sunlight access as a consequence of the proposed development, beyond that enabled through compliance with Standard H6.6.6 Height in relation to boundary control; and
  - the extent to which the building affects the area and duration of sunlight access to the outdoor living space of an existing dwelling on a neighbouring site, taking into account site orientation, topography, vegetation and existing or consented development.

Visual dominance

- (iii) the extent to which buildings as viewed from the side or rear boundaries of adjoining residential sites or developments are designed to reduce visual dominance effects, taking into account:
  - the planned urban built character of the zone;
  - the location, orientation and design of development;
  - the physical characteristics of the site and the neighbouring site;
  - the design of side and rear walls, including appearance and dominance; and
  - providing adequate visual and/or physical break up of long continuous building forms.

Overlooking and privacy

- (iv) the extent to which direct overlooking of a neighbour's habitable room windows and outdoor living space is minimised to maintain a reasonable standard of privacy, including through the design and location of habitable room windows, balconies or terraces, setbacks, or screening.

(d) for I457.6.4 Coastal Protection Yard and I457.6.8 yards:

- (i) refer to Policy I457.3(7)
- (ii) the extent to which buildings set back from water bodies maintain and protect environmental, open space, amenity values of riparian margins of lakes, streams and coastal areas and water quality and provide protection from natural hazards.

(e) for building coverage:

- (i) refer to Policy I457.3(7)
- (ii) whether the non-compliance is appropriate to the context, taking into account:
  - whether the balance of private open space and buildings is consistent with the existing and planned urban character anticipated for the precinct;
  - the degree to which the balance of private open space and buildings reduces onsite amenity for residents, including the useability of outdoor living areas and functionality of landscape areas;

- the proportion of the building scale in relation to the proportion of the site.

(f) for landscaped area:

- (i) refer to Policy I457.3(7)
- (ii) refer to Policy H6.3(10); and
- (iii) the extent to which existing trees are retained.

(g) for outlook space:

- (i) refer to Policy I457.3(7)
- (ii) refer to Policy I457.3(8)
- (iii) The extent to which overlooking of a neighbour's habitable room windows and private and/or communal outdoor living space can be minimised through the location and design of habitable room windows, balconies or terraces and the appropriate use of building and glazing setbacks and/or screening which is integrated part of the overall building design.

(h) for outdoor living space:

- (i) refer to Policy I457.3(8); and
- (ii) the extent to which dwellings provide private open space and communal open space that is useable, accessible from each dwelling and attractive for occupants.

(i) for windows facing the street:

- (i) refer to Policy I457.3(7)
- (ii) the extent to which the glazing:
  - allows views to the street and/or accessways to ensure passive surveillance; and
  - provides a good standard of privacy for occupants.

#### **I457.10 Special information requirements**

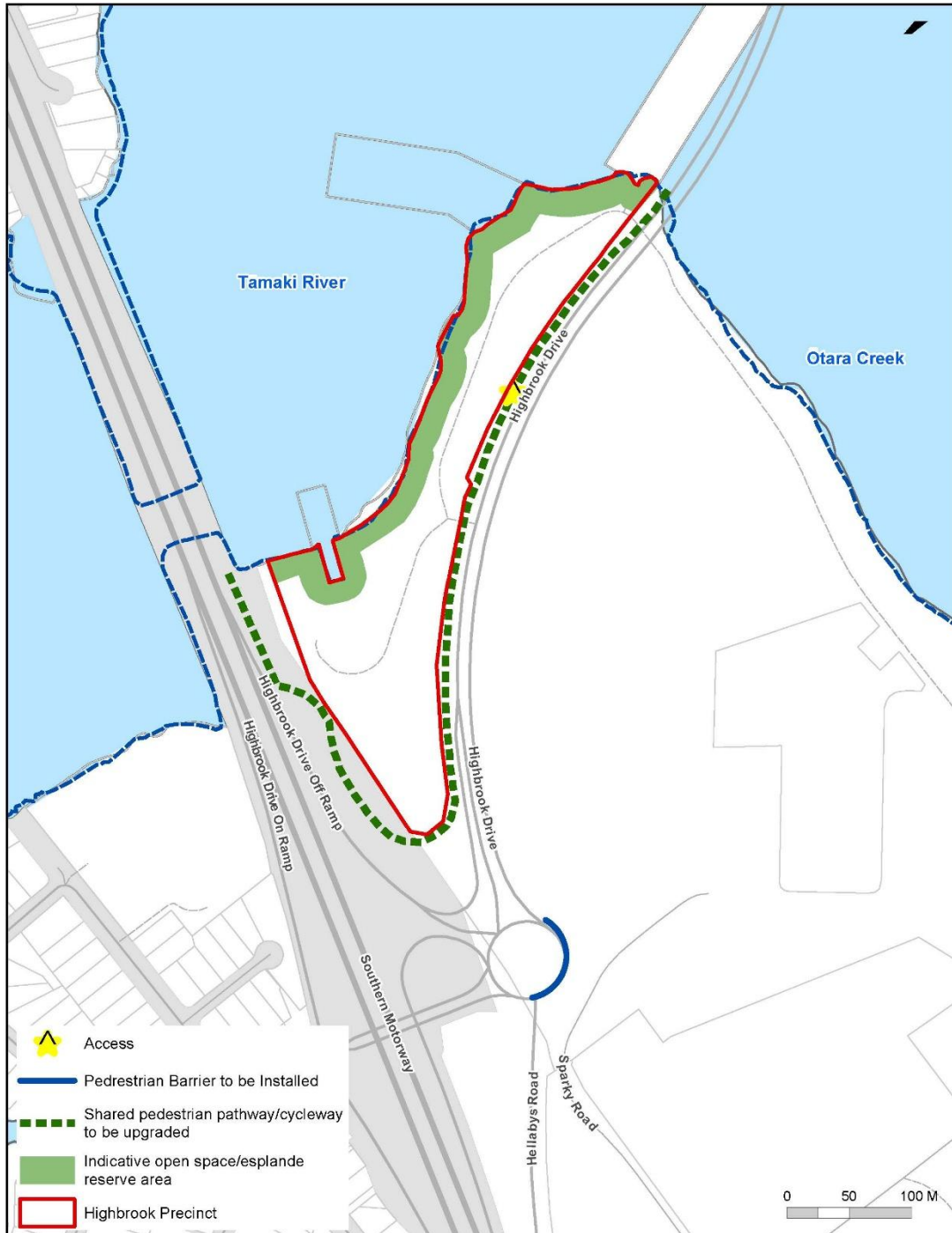
Any application for residential activity must include a Transport Assessment prepared by suitably qualified transport planner or traffic engineer. The Transport Assessment should relate to the scale of residential activity proposed and include details of:

- (a) Monitoring to demonstrate current compliance with Standard I457.6.1(1) including any ongoing requirements.
- (b) Predicted traffic generated by any proposed development that will generate vehicle trips, and the specific traffic generating characteristics of those activities;

- (c) A traffic generation analysis of the predicted cumulative traffic generation of all existing (where relevant) and proposed development within the precinct to demonstrate ongoing compliance with Standard I457.6.1(1);
- (d) How future residents will access the wider area, including pedestrian linkages, cycle linkages, and public transport modes;
- (e) How the provision of a private shuttle bus within the Precinct will be or is being appropriately operated and managed to enable connections to key public transport nodes, town centres and other identified key destinations, including the frequency of the shuttle bus service during morning and afternoon peaks, interpeak, weekdays and weekends.

## I457.11 Precinct plans

### 1457.11.1 Highbrook Precinct Plan 1



## **I458. Beachlands South**

### **I458.1. Precinct Description**

The Beachlands South Precinct applies to approximately 307 hectares of land with a contiguous boundary to the existing coastal town of Beachlands. The purpose of the Beachlands South Precinct is to provide for significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focused community adjacent to the Pine Harbour ferry berths that supports the development of a well-functioning urban environment.

The precinct comprises a variety of urban zones for residential, business, light industrial and recreational development opportunities. This variety of urban zones will enable the development of a wide range of activities that will support the expansion of the existing coastal town of Beachlands. The remainder of the precinct is zoned Future Urban and will be rezoned for urban purposes in the future in coordination with identified infrastructure upgrades and funding. A plan change to re-zone the Future Urban zone will not be lodged until 2032 to allow time for sufficient information to be obtained to understand transport patterns from development within sub-precincts A – F.

The precinct incorporates the Medium Density Residential Standards (MDRS) set out in Schedule 3A of the Resource Management Act 1991.

Development of this precinct will be guided by the following precinct plans:

- Precinct Plan 1: Additional Controls and Overlays
- Precinct Plan 2: Natural Features
- Precinct Plan 3: Structuring Elements
- Precinct Plan 4: Cultural Landscape
- Precinct Plan 5: Movement Network
- Precinct Plan 6: Transport Staging and Upgrades
- Precinct Plan 7: Earthworks Catchments

A high-quality built environment is planned for the Beachlands South Precinct. To ensure this high-quality design outcome, the resource consent process will enable a qualitative design assessment against the relevant matters of discretion and assessment criteria. Development in this precinct will also be externally assessed by the Beachlands South Design Review Panel to ensure the specific placemaking design outcomes for Beachlands South are achieved.

Open spaces and reserves depicted in the precinct plans are indicative only and may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council.

### **Mana Whenua Cultural Landscape**

The Beachlands South Precinct and the wider Beachlands/Maraetai area contains a rich and diverse mana whenua cultural landscape. The Beachlands area is notable for its continued occupation by Ngāi Tai ki Tāmaki since pre-European times. Ngāi Tai ki Tāmaki have a strong spiritual association with Beachlands which gives its people a sense of meaning and purpose. In special recognition of this continued occupation and mana over Beachlands, Ngāi Tai ki Tāmaki have been engaged as a development partner for Beachlands South.

Fundamental guiding principles for Ngāi Tai ki Tāmaki include the protection of taonga, the restoration of mana to taonga and the retention of wāhi tapu and sites of cultural significance. Natural and physical resources in this region are of vital importance to Ngāi Tai and the natural environment is recognised as a significant taonga. The Beachlands South Precinct recognises and respects these values of Ngāi Tai by incorporating provisions requiring the protection of sites and places of significance within the precinct to ensure mana whenua values are protected and enhanced. The Cultural Landscape Plan on Precinct Plan 4 also recognises sightlines of cultural significance to Ngāi Tai to ensure hononga to ancestors, the connection and leadership, and whakapapa are all preserved to honour the special significance of this cultural history.

### **Sustainability**

A key attribute of the Beachlands South Precinct is sustainability and contributing to mitigating the effects of climate change and biodiversity loss. The precinct achieves this by promoting a modal shift to public transport and requiring the provision of a highly integrated and connected walking and cycling network including a coastal walkway, implementation of water sensitive design principles and promoting low-carbon development with on-site carbon sequestration through native planting to enhance biodiversity values.

### **Natural Environment**

Land within the precinct and in the adjoining coastal marine area contains significant terrestrial, freshwater and coastal ecological values. On land, these ecological values consist of terrestrial vegetation and habitat types containing a range of nationally significant species, freshwater wetlands and four mainstream catchments containing permanent and intermittent streams. Some of these stream catchments are located within forested gully systems and the Significant Ecological Area (SEA) Overlay – Terrestrial. The precinct provisions apply an Ecological Protected Area Network (EPAN) over the highest value terrestrial, wetland and stream habitats to ensure their long-term protection and to improve ecological values through a range of habitat restoration and enhancement measures. The adjacent coastal marine area is recognised as a marine SEA containing coastal marine habitats which include a range of native fauna and rich feeding grounds for a variety of international migratory and New Zealand endemic wading birds.

The Beachlands South Precinct provides for urban development of the land in a manner that protects, maintains and enhances the environmental quality of the area and ecological values on land and in the coastal marine environment.



In recognition of the receiving environments, the Auckland-wide Stormwater Management Area Flow 1 (SMAF 1) Control applies in this precinct to ensure hydrological mitigation.

### **Transport Infrastructure and Staging**

The transport network in the wider Beachlands area and services at the Pine Harbour Ferry will be progressively upgraded and funded over time to support development in the precinct. The precinct includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the construction and delivery of infrastructure, including upgrades to the road network and ferry services to manage and mitigate adverse effects from the Beachlands South Precinct on the local and wider transport network.

### **Zoning and Sub-precincts**

The zoning of land within the Beachlands South Precinct is Residential – Terrace Housing and Apartment Buildings, Residential - Mixed Housing Urban Zone, Residential – Large Lot, Business – Mixed Use, Business – Local Centre, Business – Light Industry and Future Urban.

There are six Sub-precincts in the Beachlands South Precinct:

- **Sub-precinct A, Marina Point** is zoned Residential – Terrace Housing and Apartment Buildings and Residential - Mixed Housing Urban. Its location between the Pine Harbour Ferry and the Precinct's Village Centre provides the opportunity for high-intensity residential development to complement the local centre and maximise the efficient use of land adjacent to a significant public transport infrastructure asset. A key feature of this sub-precinct is the Fairway Reserve which is a generous band of recreational and amenity open spaces extending between the existing Marina to the north and the Village Centre to the south.
- **Sub-precinct B, Village Centre** is located on the central circulation spine and zoned Business – Local Centre and Business – Mixed Use. It is intended to provide for high density residential opportunities, employment, civic space and a range of commercial activities for the local convenience needs of surrounding residential areas. The Village Centre is strategically located to support the Pine Harbour Ferry and is intended to complement the existing commercial activities within Beachlands/Maraetai. This sub-precinct is the focal point for local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. Development in this sub-precinct envisages a high-quality street environment for walking and cycling to the existing Beachlands community, within the Village Centre itself and to the Pine Harbour Ferry. The Village Centre is orientated with views down to the western gully over the coastal edge and beyond to Rangitōtō Island, reinforcing the connection with the sea.
- **Sub-precinct C, Community** is zoned Residential – Mixed Housing Urban, and Business – Mixed Use. This sub-precinct is intended to be the focal point for civic and community facilities including a destination civic space to reinforce the Village Centre and indicative public open spaces for informal recreation. Opportunities for visitor accommodation and associated amenities are also

provided for through the adaptive reuse of existing buildings. The development of education facilities is provided for within this subprecinct and its colocation with other enabled community facilities would enable the use of shared facilities/amenities accessible by strong active mode connections while maximising the efficient use of land. Given its proximity to the Village Centre, community facilities and the Pine Harbour Ferry, the development of high-density housing is envisaged along the northern boundary of this sub-precinct which will enjoy benefits of outlook over ecological areas that are being retained.

- **Sub-precinct D, Coastal** is zoned Residential – Terrace Housing and Apartment Buildings, Residential - Mixed Housing Urban and Residential – Large Lot. The sub-precinct is located along a coastal escarpment with significant landscape features including a central ridge sloping towards a densely vegetated gully of significant terrestrial and ecological value. Development in this sub-precinct will respect the natural rolling topography and landform character while ensuring people and property are protected from natural hazards. The coastal edge of this sub-precinct is celebrated with the provision of a high-quality public open space network for walking and cycling connections offering sweeping views of the Hauraki Gulf and Waikōpua Estuary. Residential densities in this sub-precinct are expected to be high to medium density closer to the Village Centre, in combination with terraced and detached housing, and provision for larger lots within the Large Lot Zone along the coastal edge which are subject to the Subdivision Variation Control.
- **Sub-precinct E, Golf** is zoned Residential - Mixed Housing Urban. The purpose of this sub-precinct is to provide for the maintenance and on-going activities of the remaining 9-holes golf course within the Golf Course Special Area while respecting significant ecological features. The underlying zoning provides opportunities for residential development in accordance with the planned urban built character of the MHU zone.
- **Sub-precinct F, Employment** is zoned Business - Mixed Use and Business - Light Industry. Its location at the eastern edge will be accessible to the existing Beachlands- Maraetai community and will provide a local employment source. Development in this sub-precinct should ensure a high-quality built environment is achieved to ensure it is aligned with the overall high-quality development aspirations for Beachlands South overall.

