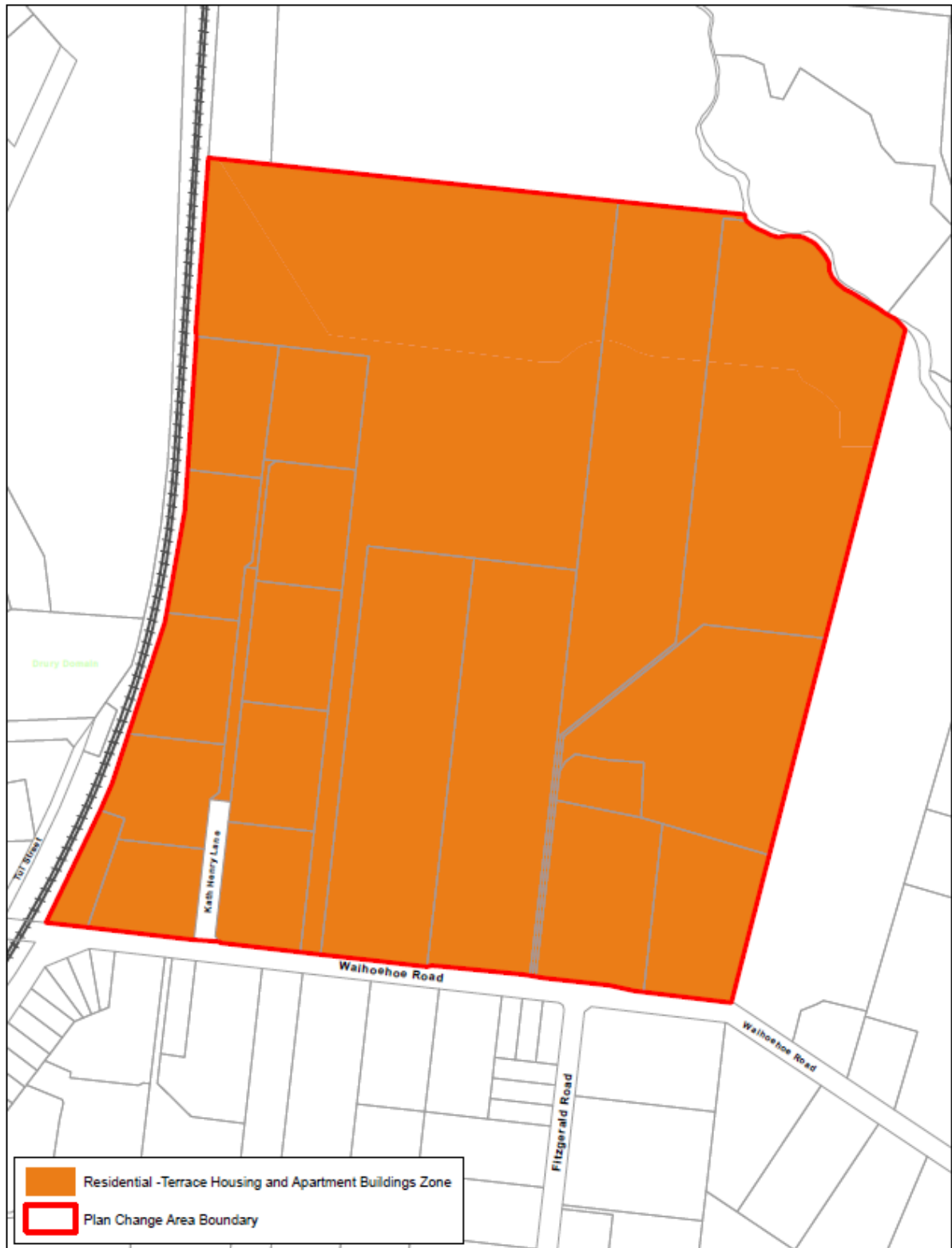


Appendix 1

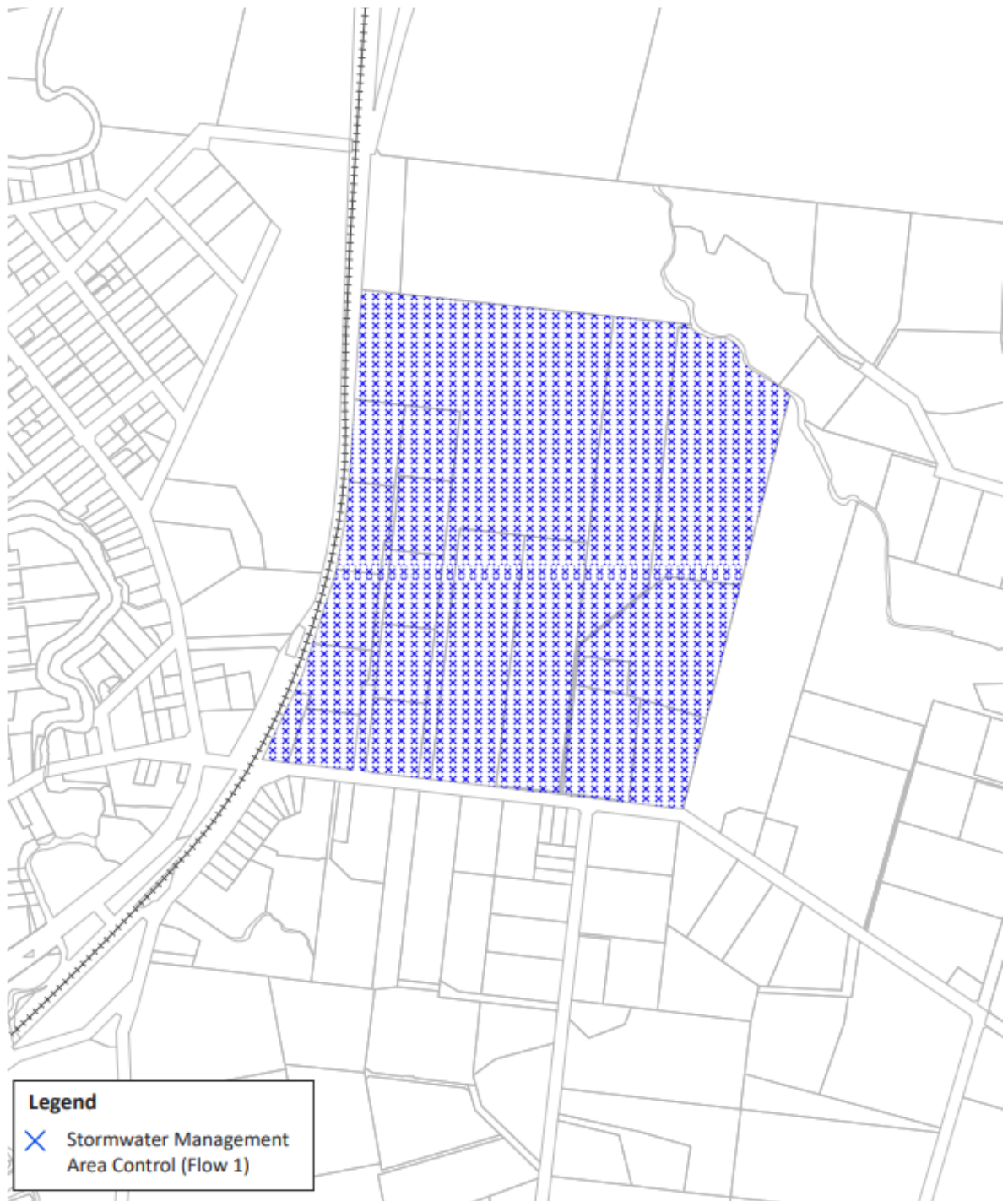
IX. Waihoehoe Precinct



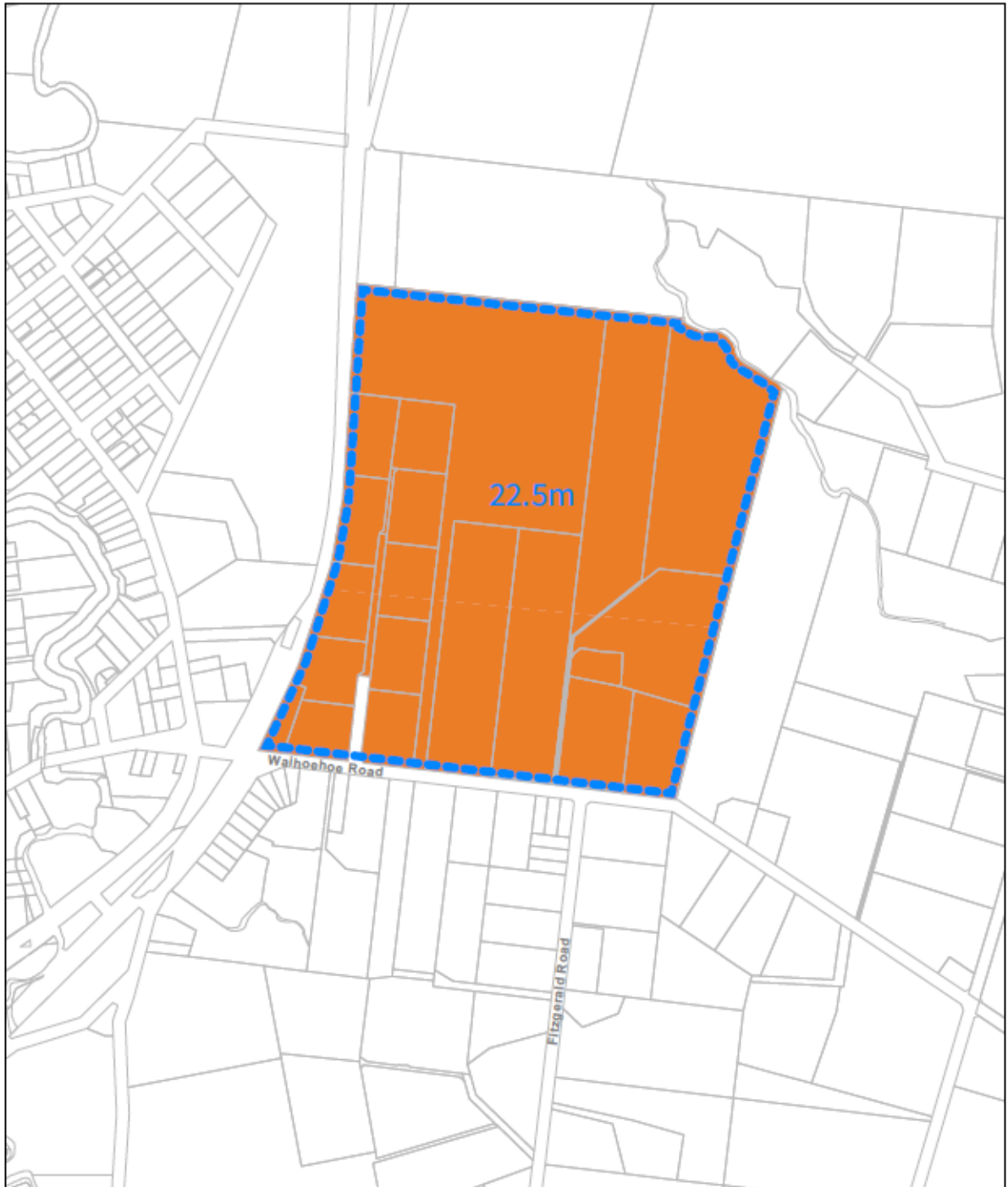
Waihoehoe Precinct - Precinct Plan



Waihoehoe Precinct - Stormwater Management Area Control (Flow 1)



Waihoehoe Precinct - Height Variation Control



IX.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 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.

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

IX.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 and manages 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 water, energy and communications infrastructure.

- (6) Freshwater, sediment quality, and biodiversity is improved.
- (7) Activities sensitive to noise adjacent to the rail corridor and/or an arterial road are designed to protect people's health and residential amenity while they are indoors.

IX.3 Policies

- (1) 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.
- (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 streets to be attractively designed and appropriately provide for all transport modes.
- (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
 - c) Requiring safe and secure cycle parking for all residential activities.
- (6) Manage the adverse effects of traffic generation on the surrounding transport network, 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; and
 - d) Any upgrades to the transport network are safe for pedestrians, cyclists and motorists.
- (7) Provide for the progressive upgrade of existing roads adjoining the Waihoehoe precinct, to provide for all modes and connect with the existing transport network to the Drury Central train station.

- (8) Ensure 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.
- (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), 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 100-year ARI flood event. This includes appropriately designed and sited flood attenuation devices.

