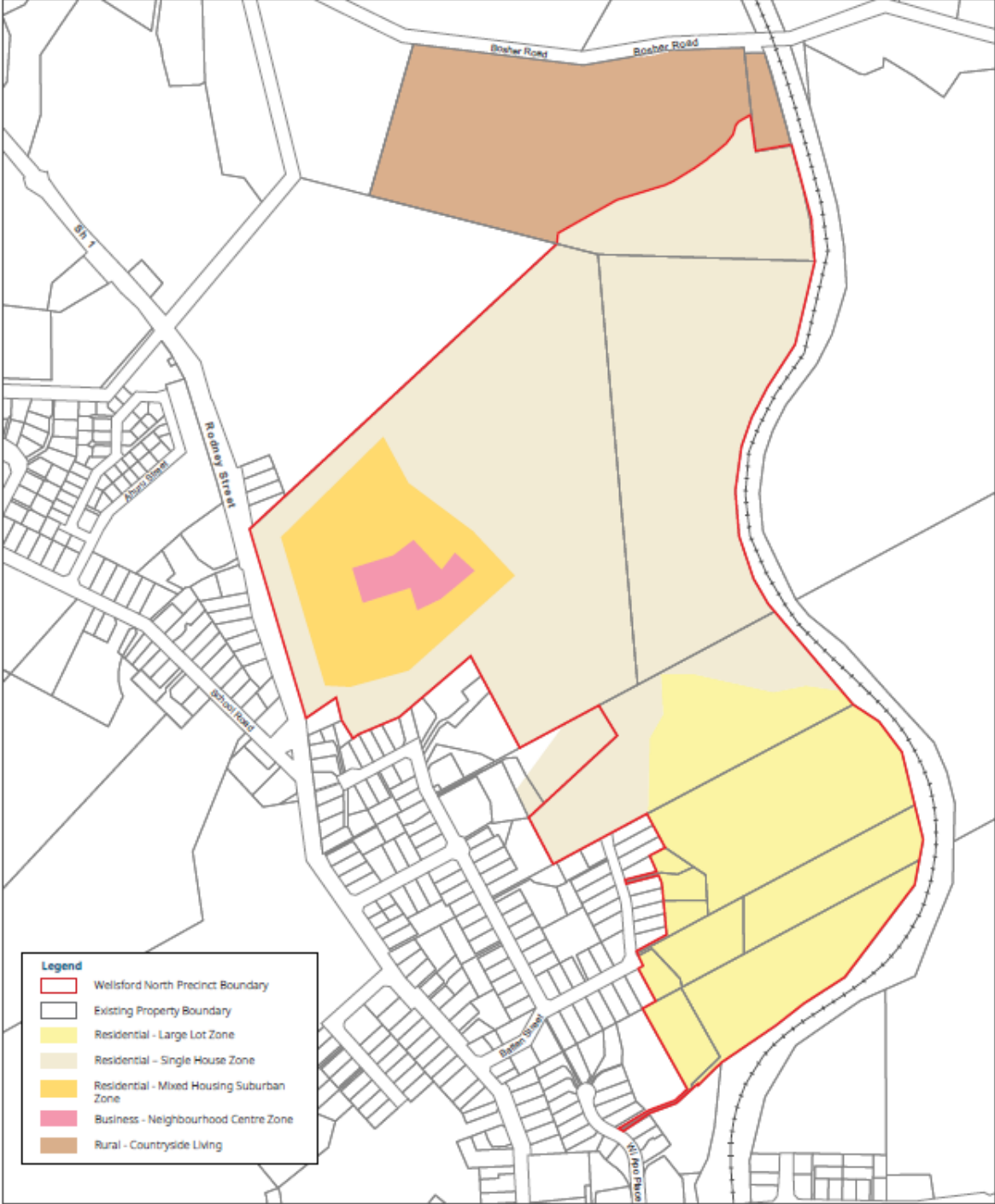


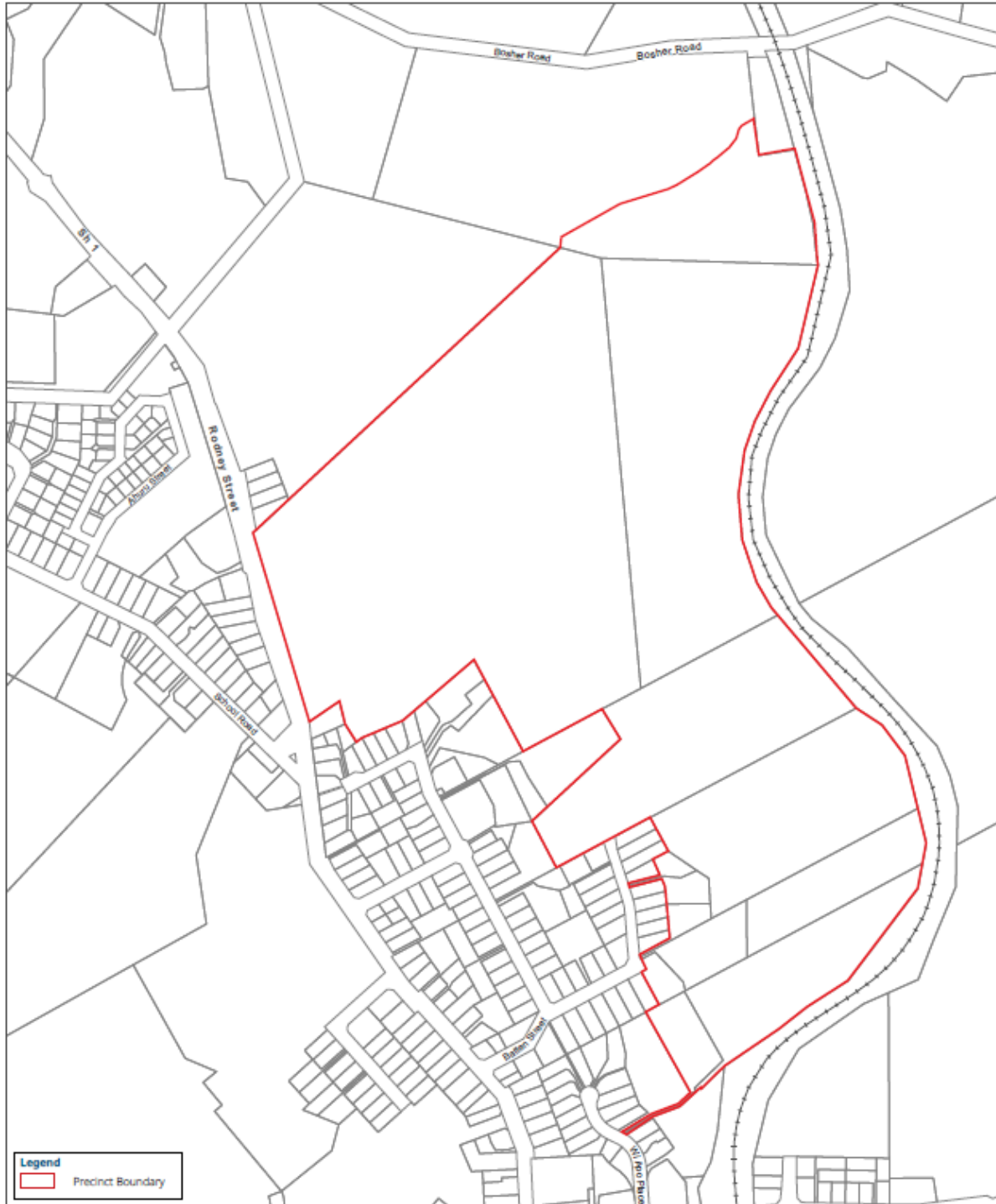
IX. Wellsford North Precinct

Wellsford North Zoning Plan

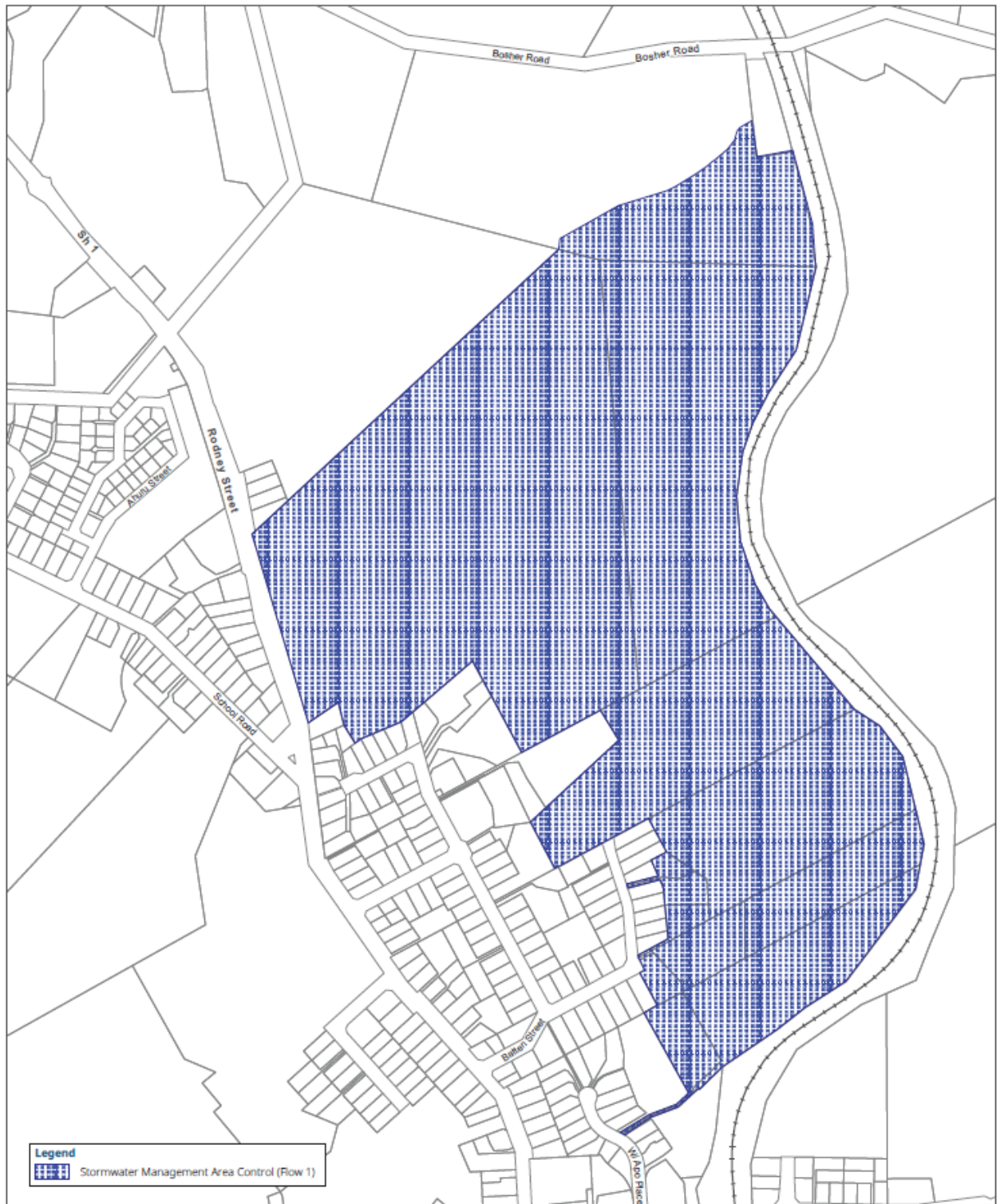


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Wellsford North Precinct Plan



Wellsford North – Stormwater Management Area Control (Flow 1)



IX.1. Precinct Description

The Wellsford North Precinct applies to 62.3ha of land in Wellsford, generally bounded by State Highway 1 to the west, the North Auckland Railway Line to the east and south and a permanent stream to the north.

The purpose of the Wellsford North precinct is to provide for the development of a new, comprehensively planned residential community in Wellsford North that supports a quality compact urban form at Wellsford. The precinct provides for a range of residential densities, including medium residential densities enabled close to the Wellsford North Village Centre and State Highway 1 to provide for development up to two storeys in a variety of sizes and forms. Lower residential densities are enabled in the northern and eastern parts of the precinct, to integrate with the existing character of Wellsford. The precinct also provides for large lot zoning in the southern portion of the precinct, where the topography lends itself to lower density residential land use.

A small neighbourhood centre is provided for in the centre of the precinct adjacent to the proposed collector road, to provide for the local day-to-day needs of residents in a central and highly accessible location.