#### **I458.2. Objectives precinct-wide) [rp/dp]**

- (1) A well-functioning urban environment that enables all people and communities to provide for their social, economic and cultural well-being and for their health and safety now and into the future.
- (2) A relevant residential zone provides for variety of housing types and sizes that respond to:
  - (a) Housing needs and demand; and
  - (b) The neighbourhood's planned urban built character, including 3-storey buildings.

- (3) Beachlands South is a vibrant coastal town that provides for the social and economic needs of the wider Beachlands community with a mix of experiences for all people including residential, retail, community, recreation, education and employment activities.
- (4) Development of Beachlands South creates a distinctive sense of place which maintains and enhances significant ecological features, and responds to natural site features, landform and mana whenua values.
- (5) Mana Whenua cultural, spiritual and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, waahi tapu, and other taonga, in the Beachlands South Precinct are identified, recognised, protected, and enhanced.
- (6) The tangible and intangible mana whenua values of the pā site identified on Precinct Plan 4 are protected and enhanced.
- (7) Beachlands South is a highly sustainable and low-carbon coastal town.
- (8) Beachlands South is public transport focussed development that supports high density residential, employment, retail and community activities within walking and cycling distance of the Pine Harbour ferry berths in a manner which prioritises active modes of transport.
- (9) Beachlands South is a walkable coastal town with a street-based environment that positively contributes to pedestrian amenity, safety and convenience for all active modes. Beachlands South develops and functions in a way that:
  - (a) Results in a mode shift to public and active modes of transport including walking and cycling;
  - (b) Provides safe and effective active mode movement between focal points of commercial activity, community facilities, education facilities, housing, jobs, open spaces and the Pine Harbour Ferry; and
  - (c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.
- (10) Subdivision and development in the precinct is coordinated with the adequate provision of required transport, three waters, energy and telecommunications infrastructure.
- (11) Identified ecological values within terrestrial, wetland, stream and coastal marine habitats are mitigated, protected, restored, maintained and enhanced.
- (12) Subdivision and development are designed and located to avoid, or otherwise remedy or mitigate, adverse effects on ecological features within the Ecological Protected Area Network.

- (13) Adverse effects on the receiving environment including the natural coastal environment and significant ecological areas are avoided as far as practicable, or otherwise minimised and appropriately offset and/or compensated.
- (14) A high-quality coastal walkway and connected network of open spaces is established which recognises the need to protect and manage effects on the marine significant ecological areas.
- (15) Stormwater quality and quantity is managed to maintain the health and wellbeing of the receiving environment where it is excellent or good and is enhanced over time in degraded areas.
- (16) Development in Beachlands South integrates the built environment with the natural environment and coastal setting.

*Sub-precinct A: Marina Point*

- (17) The highest density urban living is developed in sub-precinct A closest to the Pine Harbour Ferry berths and along key planned public transport routes and the Fairway Reserve.
- (18) A network of high-quality, safe and well-connected open spaces is established in sub-precinct A and supported by clear north-south connections including the Fairway Reserve Area, spine road and coastal walkway.

*Sub-precinct B: Village Centre*

- (19) A compact, walkable and active pedestrian environment that provides priority to pedestrians and cyclists in a high-quality and slow speed street environment.
- (20) A built form featuring a variety of mixed-use and multi-level buildings with increased vertical density that supports the social, economic and cultural well-being of the community.
- (21) An innovation hub for employment, community facilities and social amenities to foster a sense of place, local identity and social interaction.
- (22) A high-quality public realm in which the design of buildings, open spaces and plaza areas all contribute to a visually rich and vibrant local centre.

*Sub-precinct C: Community*

- (23) Development of a destination public open space and associated public amenities as the focal point of sub-precinct C that serves Beachlands South and the wider community.
- (24) Development of visitor accommodation in a high-quality architectural built form that complements the coastal environment.
- (25) The development of education facilities provides for the educational needs of students within existing and planned communities.

- (26) Opportunities for communities to use education facilities, and for the co-location of school and community facilities are provided.

*Sub-precinct D: Coastal*

- (27) Development in sub-precinct D responds to the natural topography and landform character of the coastal edge by minimising modifications to coastal landforms and landscape features.
- (28) Subdivision along the coastal edge within the Large Lot Zone achieves a spacious landscape character.

*Sub-precinct E: Golf*

- (29) Provide for on-going organised sport and recreation (including golf) for the Beachlands community.
- (30) Residential development complements the golf course.

*Sub-precinct F: Employment*

- (31) Local employment opportunities in a quality-built environment and the development of residential accommodation above the ground floor in the Mixed Use Zone.
- (32) Development is of a form, scale and design quality that reinforces Beachlands' distinctive sense of place and arrival at the Whitford-Maraetai Road gateway.

In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct with the exception of the following:

- H5.2(2) Objectives

**I458.3. Policies [rp/dp] MDRS**

*Schedule 3A*

- (1) Enable a variety of housing types with a mix of densities within the zone, including three storey attached and detached dwellings, and low-rise apartments.
- (2) Apply the MDRS across all relevant residential zones in the District Plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga)
- (3) Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.
- (4) Enable housing to be designed to meet the day-to-day needs of residents.

- (5) Provide for developments not meeting permitted activity status, while encouraging high-quality developments.

*Mana Whenua*

- (6) Recognise, protect and enhance the cultural, spiritual and historical values and relationships associated with the cultural landscape at Beachlands South. These values include but are not limited to:
  - (a) The pā site identified on Precinct Plan 4, wāhi tapu and other taonga;
  - (b) The key views and spiritual connection identified on Precinct Plan 4;
  - (c) Freshwater quality; and
  - (d) Mauri, particularly in relation to freshwater and coastal resources.

*Sustainability*

- (7) Develop Beachlands South as a highly sustainable and low-carbon coastal town by:
  - (a) Encouraging the implementation of water sensitive design principles in all development to maintain and enhance water quality in the receiving environment;
  - (b) Promoting modal shift to walking and cycling active modes and public transport including bus and ferry services through specific, measurable mode shift targets;
  - (c) Protecting and enhancing biodiversity values in the precinct with restoration and regeneration native planting, particularly within the Ecological Protected Area Network;
  - (d) Encouraging the development of energy efficient buildings including by the design of buildings with optimal solar orientation and on-site energy generation; and
  - (e) Encouraging the development of buildings that have reduced embodied carbon and operational carbon.
- (8) Contribute to mitigating the effects of climate change by encouraging native revegetation within the Ecological Protected Area Network identified on Precinct Plan 2 and across the wider precinct to enhance carbon sequestration and biodiversity values.

*Ecology and Biodiversity*

- (9) Enable the subdivision and development of land while mitigating, protecting, restoring, maintaining and enhancing identified terrestrial, wetland, stream,

coastal marine and wetland ecological values, particularly within the Ecological Protected Area Network.

- (10) Recognise the landscape function of revegetation planting within the Ecological Protection Area Network to integrate the built environment with the natural coastal setting and to ensure restoration planting is implemented in a timely manner in relation to the surrounding environment.
- (11) Require the protection, restoration, maintenance and enhancement of terrestrial, wetland and permanent and intermittent stream habitats including within the Ecological Protected Area Network as shown on Precinct Plan 2 by native revegetation planting, including:
- (a) Terrestrial revegetation including within existing high value habitats;
  - (b) Wetland buffer planting; and
  - (c) Wetland native enrichment planting.
- (12) Require the restoration, maintenance and enhancement of biodiversity values in the coastal marine environment by:
- (a) Invasive weed management within coastal bird roosting and nesting sites;
  - (b) Selective mangrove management for the restoration and enhancement of coastal bird inter-tidal habitat;
  - (c) Mammalian pest control to improve biodiversity values and facilitate the recovery of threatened species.

Note 1

When having regard to Policy I458.3(9), (10), (11) and (12) above, the following documents or any updated version of them should be referred to:

- Auckland Council Technical Report 2011/009: 'Stream Ecological Valuation (SEV): a method for assessing the ecological functions of Auckland Streams' (October 2011) for guidance on how the location and extent of any offset may be calculated and assessed;
- 'Biodiversity Offsetting under the Resource Management Act: A Guidance Document' (September 2018), prepared for the Biodiversity Working Group on behalf of the BioManagers Group.
- 'Ecological Impact Assessment (EclA): EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems'. 2nd Edition (May 2018).

None of these reference documents has precedence. An acceptable offsetting proposal may combine elements from any of the documents.

*Transport, Infrastructure and Staging*

- (13) Any subdivision and development in the precinct is coordinated with roading infrastructure by ensuring it:
  - (a) does not precede required road transport upgrades including as set out in Table I458.6.3.1: Threshold for Subdivision and Development for Road Upgrades, unless an alternative legal mechanism is provided to ensure infrastructure upgrades are completed and operational prior to release of s224(c) or occupation of dwellings; and
  - (b) is undertaken in a manner that mitigates the adverse effects of development on the safety, efficiency and effectiveness of the surrounding transport network.
- (14) Ensure subdivision and development in the precinct is coordinated with required ferry capacity upgrades, including as set out in Table I458.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades to meet peak period demands for ferry services, unless an alternative legal mechanism is provided to ensure ferry infrastructure and capacity upgrades are completed and operational prior to release of s224(c) or occupation of dwellings.
- (15) Promote a mode shift to public transport and active modes by:
  - (a) Requiring walking and cycling connections to the Pine Harbour Ferry, including along the indicative coastal walkway, active mode connections within the precinct, Jack Lachlan Drive and the indicative primary and secondary collector roads as shown in Precinct Plan 5;
  - (b) Requiring streets to be designed to provide safe separated access for cyclists on collector roads;
  - (c) Providing direct active mode connections to ferry and centres at the same time as residential development establishes; and
  - (d) Encouraging connections and linkages to be effectively enabled within the precinct and to the existing Beachlands township.
- (16) Require subdivision and development in the precinct to be coordinated with the provision of adequate stormwater, wastewater, water supply, energy and telecommunications infrastructure.

*Movement Network*

- (17) Require primary and secondary collector roads to be generally in the locations as shown on Precinct Plan 5, while allowing for variation, where it would achieve a better-connected street layout that integrates with the surrounding transport network.



- (18) Require the design of new collector and local roads to be in general accordance with the road design details provided in Appendix 1: Beachlands South Precinct, Road Function and Design Details Table.
- (19) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (20) Require streets to be attractively designed to appropriately provide for all modes of transport by:
  - (a) Providing a high standard of amenity for pedestrians in areas where higher volumes of pedestrians are expected; and
  - (b) Providing for and prioritising active modes with safe separated access for cyclists on primary and secondary collector roads that link key destinations in the precinct and connecting to the existing Beachlands township; and
  - (c) Providing for the safe and efficient movement of vehicles.

*Open Space Network*

- (21) Establish an integrated movement and public open space network within and across the precinct as indicatively shown on Precinct Plan 3, including:
  - (a) Providing a safe, attractive and connected network of indicative open space linkages such as walkways and pedestrian accessways in the precinct and connecting to the existing Beachlands township;
  - (b) Require provision of the indicative coastal walkway to enable access to and along the coast while avoiding adverse effects on the marine significant ecological areas;
  - (c) Requiring provision of the Fairway Reserve and connection to the coastal walkway;
  - (d) Enabling the provision of a high-quality civic space adjacent to the Village Centre;
  - (e) Encouraging the establishment of a network of suburban and neighbourhood parks, walkways and pedestrian linkages.

*Built Form*

- (22) Manage building height and form to:
  - (a) Maximise densities close to the Pine Harbour Ferry berths, the planned public transport network and around the Village Centre;

- (b) Enable greater building height in the Village Centre to reinforce sub-precinct B as the commercial core of Beachlands South;
- (c) Contribute positively to Beachlands South's sense of place, including by:
  - (i) Responding to landform and the coastal environment; and
  - (ii) Transitioning the scale of built form to visually integrate with adjoining areas.
- (23) Promote high-quality and diversity in architecture and urban design that enhances the relationship of buildings with public open spaces and reflects the coastal character of the precinct.
- (24) Requiring buildings to be set back behind the Whitford-Maraetai Road landscape buffer area as shown on Precinct Plan 1.

#### *Stormwater Management*

- (25) Require subdivision and development to achieve stormwater quality treatment of stormwater runoff from all impervious areas within the precinct through inert building materials and devices designed in accordance with GD01 for other impervious surfaces.
- (26) Require subdivision and development to be consistent with any approved network discharge consent and the treatment train approach outlined in the supporting stormwater management plan for the precinct including:
  - (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
  - (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
  - (c) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01 and/or the Auckland Transport 'Transport Design Manual';
  - (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating; and
  - (e) Providing planting on the riparian margins of permanent or intermittent streams.
- (27) Require the design of infrastructure and devices (including communal devices) to be efficient and effective, with consideration given to whole lifecycle costs, ease of access and operation, and integration with the built and natural environment.

*Natural Hazards*

- (28) Ensure development manages flooding effects upstream and downstream of the site and in the Beachlands South Precinct so that the risks to people and property (including infrastructure) are not increased for flood events, up to a 1% AEP flood event.

*Sub-precinct A: Marina Point*

- (29) Provide for a variety of highest density residential typologies responding to its close proximity to the Pine Harbour Ferry berths and Village Centre.
- (30) Require provision of the Fairway Reserve Area as shown on Precinct Plan 1 as a high-quality linear park linking to the indicative coastal walkway and Pine Harbour Ferry berths.
- (31) Encourage the development of highest density residential typologies along both sides of the Fairway Reserve to reinforce the amenity and quality of this open space and provide passive surveillance.

*Sub-precinct B: Village Centre*

- (32) Provide for employment opportunities and the development of commercial activities to complement the existing Beachlands centre.
- (33) Provide for the development of supporting community activities and residential activities above the ground floor.
- (34) Encourage the development of a civic space exhibiting high architectural quality that enhances the distinctive coastal character and is surrounded by commercial and retail activities.

*Sub-precinct C: Community*

- (35) Enable a range of activities including residential, education, recreation, early childhood learning services, community, and appropriate accessory activities.
- (36) Provide for community use of education land, buildings and infrastructure used for educational purposes and enable the co-location of education and community facilities.

*Sub-precinct D: Coastal*

- (37) Require subdivision and development to respond to the natural coastal topography and landform.
- (38) Require subdivision to achieve larger lot sizes along the coastal edge by application of a subdivision variation control in the Large Lot Zone.

*Sub-precinct E: Golf*

- (39) Provide for the on-going use and enjoyment of a golf course within the Golf Course Special Area and the development of complementary residential activities.

*Sub-precinct F: Employment*

- (40) Provide for the development of commercial, light industrial and employment activities in a manner that supports the Village Centre and wider Beachlands community.
- (41) Achieve a quality-built form at the Whitford-Maraetai Road gateway by encouraging buildings to be attractive and designed to a high standard.
- (42) Enable the development of residential activities above the ground floor within the Mixed Use Zone in a manner that does not compromise the efficient operations of employment generating activities.

In addition to the policies specified above, all relevant overlay, Auckland-wide and zone policies apply in this precinct with the exception of the following:

- Policies H5.3(1) – (5) Policies
- Policies H6.3(1), (3), (5), (6) Policies

**I458.4. Activity table [rp/dp]**

All relevant overlay, Auckland-wide and zone activity tables apply in this precinct unless otherwise specified below:

- H5.4.1(A34) New buildings and additions to buildings
- H5.4.1(A3) Up to three dwellings per site
- H5.4.1(A4) Four or more dwellings
- H6.4.1(A35) New buildings and additions to buildings
- H6.4.1(A3) Dwellings

Activity Tables I458.4.1 to I458.4.6 specify the activity status for land use, development and subdivision activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

A blank table cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.

