

Auckland Unitary Plan Operative in part

Plan Change 92 (Private)

Wellsford North

Operative 11 April 2025

Enclosed:

- Public Notice
- Seal page
- Operative version

Auckland Unitary Plan - Plan Change to become operative

Resource Management Act 1991 (the Act)

Plan Change 92 Wellsford North

At its meeting on 13 March 2025, the Council resolved to approve the above plan change to the Auckland Unitary Plan following the completion of the statutory processes.

The operative date is 11 April 2025

The updated district plan and background information may be viewed at the following
[www.aucklandcouncil.govt.nz/
planchanges](http://www.aucklandcouncil.govt.nz/planchanges)

Dated 4 April 2025

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**Auckland Unitary Plan
Plan Change 92 Wellsford North**

THE COMMON SEAL of the AUCKLAND COUNCIL was hereby affixed under the
authority of council :



Mayor / Deputy Mayor / Chief Executive / Chief Officer

Deputy Mayor / Chief Executive / Chief Officer / General Counsel

This plan change became operative on 11 April 2025

I557. Wellsford North Precinct

I557.1. 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 while also acknowledging the existing landscape character at Wellsford. The precinct provides for a range of residential densities, including medium residential densities enabled close to the Wellsford North Neighbourhood 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 precinct includes controls to ensure that new and altered buildings containing Noise Sensitive Spaces that are adjacent to State Highway 1 and the North Auckland Railway Line are designed, constructed and maintained to provide occupants with an adequate level of internal noise amenity.

Areas within the Precinct that are within 60m of the North Auckland Railway Line may experience vibration levels higher than would normally be experienced. A Vibration Alert Area is shown on Precinct Plan 2.

Subdivision and development does not proceed until the land zoned Business – Neighbourhood Centre zone, Residential – Single House zone and Residential – Mixed Housing Suburban zone within the Wellsford North Precinct is able to be connected to functioning bulk water supply and wastewater network infrastructure with sufficient capacity to service subdivision and development in the Precinct area. Subdivision and development can be undertaken in stages as the capacity of the bulk water supply and wastewater network infrastructure becomes available.

The Residential - Large Lot zone within the Precinct provides for self-sufficient means through the use of septic tanks and water tanks or connection to functioning bulk water supply and wastewater network infrastructure with sufficient capacity to service the subdivision and development.

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.

I557.2. 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 and capacity of bulk wastewater, bulk water supply, and operational transport infrastructure.
- (6) Subdivision and development is coordinated with the supply of sufficient stormwater, water supply, wastewater, energy and communications infrastructure.
- (7) Stormwater quality and quantity is managed to avoid, as far as practicable, or minimise or mitigate adverse water quality or flooding effects on the receiving environment.
- (8) Ecological values within terrestrial, wetland and stream habitats are protected, restored, maintained and enhanced.
- (9) Activities sensitive to noise adjacent to the State Highway and 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 State Highway and railway corridor.

I557.3. Policies

- (1) Require the Indicative Collector Road and associated Key Intersection to be provided generally in the location shown in I557.10.1 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 Indicative Key Local Roads and Primary Walking and Cycling connection to be provided generally in the location shown in I557.10.1 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 I557.11: Appendix 1.
- (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 well-connected open spaces for Wellsford North, including by:
 - (a) Incorporating distinctive site features, including the stand of Native Totara Trees as shown on I557.10.1 Wellsford North: Precinct Plan 1;
 - (b) Integrating with the stream network to create a green corridor; and
 - (c) connecting to the existing neighbourhood footpath network, including at Curry's Bush Reserve.
- (7) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.
- (7A) Avoid subdivision and development in advance of the provision of bulk water supply and wastewater network infrastructure with sufficient capacity to service subdivision and development within the Precinct.

- (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 an approved stormwater management plan including the treatment train approach:
 - (a) The use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
 - (b) Requiring treatment of runoff from all connected impervious surfaces by a water quality device designed in accordance with GD01.
- (10) Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams and wetlands.
- (11) Ensure that activities sensitive to noise adjacent to the State Highway and railway corridor are designed, constructed and maintained to reduce road and rail noise to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the State Highway and railway corridor.

I557.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is otherwise listed in Activity Table I557.4.1 below.

Activity Table I557.4.1 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 I557.4.1 Activity table

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

(A2)	Development that does not comply with Standard I557.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table I557.6.1.1: (a) Upgrades in rows (a)	NC
(A2A)	Development that does not comply with Standard I557.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table I557.6.1.1: (a) Upgrades in rows (b) and (c)	D
(A3)	Development that exceeds a cumulative total of 750 dwellings within the Precinct	RD
(A4)	Development that does not comply with Standard I557.6.1A Road Design	RD
(A5)	Use and development within the Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard I557.6.3. Water Supply and Wastewater Infrastructure	NC
(A5A)	Use and development within the Residential Large Lot Zone that does not comply with Standard I557.6.3A Water Supply and Wastewater Infrastructure Residential Large Lot Zone	NC
Subdivision		
(A6)	Subdivision, including private roads	RD
(A7)	Subdivision that does not comply with Standard I557.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table I557.6.1.1: (a) Upgrades in rows (a)	NC