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.

Noise sensitive activities adjacent to the rail and current and future arterial road corridor

- (18) Ensure that Activities sensitive to noise adjacent to the railway corridor and/or current and future arterial roads are designed with acoustic attenuation measures to protect people’s health and residential amenity while they are indoors.

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

IX.4 Activity table

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

Activity Table IX.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 IX.4.1 Activity table

Activity		Activity Status
Subdivision and Development		
(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)	Development that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades	RD
Subdivision		

(A5)	Subdivision that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades but complies with Standard IX.6.2 Trip Generation Limit	RD
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IX.5 Notification

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

IX.6 Standards

- (1) Unless specified in Standard IX.6(2) or IX.6(3) 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 listed in Activity Table IX.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

IX.6.0 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 must not exceed the height in metres shown in the Height Variation Control on the planning maps.

IX.6.1 Staging of Development with Transport Upgrades

Purpose:

- Manage the adverse effects of traffic generation on the surrounding regional and local road network.

- (1) Development and subdivision within the area shown on IX.10.2 Waihoehoe: Precinct Plan 2 must not exceed the thresholds in Table IX.6.1.1 until such time that the identified infrastructure upgrades are constructed and are operational.
- (2) For the purpose of this rule 'dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots.

Table IX.6.1.1 Threshold for Development as shown on IX.10.2 Waihoehoe: Precinct Plan 2

Column 1		Column 2
Activities, or subdivision enabled by Transport Infrastructure in column 2		Transport infrastructure required to enable activities 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 Appendix 1a Interim upgrade of Waihoehoe Road in accordance with Appendix 1a.
(b)	Up to a maximum of: (i) 1,300 dwellings; and/or (ii) 24,000m ² retail GFA; and/or (iii) 6,000m ² other commercial GFA; and/or (iv) 800m ² 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: (i) 1,800 dwellings; and/or (ii) 32,000m ² retail GFA; and/or (iii) 8,700m ² other commercial GFA; and/or (iv) 1,000m ² community GFA.	Upgrades in (a) and (b) above and: Drury Central train station 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.
(d)	Up to a maximum of: (i) 3,300 dwellings; and/or (ii) 56,000m ² retail GFA; and/or (iii) 17,900m ² other commercial GFA; and/or (iv) 2,000m ² community GFA.	Upgrades in (a)-(c) above and: Waihoehoe Road upgrade between Fitzgerald Road and Great South Road, including: 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; 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)	Development of Up to a maximum of: <ul style="list-style-type: none"> (i) 3,800 dwellings; and/or (ii) 64,000m² retail GFA; and/or (iii) 21,000m² other commercial GFA; and/or (iv) 2,400m² community GFA. 	Upgrades in (a)-(d) above and: 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)	Development of Up to a maximum of: <ul style="list-style-type: none"> (i) 5,800 dwellings; and/or (ii) 97,000m² retail GFA; and/or (iii) 47,000m² other commercial GFA; and/or (iv) 10,000m² community GFA. 	Upgrades in (a)-(e) above and: Mill Road northern connection between Fitzgerald Road and Papakura, providing four traffic lanes and separated active modes Opaheke Northern connection providing four lanes including bus lanes and active mode facilities between Waihoehoe Road and Opaheke Road in Papakura

IX.6.2 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.

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:
 - (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.

IX.6.4 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.

IX6.5 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 ~~or~~ public 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 algacide.

IX.6.6 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.

IX.6.7 Noise sensitive activities 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.

- (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.6.8, the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b).
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule IX.6.8 (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.6.8 (1).

1X.6.8 Noise sensitive activities within 40m of an existing or future Arterial Road in Table 1X 6.1.1

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 40m to the boundary of an arterial road must be designed, constructed and maintained to not exceed 40 dB LAeq (24 hour) for all habitable noise sensitive spaces.
- (2) If windows must be closed to achieve the design noise levels in Standard Rule IX.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).
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating that compliance with Rule IX.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 IX.6.9 (1).