Note:

All applications for subdivision consent are subject to section 106 of the RMA

**Table I458.4.1 Activity table All Sub-Precincts**

| <b>Activity</b>    |                                                                                                                                                                                                                                                                                   | <b>Activity status</b> |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b>Use</b>         |                                                                                                                                                                                                                                                                                   |                        |
| <b>Residential</b> |                                                                                                                                                                                                                                                                                   |                        |
| (A1)               | Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the I458.6.17 Medium Density Residential Standards                                                                       | P                      |
| (A2)               | Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone                                                                                                                                         | RD                     |
| (A3)               | The conversion of a principal dwelling into a maximum of three dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the I458.6.17 Medium Density Residential Standards                         | P                      |
| <b>Development</b> |                                                                                                                                                                                                                                                                                   |                        |
| (A4)               | New buildings not otherwise provided for in Tables I458.4.1 to I458.4.6                                                                                                                                                                                                           | RD                     |
| (A5)               | Internal and external alterations to buildings including for the development of dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone all of which complies with the I458.6.17 Medium Density Residential Standards | P                      |
| (A6)               | Additions to an existing dwelling in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the I458.6.17 Medium Density Residential Standards                                                                | P                      |
| (A7)               | Accessory buildings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone associated with a development of dwellings each of which complies with the I458.6.17 Medium Density Residential Standards                           | P                      |
| (A8)               | Development that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Rows a) to d)                                                                                                         | NC                     |
| (A9)               | Development that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Row e)                                                                                                                | D                      |
| (A10)              | Development that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport upgrades and table I458.6.3.2 (Threshold for Subdivision and Development For Ferry Capacity)                                                                        | D                      |

Qualifying matter as  
per Sch 3C, cls  
8(1)(b) of the RMA

|                                          |                                                                                                                                                                                                              |    |
|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| (A11)                                    | The development of more than 2,700 dwellings<br>For the purpose of this rule “dwelling” has the meaning provided in I458.6.3(3)(a).                                                                          | D  |
| (A12)                                    | Development that does not comply with Standard I458.6.4 Water Supply and Wastewater                                                                                                                          | NC |
| (A13)                                    | Development of publicly accessible open spaces greater than 1000m <sup>2</sup>                                                                                                                               | RD |
| (A14)                                    | Development of a civic space as shown on Precinct Plan 3                                                                                                                                                     | C  |
| (A15)                                    | Establishment of the Coastal Pathway as shown on Precinct Plan 5                                                                                                                                             | C  |
| (A16)                                    | Development that does not comply with Standard I458.6.13 Water Supply Efficiency                                                                                                                             | D  |
| <b>Ecological Protected Area Network</b> |                                                                                                                                                                                                              |    |
| (A17)                                    | Pest and invasive vegetation removal within the Ecological Protected Area Network as shown on Precinct Plan 2                                                                                                | P  |
| (A18)                                    | Vegetation alteration or removal within the Ecological Protected Area Network (excluding high value terrestrial and wetland vegetation) to form the indicative shared path links as shown on Precinct Plan 5 | P  |
| (A19)                                    | Vegetation alteration or removal within the Ecological Protected Area Network (excluding high value terrestrial and wetland vegetation) for routine operation, maintenance and repair of existing tracks     | P  |
| (A20)                                    | Vegetation alteration or removal within the Ecological Protected Area Network for all other purposes not otherwise provided for                                                                              | D  |
| (A21)                                    | Subdivision or development that does not comply with standard I458.6.6 Ecological Protected Area Network                                                                                                     | D  |
| <b>Subdivision</b>                       |                                                                                                                                                                                                              |    |
| (A22)                                    | Subdivision that complies with Standard I458.6.3 Staging of Development with Transport Upgrades and Tables I458.6.3.1 (Road Upgrades) and I458.6.3.2 (Ferry Capacity Upgrades)                               |    |
| (A23)                                    | Subdivision that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Rows a) to d)                                    | NC |
| (A24)                                    | Subdivision that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Row e)                                           | D  |
| (A25)                                    | Subdivision that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.2 (Threshold for Subdivision and Development for Ferry Capacity)   | D  |

Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the  
RMA

|                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |    |
|----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| (A26)                                                                      | The subdivision of more than 2,700 residential lots                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | D  |
| (A27)                                                                      | Subdivision that complies with Standard I458.6.4 Water Supply and Wastewater                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RD |
| (A28)                                                                      | Subdivision that does not comply with Standard I458.6.4 Water Supply and Wastewater                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | NC |
| (A29)                                                                      | Subdivision and/or development that does not comply with Standard I458.6.14 Road Design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | RD |
| <b>Subdivision for the purpose of the construction or use of dwellings</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |    |
| (A30)                                                                      | Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted discretionary activities in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone and meeting Standard I458.6.18 or I458.6.19 for controlled subdivision activities                                                                                                                                                                                                                                                                                                                      | C  |
| (A31)                                                                      | Subdivision for up to three sites accompanied by: <ul style="list-style-type: none"> <li>(a) A land use consent application for up to three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone one or more of which does not comply with any of Standards I458.6.17(2) but does comply with all applicable zonal, precinct, Auckland-wide and overlay standards; or</li> <li>(b) A certificate of compliance for up to three dwellings each of which complies with Standard I458.6.17(2) inclusive and applicable zonal, precinct, Auckland-wide and overlay standards that complies with Standard I458.6.20</li> </ul> | C  |
| (A32)                                                                      | Subdivision (A30) or (A31) not meeting Standards I458.6.18, I458.6.19 or I458.6.20 for controlled subdivision activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | RD |
| (A33)                                                                      | Subdivision (A30) or (A31) not meeting General Standards E38.6.2 to E38.6.6 inclusive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | D  |
| (A34)                                                                      | Subdivision (A30) or (A31) not meeting Standards for subdivision in residential zones E38.8.1.1(1) and E38.8.1.2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | D  |

**Table I458.4.2 Activity table Sub-Precinct A, Marina Point**

| Activity           |                                                                                                   | Activity status |
|--------------------|---------------------------------------------------------------------------------------------------|-----------------|
| <b>Development</b> |                                                                                                   |                 |
| (A35)              | Development that does not provide the indicative Fairway Reserve area as shown on Precinct Plan 1 | D               |
| (A36)              | Development that does not comply with Standard I458.6.8 Fairway Reserve                           | D               |

|       |                                                                          |   |
|-------|--------------------------------------------------------------------------|---|
| (A37) | Development that does not comply with Standard I458.6.15 Coastal Walkway | D |
|-------|--------------------------------------------------------------------------|---|

**Table I458.4.3 Activity table Sub-Precinct C, Community**

| Activity  |                       | Activity status |
|-----------|-----------------------|-----------------|
| Use       |                       |                 |
| Community |                       |                 |
| (A38)     | Education facilities  | P               |
| (A39)     | Community facilities  | P               |
| (A40)     | Visitor accommodation | P               |

**Table I458.4.4 Activity table Sub-Precinct E, Golf**

| Activity  |                                                                                                                          | Activity status |
|-----------|--------------------------------------------------------------------------------------------------------------------------|-----------------|
| Use       |                                                                                                                          |                 |
| Community |                                                                                                                          |                 |
| (A41)     | Organised sport and recreation including associated maintenance in the Golf Course Special Area shown on Precinct Plan 1 | P               |

**Table I458.4.5 Activity table Sub-Precinct D, Coastal**

| Activity                    |                                                                                                                                                          | Activity status |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Use                         |                                                                                                                                                          |                 |
| Subdivision and Development |                                                                                                                                                          |                 |
| (A42)                       | Subdivision of land complying with E38.8.2.4                                                                                                             |                 |
| (A43)                       | Development that does not comply with Standard I458.6.15 Coastal Walkway                                                                                 | D               |
| (A44)                       | In the Large Lot Residential Zone new buildings, and additions to buildings, that comply with I458.6.12(2)-(3) and H1.6 (excluding H1.6.6(1) and H1.6.7) | P               |

**Table I458.4.5 Activity table Sub-Precinct F, Employment**

| Activity    |                                                 | Activity status |
|-------------|-------------------------------------------------|-----------------|
| Use         |                                                 |                 |
| Development |                                                 |                 |
| (A45)       | New buildings                                   | RD              |
| (A46)       | Additions and alterations to existing buildings | RD              |



### **I458.5. Notification**

- (1) Any application for resource consent for an activity listed in Activity Tables I458.4.1 to 4.6 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity (except as provided for under I458.5(3) below) for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).
- (3) Any application for resource consent that infringes the following standard will be considered without public notification unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
  - (a) Subdivision or development that does not comply with Table I458.6.3.2 Threshold for Subdivision and Development For Ferry Capacity in Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (4) Unless the Council decides that special circumstances exist under section 95A(9), public notification of an application for resource consent is precluded if the application is for the construction and use of one, two, or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that do not comply with the I458.6.17.2 Medium Density Residential Standards below.
- (5) Unless the Council decides that special circumstances exist under section 95A(9), public and limited notification of an application for resource consent is precluded if the application is for the construction and use of four or more dwellings that comply with the I458.6.17(2) standards below.
- (6) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public and limited notification of an application for a subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of:
  - (a) one, two or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that do not comply with one or more of the Standards listed in I458.6.17(2) Medium Density Residential Standards; or
  - (b) four or more dwellings in the Residential – Mixed Housing Urban Zone that comply with all the Standards listed in I458.6.17(2); or
  - (c) four or more dwellings in the Residential – Terrace Housing and Apartment Buildings Zone that comply with all the Standards listed in I458.6.17(2).

- (7) Any application for a resource consent which is listed in I458.5 above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA.

#### **I458.6. Standards**

All relevant overlay, Auckland-wide and zone standards apply in this precinct except for the following:

##### **H1 Residential – Large Lot Zone Standards**

- H1.6.6(1) Maximum impervious area
- H1.6.7 Building Coverage

##### **H5 Residential – Mixed Housing Urban Zone Standards:**

- H5.6.4 Building height
- H5.6.5 Height in relation to boundary
- H5.6.6 Alternative height in relation to boundary
- H5.6.7 Height in relation to boundary adjoining lower intensity zones
- H5.6.8 Yards
- H5.6.10 Building coverage
- H5.6.11 Landscaped area
- H5.6.12 Outlook space
- H5.6.14 Outdoor living space

##### **H6 Residential – Terrace Housing and Apartment Buildings Zone Standards:**

- H6.6.5 Height
- H6.6.6 Height in relation to boundary
- H6.6.7 Alternative height in relation to boundary within the Residential – Terrace Housing and Apartment Buildings Zone
- H6.6.8 Height in relation to boundary adjoining lower intensity zones
- H6.6.9 Yards
- H6.6.11 Building coverage
- H6.6.12 Landscaped area
- H6.6.13 Outlook space
- H6.6.15 Outdoor living space

##### **H17 Business – Light Industry Zone**

- H17.6.4(1) Front Yard

##### **E27 – Transport**

- Trip Generation - Table E27.6.1.1 - “Residential” thresholds

- In addition for the purpose of assessing any non-residential activities located within the precinct that do not comply with E27.6.1 standards the term “transport network ” contained within assessment criterion E27.8.2(3) shall be defined as Jack Lachlan Drive and the transport network located within the Precinct.

In addition to standards listed in Activity Tables I458.4.1 to I458.4.6 all activities listed in Activity Tables I458.4.1 to I458.4.6 must also comply with the following permitted activity standards I458.6.1 to I458.6.16.

Qualifying matter as per  
Sch 3C, cls 8(1)(b) of the  
RMA

#### **I458.6.1. Building Height**

Purpose:

- Enable building height to be optimised close to the Pine Harbour Ferry and the frequent transport service.
  - Positively contribute to Beachlands South’s sense of place.
  - Manage the effects of building height and visual dominance effects.
- (1) Buildings must not exceed the height in metres of the underlying zone standards for land zoned Business – Local Centre, Business – Mixed Use, Business – Light Industry, Residential – Large Lot or Future Urban, unless otherwise specified in the Height Variation Control on the planning maps.
  - (2) Buildings must not exceed the height in metres in Standard I458.6.17(2)(a) for land zoned Residential – Terrace Housing and Apartment Buildings or Residential – Mixed Housing Urban.
  - (3) If the site is subject to the Height Variation Control on the planning maps, buildings must not exceed the height in metres, as shown in Table I458.6.1.1 below.
  - (4) Any part of a building greater than the occupiable building height is to be used only for roof form, roof terraces, plant and other mechanical and electrical equipment.

**Table I458.6.1.1: Total building height shown in the Height Variation Control on the Planning Maps**

| <b>Occupiable building height</b> | <b>Height for roof form</b> | <b>Total building height</b> |
|-----------------------------------|-----------------------------|------------------------------|
| 22m                               | 2m                          | 24m                          |

#### **I458.6.2. Building Setback along Whitford-Maraetai Road**

Purpose: To establish native planting within the landscape buffer strip adjacent to Whitford-Maraetai Road to soften views towards the coast and the appearance of development along the western Whitford-Maraetai Road frontage of the precinct.

- (1) In sub-precinct F a 15m wide building setback must be provided along the frontage of the land adjoining Whitford-Maraetai Road indicatively shown on I458.10.1 Precinct Plan 1 and measured from the existing Designation 1806, Road Widening – Beachlands Road boundary that existed at the year of 2022. No buildings, structures or parts of a building shall be constructed within this building setback.
- (2) The 15m wide building setback in Standard I458.6.2(1) above must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along the full extent of these building setbacks indicated as the landscape buffer on Precinct Plan 1. This planting requirement does not apply over any vehicle accessways. This planting must be maintained in perpetuity.
- (3) In addition to the 15m planted landscape buffer required in sub-precinct F by I458.6.2(2), a 10m wide planted landscape buffer must be provided along the remaining Whitford-Maraetai Road frontage on the Future Urban Zone land. The 10m planted landscape buffer must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along its full extent. This planting must be maintained in perpetuity.
- (4) Subdivision or development that does not comply with Standard I458.6.2(1) – (3) is a discretionary activity.

### **I458.6.3. Staging of Subdivision and Development with Transport Upgrades**

#### **Purpose:**

- Manage and mitigate the adverse effects of traffic generation from the Beachlands South Precinct on the safety and efficiency of the surrounding road network.
- Achieve the integration of subdivision and development with transport infrastructure consistent with Policy I458.3 (13) and Policy I458.3 (14).

- (1) Subdivision and development within the area shown on Precinct Plan 6 must not exceed the thresholds in Table I458.6.3.1 and Table I458.6.3.2 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of development and / or subdivision identified in Column 1 of Table I458.6.3.1 and/or Table I458.6.3.2 will be deemed to comply with this standard I458.6.3 if the corresponding infrastructure identified in Column 2 of the relevant Table is:

- (a) Constructed and operational prior to lodgement of the resource consent application; or
- (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational:

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matter under  
s77I(j) of the  
RMA

- (i) Prior to the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and / or
  - (ii) Prior to the occupation of any dwellings in the case of a land use consent application; or
- (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:
  - (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
  - (ii) Prior to the occupation of any dwellings in the case of a land use consent application.
- (2) Any application lodged in terms of I458.6.3(1)(a), (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:
  - (a) no dwellings shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
  - (b) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational, unless an alternative legal mechanism is provided to ensure that infrastructure is operational prior to the occupation of dwellings.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant infrastructure upgrades are operational, or an alternative legal mechanism is provided.

- (3) For the purpose of this standard:
  - (a) 'Dwelling' means buildings for this activity that have a land use consent, retirement units or subdivision that has a section 224(c) certificate that creates additional vacant lots;
  - (b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
  - (c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or ferry services in the case of ferry passenger numbers during specified times).