(A7A)	Subdivision that does not comply with Standard I557.6.1. Staging of Development with Transport Upgrades with respect to the following elements of Table I557.6.1.1: (a) Upgrades in rows (b) and (c)	D
Activity		Activity status
(A8)	Subdivision that does not comply with Standard I557.6.1A Road Design	RD
(A9)	Subdivision within Neighbourhood Centre Zone, the Mixed Housing Suburban Zone, and the Single House Zone that does not comply with Standard I557.6.3. Water Supply and Wastewater Infrastructure	NC
(A9A)	Subdivision within the Residential Large Lot Zone that does not comply with Standard I557.6.3A Water Supply and Wastewater Infrastructure Residential Large Lot Zone	NC

I557.5. Notification

- (1) Except as provided for by I557.5(2), any application for resource consent for an activity listed in Table I557.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) Any application for resource consent that infringes the following standards will be considered without public or limited notification to any person other than Watercare or the need to obtain the written approval from any other affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
 - (a) Standard I557.6.3 Water Supply and Wastewater Infrastructure
 - (b) Standard I557.6.3A Water Supply and Wastewater Infrastructure - Residential Large Lot Zone.
- (3) 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).

I557.6. Standards

- (1) Unless specified in Standard I557.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I557.4.1 above.
- (2) The following Auckland-wide standards do not apply to activities that comply with I557.6.1. Staging of Development with Transport Upgrades:
 - (a) E27.6.1 Trip generation
- (3) The following zone standards do not apply within the Residential - Single House Zone and Residential - Large Lot Zone:
 - (a) E38.8.2.3. Vacant sites subdivisions involving parent sites of less than 1 hectare; and
 - (b) E38.8.3.1. Vacant sites subdivision involving parent sites of 1 hectare or greater.

All activities listed in Activity Table I557.4.1 must also comply with the following Standards as relevant below. All activities listed in Activity Table I557.4.1 must also comply with I557.9 Special Information Requirements.

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.

I557.6.1. Staging of Subdivision and Development with Transport Upgrades

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy I557.3(8).
 - Achieve the integration of land use and transport, consistent with Policies I557.3(1), (2), (3) and (8).
- (1) Development and subdivision within the Precinct must not exceed the thresholds in Table I557.6.1.1 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 I557.6.1(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 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 I557.6.1(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:
- (a) No dwellings, retail, commercial and/or community floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
 - (b) No section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above basis must be made subject to consent conditions as described in I557.6.1 (2)(a) and/or I557.6.1 (2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

- (3) For the purpose of this standard:
- (a) 'Dwelling' and 'retail/commercial/community floorspace' means buildings for those activities that have a land use consent, or subdivision that has a section 224(c) certificate that creates additional vacant lots;
 - (b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
 - (c) 'Operational' means the relevant upgrade is available for use and open to all traffic.

Table I557.6.1.1 Threshold for Subdivision and Development within Wellsford North Precinct

Column 1		Column 2
Activities, development or subdivision, enabled by Transport Infrastructure in column 2		Transport infrastructure required to enable activities, development or subdivision in column 1
(a)	Prior to any subdivision and/or development accessed via the State Highway 1 (Rodney Street) intersection	Upgrade to the Key Intersection between the main Collector Road and State Highway 1 (Rodney Street), refer to I557.10.1 Precinct Plan 1 • Right hand turn intersection with the main collector road and State Highway 1
(b)	Prior to the occupancy of any subdivision and/or development accessed via the State Highway 1 (Rodney Street) intersection	Provision of the Primary Walking and Cycling Connection along State Highway 1 (Rodney Street) between the main collector road and State Highway 1 (Rodney Street) intersection and the underpass at Tobruk Road, refer to I557.10.1 Precinct Plan 1.
(c)	Prior to the occupancy of any subdivision and/or development with frontage to State Highway 1 (Rodney Street)	Upgrade to State Highway 1 (Rodney Street) frontage to an urban standard consistent with Appendix 1: Road Function and Design Elements Table.

I557.6.2. Road Design

Purpose: To ensure that any activity, development and/or subdivision complies with I557.11 Appendix 1: Road Function and Design Elements Table.

- (1) Any activity, development and/or subdivision must comply with I557.11 Appendix 1: Road Function and Design Elements Table.

I557.6.3. Water Supply and Wastewater Infrastructure

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

- (1) Bulk water supply and wastewater infrastructure required for servicing of each stage of development within the Business - Neighbourhood Centre zone,

Residential - Mixed Housing Suburban zone, and Residential - Single House zone must have capacity, and be completed and commissioned:

- (a) In the case of subdivision, prior to the issuing of a certificate of title pursuant to s224(c) for any residential and/or business zoned lots; or
- (b) In the case of land use, prior to construction of any buildings for activities that would require water and/or wastewater servicing.

I557.6.3A Water Supply and Wastewater Infrastructure - Residential Large Lot Zone

- (1) Development located within the Residential - Large Lot zone must demonstrate adequate on site self-servicing infrastructure via septic tanks and water tanks; or the bulk water supply and wastewater infrastructure required for water and wastewater servicing the development or subdivision must have capacity, and be completed and commissioned:
 - (a) In the case of subdivision, prior to the issuing of a certificate of title pursuant to s224(c) for any residential large lot zoned lots; or
 - (b) In the case of land use, prior to construction of any buildings for activities that would require water and/or wastewater servicing.