The precinct amends the minimum net site area within the Residential - Large Lot and Residential – Single House zones to provide efficient use of greenfield land while integrating with the character of the existing town..

The precinct emphasises the need for development to create a unique sense of place for Wellsford North, by integrating existing natural features and responding to the landform. In particular there is a network of streams throughout the Wellsford North precinct. The precinct seeks to maintain and enhance these waterways and integrate them where possible within the open space network.

The zoning of land within this precinct is Residential – Large Lot Zone, Residential – Single House Zone, Residential – Mixed Housing Suburban Zone and Business – Neighbourhood Centre Zone.

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

IX.2. Objectives

- (1) Wellsford North is a comprehensively developed residential environment that integrates with the existing Wellsford urban area and the natural environment.
- (2) Wellsford North is subdivided and developed in a comprehensive and integrated way which allows for a range of housing densities and typologies and that enables a safe and functional residential development.
- (3) Development of Wellsford North creates a distinctive sense of place, which responds to natural and built site features, landform and Mana Whenua values.
- (4) Access to, from and within the precinct for all modes of transport occurs in an effective, efficient and safe manner that manages adverse effects of traffic generation on the surrounding road network.

- (5) Subdivision and development does not occur in advance of the availability of operational transport infrastructure.
- (6) Development is coordinated with the supply of sufficient transport, water, energy and communications infrastructure.
- (7) Stormwater quality is managed to avoid, as far as practicable, or otherwise minimise or mitigate adverse effects on the receiving environment.
- (8) Identified ecological values within wetland and stream habitats are protected, restored, maintained and enhanced.
- (9) Activities sensitive to noise adjacent to the rail 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.

IX.3. Policies

- (1) Require the main collector road and associated key intersection to be provided generally in the location shown in IX.10.1 Wellsford North: Precinct Plan 1 while allowing for variation, where it would achieve a highly connected street layout that integrates with the surrounding transport network.
- (2) Require the key local roads and active mode connections to be provided generally in the location shown in IX.10.1 Wellsford North: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout and active mode network that integrates with the surrounding transport network.
- (3) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (4) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with IX.11: Appendix 1.
- (5)
- (5) Require subdivision to deliver sites that are of an appropriate size and shape for development intended by the precinct including by providing for smaller site sizes within the Large Lot and Single House zones.
- (6) 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 Wellsford North, including by:
 - (a) incorporating distinctive site features, including the grove of Totara Trees;
 - (b) integrating with the stream network to create a green corridor.

- (7) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.
- (8) Require subdivision and development in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network.
- (9) Require subdivision and development to be consistent with the treatment train approach outlined in a supporting stormwater management plan including:
- (a) The use of inert building materials to eliminate or minimise the generation and discharge of contaminants
 - (b) 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;
 - (c) Requiring runoff from other trafficked impervious surfaces to apply a water sensitive approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces.
- (10) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.
- (11) 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.

IX.4. Activity table

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

Activity Table IX.4.1 specifies the activity status of subdivision and development in the Wellsford North Precinct pursuant to sections 9 and 11 of the Resource Management Act 1991.

Table IX.4.1 Activity table

Activity		Activity status
Development		
(A1)	New buildings and development prior to subdivision, including private roads	RD

(A2)	Development that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC
(A2A)	Development that exceeds 750 dwellings	RD
(A2B)	Development that does not comply with Standard IX.6.1A Road Design	RD
(A3)	Development within the Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard IX.6.2. Water Supply and Wastewater	D
Subdivision		
(A4)	Subdivision, including private roads	RD
(A4)	Subdivision that does not comply with Standard IX.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table IX.6.1.1: (a) Upgrades in rows (a)	NC
(A5)	Subdivision that does not comply with Standard IX.6.1A Road Design	RD
(A6)	Subdivision within Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard IX.6.2. Water Supply and Wastewater	D

IX.5 Notification

- (1) Any application for resource consent for an activity listed in Table IX.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 on 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).

IX.6. Standards

- (1) Unless specified in Standard IX.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1 above.