**Table I458.6.3.1: Threshold for Subdivision and Development for Road Upgrades (see Precinct Plan 6)**

| <b>Column 1<br/>Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,</b> |                                                                                            | <b>Column 2<br/>Transport infrastructure required to enable development and/or or subdivision in column 1</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a)                                                                                                                                               | Up to a maximum of 500 dwellings and/or residential lots                                   | <p>Upgrade of Jack Lachlan Drive to provide two-way cycling facilities along the full length of one side of the road; and a footpath on the northern side of the road as shown in Appendix 2; and</p> <p>Site (A) on Precinct Plan 6: Upgrade of Whitford-Maraetai Road / Jack Lachlan Drive intersection as shown in Appendix 2 and</p> <p>Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford-Maraetai Road roundabout to provide an additional traffic lane on the Whitford Road (western) approach and traffic signal metering of the same approach with queue detectors on the Whitford-Maraetai Road (eastern) approach as shown in Appendix 2 **; and</p> <p>Site (E) on Precinct Plan 6: Upgrade of Somerville Road / Whitford Road / Point View Drive roundabout to provide a double north-west bound through-lane for additional capacity as shown in Appendix 2.</p> |
| (b)                                                                                                                                               | <p>A provision of:</p> <p>i. More than 500 and up to 850 dwellings or residential lots</p> | <p>Upgrades in (a) above; and</p> <p>Site (D) on Precinct Plan 6: Provision of an additional left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout as shown in Appendix 2* .</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

Qualifying matter  
as per Sch 3C, cls  
8(1)(b) of the RMA

|     |                                                                                     |                                                                                                                                                                                                                                                                                                                                    |
|-----|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (c) | A provision of:<br>i. More than 850 and up to 1,200 dwellings or residential lots   | Upgrades in (a) – (b) above; and<br><br>Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) / Whitford-Maraetai Road intersection as shown in Appendix 2.*                                                                                                                                                                   |
| (d) | A provision of:<br>i. More than 1,200 and up to 1,900 dwellings or residential lots | Upgrades in (a) – (c) above; and<br><br>Site (B) on Precinct Plan 6: Further upgrade of Whitford Park Road / Whitford Road / Whitford-Maraetai Road roundabout to provide an additional lane on the Whitford-Maraetai Road (eastern) approach, and the removal of the traffic signal metering equipment as shown in Appendix 2. *  |
| (e) | A provision of:<br>i. More than 1,900 and up to 2,700 dwellings or residential lots | Upgrades in (a) – (d) above; and<br><br>Site (F) on Precinct Plan 6: Whitford Bypass providing a two- way single lane each way between the Trig Road (south) / Whitford- Maraetai Road intersection and the Saleyad Road / Whitford Park Road / Sandstone Road intersection, including upgrades to the intersections at both ends. |

\*Note: If the Whitford Bypass is operational or under construction these upgrades are not required.

\*\* Note: This upgrade is not required if the Row (d) upgrade is operational or under construction.

**Table I458.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades**

| <b>Column 1</b><br><b>Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2</b> |                                                                      | <b>Column 2</b><br><b>Transport infrastructure required to enable development and/or subdivision in column 1</b>                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| (a)                                                                                                                                                    | A provision of more than 250 up to 500 dwellings or residential lots | Provision for a total capacity of at least 600 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays. |

|     |                                                                            |                                                                                                                                                      |
|-----|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| (b) | A provision of more than 500 up to 850 dwellings or residential lots       | Provision for a total capacity of at least 700 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.   |
| (c) | A provision of more than 850 up to 1500 dwellings or residential lots      | Provision for a total capacity of at least 825 ferry passengers from Pine Harbour during the two-hour peak period between 0620-0820 on weekdays; and |
| (d) | A provision of more than 1500 up to 1900 dwellings or residential lots     | Provision for a total capacity of at least 950 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.   |
| (e) | A provision of more than 1900 and up to 2700 dwellings or residential lots | Provision for a total capacity of at least 1150 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays   |

#### I458.6.4. Water Supply and Wastewater

Qualifying  
matter under  
s771(j) of the  
RMA

Purpose: To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure.

(1) Adequate reticulated water supply and wastewater infrastructure within the following zones of the Precinct:

- Residential – Mixed Housing Urban;
- Residential - Terrace Housing and Apartment Buildings;
- Business – Mixed Use;
- Business – Light Industry; and
- Business – Local Centre.

must be provided at the time of subdivision or development

(2) For the Residential – Large Lot zone adequate water supply and wastewater systems (reticulated and / or on site) must be provided at the time of subdivision or development.

(3) For the avoidance of doubt non-potable water supply is not required to be reticulated.

(4) The reticulated infrastructure may be private and it is not mandatory to connect to a public reticulated network.

#### I458.6.5. Riparian Margins

Qualifying  
matter under  
s771(j) of the  
RMA

Purpose: Contribute to improvements to water quality, habitat, biodiversity and contribute to addressing residual ecological effects.



- (1) A minimum riparian yard setback of 10m measured from the top of the bank must be provided along permanent or intermittent streams including those as shown on Precinct Plan 2. No buildings or structures are permitted in the riparian yard setback.
- (2) The riparian yard setback required in Standard I458.6.5(1) above must be planted either side to a minimum width of 10m. This riparian planting must be native species and protected and maintained in perpetuity by an appropriate legal mechanism or vested in Council.
- (3) Walkways and cycleways must not be located within the riparian planting area required in standard I458.6.5(1) above.
- (4) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

Qualifying  
matter under  
s77I(j) of the  
RMA

#### **I458.6.6. Ecological Protected Area Network**

Purpose: To protect and enhance identified significant terrestrial vegetation/habitat types, recorded archaeological sites and significant ecological areas from subdivision and development and contribute to addressing residual ecological effects.

- (1) No earthworks or development of buildings or structures are permitted within the Ecological Protected Area Network (EPAN) shown on Precinct Plan 2.
- (2) All existing terrestrial vegetation and habitat types within the EPAN must be protected and maintained, except as provided for by I458.4.1 (A17), (A18) and (A19).
- (3) Any application for subdivision within the precinct must include the following on the subdivision scheme plan, as identified on Precinct Plan 2:
  - (a) Areas subject to the EPAN and proposed to be planted as part of any ecological offsetting or compensation package;
  - (b) Areas subject to the Significant Ecological Area – Terrestrial overlay;
  - (c) High Value Terrestrial Planting areas;
  - (d) Wetland Margin Buffer Planting areas;
  - (e) Indicative Native Revegetation areas; and
  - (f) Identified archaeological sites.

- (4) The areas listed in Standard I458.6.6(3)(a) – (f) inclusive above must be legally protected and maintained by a covenant (or other legal protection mechanism) on the Certificate of Title for each site within the precinct where they are not vested with the Council.
- (5) The covenant (or other legal protection mechanism) must require the areas listed in Standard I458.6.6(3)(a) – (f) inclusive above to be revegetated, maintained, restored and enhanced in accordance with the Biodiversity Management Plan required in Special Information Requirement I458.9(2).
- (6) The covenant (or other legal mechanism) must require every landowner within the precinct to be a member of a Residents Association (or similar) that will manage the areas listed in Standard I458.6.6(3)(a) – (f) inclusive above and contribute a proportional sum each year to ensure the Biodiversity Management Plan is implemented on an on-going basis.
- (7) A minimum 5m building setback must be provided from the High Value Terrestrial Planting and Wetland Margin Buffer Planting as shown on Precinct Plan 2. No buildings, structures or parts of a building shall be constructed within this 5m wide setback.

#### **I458.6.7. Stormwater Quality**

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from all impervious areas other than roofs must be either:
  - (a) Treated at source by a stormwater management device or system that is sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
  - (b) Treated by a communal stormwater management device or system that is sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)' that is designed and authorised to accommodate and treat stormwater from the site; or
  - (c) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'
- (2) For all roads proposed to be vested in Auckland Transport, the Auckland Transport 'Transport Design Manual' and design requirements shall apply.
- (3) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper and lead).

Qualifying  
matter under  
s771(j) of the  
RMA

#### **I458.6.8. Fairway Reserve**

Purpose: To provide a recreational open space and connection between the Village Centre and Pine Harbour Ferry while enhancing the amenity of highest density residential areas.

- (1) Prior to the occupation of buildings in sub-precinct A, the indicative Fairway Reserve area as shown on Precinct Plan 1 must be provided in the form of an open green space linear park for a minimum width of 20 metres. For the purposes of this standard, 'occupation' means occupation and use for the purposes permitted by the resource consent but not including occupation by personnel, engaged in construction, fitting out or decoration.
- (2) A continuous safe walking and cycling connection must be provided within the Fairway Reserve connecting between the Village Centre and the Pine Harbour Ferry berths.
- (3) The Fairway Reserve must be available for public use at all times unless written approval has been obtained from the council for an alternative. In all circumstances the Fairway Reserve must be available for public use between the hours of 7am and 11pm.
- (4) The Fairway Reserve must be formed and vested in the Council; or maintained by way of an appropriate legal protection mechanism which must include the registration of an access easement on the title to which the Fairway Reserve applies is required to ensure preservation of the reserve and its ongoing maintenance by the owner(s) of the land concerned.
- (5) Fences, or walls, or a combination of these structures, adjoining the Fairway Reserve must not exceed the heights specified below, measured from the ground level at the boundary:
  - (a) 1.2m in height; or
  - (b) 1.8m in height if the fence is at least 50% visually open.

#### **I458.6.9. Coastal Protection Yard**

Purpose: To ensure buildings are adequately setback from the coastal edge to maintain water quality and provide protection from natural hazards.

- (1) All buildings and structures must comply with the minimum coastal protection yard setback requirement of 30 metres.

Note 1:

Qualifying  
matter under  
s771(j) of the  
RMA

For the avoidance of doubt this standard does not apply to development of the indicative coastal walkway as shown on Precinct Plan 3.

#### **I458.6.10. Mana Whenua**

Purpose: To recognise and protect important sites associated with the cultural landscape at Beachlands South.

- (1) No buildings or structures are permitted within the pā site and its surrounds as identified on Precinct Plan 4. Development that does not comply with this standard is a discretionary activity.
- (2) Any modifications to the pā site or earthworks within its surrounds as identified on Precinct Plan 4 is a discretionary activity.
- (3) Subdivision that results in the pā site as shown on Precinct Plan 4 extending across multiple contiguous lots is a discretionary activity.

#### **I458.6.11. Earthworks**

Purpose: To minimise sediment runoff and manage discharge effects on the receiving environment.

- (1) The maximum disturbed area for all catchments in Precinct Plan 7 must not exceed 20 hectares cumulatively across all catchments at any one time.
- (2) Up to 15 hectares of earthworks (disturbed and stabilised areas) may be undertaken within each catchment over any single earthworks season 1 October – 30 April).
- (3) The maximum disturbed area for each catchment in Precinct Plan 7 must not exceed 5 hectares exposed at any one time.
- (4) Sediment retention pond volumes must be sized for a minimum 3.75% of the disturbed area that discharges to the sediment retention pond, up to a maximum catchment size of 4 hectares.
- (5) I458.6.11(1) to (4) does not apply to any land zoned Future Urban.

Note: Areas of earthworks that are completed and subsequently stabilised (stabilised area) are no longer considered a disturbed area.

#### **I458.6.12. Large Lot Zone**

- (1) Proposed sites identified in the Subdivision Variation Control on the planning maps must comply with the minimum net site area in Table E38.8.2.4.1.
- (2) The maximum building coverage must not exceed 35% of the net site area.
- (3) The maximum impervious area must not exceed 50% of the net site area.

**I458.6.13. Water Supply Efficiency**

Purpose: ensure new buildings adopt minimum water efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or as communal rainwater systems.
- (2) All new buildings (except dwellings as provided for in I458.6.13(1) above) must be designed to have non-potable water requirements supplied by rainwater tank. Rainwater tanks can be provided as either individual or communal rainwater systems.
- (3) All new buildings are fitted with water efficient fixtures, to a minimum 3 Star standard for shower heads, 4 Star standard for toilets, and a minimum 5 Star standard for kitchen taps and bathroom hand wash taps (as rated (under the Water Efficiency Labelling Scheme (WELS)).
- (4) The minimum sizes for rainwater tanks (or bladders) in Table I458.6.13.1 and Table I458.6.13.2 apply to detached and attached housing in all sub-precincts.

**Table I458.6.13.1: All dwellings except apartments**

| <b>Dwelling type</b>        | <b>Minimum tank (or bladder)</b>                                                                    |
|-----------------------------|-----------------------------------------------------------------------------------------------------|
| 1 bedroom (includes Studio) | 1000L                                                                                               |
| 2 bedroom                   | 2000L                                                                                               |
| 3 bedroom                   | 3000L*                                                                                              |
| 4 bedroom                   | 5000L (roof area up to 110m <sup>2</sup> ), or<br>3000L (roof area greater than 110m <sup>2</sup> ) |
| 5 bedroom                   | 5000L                                                                                               |

\* All attached houses to be 3000L max

**Table I458.6.13.2: Apartments**

| <b>Dwelling type</b>        | <b>Minimum tank (or bladder)</b> |
|-----------------------------|----------------------------------|
| 1 bedroom (includes Studio) | 1000L                            |
| 2 bedroom                   | 2000L                            |
| 3 bedroom                   | 1500L*                           |
| 4 bedroom                   | 2000L                            |
| 5 bedroom                   | 2500L                            |

#### **I458.6.14. Road Design**

Purpose: To ensure that any activity, development and/or subdivision complies with Appendix 1 Beachlands South Precinct, Road Function and Design Details Table.

- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Beachlands South Precinct, Road Function and Design Details Table.

Qualifying  
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RMA

#### **I458.6.15. Coastal Walkway**

Purpose: To provide public access to and along the coastal edge.

- (1) Prior to the occupation of any building in the Marina Point and Coastal sub-precincts, the indicative coastal walkway as shown on Precinct Plan 5 must be progressively formed to a minimum width of 3m to link each stage of development with the Pine Harbour Ferry berth. This coastal walkway must be maintained by way of an appropriate legal protection mechanism. For the purposes of this standard, 'occupation' means occupation and use for the purposes permitted by the resource consent but not including occupation by personnel, engaged in construction, fitting out or decoration.

#### **I458.6.16. Site Access**

Purpose: Maintain a safe road frontage and shared space footpath uninterrupted by driveways and to provide for the safe efficient operation of the arterial network.

- (1) Where subdivision and development adjoin an arterial road identified on the planning maps or planned cycle path in Appendix 1 Beachlands South Precinct, Road Function and Design Details Table, rear access must be provided so that no driveway is provided directly from the arterial road or over the planned cycle path.

#### **I458.6.17. Medium Density Residential Standards**

Purpose: Enable development of a variety of housing typologies with a mix of densities within relevant residential zones that responds to the planned urban built character.

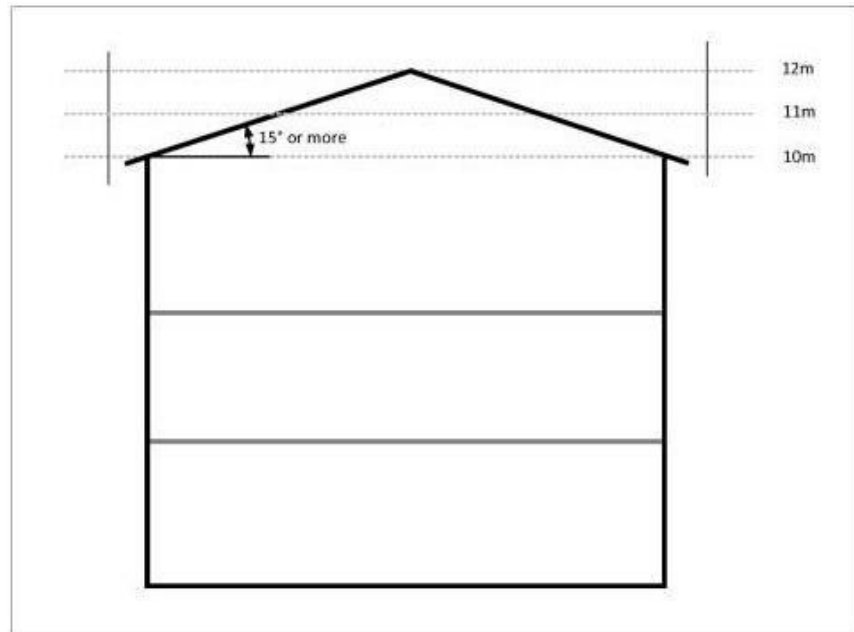
- (1) There must be no more than three dwellings per site.

