

## Auckland Unitary Plan and Waihoehoe Precinct Provisions for Roads and Open Space

**Table 1: Objectives, Policies and Assessment Criteria for Rooding**

Auckland Unitary Plan (Operative in Part)	Additions Proposed by the Plan Change
<b>Objectives for Transport</b>	<b>Additional Objectives of the Waihoehoe Precinct</b>
<b>Objective E27.2(2)</b> An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.	<b>Objective IX.2(1)</b> Waihoehoe Precinct is a comprehensively developed residential environment that integrates with the Drury Centre and the natural environment, supports public transport use, and respects Mana Whenua values.
<b>Objective E27.2(5)</b> Pedestrian safety and amenity along public footpaths is prioritised.	<b>Objective IX.2(2)</b> Access to the precinct occurs in an effective, efficient and safe manner and manages effects on State Highway 1 and the effectiveness and safety of the surrounding road network.
<b>Objectives for Urban Subdivision</b>	
<b>Objective E38.2(3)</b> Land is vested to provide for esplanades reserves, roads, stormwater, infrastructure and other purposes.	
<b>Objective E38.2(4)</b> Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner and provided for to be in place at the time of the subdivision or development.	
<b>Objective E38.2(6)</b> Subdivision has a layout which is safe, efficient, convenient and accessible.	
<b>Policies for Urban Subdivision</b>	<b>Additional Policies of the Waihoehoe Precinct</b>
<b>Policy E38.3(3)</b> Require subdivision design to respond to the natural landscapes by: <ul style="list-style-type: none"> <li>a) avoiding building platforms and, where practicable, infrastructure, on identified or dominant ridgelines on sites zoned Residential – Large Lot Zone or Residential – Rural and Coastal Settlement Zone;</li> <li>b) locating and designing roads, access and infrastructure in a manner which minimises earthworks; and</li> <li>c) locating roads and development to follow land contours.</li> </ul>	<b>Policy IX.3(1)</b> Require collector roads to be generally in the locations shown in IX.10.X Waihoehoe: Precinct Plan 1 while allowing for variation, where it would achieve a highly connected street layout that integrates with the surrounding transport network.  <b>Policy IX.3(2)</b> Ensure that development provides a local road network that achieves a highly connected street layout that integrates with the collector road network

<p><b>Policy E38.3(10)</b> Require subdivision to provide street and block patterns that support the concepts of a liveable, walkable and connected neighbourhood including:</p> <ul style="list-style-type: none"> <li>a) a road network that achieves all of the following: <ul style="list-style-type: none"> <li>i. is easy and safe to use for pedestrians and cyclists;</li> <li>ii. is connected with a variety of routes within the immediate neighbourhood and between adjacent land areas; and</li> <li>iii. is connected to public transport, shops, schools, employment, open spaces and other amenities; and</li> </ul> </li> <li>b) vehicle crossings and associated access designed and located to provide for safe and efficient movement to and from sites and minimising potential conflict between vehicles, pedestrians, and cyclists on the adjacent road network.</li> </ul>	<p>within the precinct and the and surrounding transport network.</p> <p><b>Policy IX.3(3)</b> Require streets to be attractively designed and appropriately provide for all transport modes.</p> <p><b>Policy IX.3(5)</b> Ensure that the timing of development in Waihoehoe Precinct is coordinated with the infrastructure upgrades necessary to mitigate the adverse effects of development on the effectiveness and safety of the immediately surrounding transport network.</p> <p><b>Policy IX.3(6)</b> Provide for the staging of pedestrian and cycling connections to the Drury Central train station to encourage the use of public and active modes of transport.</p>
<p><b>Policy E38.3(11)</b> Require subdivision to be designed to achieve a high level of amenity and efficiency for residents by:</p> <ul style="list-style-type: none"> <li>a) aligning roads and sites for maximum sunlight access where topography and parent site shape allows; and</li> <li>b) aligning sites to the road to maximise opportunities for buildings fronting the road.</li> </ul>	
<p><b>Policy E38.3(15)</b> Encourage shared vehicle access by way of rear lanes where appropriate to avoid the proliferation of vehicle crossings that:</p> <ul style="list-style-type: none"> <li>a) creates adverse effects on the safety of the road and footpath;</li> <li>b) limits opportunities to plant street trees; or</li> <li>c) creates inefficiencies in the provision of on-street car parking or areas for bus stops.</li> </ul>	
<p><b>Policy E38.3(16)</b> Require shared vehicle access to be of a width, length and form that:</p> <ul style="list-style-type: none"> <li>a) encourages low vehicle speed environments; and</li> <li>b) provides for the safety of users of the access and the adjoining road network</li> </ul>	
<p><b>Policy E38.3(17)</b> Require sufficient road reserves to accommodate the needs of:</p> <ul style="list-style-type: none"> <li>a) different types of transport modes;</li> <li>b) stormwater networks;</li> <li>c) network utilities; and</li> <li>d) lighting, street furniture, landscaping and reticulated infrastructure in a way that will not create future safety and maintenance issues.</li> </ul>	
<p><b>Policies of the Terrace Housing and Apartment Buildings Zone</b></p>	
<p><b>Policy H6.3(3)</b> Encourage development to achieve attractive and safe streets and public open spaces including by:</p>	