(2) The following Auckland-wide standards do not apply to activities that comply with IX.6.1. Staging of Development with Transport Upgrades:

(a) E27.6.1 Trip generation

(3) The following zone standards do not apply within the Mixed Housing Suburban Zone :

(a) E38.8.2.3. Vacant sites subdivisions involving parent sites of less than 1 hectare;

(b) E38.8.4.1. Vacant sites subdivision involving parent sites of 1 hectare or greater ;

All activities listed in Activity Table IX.4.1 and Activity Table IX4.2 must also comply with the following Standards.

Where there is any conflict or difference between standards in this precinct and the Auckland- wide and zone standards, the standards in this precinct will apply.

IX.6.1. Staging of Development with Transport Upgrades

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy X.
- Achieve the integration of land use and transport consistent with Policies I452.3(5), (7), (8) and (10).

- (1) Development and subdivision within the Precinct must not exceed the thresholds in Table IX.6.1.1 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 IX.6.1(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 IX.6.1(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 IX.6.1 (2)i and/or IX.6.1 (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).

Table IX.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct

Column 1 Activities, development or subdivision, by Transport Infrastructure in column 2		Column 2 Transport infrastructure required to enable activities, development or subdivision in column 1
(a)	Prior to any subdivision and/or development	Upgrade to the main collector road and State Highway 1 intersection: <ul style="list-style-type: none"> • Right hand turn intersection with the main collector road and State Highway 1.

IX.6.1A Road Design

Purpose: To ensure that any activity, development and/or subdivision complies with IX.11 Appendix 1: Road Function and Design Elements Table.

- (1) Any activity, development and/or subdivision must comply with IX.11 Appendix 1: Road Function and Design Elements Table.

IX.6.2. Water Supply and Wastewater

Purpose: To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure.

- (1) Adequate water supply and wastewater infrastructure must be provided at the time of subdivision or development.

IX.6.3. 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:
 - (a) This rule shall not apply to road crossings over streams;
 - (b) Walkways and cycleways must not locate within the riparian planting area;
 - (c) 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.

IX.6.4. Stormwater Quality

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

- (1) Stormwater runoff from all impervious surfaces 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.

IX.6.5 Minimum Net Site Area within Large Lot Zone

- (1) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.1 Minimum net site area for subdivisions within the Large Lot Zone.

Table IX.6.5.1 Minimum Net Site Area within Large Lot Zone

Area	Minimum net site area
Large Lot Zone	3,000m ²

IX.6.6 Minimum Net Site Area within Single House Zone

- (2) Site sizes for proposed sites must comply with the minimum net site areas specified in Table IX.6.1 Minimum net site area for subdivisions within the Single House Zone.

Table IX.6.6.1 Minimum Net Site Area within Single House Zone

Area	Minimum net site area
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Single House Zone	300m ²
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IX.6.7 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 Rule IX.6.14(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 IX.6.14(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in IX.6.14(1).

IX.6.8 Building setback along the North Auckland Line

Purpose: To ensure the safe operation of the North Auckland Line by providing for buildings on adjoining sites to be maintained within their site boundaries and provide space for a future strategic walking and cycling connection.

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

IX.7 Assessment – controlled activities

There are no controlled activities in this precinct.

IX.8. Assessment – restricted discretionary activities

IX.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 overlays, Auckland-wide or zones provisions:

- (1) Subdivision, or new buildings prior to subdivision, including private roads:
 - (a) Location and design of the collector road, key 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 and connections;
 - (c) Open space network;
 - (d) Stormwater and flooding effects;
 - (e) Provision of a landscape buffer strip along the Rodney Street frontage; and
 - (f) Matters of discretion IX.8.1(1) (a) - (f) apply in addition to the matters of discretion in E38.12.1.
- (2) Development that exceeds 750 dwellings:
 - (a) Effects of traffic generation on the safety and operation of the surrounding road network;
 - (b) Effects on pedestrian and cyclist connectivity and safety; and
 - (c) Effects on public transport.
- (3) Infringement to standard IX.6.1A Road Design
 - (a) The design of the road, and associated road reserve and whether it achieves policies IX.3(1), (2) and (3).
 - (b) Design constraints.
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (4) Infringements to Standard IX6- 3 Riparian Margins:
 - (a) Effects on water quality and stream habitat.
- (5) Infringements to Standard IX6.4 Stormwater Quality:
 - (a) Matters of discretion E9.8.1(1) apply.
- (6) Infringements to Standard IX6.5 Subdivision of sites within the Large Lot Zone:
 - (a) Matters of discretion E38.12.1(7) apply.
- (7) Infringements to Standard IX6.6 Subdivision of sites within the Mixed Housing Suburban Zone:
 - (a) Matters of discretion E38.12.1(7) apply.