##### **(2) (a) Building height**

- (iii) In the Residential - Terrace Housing and Apartment Buildings Zone, buildings must not exceed 16m in height.
- (i) In the Residential – Mixed Housing Urban Zone, buildings must not exceed 11 metres in height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof,

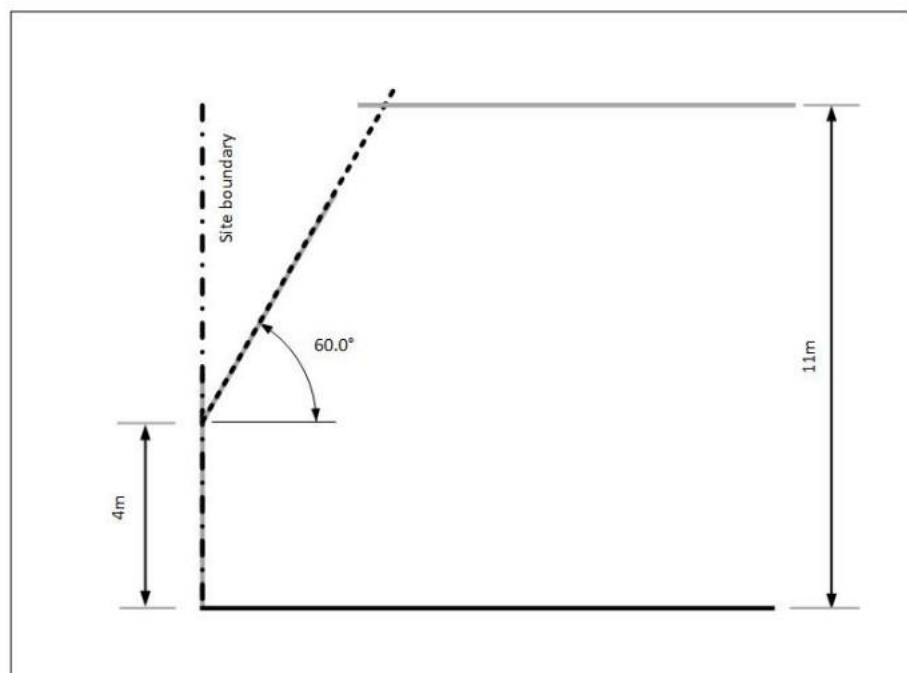
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per Sch 3C, cls 8(1)(b)  
of the RMA

may exceed this height by 1 metre, where the entire roof slopes  $15^\circ$  or more, as shown on the following diagram:



**(b) Height in relation to boundary**

- (i) Buildings must not project beyond a  $60^\circ$  recession plane measured from a point 4 metres vertically above ground level along all boundaries, as shown on the following diagram. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.



(ii) This standard does not apply to —

- (a) a boundary with a road:
- (b) existing or proposed internal boundaries within a site:
- (c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

**(c) Yards**

(i) Buildings must be set back from the relevant boundary by the minimum depth listed in the yards table below:

| <b>Yard</b>                                             | <b>Minimum depth</b>               |
|---------------------------------------------------------|------------------------------------|
| Front                                                   | 1.5 metres                         |
| Side                                                    | 1 metre                            |
| Rear                                                    | 1 metre (excluded on corner sites) |
| Riparian margin required by I458.6.5(1)                 | 10 metres                          |
| High value terrestrial planting required by I458.6.6(7) | 5 metres                           |
| Wetland margin buffer planting required by I458.6.6(7)  | 5 metres                           |
| Coastal protection yard required by I458.6.9            | 30 metres                          |

(ii) This standard does not apply to site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

**(d) Building coverage**

The maximum building coverage must not exceed 50% of the net site area.

**(e) Outdoor living space**

- (i) A dwelling at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that:
  - (a) where located at ground level, has no dimension less than 3 metres; and
  - (b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and
  - (c) is accessible from the dwelling; and

Qualifying  
matter under  
s771(j) of the  
RMA



(d) may be:

- grouped cumulatively by area in one communally accessible location; or
- located directly adjacent to the dwelling; and

(e) is free of buildings, parking spaces, and servicing and manoeuvring areas.

(ii) A dwelling located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that—

(a) is at least 8 square metres and has a minimum dimension of 1.8 metres; and

(b) is accessible from the dwelling; and

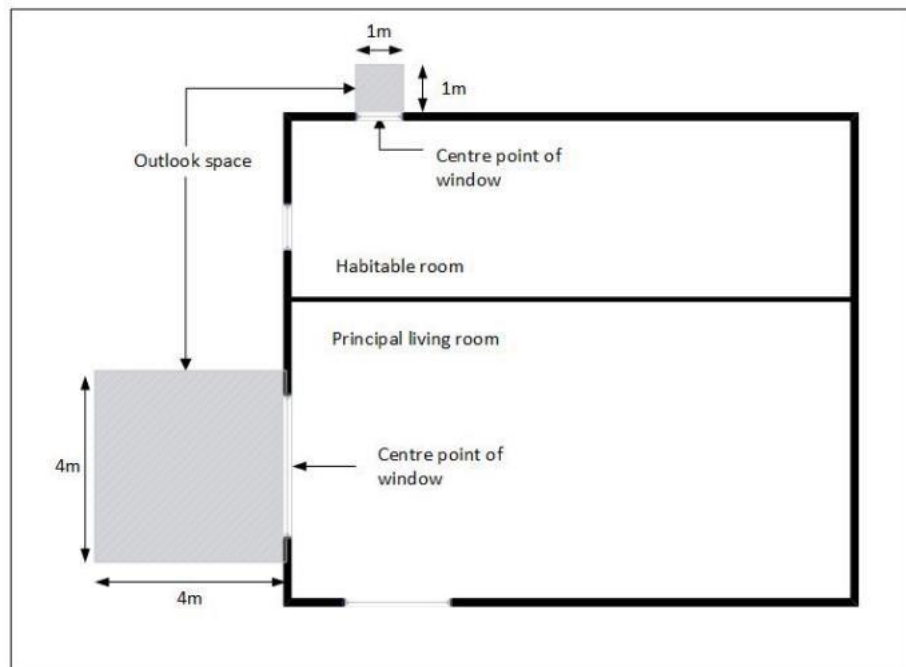
(c) may be:

- grouped cumulatively by area in one communally accessible location, in which case it may be located at ground level; or
- located directly adjacent to the dwelling.

**(f) Outlook space**

(i) An outlook space must be provided for each dwelling as specified in this standard.

(ii) An outlook space must be provided from habitable room windows as shown in the diagram below:



(iii) The minimum dimensions for a required outlook space are as follows:

- (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
- (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (iv) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (v) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (vi) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (vii) Outlook spaces may be under or over a balcony.
- (viii) Outlook spaces required from different rooms within the same building may overlap.
- (ix) Outlook spaces must—
  - (a) be clear and unobstructed by buildings; and
  - (b) not extend over an outlook space or outdoor living space required by another dwelling.

**(g) Windows to street**

Any dwelling facing the street must have a minimum of 20% of the street-facing façade in glazing. This can be in the form of windows or doors.

**(h) Landscape area**

- (i) A dwelling at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them
- (ii) The landscaped area may be located on any part of the development site, and does not need to be associated with each dwelling.

**Subdivision For Controlled Subdivision Activities**

Purpose: Enable subdivision around the development of a variety of housing typologies with a mix of densities within residential zones that responds to the planned urban built character.

**I458.6.18. Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted discretionary activities in the precinct**

- (1) Any subdivision relating to an approved land use consent must comply with that land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard I458.6.17(2) except that Standard I458.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

**I458.6.19. Subdivision around existing buildings and development**

- (1) Prior to subdivision occurring, all development must meet the following:
  - (a) Comply with the relevant overlay, Auckland-wide, zone and precinct rules;  
or
  - (b) Be in accordance with an approved land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard I458.6.17(2) except that Standard I458.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

**I458.6.20. Subdivision for up to three sites accompanied by a land use consent application or certificate of compliance for up to three dwellings**

- (1) The subdivision application and land use consent application or certificate of compliance relate to a site on which there are no dwellings;
- (2) The subdivision application and land use consent application or certificate of compliance must be determined concurrently;
- (3) Each dwelling, relative to its proposed boundaries, complies with Standard I458.6.17(2) and all other applicable standards;
- (4) A maximum of three sites and three dwellings are created; and
- (5) No vacant sites are created.

**I458.7. Assessment – controlled activities**

**I458.7.1. Matters of control**

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) Subdivision for the purpose of the construction or use of dwellings:
  - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance;

- (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
  - (c) the effects of infrastructure provision.
- (2) Development of a civic space as shown on Precinct Plan 3:
- (a) Orientation of views to Rangitoto Island and the Hauraki Gulf;
  - (b) Provision of public amenities;
  - (c) Enhancement of coastal character;
  - (d) Interaction and engagement with surrounding commercial and retail spaces; and
  - (e) Scale and design for shade and protection from wind.
- (3) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
- (a) Connectivity to existing connections and the Pine Harbour Ferry.
  - (b) Effects on archaeological sites.
  - (c) Crime Prevention Through Environmental Design

#### **I458.7.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) assessment criteria; Subdivision for the purpose of the construction or use of dwellings
  - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance:
    - (i) refer to Policy E38.3(6);
  - (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
    - (i) refer to Policy E38.3(1) and (6);
  - (c) whether there is appropriate provision made for infrastructure including:
    - (i) whether provision is made for infrastructure including creation of common areas over parts of the parent site that require access by more than one site within the subdivision; and
    - (ii) whether appropriate management of effects of stormwater has been provided;
    - (iii) refer to Policies E38.3(1), (6), (19) to (23).
- (2) Development of a civic space as shown on Precinct Plan 3:

- (a) The extent to which it is designed with views orientated to Rangitoto Island and the Hauraki Gulf;
  - (b) The extent to which the design incorporates a range of public amenities to enhance the amenity and use of this space;
  - (c) The extent to which it is located and designed to enhance the distinctive coastal village character of sub-precinct B Village Centre;
  - (d) The extent to which it is located and designed to complement and engage with surrounding commercial and retail spaces in the Village Centre; and
  - (e) The scale and design of the space to provide suitable shade and shelter from wind.
- (3) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
- (a) The extent to which the indicative coastal pathway within sub-precinct A facilitates a safe and convenient route that responds to topography for pedestrians and cyclists to the Pine Harbour Ferry;
  - (b) The extent to which the coastal pathway connects to existing connections within and outside the Precinct;
  - (c) The extent to which establishing the coastal pathway adversely affects archaeological sites; and
  - (d) The extent to which the design of the coastal pathway is consistent with Crime Prevention Through Environmental Design principles.

#### **I458.8. Assessment – restricted discretionary activities**

##### **I458.8.1. Matters of discretion**

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application:

- (1) Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone:
  - (a) Matters of discretion H5.8.1(2) and H6.8.1(2) apply;
  - (b) Building sustainability certification
  - (c) Building adaptability and reduction of building material waste
  - (d) Reductions in energy demand
  - (e) The Standards in I458.6.17(2)
  - (f) Infrastructure and servicing.
- (2) Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which do not

comply with one or more of the I458.6.17(2) Medium Density Residential Standards:

- (a) any precinct or zone policy which is relevant to the standard
  - (b) the effects of any special or unusual characteristic of the site which is relevant to the standard
  - (c) the effects of the infringement of the standard
  - (d) the effects on the urban built character of the precinct
  - (e) the effects on the amenity of the neighbouring sites.
  - (f) the characteristics of the development
  - (g) any other matters specifically listed for the standard; and
  - (h) where more than one standard will be infringed, the effects of all infringements.
- (3) New buildings, other than buildings for dwellings in a Residential – Terrace Housing and Apartment Buildings Zone, Residential – Mixed Housing Urban Zone, or Large Lot Zone:
- (a) Matters of discretion H13.8.1(3) and H11.8.1(4) apply;
  - (b) Design and external appearance of buildings and landscape design;
  - (c) Infrastructure servicing;
  - (d) Design and sequencing of upgrades to the existing transport network and ferry services;
  - (e) Movement network on Precinct Plan 5;
  - (f) Building sustainability certification;
  - (g) Building adaptability and reduction of building material waste; and
  - (h) Reductions in energy demand.
- (4) Subdivision and development that complies with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades:
- (a) Design and sequencing of upgrades and or mitigation measures to address adverse effects on the transport network; and
  - (b) The adequacy of transport monitoring and outcomes of monitoring required under special information requirement I458.9(5);
  - (c) Funding arrangements to provide the necessary infrastructure required by Standard I458.6.3.

- (d) The quality of public transport, walking and cycling connections:
  - (i) Within the subdivision or development;
  - (ii) Between the subdivision or development and the ferry berth; and
  - (iii) Between the subdivision or development connecting to the existing Beachlands township.
- (e) The imposition of consent conditions of the kind referred to in Standard I458.6.3(1), (2) and (3).
- (5) Subdivision and development that complies with Standard I458.6.4 Water Supply and Wastewater:
  - (a) Staging and design of development to align with the provision of water supply and wastewater servicing infrastructure; and
  - (b) Confirmation of funding, supply arrangements or other such measures necessary to ensure the provision of water supply and wastewater infrastructure.
- (6) Development of publicly accessible open space greater than 1000m<sup>2</sup>
  - (a) Location, design and function of the indicative publicly accessible open spaces shown on Precinct Plan 3; and
  - (b) Location and design of any other publicly accessible open spaces greater than 1000m<sup>2</sup>.
- (7) Infringement to standard I458.6.5 Riparian Margins:
  - (a) Effects on water quality, biodiversity and stream erosion.
- (8) Any subdivision or development application
- (9) Stormwater and Flooding Infringement to standard I458.6.7 Stormwater Quality
  - (a) Matters of discretion E9.8.1(1) apply.
- (10) Infringement to standard I458.6.9 Coastal Protection Yard
  - (a) Effects of coastal hazards.
- (11) Infringement to I458.6.11 Earthworks
  - (a) Matters of discretion E11.8.1(1) and E12.8.1(1) apply
- (12) Infringement of standard I458.6.14 Road Design
  - (a) The design of the road and associated road reserve and where it achieves policies I458.3(17), (18), (19) and (20).
  - (b) Design constraints.

- (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(13) Infringement of Standard I458.6.16 Site Access

- (a) Matters of discretion E27.8.1(12) apply.

**I458.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) Four or more dwellings per site in Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone:
  - (a) The extent to which the development contributes to a variety of housing types at higher densities in the zone and is in keeping with the neighbourhood's planned urban built character.
  - (b) The extent to which development achieves attractive and safe streets and public open space by:
    - (i) Providing windows and/or balconies facing the street and public open spaces;
    - (ii) Creating a well-connected movement network with through-links to the wider movement network across the Precinct;
    - (iii) Designing large scale development (generally more than 15 dwellings) to provide for variations in building form, façade design and materiality as viewed from streets and public open spaces;
    - (iv) Providing high quality landscape and boundary treatment in the front yard;
    - (v) Providing safe pedestrian access to buildings from the street; and
    - (vi) Minimising the visual dominance of garage doors and carparking when viewed from streets or public open spaces.
  - (c) Whether there is a pre-commitment for the dwelling(s) to achieve (via formal registration or commitment) the sustainability certification(s) set out below:
    - (i) Residential – Minimum of 7-star Homestar
  - (d) Whether the design and/or construction of the dwelling(s) demonstrates a reduction in building material waste
  - (e) Whether the design of the dwellings incorporate optimal passive design principles (including solar orientation) to reduce energy demand and/or include on-site renewable energy generation measures.
- (2) Buildings for up to three dwellings or four or more dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed



Housing Urban Zone which do not comply with one or more of the  
I458.6.17(2) Medium Density Residential Standards

(a) for all infringements to standards:

(i) refer to Policy I458.3(5)

(b) for building height:

(i) refer to Policy I458.3(1)

(ii) (ii) refer to Policy I458.3(5)

(iii) notwithstanding I458.3 refer to Policy H6.3(5).

Visual dominance

(iv) the extent to which buildings as viewed from the street or public places are designed to minimise visual dominance effects of any additional height, taking into account:

- the planned urban built character of the precinct; and
- the location, orientation and design of development,
- the effect of the proposed height on the surrounding and neighbouring development.