IX.6.9 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 2.5 metres from any boundary which adjoins the North Island Main Trunk 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 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) Open space network;
 - (e) Design and sequencing of upgrades to the existing road network;
 - (f) Servicing;
 - (g) Stormwater and flooding effects; and
 - (h) Matters of discretion IX.8.1(1) (a)- (g) apply in addition to the matters of discretion in E38.12.1.
- (2) Development or subdivision that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades:
 - (a) Effects of traffic generation on the safety and efficiency of the surrounding road network consistent with Policies IX.3 (2), IX.3 (3), IX.3 (5), 1X.3 (6), 1X.3 (7), 1X.3 (8) and IX.3 (10);
 - (b) An Integrated Transport Assessment;
 - (c) The rate of public transport uptake and travel management measures;
 - (d) The coordination of retail, commercial and residential development in Drury East; and
 - (e) The outcome of engagement with the road controlling authority.

Note – See IX.9 Special information requirements below.

- (3) Infringement of standard IX.6.2 Minimum cycle parking:

- (a) Matters of discretion E27.8.2(7) apply.

- (4) Infringement to standard IX.6.3 Riparian Margins:

- (a) Effects on water quality, biodiversity and stream erosion.

- (5) Development that does not comply with Standard IX.6.4 Maximum Impervious Area within Sub-precinct B:
- (a) Matters of discretion in H6.8.1(4) apply.
- (6) Infringements to standard IX6.5 Stormwater Quality
- (a) Matters of discretion E9.8.1(1) apply.
- (7) Infringement of standard IX.6.6 Fences adjoining publicly accessible open space
- (a) Effects on the amenity and safety of the open space.
- (8) Infringement of standard IX.6.7 – Development within 60m of the rail corridor
- (a) Effects on human health and residential amenity while indoors.
- (9) Infringement of standard IX.6.8 – Development within 40m of an arterial road.
- a. Effects on human health and residential amenity while people are indoors.
- (10) Infringement of standard IX.6.9 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.

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

- (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:
 - (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.
- (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 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

- (a) Whether the design of new collector and local roads with the road design details in IX.10.1 Waihoehoe: Appendix 1.
- (b) 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;
- (c) 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.

Open space network

- (a) Whether open spaces are provided in the locations generally consistent with the indicative locations shown on IX.10.X Waihoehoe Precinct Plan 1.
- (b) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.

Servicing

- (a) 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.
- (b) Where adequate network capacity is not available, whether adequate mitigation or staging is proposed.
- (c) 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

- (a) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14);
- (b) 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.
- (c) 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 100-year ARI flood event.
- (d) 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

- (a) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

(2) Development and/or subdivision that does not comply with IX.6.1 Staging of Development with Transport Upgrades:

A proposal that does not comply with IX.6.1 Staging of Development with Transport Upgrades will be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.

- (a) Whether the proposal is in accordance with Policies IX.3 (2), IX.3 (3), IX.3 (5), IX.3 (6), IX.3 (7), IX.3 (8) and IX.3 (10) in addition to any relevant AUP policy that is within the scope of the matters of discretion in IX.8.1(2).
- (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 development mix provided for in the Table IX.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.
- (3) Infringement of standard IX.6.2 Minimum cycle parking
- (a) Assessment criteria in E27.8.2(6) apply.
- (4) Infringement to standard IX.6.3 Riparian Planting
- (a) Whether the infringement is consistent with Policy IX.3(8).
- (5) Development that does not comply with Standard IX.6.4 Maximum Impervious Area within Sub-precinct B:
- (a) The assessment criteria within H6.8.2(10) apply.
- (6) 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 treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.
- (7) Infringement of standard IX.6.6 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.
- (8) Infringement of standard IX.6.7 – Development within 60m of the rail corridor
- (a) Whether Noise sensitive activities adjacent to the railway corridor are designed to protect people’s health and amenity while they are indoors.
- (9) Infringement of standard IX.6.8 – Development within 40m of an arterial road
- (a) Whether the building accommodating activities sensitive to noise adjacent to an arterial road is designed to protect people’s health and amenity while they are indoors

(10) Infringement of standard IX.6.9 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.

IX.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 IX.10.X 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 IX.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.

