

## PRIVATE PLAN CHANGE REQUEST – PROPOSED CHANGES TO THE AUCKLAND UNITARY PLAN (OPERATIVE IN PART)

Amend the Auckland Unitary Plan (Operative in Part) as follows:

- 1) **Rezone the Plan Change area as shown below:**



2) **Insert a new Highbrook Precinct into Chapter I Precincts (South) as set as out below:**

**I4. Highbrook Precinct**

**I4.1. 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.

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 development of 200 dwellings (or dwelling unit equivalents) is acceptable within the Precinct, with supporting non-residential land uses (such as a diary, café or shared office spaces).

A revised Integrated Transport Assessment Report (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 200 dwellings (or dwelling unit equivalents).

**I4.2. 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 local transport network is avoided, remedied or mitigated.

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

#### **14.3. 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 number of dwellings within the Highbrook Precinct to 200 dwellings (or dwelling unit equivalents) to ensure that vehicle trip generation from development within the precinct remains within anticipated levels.
- (3) Require an Integrated Transport Assessment Report to support a resource consent application for development exceeding 200 dwellings (or dwelling unit equivalents) 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 pedestrian, cycle, public transport use and promotes alternative transport choice by requiring:
  - (a) the preparation of a Highbrook Precinct Transportation Plan.
  - (b) the upgrading of the shared pedestrian / cycle facilities along the areas shown in Precinct Plan 1.
  - (c) construction of a bus stop along the Precinct frontage with Highbrook Drive.
  - (d) installation of a pedestrian barrier along the area shown in Precinct Plan 1 to improve pedestrian safety.
  - (e) the implementation of a shuttle bus service within the Precinct to provide connections to nearby public transport hubs and town centres.

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

#### 14.4. Activity table

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

Activity Table 14.4.1 specifies the activity status of land use and development activities pursuant to section 9(3) and section 11 of the Resource Management Act 1991.

**Table 14.4.1 Activity table**

Land use and development		Activity status
(A1)	Activities that do not comply with Standard I4.6.5 Road noise attenuation	RD
(A2)	Activities that do not comply with the following Standards:  (i) Standard I4.6.1 Maximum number of dwellings  (ii) Standard I4.6.2 Highbrook Precinct Transportation Plan  (iii) Standard I4.6.3 Upgrading of shared cycle/pedestrian path  (iv) Standard I4.6.4 Construction of a bus stop	D

#### 14.5. Notification

- (1) Any application for resource consent for an activity listed in Activity Table 14.4.1 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 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).

#### **I4.6. Standards**

The overlay, Auckland-wide and zone standards apply in this precinct in addition to the following standards.

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

##### **I4.6.1. Maximum number of dwellings**

- (1) The maximum number of dwellings (or dwelling unit equivalents) in the Highbrook Precinct must not exceed 200.
- (2) In Standard I4.6.1(1), dwelling unit equivalents must be calculated as follows:

<b>Type</b>	<b>Equivalent dwellings unit value</b>
Retirement village unit	0.61
Supported residential care	0.46
Visitor accommodation room	1.3

##### **I4.6.2. Highbrook Precinct Transportation Plan**

- (1) As part of the first stage of development (excluding bulk earthworks), a Transportation Plan must be prepared by a suitably qualified transportation professional to outline:
  - (a) how the future residents will access the wider area, including pedestrian linkages, cycle linkages, and public transport modes.
  - (b) how the provision of a private shuttle bus within the Precinct will be implemented to enable connections to key public transport nodes, town centres or key destinations.

#### **I4.6.3. Upgrading of shared cycle / pedestrian path and pedestrian barrier**

- (1) As part of the first stage of development (excluding bulk earthworks), the following transport infrastructure upgrades must be completed to Auckland Transport Design Standards:
  - (a) the area identified as shared pathway to be upgraded on Precinct Plan 1.
  - (b) the installation of a pedestrian barrier within the area shown on Precinct Plan 1

#### **I4.6.4. Construction of a bus stop**

- (1) As part of the first stage of development (excluding bulk earthworks), a bus stop must be constructed along the Precinct frontage with Highbrook Drive. The location of the bus stop is to be confirmed in consultation with Auckland Transport.

#### **I4.6.5. 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 I4.6.5(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 I4.6.5(1) and (2) can be achieved prior to the construction or alteration to any building containing an activity sensitive to noise.

#### **I4.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I4.8. Assessment – restricted discretionary activities**

##### **I4.8.1. 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 I4.6.5 – 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.

#### **I4.8.2. Assessment criteria**

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

- (1) Non-compliance with Standard I4.6.5 – 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 matters
  - (a) Prior to the occupation of the first dwelling, the extent to which the provision 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.
    - Takes into consideration the Highbrook Precinct Transportation Plan.

#### **I4.9. Special information requirements**

There are no special information requirements in this precinct.



**I4.10. Precinct plans**

**I4.10.1. Highbrook Precinct Plan 1**