Character and Visual Amenity

(v) the extent to which the form and design of the building and any additional height responds to the planned urban built character of the surrounding area including natural landforms and features, and the coast

(c) for height in relation to boundary:

(i) refer to Policy I458.3(1)

(ii) refer to Policy I458.3(5)

Sunlight access - Residential – Mixed Housing Urban Zone

(iii) whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criterion:

Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):

- over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Standard I458.6.17(2)(e); or
- over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Standard I458.6.17(2)(e).

(iv) in circumstances where sunlight access to the outdoor living space of an existing dwelling on a neighbouring site is less than the outcome referenced in I458.8.2(2)(b)(v):

- the extent to which there is any reduction in sunlight access as a consequence of the proposed development, beyond that enabled through compliance with Standard I458.6.17(2)(b) Height in relation to boundary control; and
- the extent to which the building affects the area and duration of sunlight access to the outdoor living space of an existing dwelling on a neighbouring site, taking into account site orientation, topography, vegetation and existing or consented development.

#### Daylight access - Residential – Terrace Housing and Apartment Buildings Zone

(v) The extent to which the height and bulk of development maintains daylight access and minimises visual dominance effects to adjoining sites and developments taking into account site orientation, topography, vegetation and existing or consented development.

#### Visual dominance

(vi) the extent to which buildings as viewed from the side or rear boundaries of adjoining residential sites or developments are designed to reduce visual dominance effects, taking into account:

- the planned urban built character of the zone;
- the location, orientation and design of development;
- the physical characteristics of the site and the neighbouring site;
- the design of side and rear walls, including appearance and dominance; and
- providing adequate visual and/or physical break up of long continuous building forms.

#### Overlooking and privacy

(vii) the extent to which direct overlooking of a neighbour's habitable room windows and outdoor living space is minimised to maintain a reasonable standard of privacy, including through the design and location of habitable room windows, balconies or terraces, setbacks, or screening.

(d) for yards:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)

- (iii) the extent to which buildings set back from water bodies maintain and protect environmental, open space, amenity values of riparian margins of lakes, streams and coastal areas and water quality and provide protection from natural hazards.

(e) for building coverage:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)
- (iii) whether the non-compliance is appropriate to the context, taking into account:
  - whether the balance of private open space and buildings is consistent with the existing and planned urban character anticipated for the precinct;
  - the degree to which the balance of private open space and buildings reduces onsite amenity for residents, including the useability of outdoor living areas and functionality of landscape areas;

(f) for landscaped area:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)
- (iii) refer to Policy H5.3(10) or Policy H6.3(10) and
- (iv) the extent to which existing mature trees are retained.

(g) for outlook space:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)
- (iii) refer to Policy I458.3(4)
- (iv) The extent to which overlooking of a neighbour's habitable room windows and private and/or communal outdoor living space can be minimised through the location and design of habitable room windows, balconies or terraces and the appropriate use of building and glazing setbacks and/or screening which is integrated part of the overall building design.

(h) for outdoor living space:

- (i) refer to Policy I458.3(1);
- (ii) refer to Policy I458.3(4); and
- (iii) the extent to which dwellings provide private open space and communal open space that is useable, accessible from each dwelling and attractive for occupants

- (i) for windows facing the street:
  - (i) refer to Policy I458.3(3)
  - (ii) the extent to which the glazing:
    - allows views to the street and/or accessways to ensure passive surveillance; and
    - provides a good standard of privacy for occupants.
- (3) Subdivision and development that complies with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades:
  - (a) The implementation of mitigation measures proposed to address adverse effects which may include measures such as travel planning, providing alternatives to private vehicle trips including accessibility to public transport (for example the provision of a shuttle service from within the Precinct to the Pine Harbour ferry), staging development, or contributing to improvements to the local transport network and ferry services;
  - (b) The extent to which the proposal provides for quality public transport, walking and cycle connections:
    - (i) Within the subdivision or development;
    - (ii) Between the subdivision or development and the ferry berth; and
    - (iii) Between the subdivision or development connecting to the existing Beachlands township.
  - (c) The extent to which the proposal is of a scale or type that promotes increased walking, cycling and use of public transport.
  - (d) The extent of subdivision and development that have been previously approved under this standard.
  - (e) The extent to which intersections are designed to provide safe and efficient movement for pedestrians and cyclists.
  - (f) The extent to which funding options are available to provide the required transport infrastructure upgrades.
  - (g) The extent to which monitoring confirms the forecast mode share splits, assumed trip generation and development mix in clauses I458.9(5) (a) – (c) are achieved and where they are not achieved measures to minimise adverse effects on the safety and effectiveness of the transport network.
- (4) Subdivision and development that complies with Standard I458.6.4 Water Supply and Wastewater
  - (a) The extent to which any staging of subdivision will be required due to the co-ordination of the provision of water supply and wastewater infrastructure; and

- (b) The extent to which there is confirmation of funding and/or supply arrangements for the provision of adequate water supply and wastewater infrastructure.
- (5) New buildings, other than buildings for dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone or Residential – Large Lot Zone:
  - (a) The relevant assessment criteria in H13.8.2(3) for new buildings in the Mixed Use Zone and H11.8.2(4) for new buildings in the Local Centre Zone apply in addition to the below;
  - (b) The extent to which buildings address the street and open spaces to create an attractive frontage alongside high-quality landscape and boundary treatment;
  - (c) The extent to which buildings are designed to achieve interactive frontages at the ground floor to enable public view or experience of activities within the building;
  - (d) For buildings located on corner sites, the extent to which buildings are designed to achieve positive frontages with high quality architectural and landscape design responses on both frontages;
  - (e) The extent to which the visual effects of ancillary car parking is minimised or mitigated; and
  - (f) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped.
  - (g) In addition to the above, for new buildings in sub-precinct A Marina:
    - (i) The extent to which development complements the landform by designing buildings to step down east and west;
    - (ii) The extent to which highest-density buildings are designed along both sides of the Fairway Reserve to enhance on-site amenity and passive surveillance over this public space; and
    - (iii) The extent to which a continuous walking and cycling connection to the Pine Harbour Ferry is provided within the Fairway Reserve.
  - (h) In addition to the above, for new buildings in sub-precinct B Village Centre:
    - (i) The extent to which multi-level buildings are designed to create a sense of enclosure and intimacy to adjacent public spaces while reinforcing a low- speed walkable environment for pedestrians;

- (ii) The extent to which buildings and open spaces are orientated to celebrate key views toward the Hauraki Gulf and Rangitoto Island; and
  - (iii) The extent to which design features and the selection of materiality reinforce a distinctive village character.
  - (iv) The extent to which the proposal gives effect to relevant structuring elements in Precinct Plan 3.
- (i) In addition to the above, for new buildings in sub-precincts A Marina, B Village Centre, and D Coastal:
- (i) Consider the visibility of buildings from the CMA and adjacent coastal margins and how the building design responds to the setting through design methods such as variation in the roofscape, modulation and articulation and use of exterior material and finishes.
  - (j) Whether there is a pre-commitment for the building to achieve (via formal registration or commitment) the sustainability certification(s) set out below:
    - (i) Commercial over 1000m<sup>2</sup> of GFA (excluding retail and industrial) – Minimum of 5-star NABERS
  - (k) Whether the design of the building(s) can be adapted to accommodate future changes in use and/or demonstrates a reduction in building material waste
  - (l) Whether the design of the dwellings incorporate optimal passive design principles (including solar orientation) to reduce energy demand and/or include on-site renewable energy generation measures.
- (6) In addition to the above, for new buildings in sub-precinct F Employment:
- (a) The extent to which buildings at the corner of Jack Lachlan Drive and Whitford- Maraetai are designed in response to the site's prominence in the roading network and the adjoining intersection;
  - (b) The extent to which building and landscape design should be used to frame and define edges to roads and emphasise key intersections; and
  - (c) The extent to which front activities (i.e. the more active office, showroom or similar activities) are located fronting adjacent streets or open spaces; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) are located in less visible locations.
- (7) Development of publicly accessible open space greater than 1000m<sup>2</sup>:
- (a) Whether open spaces are provided in locations generally consistent with their indicative locations shown on Precinct Plan 3 and have adequate street frontage to ensure the open spaces are visually prominent and safe;

- (b) Whether the subdivision or development provides for the recreation and amenity needs of residents by providing suitably sized open spaces that are prominent and accessible to pedestrians within a neighbourhood; and
  - (c) Encourage the location and design of open spaces to integrate with surrounding natural features including the network of permanent and intermittent streams.
- (8) In addition to the criteria under E38.12.2(7), the following criteria apply to subdivision:
- (a) The extent to which collector and local roads are provided within the Precinct in general accordance with Precinct Plan 5 to achieve a highly connected street layout that integrates with the surrounding transport network and responds to landform. This shall include whether one of the two alternative Indicative Primary Collector Spine Road connections is provided to enable direct access from Jack Lachlan Drive to Whitford-Maraetai Road.
  - (b) If an alternative alignment is proposed, the extent to which that alignment provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
    - (i) The presence of natural features, natural hazards or contours and how this impacts the placement of roads;
    - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
    - (iii) The constructability of roads and the ability for it to be delivered by a single landowner.
  - (c) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable street network
  - (d) The extent to which the design of roads within the precinct prioritises the provision of active mode facilities including walking and cycling;
  - (e) the extent to which the design of primary and secondary collector roads and local roads are designed in general accordance with road design and cross section details provided in Appendix 1: Beachlands South Precinct, Road Function and Design Details Table; and
  - (f) The extent to which enhanced pedestrian facilities through Whitford Village are provided in association with the construction of the Whitford Village roundabout upgrade.
  - (g) The extent to which the subdivision provides the Structuring Elements on Precinct Plan 3 in including open space linkages, green links, coastal

pathways, and the connections between them and existing connections in a timely manner to support development.

- (h) The extent to which subdivision within the Golf Course Special Area in sub-precinct E Golf implements a street network that maintains connectivity.

(9) Stormwater and flooding - subdivision or development:

- (a) Whether development is in accordance with an approved Stormwater Management Plan and policies I458.3(25) – (26).
- (b) The design and efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, whole lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (c) Whether the proposal ensures that subdivision and development manages stormwater discharge flooding effects upstream or downstream of the site and in the Beachlands South Precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event including:
  - (i) Effects of climate change on flood attenuation within stormwater management devices; and
  - (ii) Cumulative effects of subdivision and development.

(10) Infringement to standard I458.6.5 Riparian Margins:

- (a) Whether the infringement is consistent with policy I458.3(11).

(11) Infringement to standard I458.6.7 Stormwater Quality

- (a) Assessment criteria E9.8.2(1) apply;
- (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (14) and
- (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects lower contaminant generating surfaces.
- (d) The design and efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, whole lifecycle costs, ease of access and operation and integration with the built and natural environment.

(12) Infringement to standard I458.6.9 Coastal Protection Yard

- (a) Whether people and property will be susceptible to the effects of coastal hazards; and



- (b) Whether the infringement will cause or exacerbate coastal hazards.

(13) Infringement to I458.6.11 Earthworks

- (a) The assessment criteria in E11.8.2 Land Disturbance – Regional and E12.8.2 Land Disturbance – District apply.

(14) Infringement to standard I458.6.14 Road Design

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies I458.3(17), (18), (19) and (20).
- (c) Whether the proposed design and road reserve:
  - (i) incorporates measures to achieve the required design speeds;
  - (ii) can safely accommodate required vehicle movements;
  - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
  - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(15) Infringement to standard I458.6.16 Site Access

- (a) The assessment criteria in E27.8.2(11) applies; and
- (b) The extent to which the driveway achieves a safe street environment where cyclists have priority.

**I458.9. Special information requirements**

An application for resource consent in this Precinct must be accompanied by:

(1) Riparian Planting Plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native.

(2) Biodiversity Management Plan

Any application for subdivision in the precinct involving the Ecological Protected Area Network (EPAN) as identified on Precinct Plan 2 must be accompanied by a Biodiversity Management Plan for the EPAN addressing staged implementation of the following:

- Native revegetation strategy and plant details including:

- Riparian planting to restore and enhance existing streams
- Terrestrial vegetation to enhance habitats and create additional habitats for terrestrial biodiversity
- Wetland buffer planting
- Wetland revegetation
- Invasive weed and mammalian pest control management measures;
- Ongoing maintenance and enhancement measures; and
- Vegetation clearance constraints during bird nesting seasons.

(3) Archaeological Vegetation Management and Planting Plan

An application for subdivision or development along the coastal edge of the EPAN identified on Precinct Plan 2 must be accompanied by a vegetation management and planting plan which takes into account the location of recorded archaeological sites and the potential to discover additional archaeological sites, prepared by a suitably qualified archaeologist in consultation with mana whenua. The management plan should cover but is not limited to the following:

- Vegetation management and planting recommendations
- Site condition assessment and monitoring provisions
- Management recommendations for site protection and enhancement
- Opportunities for on and off site heritage interpretation and education.

(4) Integrated Transport Assessment (ITA)

An application to infringe Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades or to provide in excess of 2700 dwellings or lots must be accompanied by an integrated transport assessment prepared by a suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be

implemented, monitored and reviewed so as to contribute to a proportionate reduction in vehicle trips from the precinct;

- (b) Whether Whitford-Maraetai Road can operate safely and with reasonable efficiency during the inter-peak period, being generally no worse than a Level of Service D for the overall route and intersections along it;
- (c) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct provisions;
- (d) Whether the ITA supporting the application documents the outcome of engagement with the road controlling authority; and
- (e) For applications that infringe Table I458.6.3.2 Threshold for Subdivision and Development For Ferry Capacity Upgrades only - An assessment of the ferry two-hour peak period (between 0620-0820 on weekdays) passenger numbers, available remaining capacity and the anticipated ferry passenger demand associated with the application.
- (f) Any information and findings within the transport monitoring material supplied under Special information requirement I458.9(5).

(5) Transport Development and Subdivision Monitoring Report

A Transport Monitoring Report shall be prepared for every 500 dwellings or residential lots cumulatively within the precinct (e.g., 500, 1,000, 1,500, and so on). At each of these thresholds, a Transport Monitoring Report must be submitted to Council. The Transport Monitoring Report is to include:

- (a) An assessment demonstrating whether the following public transport mode share for residential trips to employment and education activities have been achieved:

**Table I458.9.1: Residential Mode Share**

| <b>Dwellings</b>     | <b>Public Transport</b> |
|----------------------|-------------------------|
| Base Scenario        | 7%                      |
| Up to 1200 Dwellings | 13%                     |
| Up to 2700 Dwellings | 17%                     |

If the assessment demonstrates that mode share splits are less than shown in the above table, the report shall identify any of the required transport infrastructure upgrades that need to be brought forward for managing adverse effects on the environment, or alternative mitigation measures that are required to manage adverse effects on the environment. This may include consideration of the percentage of people working from home if different to the 11% recorded in the 2018 census.

- (b) An assessment demonstrating whether vehicle trips rates per apartment are 0.4 trips or fewer. If the monitoring demonstrates that the trips rates are greater than 0.4, the report shall identify any of the required transport infrastructure upgrades that need to be brought forward for managing adverse effects on the environment, or alternative mitigation measures that are required to manage adverse effects on the environment.
- (c) Information on the mix of consented or constructed development within the Precinct, including:
  - (i) Whether it differs from that assumed and specified in Table I458.9.2: Development Mix; and
  - (ii) If there is a difference:
    - An assessment of the associated trip generation arising from this difference;
    - An evaluation of any effects on the surrounding transport network;
    - Whether any transport infrastructure upgrades in Table I458.6.3.1 are still appropriate or any alternatives that are proposed

**Table I458.9.2 Development Mix**

| <b>Residential</b>                                                      | <b>Non-Residential</b>                                                                                                                                                  |
|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| More than 500 dwellings and up to 850 dwellings or residential lots     | a) Minimum of 900m <sup>2</sup> light industrial GFA;                                                                                                                   |
| More than 850 dwellings and up to 1,900 dwellings or residential lots   | a) Minimum of 1,500m <sup>2</sup> light industrial GFA;<br>b) Minimum of 1,100m <sup>2</sup> commercial GFA;<br>c) Education facilities with capacity for 750 pupils.   |
| More than 1,900 dwellings and up to 2,700 dwellings or residential lots | a) Minimum of 8,000m <sup>2</sup> light industrial GFA;<br>b) Minimum of 3,300m <sup>2</sup> commercial GFA;<br>c) Education facilities with capacity for 1,600 pupils. |

- (d) A safety assessment for Whitford-Maraetai Road between Jack Lachlan Drive and Whitford Village. This assessment shall:
  - (i) Include an updated crash history for this section of Whitford-Maraetai Road;
  - (ii) Identify any new patterns of deaths or serious injuries that have emerged on this section of Whitford-Maraetai Road from the date of

the first occupied dwelling within the Precinct or issue of first s224(c) certificate for a dwelling within the Precinct;

- (iii) Analyse the nature and causes of these crashes;
- (iv) If any new patterns are identified, the report should recommend specific safety improvements to be implemented to reduce the risk of further deaths or serious injuries.