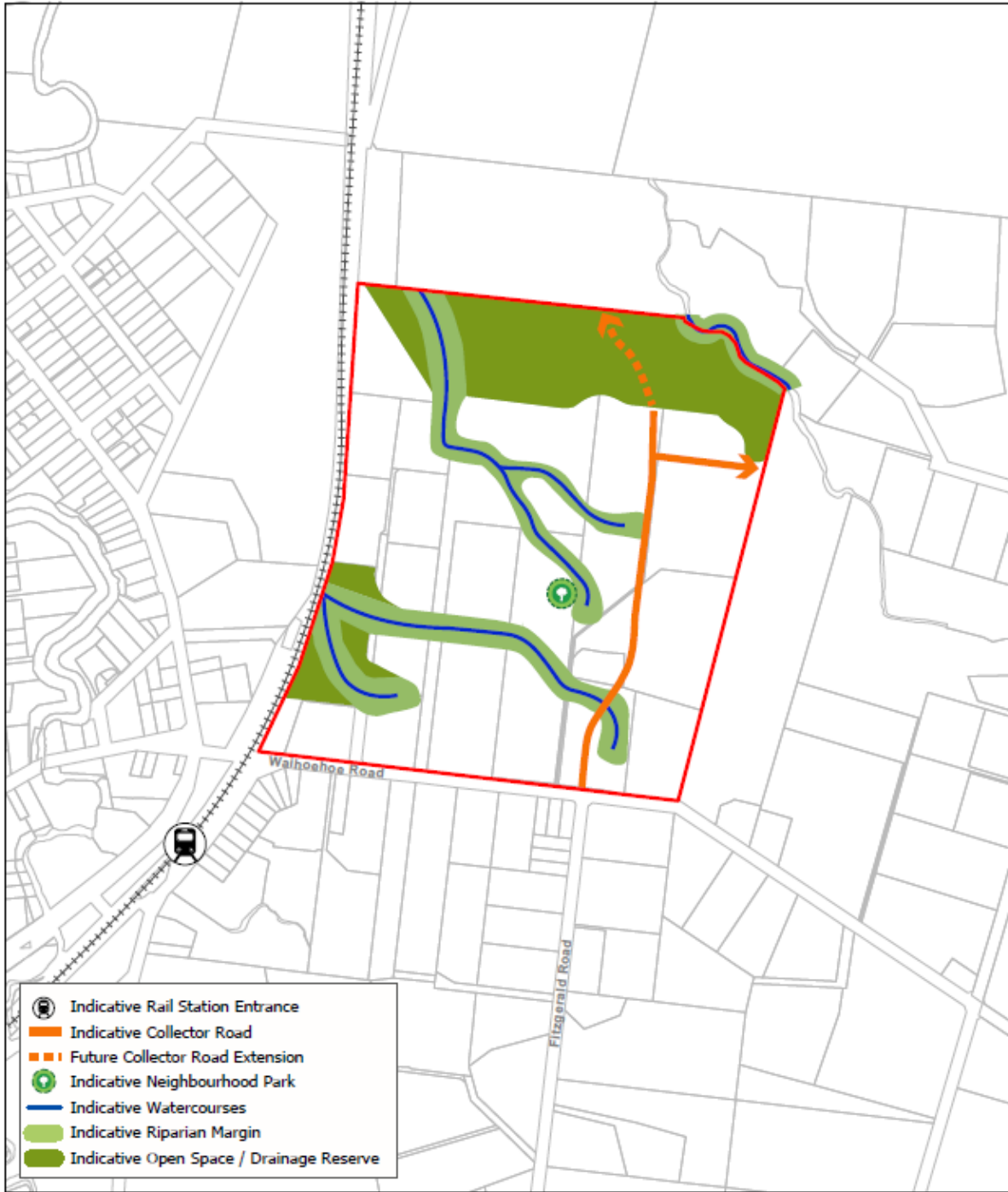
(4) Integrated transport assessment

An application to infringe standard IX.6.1 Staging of 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 IX.6.1 Staging of Development with Transport Upgrades.