I557.6.4. Riparian Margin

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

- (1) Riparian margins of permanent or intermittent streams and natural wetlands, (as shown as Indicative Natural Wetlands in I557.10.1 Wellsford North: Precinct Plan 1), must be planted either side to a minimum width of 10m measured from the top of bank of the stream and the edge of the wetland area, 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.

I557.6.5. Stormwater Quality

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

- (1) Stormwater runoff from all directly connected impervious surfaces, excluding roofs, 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)'.
- (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 algicide.
- (3) Roof runoff must be directed to a tank sized for the minimum of 5mm retention volume for non-potable reuse within the property.

I557.6.6. 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 I557.6.6.1 Minimum net site area for subdivisions within the Large Lot Zone.

Table I557.6.6.1 Minimum Net Site Area within Large Lot Zone

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

I557.6.7. Minimum Net Site Area within Single House Zone

- (1) Site sizes for proposed sites must comply with the minimum net site area specified in Table I557.6.7.1 Minimum net site area for subdivisions within the Single House Zone.

Table I557.6.7.1 Minimum Net Site Area within Single House Zone

Area	Minimum net site area
Single House Zone	400m ²

I557.6.8. Activities sensitive to noise within 100m of the North Auckland Line

Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to reduce rail noise 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 a Noise Sensitive Space, within 100 metres of the nearest rail line must be designed, constructed and maintained to reduce external noise to not exceed 35 dB $L_{Aeq}(1 \text{ hour})$ in bedrooms and sleeping areas, and 40 dB $L_{Aeq}(1 \text{ hour})$ for all other Noise Sensitive Spaces. Written certification of such compliance shall be submitted from a Suitably Qualified and Experienced Acoustic Consultant with the building consent application for the building concerned. The design certificate shall be based on:
 - (a) A source level for railway noise of 70 $L_{Aeq}(1 \text{ hour})$ at a distance of 12 metres from the nearest track; and
 - (b) The attenuation over distance being:
 - (i) 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; or
 - (ii) As modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for freight trains with diesel locomotives, having regard to factors such as barrier attenuation, the location of the dwelling relative to the orientation of the track, topographical features and any intervening structures.
- (2) The requirements of I557.6.8(1) do not apply where the Noise Sensitive Space(s) within 100m of the boundary of the designated railway corridor:
 - (a) Is in a location where the exterior façades of the Noise Sensitive Space(s) is at least 50m from the formed railway track and there is a solid building, fence, wall or landform that blocks the line of sight from all parts of all windows and doors of those spaces to all points 3.8m directly above the formed railway track; or
 - (b) Is in a location where it can be demonstrated by way of prediction or measurement by a Suitably Qualified and Experienced Acoustic Consultant

that the rail noise level at all exterior façades of the Noise Sensitive Space(s) is no more than 15 dB above the relevant internal noise levels in I557.6.8(1).

I557.6.9. Activities sensitive to noise within 45m of the centreline of State Highway 1

- (1) Any new building or alteration to an existing building that contains a Noise Sensitive Space within 45 metres of the centreline of State Highway 1 must be designed, constructed and maintained so that road traffic noise from State Highway 1 does not exceed 40 dB L_{Aeq} (24 hour) in all Noise Sensitive Spaces.
- (2) Written certification of compliance with I557.6.9(1) shall be submitted from a Suitably Qualified and Experienced Acoustic Consultant with the relevant building consent application. The certification shall be based on the existing measured or predicted noise levels plus 3 dB. Noise level predictions for the building may be modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for road traffic, having regard to factors such as barrier attenuation, the location of the dwelling relative to the road, topographical features and any intervening structures.

I557.6.10. Mechanical cooling and ventilation requirements for I557.6.8 and I557.6.9

- (1) If opening windows of Noise Sensitive Spaces must be closed to achieve the design noise levels in I557.6.8(1) or I557.6.9(1) those spaces must be designed, constructed and maintained with a mechanical ventilation system that achieves the following requirements:
 - (a) Provides mechanical ventilation that can operate continuously to satisfy clause G4 of the New Zealand Building Code and that provides at least 1 air change per hour, but no less than 7.5L/s per occupant; and
 - (b) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using a 2.5% design weather condition for Wellsford. An acceptable design weather set would include IRHACE Yearbook 2009 NIWA weather data; and
 - (c) Any system installed in compliance with I557.6.10(1)(a) and (b) above, must not generate more than 35 dB $L_{Aeq(30s)}$ when measured 1 metre away from any grille or diffuser. The noise level must be measured after the system has cooled the rooms to the temperatures in I557.6.10(1)(b), or after a period of 30 minutes from the commencement of cooling (whichever is the lesser);

OR:

- (d) Alternatively, in lieu of section I557.6.10(3)(a) - (c) above, a design verified by a suitably qualified and experienced HVAC expert stating the design proposed

will provide ventilation and internal space temperature controls to meet or exceed the outcomes described in I5576.10(3)(a)-(c).

- (2) A commissioning report must be submitted to the Council prior to occupation of the building demonstrating compliance with the mechanical ventilation system performance requirements in I557.6.10(1)(a)-(c) or I557.6.10(1)(d).