Note: The purpose of the safety assessment specified in clause I458.9(5)(d) above is to guide future Auckland Transport safety upgrade investments. Any outcomes of the safety assessment shall not be considered or used as the basis for a condition of resource consent for any application for subdivision or development that complies with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.

(6) Lizard and Bat Management Plan

- (a) An application for bulk earthworks in the precinct requiring land use consent under Chapter E11 Land disturbance – Regional must be accompanied by a Lizard and Bat Management Plan. This management plan must specify measures to salvage and relocate lizards, bats and associated habitat features from the earthworks areas to appropriate habitats within the Ecological Protected Area Network.

(7) Travel Management Plan

A Travel Management Plan (TMP) is required for commercial activities greater than 500m<sup>2</sup> within this precinct. A TMP must be prepared by a suitably qualified and experienced person and include:

- (a) Operational measures to be established on-site to encourage reduced vehicle trips;
- (b) Operational measures to be established to restrict the use of any employee parking area(s) during peak periods;
- (c) Details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures; and
- (d) The methods by which the effectiveness of the proposed measures outlined in the TMP can be independently measured, monitored and reviewed.

(8) Coastal Bird Management Plan

An application for subdivision in the precinct adjoining the coastal marine area must be accompanied by a Coastal Bird Management Plan, addressing the following:

- (a) The control of mammalian predators along the coastal margin including dogs and domestic cats;

- (b) The enhancement of existing nesting and roosting sites in the adjacent coastal marine area including elevation and expansion of shell banks and invasive weed and mangrove management;
- (c) The enhancement and maintenance of high-quality coastal bird foraging habitat in the inter-tidal mud/sand flats within the adjacent coastal marine area including selective mangrove management;
- (d) Controls to minimise disturbance to roosting or nesting coastal birds; and
- (e) A framework for monitoring and adaptive management.

(9) Transport Design Report

Any proposed new road intersection or upgrading of existing road intersections identified on Precinct Plan 6 shall be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting a land use consent.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

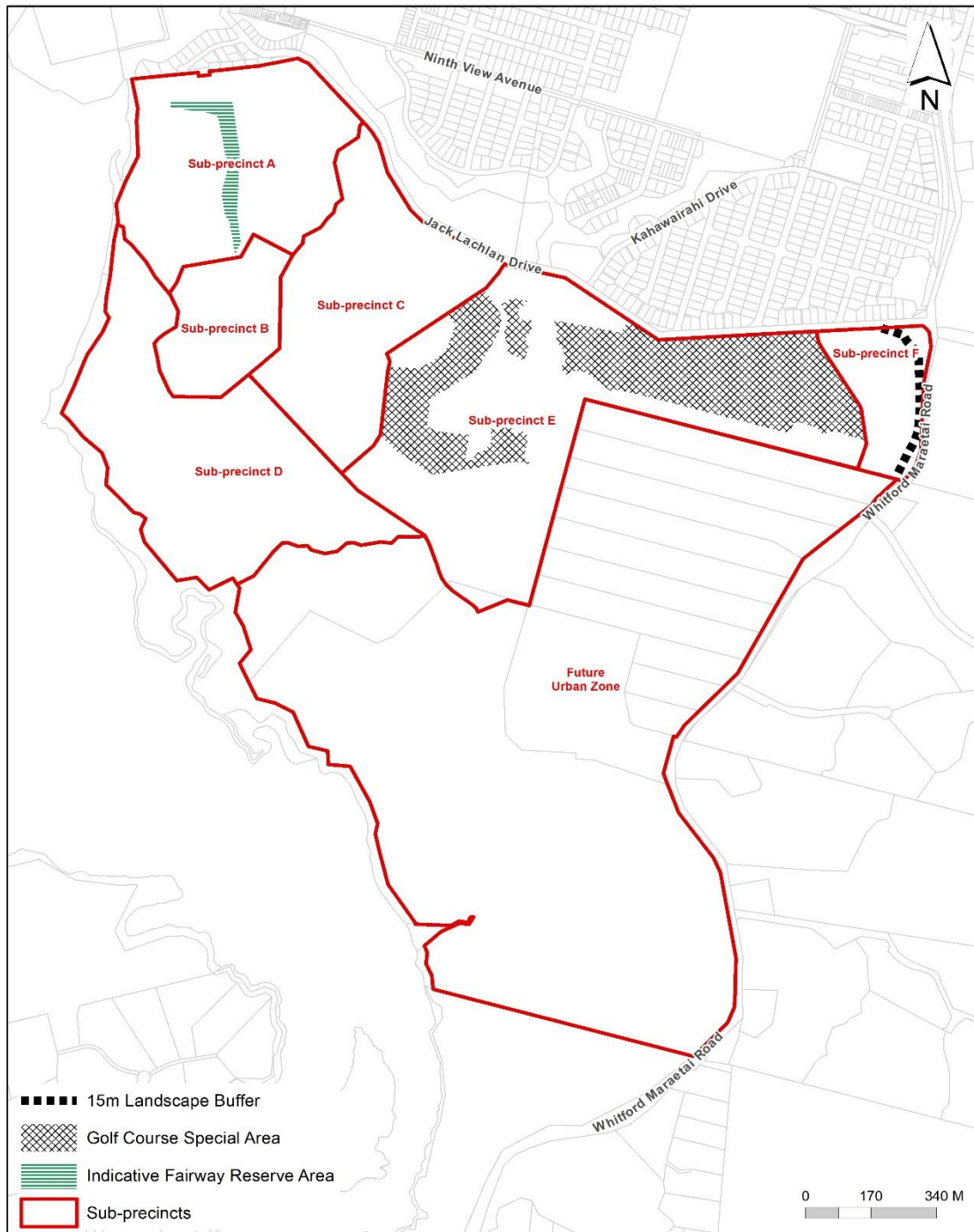
(10) ) Monitoring of Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades

Purpose: The purpose of this information requirement is to enable ongoing monitoring of dwelling and lot numbers to ascertain compliance with Tables I458.6.3.1 Staging of Subdivision and Development with Road Upgrades and I458.6.3.2 Staging of Subdivision and Development with Threshold for Subdivision and Development for Ferry Capacity

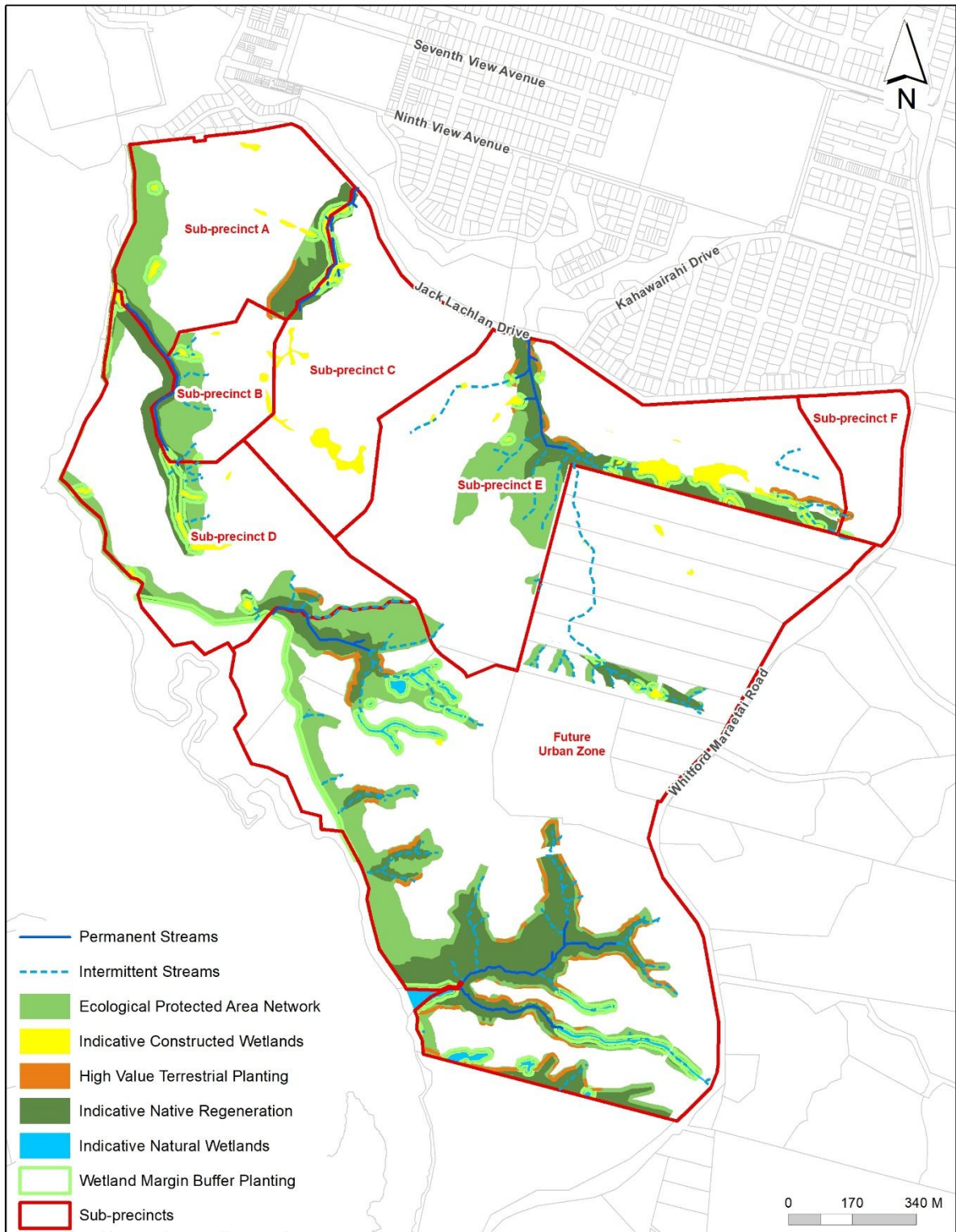
- (a) Any proposal for dwellings (as defined in I458.6.3(3)(a)) must include the number of dwellings already consented or which may be enabled on vacant lots (as well as anticipated dwellings for any subdivision proposal involving superlots) to demonstrate compliance with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (b) Any application must contain details of the number of dwellings anticipated including any changes from those enabled within previous consent applications.