IX.10 Precinct plans

IX.10.1: Waihoehoe: Precinct plan 1 – Indicative Road and Open Space Network

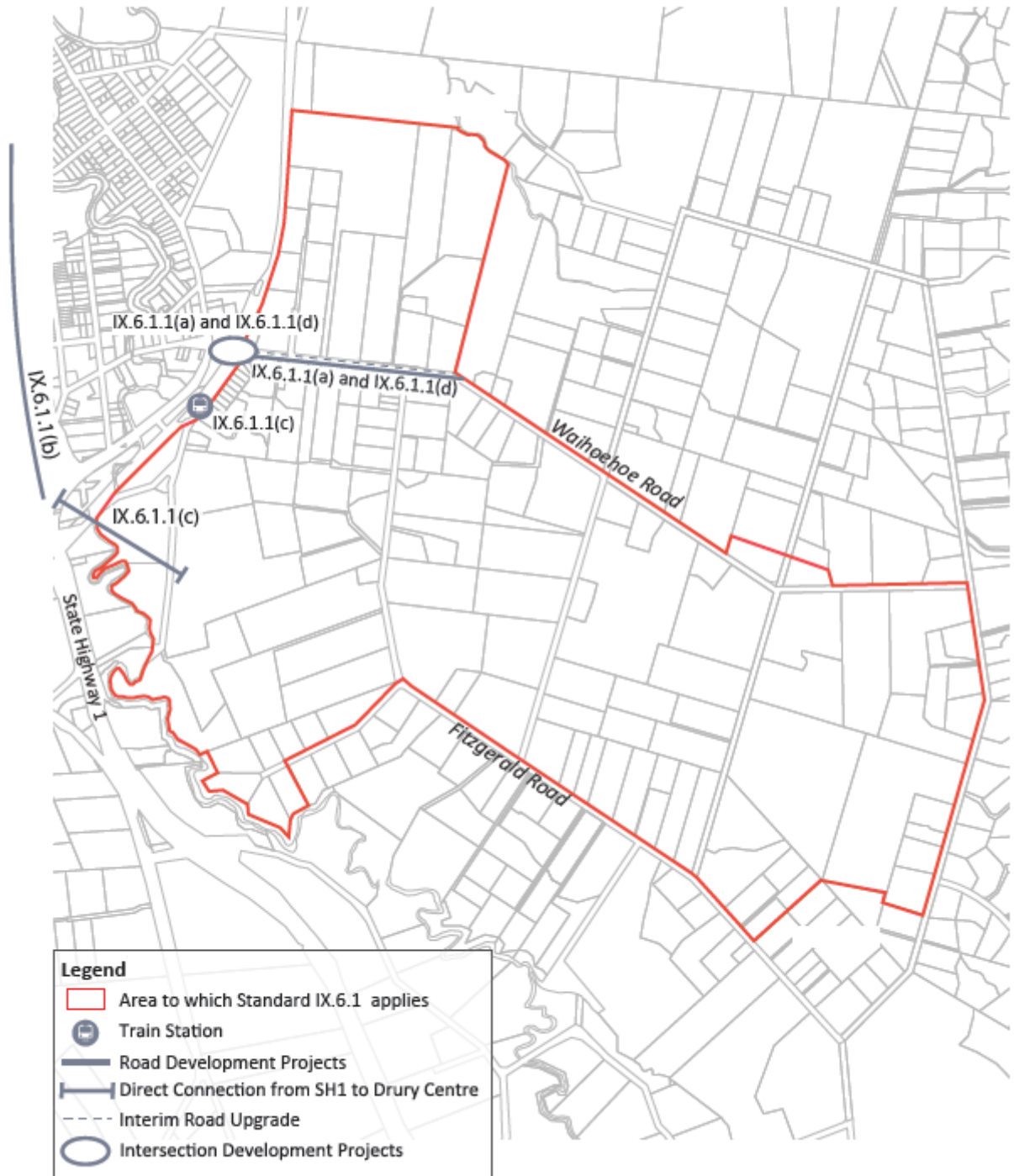


Note: All elements shown are indicative only and subject to detailed design and investigation as part of the resource consent process.