I557.6.11. 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 Indicative Greenway Connection as shown in I557.10.1 Wellsford North: Precinct Plan 1.

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

I557.6.12. Garage Doors within the Single House zone

Purpose: To ensure that garages do not unduly dominate the street frontage.

All garage doors must comply with the following:

- (1) A garage door facing a street must be no greater than 45 percent of the width of the front façade of the dwelling to which the garage relates.
- (2) Garage doors must be set back behind the front façade of a dwelling.

I557.6.13. Height in relation to Boundary within the Single House zone

Purpose: To ensure that smaller site sizes within the Single House zone, enabled by Standard I557.6.7, can be developed in a single house typology, while enabling a reasonable level of sunlight access and minimising adverse visual dominance effects to immediate neighbours.

- (1) Buildings must not project beyond a 45-degree recession plane measured from a point 3m vertically above ground level along side and rear boundaries.

I557.7. Assessment – Controlled Activities

There are no controlled activities in this precinct.

I557.8. Assessment – Restricted Discretionary Activities

I557.8.1. 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 State Highway 1 (Rodney Street) frontage;
 - (f) Matters of discretion I557.8.1(1) (a)-(f) apply in addition to the matters of discretion in E38.12.1; and
 - (g) The effects of infrastructure provision and capacity, including locations and size identified in the Water and Wastewater Servicing Plan required in I557.9 Special Information Requirements.
- (2) Development that exceeds a cumulative total of 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 I557.6.2 Road Design:
- (a) The design of the road, and associated road reserve and whether it achieves policies I557.3(1), (2) and (3);
 - (b) Design constraints;
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (4) Infringements to Standard I557.6.4 Riparian Margins:
- (a) Effects on water quality, wetland and stream habitat.
- (5) Infringements to Standard I557.6.5 Stormwater Quality:
- (a) Matters of discretion E9.8.1(1) apply.
- (6) Infringements to Standard I557.6.6 Subdivision of sites within the Large Lot Zone:
- (a) Matters of discretion E38.12.1(7) apply.

- (7) Infringements to Standard I557.6.7 Subdivision of sites within the Single House Zone:
 - (a) Matters of discretion E38.12.1(7) apply.
- (8) Infringement of standard I557.6.8 – Activities sensitive to noise within 100m of the rail line:
 - (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 I557.6.9 – Activities sensitive to noise within 45m from the centreline of State Highway 1:
 - (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the State Highway.
- (10) Infringement of standard I557.6.10 - Mechanical cooling and ventilation requirements for I557.6.8 and I557.6.9:
 - (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor and the State Highway.
- (11) Infringement of standard I557.6.11 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 for the future Indicative Greenway Connection (shown on I557.10.1 Wellsford North: Precinct Plan 1) or existing Greenway Connection, if already constructed.

I557.8.2. 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 Indicative Collector Road, Indicative Key Local Roads (including Indicative Park Edges Roads and Primary Walking and Cycling connections are provided generally in the location shown on I557.10.1 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 Indicative roads and the Primary Walking and Cycling 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 Indicative Key Local Roads (including the Indicative Collector Road) is provided within the precinct that has a good degree of accessibility and supports a walkable and cyclable street network. Whether roads and indicative walking and cycling 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 roundabout at the intersection between Rodney Street and the new collector road.

Design of Roads

- (d) Whether the design of new collector roads and local roads accord with the road design details provided in I557.11.1 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 on I557.10.1 Wellsford North: Precinct Plan 1 along Rodney Street to connect with the existing Wellsford urban environment.

Open space network

- (f) Neighbourhood and Suburban Parks should have adequate street frontage to ensure they are visually prominent and safe.
- (g) Whether existing Native Totara Trees and native vegetation within the Native Totara Tree Stand, as shown on I557.10.1 Wellsford North: Precinct Plan 1, is retained where possible.
- (h) Whether a cohesive and well-connected walking and cycling network is achieved.

- (i) Whether the Indicative Recreational Track, as shown on I557.10.1 Wellsford North: Precinct Plan 1, contributes to a well-connected active mode network throughout the Precinct.

Stormwater and flooding

- (j) Whether development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14).
- (k) The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, life-cycle cost, ease of access, operation, ongoing viability and maintenance, and integration with the surrounding environment including the road corridor where relevant.
- (l) Whether the proposal ensures that subdivision and development manages flooding effects (including cumulative effects) downstream of the precinct so that the risks to people, property, and infrastructure are not increased for all flood events, up to a 1% AEP flood event, including allowance for climate change.

Landscape Buffer

- (m) Whether the landscape buffer strip is provided generally in the location shown on I557.10.1 Wellsford North: Precinct Plan 1 to achieve a buffer between State Highway 1 (Rodney Street) and development within the Wellsford North Precinct. As a guide the landscape buffer strip should be a minimum of 5m in width and mechanisms to ensure its ongoing management are confirmed.

Water and Wastewater Servicing Plan

- (n) Whether water and wastewater infrastructure is provided in accordance with the Water and Wastewater Servicing Plan required in I557.9 Special Information Requirements.