## I458.10. Precinct plans

### I458.10.1 Precinct Plan 1 – Additional Controls

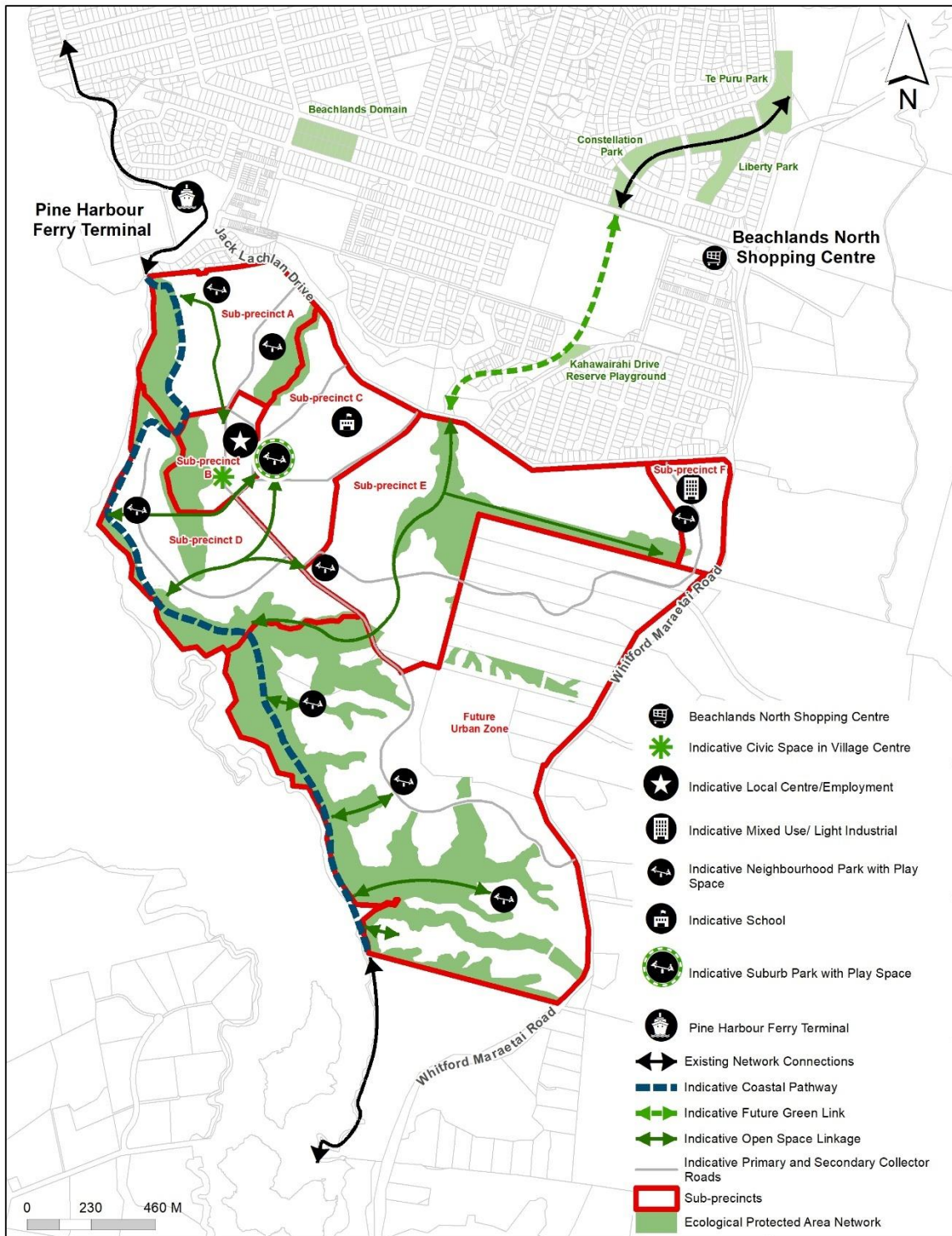


## I458.10.2 Precinct Plan 2 – Natural Features





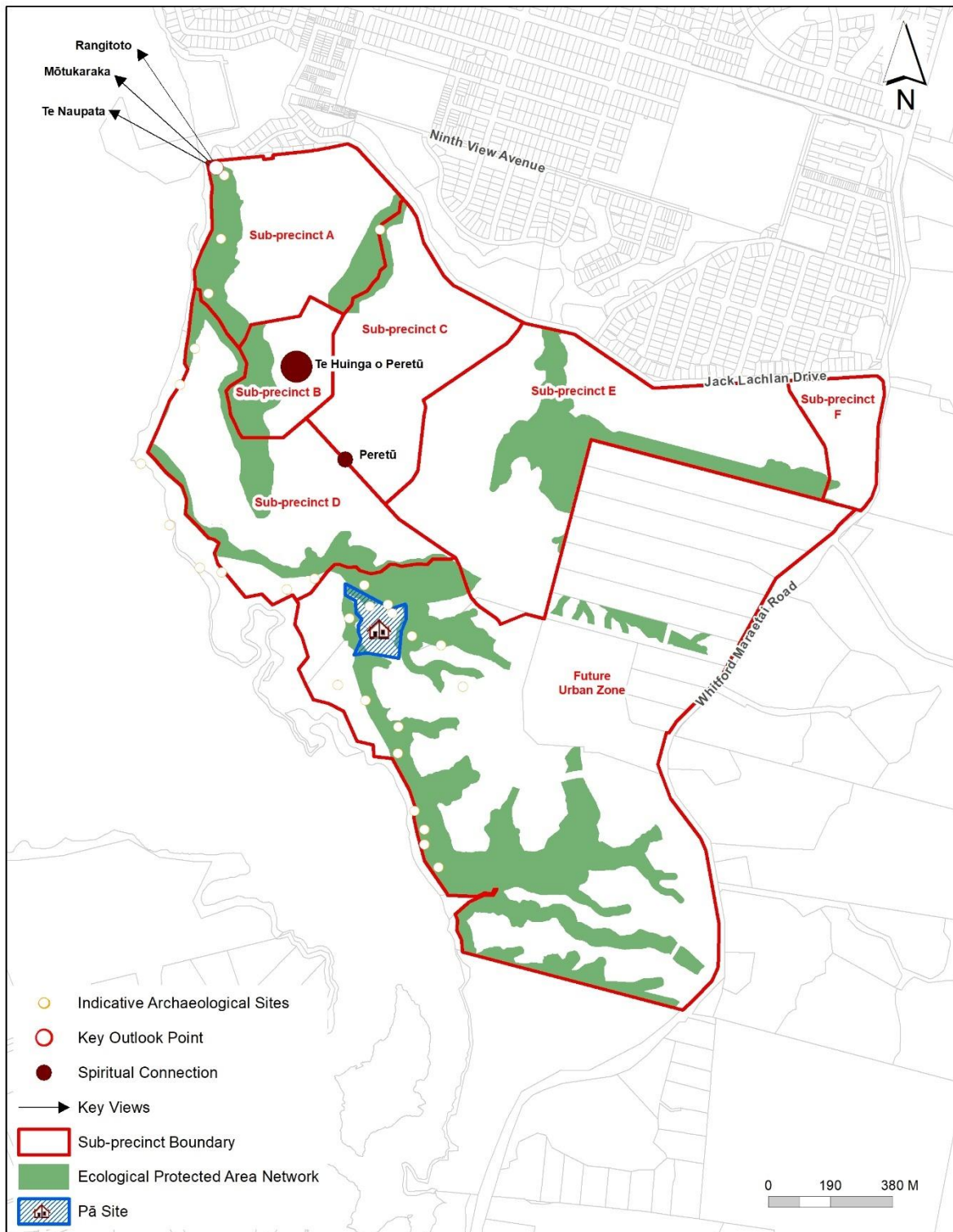
### I458.10.3 Precinct Plan 3 – Structuring Elements



Note: All elements and locations shown are indicative only and subject to detailed design and assessment as part of the resource consent process.

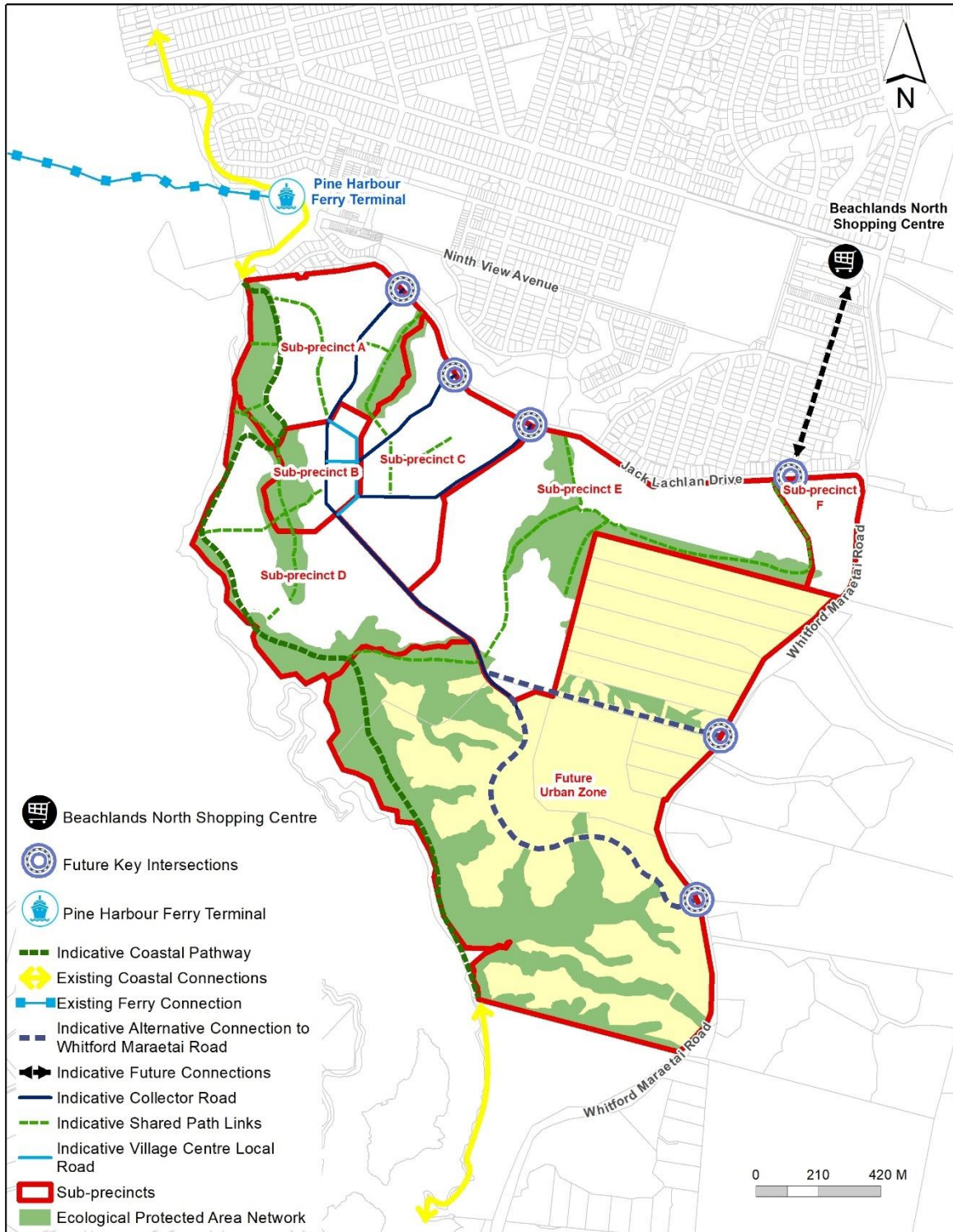
Note: All elements and locations shown are indicative only and subject to detailed design and assessment as part of the resource consent process.

## I458.10.4 Precinct Plan 4 – Cultural Landscape

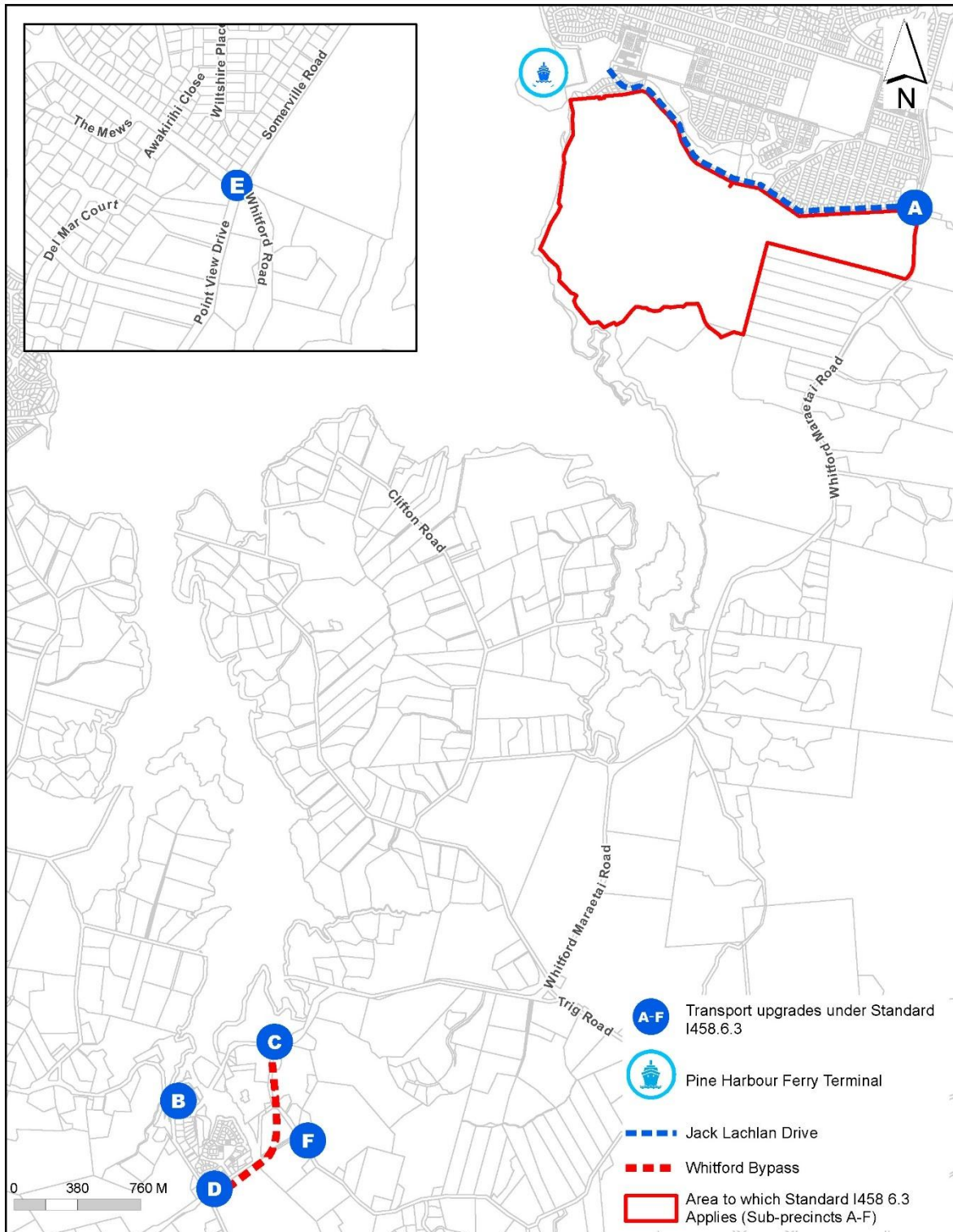




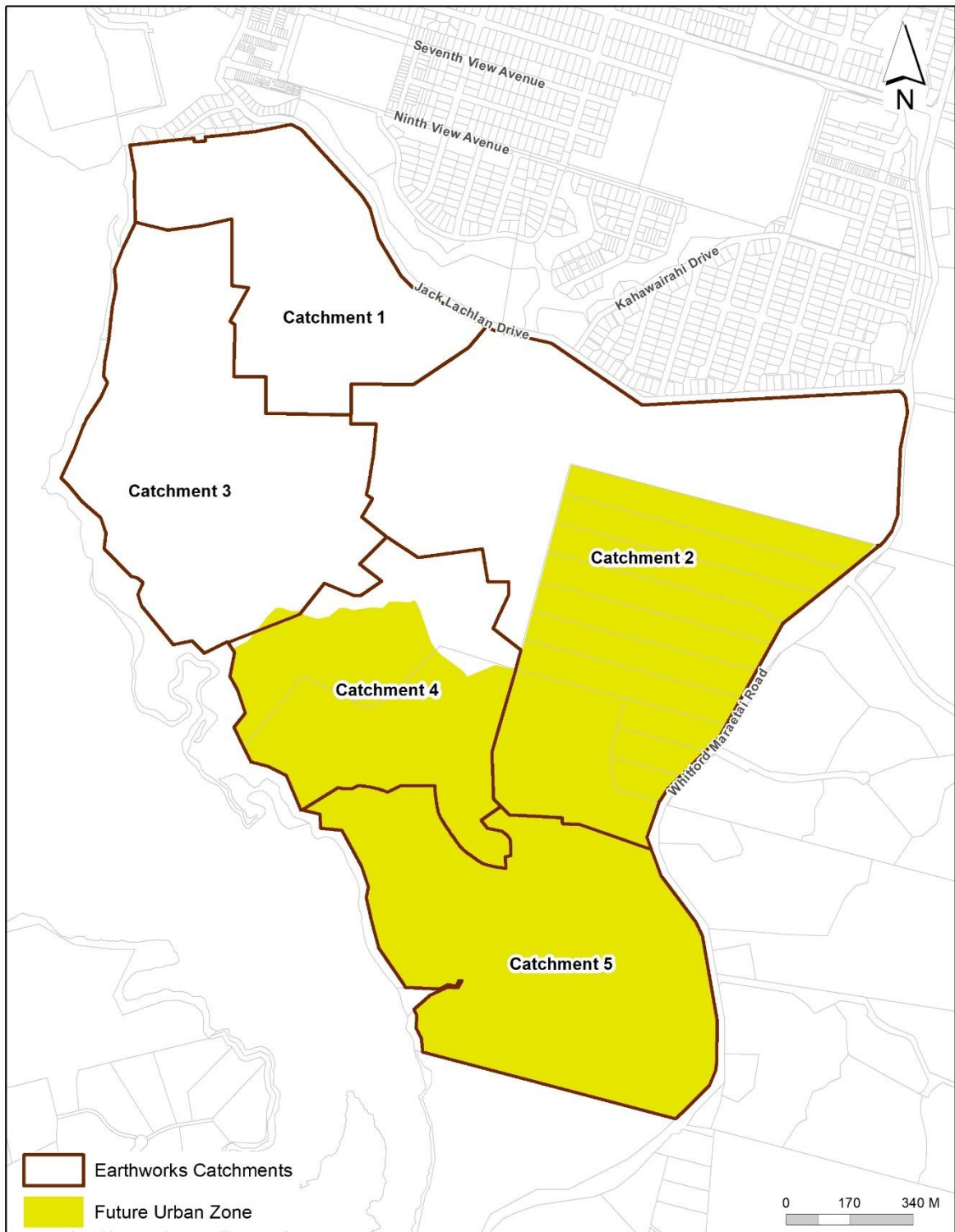
## I458.10.5 Precinct Plan 5 – Movement Network



## I458.10.6 Precinct Plan 6 – Transport Staging and Upgrades



I458.10.7 Precinct Plan 7 – Earthworks Catchments



## Appendices

### Appendix 1: Beachlands South Precinct, Road Function and Design Details Table

| Road Name<br>(refer to<br>Precinct<br>Plan 5) | Role and<br>Function | Min. Road<br>Reserve <sup>1</sup> | Design<br>Speed | Bus<br>Provision <sup>2</sup> | Cycle<br>Provision | Access<br>Restrictions                          | Pedestrian Provision |
|-----------------------------------------------|----------------------|-----------------------------------|-----------------|-------------------------------|--------------------|-------------------------------------------------|----------------------|
| Jack Lachlan Drive                            | Arterial             | 23m                               | 50              | Yes                           | Yes                | Yes (where protected cycle lane or shared path) | Both sides           |
| Collector                                     | Collector            | 23m                               | 40              | Yes                           | Yes                | Yes (where protected cycle lane or shared path) | Both sides           |
| Village Centre Local                          | Local                | 20m                               | 40              | No                            | No                 | No                                              | Both sides           |
| Local Street                                  | Local                | 16m                               | 30              | No                            | No                 | No                                              | Both sides           |
| Business local                                | Local                | 17m                               | 30              | No                            | No                 | No                                              | Both Sides           |

*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements. Width of roads where they continuously adjoin open space may be modified and Road width on Collector roads may be reduced if a two-way cycleway is provided on one side of the road.*

*Note 2: Carriageway and intersection geometry capable of accommodating buses*



## Appendix 2: Beachlands South Precinct Road and Intersection Upgrade Concept Plans