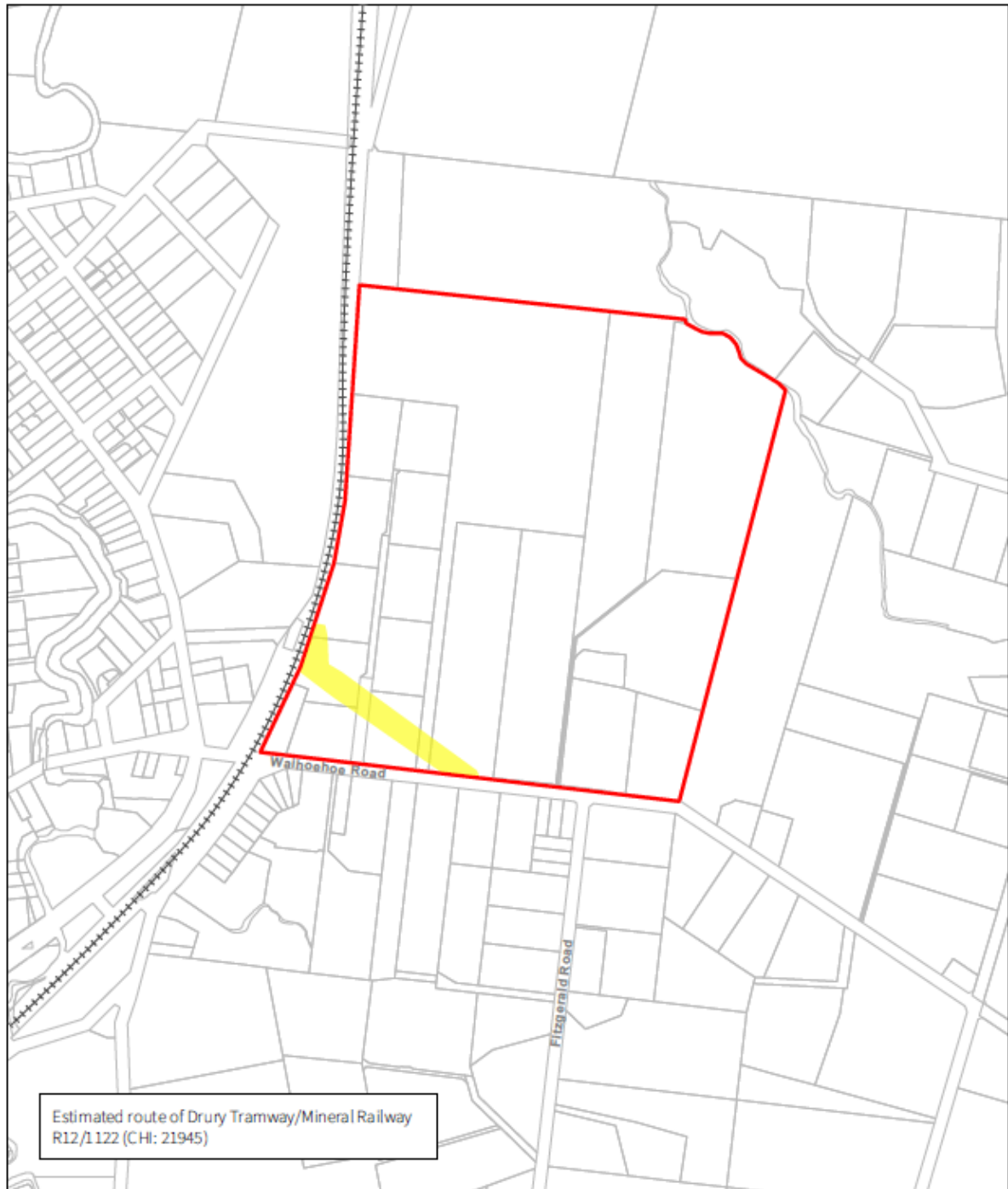
Precinct Plan 1 - Structuring Elements

IX.10.2 Waihoehoe: Precinct plan 2 – Transport Staging Boundary

Waihoehoe Precinct Plan 2 - Transport Staging Boundary



IX.10.3 Waihoehoe: Precinct plan 3 – Drury Tramway/Mineral Railway Archaeological Assessment



Appendices

Appendix 1: Design Road Cross Section Details

Role and function of road	Minimum road reserve	Total number of lanes	Design speed	Median	Cycle provision	Pedestrian provision	Street trees/rain garden/ parking	Vehicle access restriction
Collector Road	23m	2	40 km/h	No	Yes Separated both sides	Both sides	Trees /rain garden each side On-street parking (interspersed between trees)	No
Local Road	16m	2	30 km/h	No	No	Yes	Trees /rain garden each side On-street parking (interspersed between trees)	No
Local Road – Park Edge	13.5m	2	30 km/h	No	Yes (3m shared path park side)	Yes (Lot side)	Trees /rain garden each side On-street parking (interspersed between trees)	No

Appendix 2: Interim upgrade to Waihoehoe Road