Earthworks

- (o) Whether earthworks within the Residential – Large Lot Zone minimises the requirement for significant retaining.
- (2) Development that exceeds a cumulative total of 750 dwellings:
- (a) Development that exceeds a cumulative total of 750 dwellings within the Precinct shall be assessed in terms of whether a roundabout at the intersection between Rodney Street and the new collector road is required, with respect to the following:

- (i) 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;
 - (ii) Whether the transport network at the intersection of Batten Street and State Highway 1 can operate safely and efficiently during all periods, with all movements operating no worse than Level of Service (LOS) E;
 - (iii) Whether safe connections can be achieved to public transport services, schools and community facilities within Wellsford; and
 - (iv) Whether the Ara Tūhono – Pūhoi to Wellsford corridor is under construction.
- (3) Infringement to standard I557.6.2 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 I557.3(1), (2), (3) and (4).
 - (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds; ii. can safely accommodate required vehicle movements;
 - (ii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment.
 - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (4) Infringement to standard I557.6.4 Riparian Margins:
 - (a) Whether the infringement is consistent with Policies I557.3(6) and I557.3(10).
- (5) Infringement to standard I557.6.5 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 I557.6.6 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 I557.6.7 Subdivision of sites within the Single House Zone:
 - (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.
- (8) Infringement of standard I557.6.8 or standard I557.6.9 Activities sensitive to noise within 100m of the rail line or 45m from the centreline of State Highway 1:
 - (a) Whether activities sensitive to noise adjacent to the State Highway or rail line are designed to protect people's health and amenity while they are indoors, and whether such activities unduly constrain the operation of the State Highway or rail line. 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 State Highway or 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 expert and the relevant transport authority.
- (9) Infringement of standard I557.6.10 - Mechanical cooling and ventilation requirements for I557.6.8 and I557.6.9:
 - (a) The extent to which any alternative ventilation and temperature control system provides sufficient thermal comfort and fresh air supply to ensure that the requirements of Clause G4 of the New Zealand Building Code are met and that occupants of Noise Sensitive Spaces can remain cool and comfortable at all times without having to open windows and doors for cooling or fresh air (where doing so would result in the indoor noise levels exceeding the standards in I557.6.8 and I557.6.9).
- (10) Infringement of standard I557.6.11 Building Setback 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.

- (b) Whether the Indicative Greenways Connection (shown on I557.10.1 Wellsford North: Precinct Plan 1) can provide a connected and safe cycling link.

I557.9. Special information requirements

(1) Riparian and wetland margin planting plan

- (a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream and/or wetland 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.
- (b) An application for land modification, development and subdivision which occurs within the area of identified Native Totara Trees on I557.10.1 Wellsford North: Precinct Plan 1 must be accompanied by a riparian planting plan identifying the extent to which the Totara Trees will be retained.

(2) Activities sensitive to noise proposed within 100m of the rail corridor which infringe Standard I557.6.8 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard I557.6.11:

- (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.

(4) Site Specific Watercourse Assessment

An application for any land modification, subdivision or development which adjoins a permanent or intermittent stream must be accompanied by a Site Specific Watercourse Assessment prepared by a suitably qualified person. The assessment must include a stream reach assessment identifying any erosion hotspots, stream bank erosion and appropriate erosion mitigation measures.

(5) Water and Wastewater Servicing Plan

Within the application for the first subdivision or development within the Precinct lodged after [insert date of plan change approval] the applicant is required to provide a Water and Wastewater Servicing Plan for the Precinct Area. The Water and Wastewater Servicing Plan must:

- (a) Identify the location, size and capacity of the proposed water supply and wastewater network within the Precinct.
- (b) Identify the timing, location, size and capacity of the key water and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service the Precinct, including the available capacity of the Wellsford Water Treatment Plant and the Wellsford Wastewater Treatment Plant and timing of upgrades.