(8) Infringement of standard IX.6.7 – 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.

(9) Infringement of standard IX.6.8 Building setback along the North Auckland Line:

- (a) Effects on the safe operation of the North Auckland Line, by providing for buildings on adjoining sites to be maintained within their site boundaries; and
- (b) Effects on pedestrian and cyclist connectivity and safety.

IX.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 and other transport connections

- (a) Whether the collector road, key local roads (including open space edge roads) and key active mode connections are provided generally in the location shown on IX.10.1 Wellsford North: Precinct Plan 1 to achieve a highly connected street layout and active mode network 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 the presence of natural features, natural hazards, contours or other constraints and how this impacts the placement of roads and active mode connections;
 - 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 delivered by a single landowner and connected beyond any property boundary within the precinct.
- (b) Whether a high quality and integrated network of local roads (including the collector road) is provided within the precinct that has a good degree of accessibility and supports a walkable street network. Whether roads and active mode connections are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

- (c) Whether sufficient land has been reserved to enable the development of a single lane roundabout at the intersection between Rodney Street and the new collector road in accordance with Appendix 2: Indicative Rodney Street Roundabout Design.

Design of Roads

- (d) Whether the design of new collector roads and local roads and the upgrade of existing roads accord with the road design details provided in IX.11.1 Wellsford North: Appendix 1: Road Function and Design Elements Table.
- (e) Whether Rodney Street (State Highway 1) is designed to an urban standard and enables the walking and cycling connection identified in Precinct Plan 1 along Rodney Street to connect with the existing Wellsford urban environment.

Open space network

- (f) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.
- (g) Whether existing mature Totara trees are retained where possible;

Stormwater and flooding

- (h) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14).
- (i) The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation, ongoing viability and maintenance, and integration with the surrounding environment including the road corridor where relevant.

Landscape Buffer

- (j) Whether the landscape buffer strip is provided generally in the location shown on IX.10.1 Wellsford North: Precinct Plan 1 to achieve a buffer between Rodney Street and development within the Wellsford North Precinct. As a guide the landscape buffer strip should be a minimum of 5m in width.
- (2) Development that exceeds 750 dwellings:
- (a) A proposal that exceeds 750 dwellings be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.
 - (b) Whether the transport network at the intersection of the main collector road and State Highway 1 can operate safely and efficiently during all periods, with all movements operating no worse than Level of Service (LOS) D.
 - (c) Whether safe connections can be achieved to public transport services, schools and community facilities within Wellsford.

(d) Whether the Northern Bypass is under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application.

(3) Infringement to standard IX.6.1A 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 IX.3(1), (2) and (3).

(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.

(4) Infringement to standard IX.6.3 Riparian Planting:

(a) Whether the infringement is consistent with Policy IX.3(11).

(5) Infringement to standard IX.6.5 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 water sensitive approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.

(6) Infringements to IX6.5 Subdivision of sites within the Large Lot Zone:

(a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.

(7) Infringements to IX6.6 Subdivision of sites within the Mixed Housing Suburban Zone:

(a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.

(8) Infringement of standard IX.6.7 —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.

(9) Infringement of standard IX.6.8 Safe operation of the North Auckland Line

(a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Auckland 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 Auckland Line; and
- (iv) Any implications arising from advice from KiwiRail.

IX.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 predominantly native.

(2) Activities sensitive to noise proposed within 60m of the rail corridor which infringe Standard IX.6.7 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.15:

- a) Evidence of consultation with KiwiRail and its responses to that consultation.