<ul style="list-style-type: none"> <li>a) providing for passive surveillance;</li> <li>b) optimising front yard landscaping;</li> <li>c) minimising visual dominance of garage doors.</li> </ul>	
<p><b>Assessment Criteria for Urban Subdivision</b></p>	<p><b>Additional Assessment Criteria for the Waihoehoe Precinct</b></p>
<p><b>E38.12.2(7)</b> for all other restricted discretionary activity subdivisions:</p> <ul style="list-style-type: none"> <li>a) the effect of the design and layout of sites to achieve the purposes of the zone or zones and to provide safe legible and convenient access to a legal road; <ul style="list-style-type: none"> <li>i. refer to Policies E38.3(1), (10), (12) and (13).</li> </ul> </li> <li>e) the effect of the layout, design and pattern of blocks and roads in so far as they contribute to enabling a liveable, walkable and connected neighbourhood; <ul style="list-style-type: none"> <li>i. refer to Policy E38.3(10).</li> </ul> </li> <li>f) the effect of layout and orientation of blocks and sites on the solar gain achieved for sites created, if relevant; <ul style="list-style-type: none"> <li>i. refer to Policy E38.3(11).</li> </ul> </li> <li>g) the effects arising from any significant increase in traffic volumes on the existing road network; <ul style="list-style-type: none"> <li>i. refer to Policies E38.3(15) to (17).</li> </ul> </li> <li>k) the effect of the design and layout of sites on transport infrastructure and facilities within roads <ul style="list-style-type: none"> <li>i. refer to Policy E38.3(15); and</li> <li>ii. the extent to which the location and design of driveways and vehicle crossings compromises access to and the operation of transport infrastructure and facilities in roads including on-street parking, bus stops, street trees, network utilities and stormwater infrastructure.</li> </ul> </li> </ul>	<p><b>IX.8.2(1)</b> for the development of public and private roads:</p> <p><u>Location of roads</u></p> <ul style="list-style-type: none"> <li>a) Whether the collector roads are provided generally in the locations shown on IX.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: <ul style="list-style-type: none"> <li>i. The presence of natural features, natural hazards or contours and how this impacts the placement of roads;</li> <li>ii. The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and</li> <li>iii. The constructability of roads and the ability for it to be delivered by a single landowner.</li> </ul> </li> <li>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.</li> <li>c) Whether subdivision and development provide 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;</li> </ul> <p><u>Design of roads</u></p> <ul style="list-style-type: none"> <li>d) Whether the design of collector and local roads are generally in accordance with the road cross sections provided in IX.10.1 Waihoehoe: Appendix 1.</li> <li>e) Whether the design of collector and local roads are generally in accordance with the road cross sections provided in IX.10.1 Waihoehoe: Appendix 1.</li> <li>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;</li> <li>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</li> </ul>

	<p>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.</p>
	<p><b>IX.8.2(2)</b> for development or subdivision that does not comply with IX.6.1 Staging of Development with Transport Upgrades but complies with IX.6.2 Trip Generation Limit:</p> <ul style="list-style-type: none"> <li>(a) Whether the effects of the proposal on the transport network are consistent with the trips generated by development specified in Table IX.6.3.1 or Table IX.6.3.2;</li> <li>(b) Whether increased use of public transport provides additional capacity within the transport network including by implementing travel demand management measures.</li> <li>(c) Whether residential development is coordinated with retail and commercial development within Drury East to minimise trips outside of the precinct providing additional capacity within the transport network.</li> <li>(d) The effect of the timing and development of any transport upgrades.</li> </ul>

**Table 2: Objectives, Policies and Assessment Criteria for Public Open Space**

<b>Auckland Unitary Plan (Operative in Part)</b>	<b>Additions Proposed by the Plan Change</b>
<b>Objectives for Urban Subdivision</b>	<b>Additional Objectives of the Waihoehoe Precinct</b>
<b>Objective E38.2(3)</b> Land is vested to provide for esplanades reserves, roads, stormwater, infrastructure and other purposes.	<p><b>Objective IX.2(1)</b> Waihoehoe Precinct is a comprehensively developed residential environment that integrates with the Drury Centre and the natural environment, supports public transport use, and respects Mana Whenua values.</p> <p><b>Objective IX.2(4)</b> Freshwater and sediment quality is progressively improved over time in the Waihoehoe precinct.</p>
<b>Objective E38.2(8)</b> Subdivision maintains or enhances the natural features and landscapes that contribute to the character and amenity values of the areas.	
<b>Objective E38.2(9)</b> Subdivision to protect indigenous vegetation or wetlands is provided for in the residential zones.	
<b>Policies for Urban Subdivision</b>	<b>Additional Policies of the Waihoehoe Precinct</b>
<b>Policy E38.3(14)</b> Encourage the design of subdivision to incorporate and enhance land forms, natural features, and indigenous trees and vegetation.	<p><b>Policy IX.3(4)</b> 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 for Drury East, by incorporating any distinctive site features and integrating with the stream network.</p> <p><b>Policy IX.3(7)</b> Support improvements to water quality and habitat, including by providing planting on the riparian margins of permanent and intermittent streams.</p>
<b>Policy E38.3(18)</b> Require subdivision to provide for the recreation and amenity needs of residents by: <ul style="list-style-type: none"> <li>a) providing open spaces which are prominent and accessible by pedestrians;</li> <li>b) providing for the number and size of open spaces in proportion to the future density of the neighbourhood; and</li> </ul>	