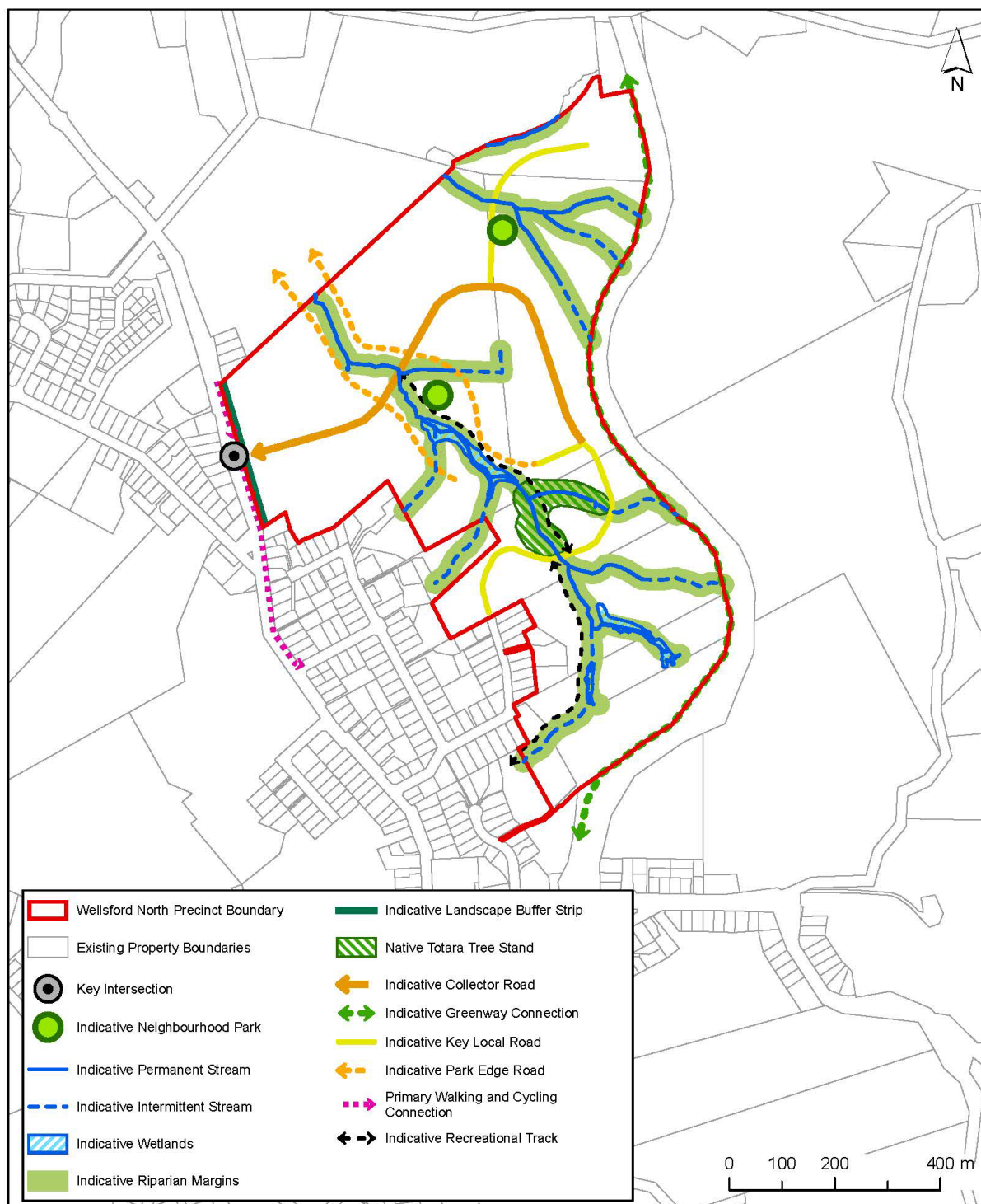
(6) Water Supply and Wastewater Infrastructure Capacity Assessment

All applications for subdivision or development must be accompanied by a Water Supply and Wastewater Infrastructure Capacity Assessment. The applicant is required to produce a water supply and wastewater infrastructure capacity assessment for the precinct to demonstrate there is sufficient capacity in the wider water and wastewater reticulated network to service the proposed development or lots. The Water Supply and Wastewater Capacity Assessment must:

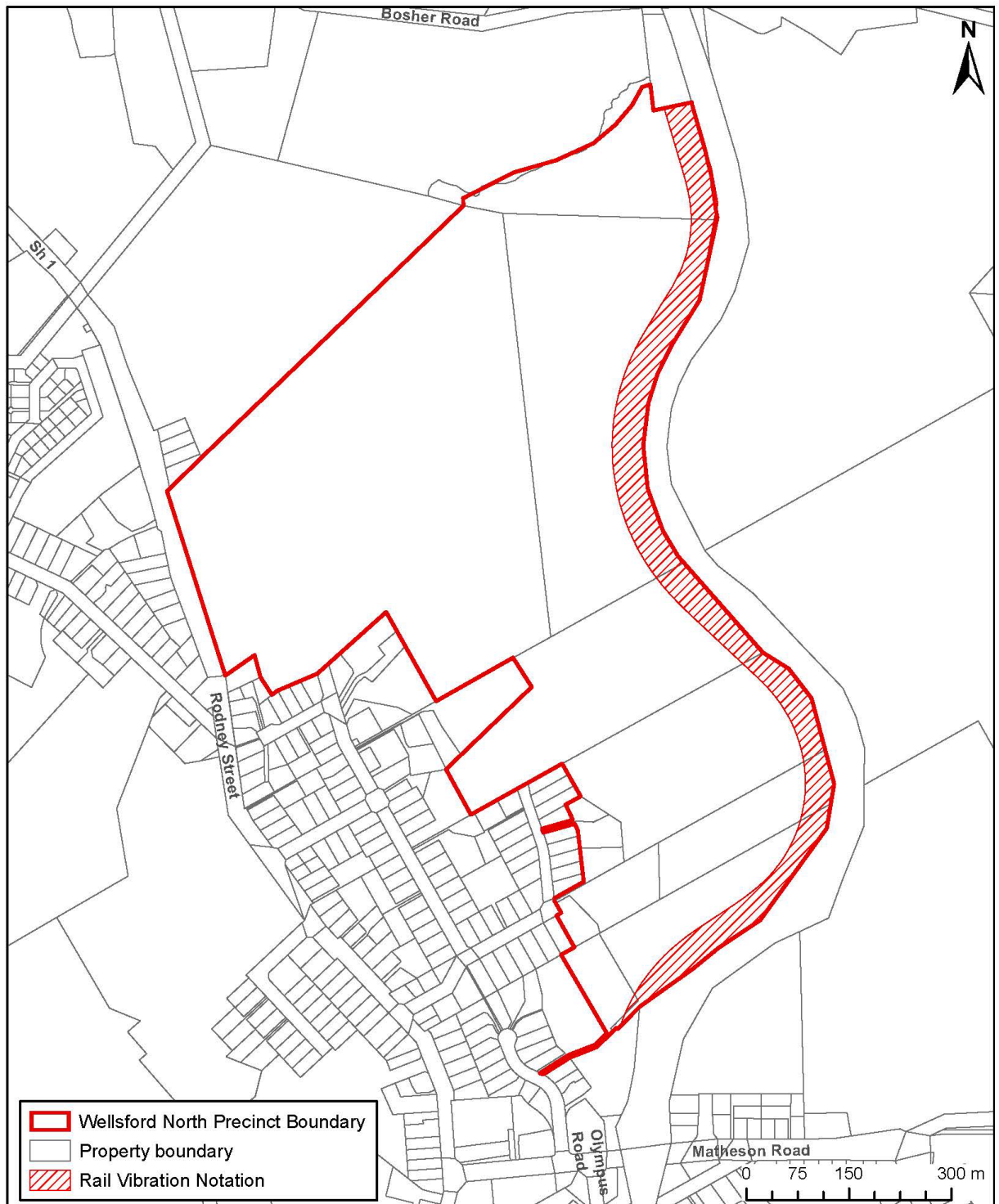
- (a) Identify the available capacity of the Wellsford Water Treatment Plant and the Wellsford Wastewater Treatment Plant.
- (b) Identify the timing and capacity of any planned upgrades of the Wellsford Water Treatment Plant and the Wellsford Wastewater Treatment Plant.
- (c) Identify the available capacity in the water and wastewater networks from the development to the Water and Wastewater Treatment Plants.