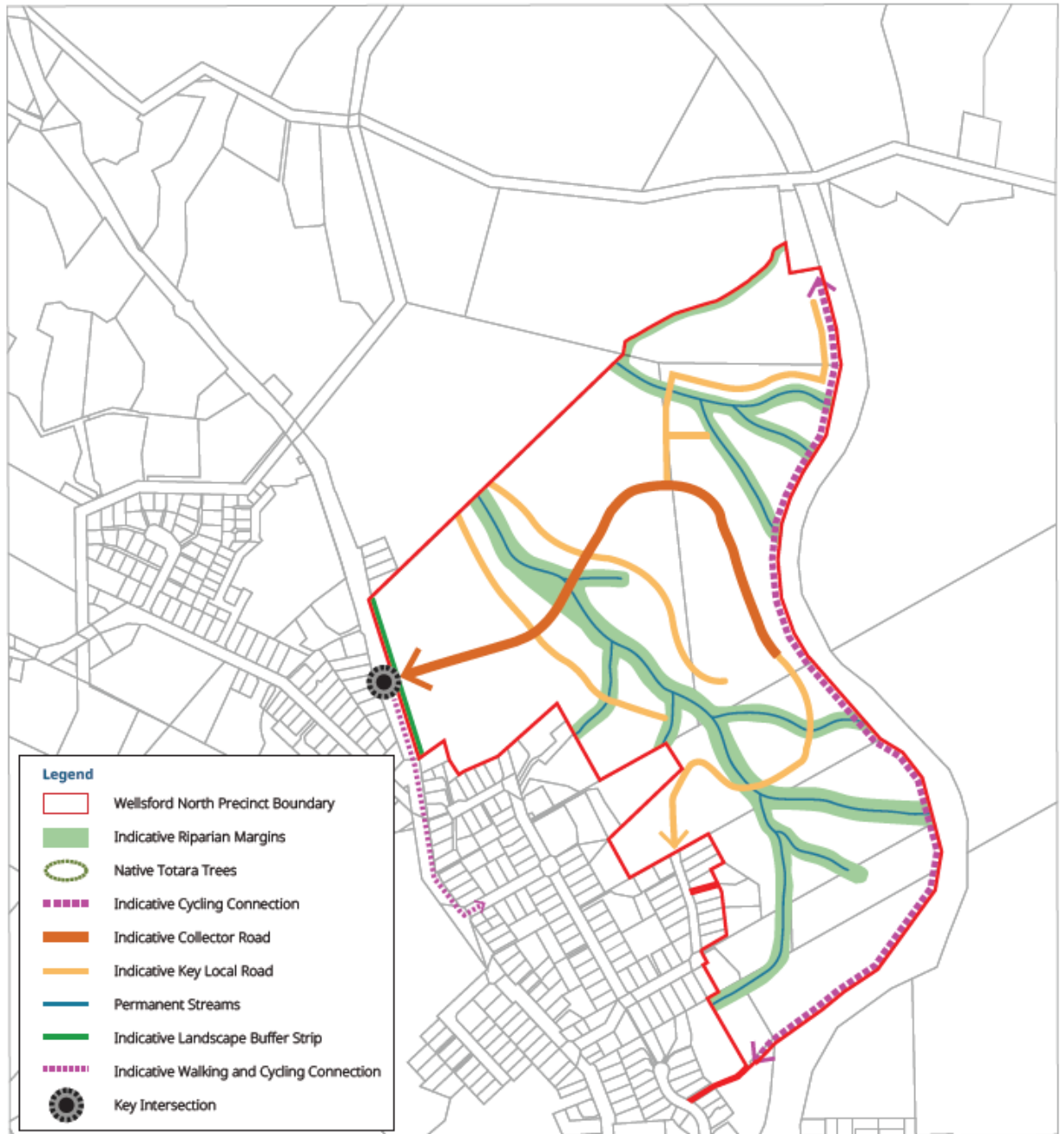
(3) Transport Design Report

Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan 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 or subdivision consents.

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.

IX.10 Precinct Plans

Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network



IX.11 Appendices

Appendix 1: Road Function and Design Elements Table

Road Function and Required Design Elements Table										
Road Name	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes	Speed Limit	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Collector Road	Collector	26m	2	50	No	Yes	Yes	Yes On-street parking (interspersed between trees)	Yes Both sides	Yes Both sides
Local Road	Local	16m	2	30	No	No	No	Yes On-street parking (interspersed between trees)	Optional	Yes Both sides
Open Space Edge Local Road	Local	16m (note 3)	2	30	No	No	No	One side only	Optional	Both sides, but one may be able to be provided within reserve rather than the road

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: Width of Open Space Edge Roads may be reduced to 14m where pedestrian provision for one side of the road can be made within the adjoining reserve.

Appendix 2: Indicative Rodney Street Roundabout Design