<p>c) providing for pedestrian and/or cycle linkages</p>	
<p><b>Policy E38.3(24)</b> Require esplanade reserves or strips when subdividing land adjoining the coast and other qualifying water-bodies.</p>	
<p><b>Policy E38.3(25)</b> Avoid reducing the width of esplanade reserve or strip, or the waiving of the requirement to provide an esplanade reserve or strip, except where any of the following apply:</p> <ul style="list-style-type: none"> <li>a) safe public access and recreational use is already possible and can be maintained for the future;</li> <li>b) the maintenance and enhancement of the natural functioning and water quality of the adjoining sea, river or other water body will not be adversely affected;</li> <li>c) the land and water-based habitats on, and adjoining, the subject land area will not be adversely affected;</li> <li>d) the natural values, geological features and landscape features will not be adversely affected;</li> <li>e) any scheduled historic heritage places and sites and places of significance to Mana Whenua will not be adversely affected;</li> <li>f) it can be demonstrated that the reduced width of the esplanade reserve or strip is sufficient to manage the risk of adverse effects resulting from natural hazards, taking into account the likely long term effects of climate change;</li> <li>g) it can be demonstrated that a full width esplanade reserve or strip is not required to maintain the natural character and amenity of the coastal environment;</li> <li>h) a reduced width in certain locations can be offset by an increase in width in other locations or areas which would result in a positive public benefit, in terms of access and recreation;</li> <li>i) restrictions on public access are necessary to ensure a level of security for business activities in limited circumstances having regard to the policies in B8.4 relating to public access and open space in the coastal marine area; or</li> <li>j) direct access to the sea or other water body is required for a business activity in limited circumstances</li> </ul>	
<p><b>Policy E38.3(26)</b> Require esplanade reserves rather than esplanade strips unless any of the following apply:</p> <ul style="list-style-type: none"> <li>a) land has limited conservation and recreational value;</li> <li>b) conservation and historic heritage values that are present can be adequately protected in private ownership;</li> <li>c) the opportunity to acquire an esplanade reserve is unlikely to arise but continuity of access is desirable;</li> </ul>	

<ul style="list-style-type: none"> <li>d) creation of esplanade strips can secure public benefits and resource management objectives without alienating land from private ownership;</li> <li>e) land is subject to natural hazards or stability issues taking into account the likely long term effects of climate change; or</li> <li>f) a marginal strip of at least 20 metres under the Conservation Act 1987 has not been set aside on land that is Treaty Settlement Land.</li> </ul>	
<p><b>Policies of the Terrace Housing and Apartment Buildings Zone</b></p>	
<p><b>Policy H6.3(3)</b> Encourage development to achieve attractive and safe streets and public open spaces including by:</p> <ul style="list-style-type: none"> <li>d) providing for passive surveillance;</li> <li>e) optimising front yard landscaping;</li> <li>a) minimising visual dominance of garage doors.</li> </ul>	
<p><b>Assessment Criteria for Urban Subdivision</b></p>	<p><b>Additional Assessment Criteria for the Waihoehoe Precinct</b></p>
<p><b>E38.12.2(5)</b> for subdivision establishing an esplanade reserve:</p> <ul style="list-style-type: none"> <li>a) the effect of the design, purpose and location of any esplanade reserve established by subdivision in terms of public access, and the conservation of coastal and/or riverbank ecological values, natural values, geological features and landscape features: <ul style="list-style-type: none"> <li>i. the extent to which the design purpose and location of the esplanade reserve enables public access and the conservation of coastal and/or riverbank ecological values, natural values, geological features and landscape features; and</li> <li>ii. refer to Policies E38.3(24), (25) and (26).</li> </ul> </li> </ul>	<p><b>IX.8.2(3)</b> for development that does not comply with Standard IX.6.5 Maximum Impervious Area within Sub-precinct B:</p> <ul style="list-style-type: none"> <li>a) The assessment criteria within H5.8.2(10) apply.</li> </ul>
<p><b>E38.12.2(7)</b> for all other restricted discretionary activity subdivisions:</p> <ul style="list-style-type: none"> <li>i) the provision made for the incorporation and enhancement of land forms, natural features and indigenous trees and vegetation: <ul style="list-style-type: none"> <li>i. refer to Policy E38.3(14).</li> </ul> </li> <li>j) the effect on recreation and open space: <ul style="list-style-type: none"> <li>i. the extent to which reserves and open space are provided and their integration with the surrounding open space network and suitability for the intended function and future requirements of the area;</li> <li>ii. refer to Policy E38.3(18).</li> </ul> </li> </ul>	