I557.10. Precinct Plans

I557.10.1. Wellsford North: Precinct Plan 1 – Indicative Road and Open Space Network



I557.10.2. Wellsford North: Precinct Plan 2 – Rail Vibration Plan



I557.11. Appendices

Appendix 1: Road Function and Design Elements Table

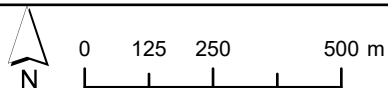
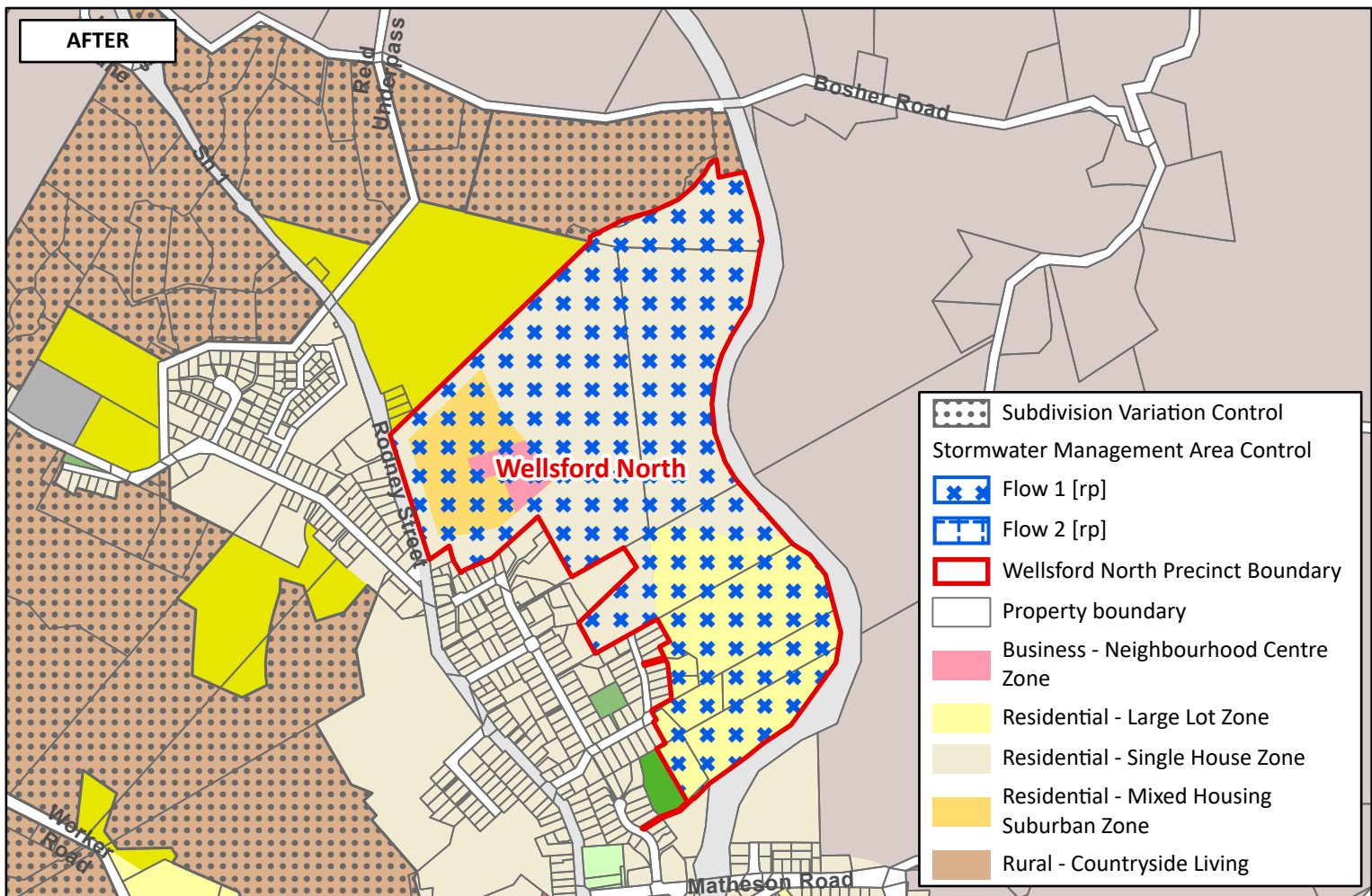
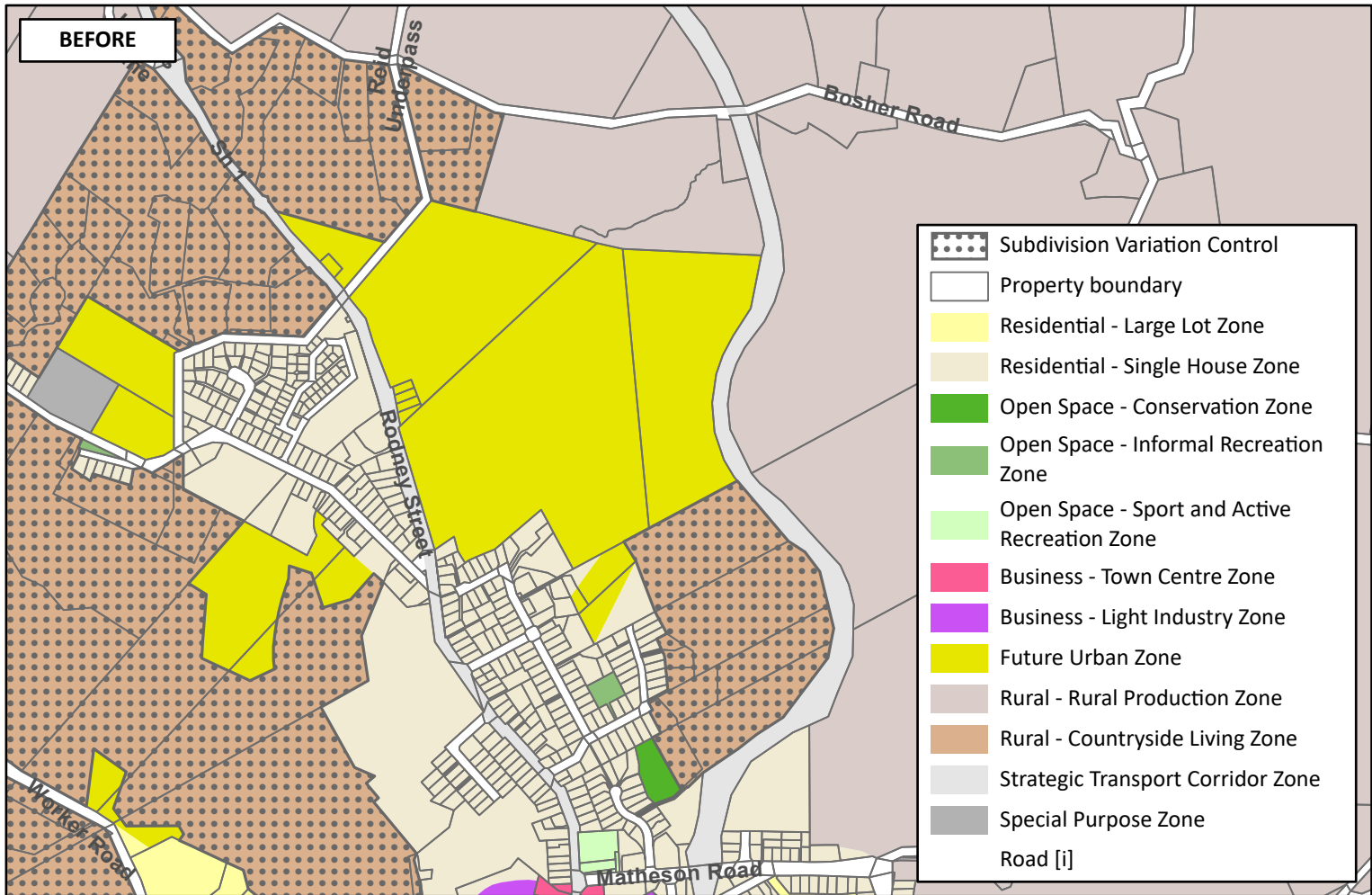
Road Function and Required Design Elements Table										
Road Name (refer to Precinct Plan 1)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes	Speed Limit	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Collector Road	Collector	26m	2	50	Yes	Yes (Raised)	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
Park 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

Road Function and Required Design Elements Table										
Road Name (refer to Precinct Plan 1)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes	Speed Limit	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
State Highway 1 (Rodney Street) – frontage to Wellsford North Precinct	Arterial		2	50	Yes	Yes (Flush)	Yes	No	Frontage side only	Frontage side only

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.



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Private Plan Change 92 Wellsford North